

NOTICE OF COUNCIL MEETING

Pursuant to the provisions of section 84 (1) of the
Local Government Act 1999

The Ordinary Meeting of the



will be held in the

**Council Chamber
Redbanks Road
Mallala**

on

Monday 27 March 2023 at 4.30pm

A handwritten signature in black ink that reads "Darren Starr".

Darren Starr
ACTING CHIEF EXECUTIVE OFFICER

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1 ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges that we meet on the traditional country of the Kurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land and we acknowledge that they are of continuing importance to the Kurna people living today.

2 ATTENDANCE RECORD

3 CONFIRMATION OF COUNCIL MEETING MINUTES

3.1 Confirmation of Minutes - Ordinary Council Meeting - 27 February 2023

RECOMMENDATION

“that the minutes of the Ordinary Council Meeting held on 27 February 2023 (MB Folios 17748 to 17763 inclusive) be accepted as read and confirmed.”

MINUTES

of the

Ordinary Council Meeting



Held, pursuant to the provisions of the
Local Government Act 1999, in the

**Council Chamber
Redbanks Road
Mallala**

on

Monday 27 February 2023 at 4.30pm

The Mayor formally declared the meeting open at 4.30pm.

1 ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges that we meet on the traditional country of the Kurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land and we acknowledge that they are of continuing importance to the Kurna people living today.

2 ATTENDANCE RECORD

Present:

Mayor Mark Wasley

Councillor Alana Bombardieri

Councillor Kay Boon

Councillor Terry-Anne Keen

Councillor John Lush

Councillor Dante Mazzeo

Councillor Margherita Panella

Councillor David Paton

Councillor Marcus Strudwicke

Councillor Eddie Stubing

Staff in Attendance:

Chief Executive Officer

General Manager – Governance and Executive Office

General Manager – Finance and Business

General Manager – Infrastructure and Environment

General Manager – Development and Community

Marketing and Communications Officer

Administration and Executive Support Officer/Minute Taker

Information Technology Support Officer

Mr James Miller

Ms Sheree Schenk

Mr Rajith Udugampola

Mr Thomas Jones

Mr Darren Starr

Clarisse Semler-Hanlon

Ms Stacie Shrubsole

Mr Sean Murphy

Invited Guests:

Kelley Jones Lawyers (*for Item 14.1*)

Mr Michael Kelley

Director, Southfront Engineers (*for Item 14.1*)

Mr Drew Jacobi

Managing Director, McGregor Tan (*for Item 15.3 by electronic means*)

Mr Tom Hannon-Tan

3 CONFIRMATION OF COUNCIL MEETING MINUTES

3.1 CONFIRMATION OF MINUTES – ORDINARY COUNCIL MEETING – 30 JANUARY 2023

RESOLUTION 2023/032

Moved: Councillor Mazzeo

Seconded: Councillor Boon

“that the minutes of the Ordinary Council Meeting held on 30 January 2023 (MB Folios 17732 to 17741 inclusive) be accepted as read and confirmed.”

CARRIED

3.2 CONFIRMATION OF MINUTES – SPECIAL COUNCIL MEETING – 6 FEBRUARY 2023

RESOLUTION 2023/033

Moved: Councillor Keen

Seconded: Councillor Strudwicke

“that the minutes of the Special Council Meeting held on 6 February 2023 (MB Folios 17742 to 17747 inclusive) be accepted as read and confirmed.”

CARRIED

4 BUSINESS ARISING

Nil

5 DECLARATION OF MEMBERS' INTEREST

Nil

6 ADJOURNED BUSINESS

Nil

7 MAYOR'S REPORT**7.1 MAYOR'S REPORT – FEBRUARY 2023****RESOLUTION 2023/034**

Moved: Councillor Keen

Seconded: Councillor Stubing

“that Council, having considered Item 7.1 – *Mayor's Report – February 2023*, dated 27 February 2023, receives and notes the report.”

CARRIED

8 REQUESTED DOCUMENTS/CORRESPONDENCE TO BE TABLED

Nil

9 DEPUTATIONS**9.1 DEPUTATION – MS ANNA WHITE – THE TWINKLING CHRISTMAS CELEBRATIONS**

Ms Anna White gave a 12-minute presentation to Council Members regarding aspirations to expand the Christmas Twinkling events to the wider Adelaide Plains Council region.

10 PRESENTATIONS/BRIEFINGS

Nil

11 PETITIONS

Nil

12 COMMITTEE MEETING MINUTES**12.1 MINUTES OF THE SPECIAL AUDIT COMMITTEE MEETING HELD 31 JANUARY 2023****RESOLUTION 2023/035**

Moved: Councillor Keen

Seconded: Councillor Strudwicke

“that Council receives and notes the minutes of the Minutes of the Special Audit Committee Meeting held 31 January 2023.”

CARRIED

12.2 MINUTES OF THE ADELAIDE PLAINS COUNCIL HISTORICAL COMMITTEE MEETING HELD 7 FEBRUARY 2023

RESOLUTION 2023/036

Moved: Councillor Strudwicke

Seconded: Councillor Boon

“that Council receives and notes the minutes of the Adelaide Plains Council Historical Committee meeting held 7 February 2023.”

CARRIED

12.3 MINUTES OF THE AUDIT COMMITTEE MEETING HELD 13 FEBRUARY 2023

RESOLUTION 2023/037

Moved: Councillor Strudwicke

Seconded: Councillor Boon

Councillor Panella raised a Point of Order in relation to Councillor Keen on the basis that the recommendation is to receive and note only, and that questions or comments should be raised at the time of the relevant recommendation.

The Mayor accepted the Point of Order, and in doing so recommended that the current recommendation be dealt with prior to debate and questions in relation to later recommendations. The Mayor sought Councillor Keen’s preference as to whether to continue with her question at this juncture or to raise questions at the relevant time.

“that Council receives and notes the minutes of Minutes of the Audit Committee Meeting held 13 February 2023 as presented at Attachment 1 to this Report.”

CARRIED

RESOLUTION 2023/038

Moved: Councillor Boon

Seconded: Councillor Panella

“that Council endorses resolution 2023/010 of the Audit Committee and in doing so acknowledges the progress made to complete the activities identified for the Audit Committee during the 2022/2023 Financial Year.”

CARRIED

RESOLUTION 2023/039

Moved: Councillor Strudwicke

Seconded: Councillor Keen

Councillor Strudwicke raised a Point of Order in relation to Councillor Panella on the basis that there was no mover or seconder, stating that if a councillor has questions, they can ask questions, however a motion needs to be moved before discussion or debate can take place.

The Mayor accepted the Point of Order, ruling that a motion is required for debate to occur, however questions in relation to the agenda item may be asked.

“that Council endorses resolution 2023/011 of the Audit Committee and in doing so adopts the revised Rating Policy as presented at Attachment 2 to this Report.”

CARRIED

MOTION 2023/040

Moved: Councillor Panella

“that Council endorses resolution 2023/012 of the Audit Committee and in doing so adopts the revised Disposal of Land and Other Assets Policy as presented at Attachment 3 to this Report, subject to the removal of the following clauses:-

- **6.1.6 Council will not dispose of Land to any Council Member, or employee of the Council who has been involved in any process related to a decision to dispose of the Land and/or the establishment of a reserve price.; and**
- **6.2.5 Council will not dispose of Assets to any Council Member or employee of the Council unless the purchase is via a public tender process or a public auction, and the tender submitted or bid made is the highest.”**

MOTION LAPSED FOR WANT OF A SECONDER

RESOLUTION 2023/041

Moved: Councillor Strudwicke

Seconded: Councillor Paton

“that Council endorses resolution 2023/012 of the Audit Committee and in doing so adopts the revised Disposal of Land and Other Assets Policy as presented at Attachment 3 to this Report, subject to the insertion of the word “to” following the word “due” at clause 6.2.3.7.”

CARRIED

Councillor Panella called for a division.

The Mayor declared the vote set aside.

In Favour: Councillors Lush, Strudwicke, Boon, Paton, Mazzeo, Keen and Stubing.

Against: Councillors Bombardieri and Panella.

THE MAYOR DECLARED THE MOTION CARRIED 7/2

RESOLUTION 2023/042

Moved: Councillor Panella

Seconded: Councillor Keen

“that Council endorses resolution 2023/013 of the Audit Committee and in doing so adopts the revised Credit Card Policy as presented at Attachment 4 to this Report.”

CARRIED

13 SUBSIDIARY MEETINGS**13.1 GAWLER RIVER FLOODPLAIN MANAGEMENT AUTHORITY – BOARD MEETING HELD 16 FEBRUARY 2023****RESOLUTION 2023/043**

Moved: Councillor Panella

Seconded: Councillor Strudwicke

“that Council receives and notes the minutes of Gawler River Floodplain Management Authority Meeting held on 16 February 2023.”

CARRIED

14 REPORTS FOR DECISION**14.1 GAWLER RIVER FLOODPLAIN MANAGEMENT AUTHORITY – OVERVIEW AND RISK ASSESSMENT – REPORT 2**

The Chief Executive Officer gave a 21-minute presentation and briefing in relation to Council’s involvement with the Gawler River Floodplain Management Authority, including advice from Drew Jacobi and Michael Kelledy.

RESOLUTION 2023/044

Moved: Councillor Keen

Seconded: Councillor Bombardieri

“that Council, having considered Item 14.1 – *Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2*, dated 27 February 2023, receives and notes the report.”

CARRIED UNANIMOUSLY

RESOLUTION 2023/045

Moved: Councillor Paton

Seconded: Councillor Stubing

“that Council, having considered Item 14.1 – *Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2*, dated 27 February 2023, notes that the Chief Executive Officer has acted with diligence and prudence in channelling resolution 2022/326 through the 19 December 2022 meeting of Council (extensive background and context), the 30 January 2023 meeting of Council (status update and presentation by GRFMA Chair and Executive Officer) and the 13 February 2023 Audit Committee meeting (sounding board and risk analysis) to enable Council to make an informed and responsible decision on matters concerning the GRFMA, including consideration of risks posed in either remaining or withdrawing from the subsidiary.”

CARRIED UNANIMOUSLY

RESOLUTION 2023/046**Moved: Councillor Boon****Seconded: Councillor Lush**

“that Council, having considered Item 14.1 – *Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2*, dated 27 February 2023, notes the resolutions adopted by the Audit Committee at its meeting held on 13 February 2023 and in doing so:-

- 1. Acknowledges that the Chief Executive Officer has engaged Mr Michael Kelledy of Kelledy Jones Lawyers and Mr Drew Jacobi of Southfront Engineers to provide input and strategic advice on the matter.**
- 2. Is cognisant of the various resolutions and policy positions adopted by both the Council and Gawler River Floodplain Management Authority (GRFMA) that may influence financial risk and liability on the Council.**
- 3. Notes that Council had previously attempted to withdraw from the GRFMA in 2017 citing concerns regarding:-**
 - i. the GRFMA Charter and associated inequalities regarding funding contributions of constituent councils**
 - ii. the lack of a Stormwater Management Plan for the catchment**
 - iii. a lack of exploration into upstream flood mitigation infrastructure options (i.e. raising of Bruce Eastick Dam)**
- 4. Acknowledges that considerable work has been done since Council began lobbying the GRFMA in 2017 to see action taken on addressing 3(i), 3(ii) and 3(iii) above.”**

CARRIED UNANIMOUSLY**RESOLUTION 2023/047****Moved: Councillor Keen****Seconded: Councillor Paton**

“that Council, having considered Item 14.1 – *Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2*, dated 27 February 2023, endorses the position of the Audit Committee that the Council is under a legal obligation to make informed and responsible decisions as it relates to ‘risks posed in either remaining or withdrawing from the subsidiary’, and, at this juncture, Council is not in a position to comply with this obligation. The consideration of risk issues, therefore, will not be reconsidered until the following bodies of work are substantially completed:-

- GRFMA Charter Review**
- Stormwater Management Plan**
- DEW Business Case.”**

CARRIED UNANIMOUSLY

RESOLUTION 2023/048

Moved: Councillor Strudwicke

Seconded: Councillor Keen

“that Council, having considered Item 14.1 – *Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2*, dated 27 February 2023, having duly considered the Gawler River Floodplain Management Authority Chairperson’s correspondence dated 10 February 2023 and request for a financial contribution toward the Department for Environment and Water-led Business Case, resolves to allocate an amount not exceeding \$52,000 in Council’s draft 2023/2024 Annual Business Plan and Budget. This allocation is premised upon:-

1. All constituent councils contributing an equal amount towards the Business Case (i.e. not a lesser amount derived from the inequitable capital contributions under the current Charter).
2. An understanding that the State Government is unwavering in their position that a financial contribution by local government is required in order to progress and further the Business Case.
3. Benefits to be derived in completing the Business Case to inform future flood mitigation priorities and costs.”

CARRIED UNANIMOUSLY

Councillor Bombardieri left the meeting at 6.07pm.

14.2 POLICY REVIEW – COMMUNITY ENGAGEMENT STRATEGY (FORUMS ACROSS ADELAIDE PLAINS COUNCIL)

RESOLUTION 2023/049

Moved: Councillor Lush

Seconded: Councillor Stubing

“that Council, having considered Item 14.2 – *Policy Review – Community Engagement Strategy (Forums across Adelaide Plains Council)*, dated 27 February 2023, receives and notes the report and in doing so adopts the revised Community Engagement Policy – Public Forums, as presented as Attachment 1 to this report.”

CARRIED UNANIMOUSLY

14.3 CALL FOR MOTIONS – AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION – NATIONAL GENERAL ASSEMBLY 2023

Councillor Bombardieri returned to the meeting at 6.10pm.

RESOLUTION 2023/050

Moved: Councillor Strudwicke

Seconded: Councillor Boon

“that Council, having considered Item 14.3 – *Call for Motions – Australian Local Government Association – National General Assembly 2023*, dated 27 February 2023, receives and notes the report and in doing so acknowledges the relevant timeframes and policy requirements in order to

submit Notices of Motion to the Australian Local Government Association (ALGA) National General Assembly.”

CARRIED

14.4 2023/2024 ANNUAL BUSINESS PLAN, BUDGET AND 2024-2033 LONG TERM FINANCIAL PLAN DEVELOPMENT FRAMEWORK

Councillor Keen left the meeting at 6.16pm.

Councillor Paton left the meeting at 6.16pm.

Councillor Paton returned to the meeting at 6.18pm.

Councillor Keen returned to the meeting at 6.18pm.

RESOLUTION 2023/051

Moved: Councillor Strudwicke

Seconded: Councillor Stubing

“that Council, having considered Item 14.4 – *2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan Development Framework*, dated 27 February 2023, receives and notes the report and in doing so:-

1. Endorse the budget parameters and assumptions set out in Table 1 within this Report for the purpose of preparing the draft 2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan; and
2. Endorse the schedule set out in Table 2 within this Report as the process to be undertaken in the preparation of the 2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan, subject to any date changes that the Chief Executive Officer determines necessary.”

CARRIED UNANIMOUSLY

14.5 HART RESERVE - DETAILED DESIGN UPDATE (50% STAGE)

RESOLUTION 2023/052

Moved: Councillor Strudwicke

Seconded: Councillor Paton

“that Council, having considered Item 14.5 – *Hart Reserve - Detailed Design Update (50% Stage)*, dated 27 February 2023, receives and notes the report and in doing so:-

1. Endorses the design direction of the 50% Hart Reserve detailed design plans presented as Attachment 1 to this report.
2. Instructs the Chief Executive Officer to progress detailed design documentation to 90% and undertake an itemised schedule of costs.
3. Notes that at the completion of the 90% detailed design phase, a further report be presented to Council outlining a public consultation strategy for Council’s approval.”

CARRIED UNANIMOUSLY

14.6 TWO WELLS TOWNSHIP - COMMUNITY WASTE WATER MANAGEMENT SYSTEM (CWMS) - FEASIBILITY STUDY**RESOLUTION 2023/053**

Moved: Councillor Panella

Seconded: Councillor Boon

“that Council, having considered Item 14.6 – *Two Wells Township – Community Waste Water Management System (CWMS) – Feasibility Study*, dated 27 February 2023, receives and notes the report and in doing so:-

1. Receives and notes the Two Wells Feasibility Study as presented at Attachment 1.
2. Instructs the Chief Executive Officer to pursue the Local Government Association, CWMS Management Committee for funding to enable the next steps to implement a CWMS for Two Wells township, comprising the development of a concept design, design report, financial analysis and costs.”

CARRIED UNANIMOUSLY

RESOLUTION 2023/054

Moved: Councillor Boon

Seconded: Councillor Panella

“that Council, having considered Item 14.6 – *Two Wells Township – Community Waste Water Management System (CWMS) – Feasibility Study*, dated 27 February 2023, instructs the Chief Executive Officer to bring back a report:-

1. Outlining the outcome of the funding request, and
2. In the event that funding is successful map out a consultation strategy for Council approval.”

CARRIED UNANIMOUSLY

14.7 TWO WELLS COMMUNITY FUND COMMITTEE – MEMBERSHIP APPOINTMENT AND TERMS OF REFERENCE**RESOLUTION 2023/055**

Moved: Councillor Strudwicke

Seconded: Councillor Boon

“that Council, having considered Item 14.7 – *Two Wells Community Fund Committee – Membership Appointment and Terms of Reference*, dated 27 February 2023, receives and notes the report and in doing so:

1. Appoints
 - 1.1 John Dawkins as the Committee’s Independent Chairperson until 30 June 2024 (as per Terms of Reference clause 3.3);
 - 1.2 Council’s General Manager Development and Community as Council’s representative to the Two Wells Community Fund Committee and the General

Manager Infrastructure and Environment as the 'Alternate Member' until 30 June 2024 (as per Terms of Reference clauses 3.1 and 3.4); and

2. Acknowledges the appointment of Ruth Vagnarelli as Hickinbotham's representative to the Two Wells Community Fund Committee and Gillies Wilson as Hickinbotham's 'Alternate Member' until 30 June 2024 (as per Terms of Reference clauses 3.2 and 3.4).
3. In exercise of the power contained in Section 44 of the *Local Government Act 1999*, the Council hereby delegates this 27th day of February 2023 to the person occupying the office of General Manager Development and Community and in their absence the General Manager Infrastructure and Environment as the 'Alternate Member' of the Council:

3.1 The power pursuant to Section 137 of the *Local Government Act 1999* to expend the funds of the Council that have been paid into the Community Fund pursuant to the Development Deed between the Council and Hickinbotham Developments (Two Wells No.1) Pty Ltd, Hickinbotham Agricultural Projects Pty Ltd and Hickinbotham Developments (Two Wells No.4) Pty Ltd (collectively referred as "the Developer") dated 7 November 2012 (the Deed) up to a maximum amount of \$10,000 in any one transaction;

3.2 The power pursuant to Section 36(1)(c) of the *Local Government Act 1999* to approve expenditure from the Community Fund or actually make such expenditure for the purpose of funding the provision of community facilities or community programs up to a maximum of \$25,000 per particular facility, program or project.

4. The powers delegated in paragraph 2 are subject to the following conditions:

4.1 The delegate/s must, in exercising all of the delegated powers, have regard to the decisions of the Community Fund Committee established pursuant to the Deed;

4.2 The delegate/s must, before exercising the delegated power in paragraph 2.2, obtain the approval of the Developer."

CARRIED UNANIMOUSLY

RESOLUTION 2023/056

Moved: Councillor Keen

Seconded: Councillor Panella

"that Council, having considered Item 14.7 – *Two Wells Community Fund Committee – Membership Appointment and Terms of Reference*, dated 27 February 2023, and in doing so adopts the revised Two Wells Community Fund Committee's Terms of Reference as presented as Attachment 2 to this report."

CARRIED UNANIMOUSLY

15 REPORTS FOR INFORMATION

15.1 COUNCIL RESOLUTIONS – STATUS REPORT

RESOLUTION 2023/057

Moved: Councillor Boon

Seconded: Councillor Panella

“that Council, having considered Item 15.1 – *Council Resolutions – Status Report*, dated 27 February 2023, receives and notes the report.”

CARRIED

15.2 CAPITAL WORKS AND OPERATING PROGRAM MONTHLY UPDATE – FEBRUARY 2023

RESOLUTION 2023/058

Moved: Councillor Mazzeo

Seconded: Councillor Keen

“that Council, having considered Item 15.2 – *Capital Works and Operating Program Monthly Update – February 2023*, dated 27 February 2023, receives and notes the report.”

CARRIED UNANIMOUSLY

15.3 2022 COMMUNITY SURVEY RESULTS

Mr Hanlon-Tan connected to the meeting at 6.54pm.

Mr Hanlon-Tan gave a 25-minute briefing, including taking questions of Elected Members, in relation to the results of the 2022 Community Survey.

Councillor Boon left the meeting at 6.56pm.

Councillor Boon returned to the meeting at 6.59pm.

Councillor Lush left the meeting at 7.09pm.

Councillor Lush returned to the meeting at 7.10pm.

Councillor Mazzeo left the meeting at 7.15pm.

Councillor Mazzeo returned to the meeting at 7.18pm.

RESOLUTION 2023/059

Moved: Councillor Keen

Seconded: Councillor Stubing

“that Council, having considered Item 15.3 – *2022 Community Survey Results*, dated 27 February 2023, receives and notes the report.”

CARRIED

15.4 THOMPSON BEACH VEHICLE ACCESS**RESOLUTION 2023/060****Moved: Councillor Boon****Seconded: Councillor Mazzeo**

“that Council, having considered Item 15.4 – *Thompson Beach Vehicle Access*, dated 27 February 2023, receives and notes the report.”

CARRIED**RESOLUTION 2023/061****Moved: Councillor Keen****Seconded: Councillor Strudwicke**

“that the meeting be extended by 30 minutes.”

CARRIED**RESOLUTION 2023/062****Moved: Councillor Keen****Seconded: Councillor Strudwicke**

“that Council, having considered item 15.4 – *Thompson Beach Vehicle Access*, dated 27 February 2023, instructs the Chief Executive Officer to bring back a report addressing the intention of Council to undertake public consultation on the possible seasonal closure of Thompson Beach for vehicle access.”

CARRIED**16 QUESTIONS ON NOTICE**

Nil

17 QUESTIONS WITHOUT NOTICE

Not recorded in Minutes in accordance with Regulation 9(5) of the *Local Government (Procedures at Meetings) Regulations 2013*.

18 MOTIONS ON NOTICE**18.1 MOTION ON NOTICE – COUNCILLOR LUSH – TOURISM WORKSHOP****MOTION 2023/063****Moved: Councillor Lush****Seconded: Councillor Stubing**

“that the Chief Executive Officer facilitate a workshop for the information of Elected Members on the Tourism and Economic Development Strategy and the potential for a campground at Dublin.”

AMENDMENT 2023/064**Moved: Councillor Boon****Seconded: Councillor Strudwicke**

“that the Chief Executive Officer facilitate a workshop for the information of Elected Members on the Tourism and Economic Development opportunities embodied within potential campgrounds in the Adelaide Plains Council area.”

CARRIED**MOTION 2023/063 AS AMENDED.****Moved: Councillor Lush****Seconded: Councillor Stubing**

“that the Chief Executive Officer facilitate a workshop for the information of Elected Members on the Tourism and Economic Development opportunities embodied within potential campgrounds in the Adelaide Plains Council area.”

CARRIED**19 MOTIONS WITHOUT NOTICE****MOTION 2023/065****Moved: Councillor Panella**

Councillor Strudwicke raised a Point of Order on the basis that there is a cost involved with the intention of the motion (being public consultation), and that a Notice on Motion is required for motions with costs associated.

“that Council, instructs the Chief Executive Officer to go back out to public consultation regarding the Two Wells Main Street Median Strip design, and once consultation closes, to bring back a report updating Council on the results from the public consultation, design changes, costing, and when council intends to start work on the Two Wells Main Street Median Strip upgrade.”

MOTION WITHDRAWN

20 URGENT BUSINESS

Nil

21 CONFIDENTIAL ITEMS

Nil

22 CLOSURE

There being no further business, the Mayor declared the meeting closed at 7.56pm.

Confirmed as a true record.

Mayor:.....

Date: ____/____/____

4 BUSINESS ARISING

5 DECLARATION OF MEMBERS' INTEREST

6 ADJOURNED BUSINESS

Nil

7 MAYOR'S REPORT

7.1 MAYOR'S REPORT - MARCH 2023

Record Number: D23/11972

Prepared for: Mayor Mark Wasley

Attachments: Nil

Reporting Period - Thursday 23 February 2023 to Wednesday 22 March 2023

Thursday 23 February 2023

Meeting – Mayor and Chief Executive Officer – Various Matters

Meeting – Mayor and Chief Executive Officer – Site Inspections

Sunday 26 February 2023

Dublin 21st Strawberry Fete

Monday 27 February 2023

Interview with 5AA Radio in regard to deliberately lit fires

Interview with the Bunyip newspaper in regard to deliberately lit fires

Pre-Council Meeting – Mayor, Chief Executive Officer and Executive Management Team

Ordinary Council Meeting

Council Member Information Briefing, updating Members on the Two Wells Town Centre Developer Engagement

Tuesday 28 February 2023

Council Member Workshop – Civic and Community Centre Hub, facilitated by Holmes Dyer

Wednesday 1 March 2023

Coalition of Coastal Communities Meeting

Friday 3 March 2023

2023 Legatus Group Roads Forum, held in Maitland

Monday 6 March 2023

Meeting – Mayor and Chief Executive Officer – Various Matters

Council Members Information Briefing – Draft Recurrent Budget, Operating Projects and Four-Year Capital Program and Long Term Financial Plan

Tuesday 7 March 2023

Meeting – Mayor and Chief Executive Officer – Various Matters

Friday 10 March 2023

Tour of Integrated Waste Services (IWS) Dublin site, with Legatus Group Chief Executive Officer

Tuesday 14 March 2023

Council Member tour of Xavier College Two Wells, facilitated by Catholic Education SA

Mayor and Chief Executive Officer meeting with representatives of the Coalition of Coastal Communities

Meeting – Mayor and Chief Executive Officer – Various Matters

Thursday 16 March 2023

Infrastructure and Environment Committee Meeting

Friday 17 March 2023

Meeting – Mayor and Chief Executive Officer – Various Matters

Tuesday 21 March 2023

Citizenship Ceremony

Adelaide Plains Kennel and Obedience Club Annual General Meeting

RECOMMENDATION

“that Council, having considered Item 7.1 – *Mayor’s Report – March 2023*, dated 27 March 2023, receives and notes the report.”

8 REQUESTED DOCUMENTS/CORRESPONDENCE TO BE TABLED

9 DEPUTATIONS

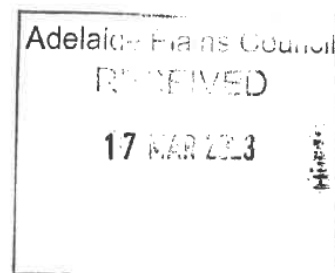
9.1 DEPUTATION - JEFF CLEAVER - PROPOSED MEDIAN STRIP TWO WELLS MAIN STREET

Record Number: D23/12011

Author: Governance Administration Officer

Authoriser: Director Corporate Services

Attachments: 1. Deputation Request Form - Cleaver - Two Wells Main Street - 27 March 2023 - Redacted [!\[\]\(de95854c7ee024cfadc48187bbb781b2_img.jpg\)](#) 



DEPUTATION REQUEST FORM

Please complete this request and return to the principal office of Adelaide Plains Council **five (5) clear days*** before the date of the Council meeting at which you wish to appear.

Please note that the calculation of 'clear days' does not take into account the day on which the request is received or the day of the meeting. For example, in relation to a meeting scheduled on a Monday, the deputation request form must be submitted **by 5pm on the Tuesday prior**

To: Chief Executive Officer

DETAILS

I/We hereby request to be heard at the next meeting of Council on **27/ 3 /2023**

Surname:	CLBAVOR		
Given Name(s):	JOFF ANTHONY		
Address:	[REDACTED]		
	Suburb	LEWISTON	P/Code 5501
Postal Address:			
(if different from above)	Suburb	AS ABOVE	P/Code
Contact Number:	Home	Work	
	Mobile	[REDACTED]	
Email Address:	[REDACTED]		
I will be speaking on my own behalf <input checked="" type="checkbox"/> Yes			
or			
As the spokesperson of a group of persons <input type="checkbox"/> Yes			
Name/Details of Person or Group Representing: (if applicable)			

If you have a set of Rules by which the group is governed, please provide a copy of these.

TOPIC OR ISSUE

The topic or issue I wish to speak about is: *(please give sufficient details of the matter to enable consideration of your request for a deputation)*

- SUBMITTING TO COUNCIL STAGE 1 OF PETITION BY RATEPAYERS & TOWN VISITORS AGAINST PROPOSED MEDIAN STRIP.
- SUBMITTING TO COUNCIL RESULTS OF ONLINE PETITION AGAINST PROPOSED MEDIAN STRIP.
- SUBMITTING TO COUNCIL RESULTS OF RECENT VEHICLE TRAFFIC STUDY ON OLD PT WANDFIELD RD.
- ADDRESSING COUNCIL ON PROPOSED MEDIAN STRIP.

It is strongly encouraged that Council's administration receives a copy of any notes or other relevant information regarding your Deputation Request.

GUIDELINES

Adelaide Plains Council - PO Box 18, MALLALA SA 5502
Website: www.apc.sa.gov.au Email: info@apc.sa.gov.au
Ph: (08) 8527 0200 Fax: (08) 8527 2242

2 | Page

Please note the following guidelines:

- a. You will be allocated up to 10 minutes to speak. You do not need to use the whole 10 minutes.
- b. Your presentation will be limited to the topic or issue which you have nominated above.
- c. If you wish to use digital media for your presentation you have the following options to ensure a smooth meeting:

Option 1: Leave your PowerPoint presentation at the Council Office to be scanned before loading to Council's network ready for presentation ☐ Yes ☒ No

Option 2: Email (*please note - files are not to exceed 10mb*) ☒ Yes ☒ No

Option 3: Connect straight from your tablet/laptop to the projector ☒ Yes ☒ No

- d. After your presentation, be prepared to respond to any questions the Council Members may have of you.
- e. You should be aware that Council meetings are open to the public. There is unlikely to be any legal protection or other privilege in relation to any statements that you may make in this forum. This means that anything you say would be subject to the normal laws of defamation. Consequently, you should take care in how you make your address.
- f. **If you are seeking funding from Council, please be aware that this needs to occur through Council's budget and forward planning processes and can only be achieved through a resolution of Council at a formal meeting.**

DECLARATION

I have read and understood the Deputation Guidelines and Information Sheet, and agree to abide by them.

Name: JEFF ANTHONY CLEAVES
(In full – Please Print)

Signature: [Signature] Date: 17/3/23

Once completed, please return to the Adelaide Plains Council, either in person, by post, facsimile or email (info@apc.sa.gov.au)

9.2 DEPUTATION - STEVEN BURGESS - PROPOSED MEDIAN STRIP OLD PORT WAKEFIELD ROAD TWO WELLS

Record Number: D23/12015

Author: Governance Administration Officer

Authoriser: Director Corporate Services

Attachments: 1. Deputation Request Form - Burgess - Two Wells Main Street - 27 March 2023 - Redacted [!\[\]\(5a132f13505a6571904d622757b7a8f0_img.jpg\)](#) 



DEPUTATION REQUEST FORM

Please complete this request and return to the principal office of Adelaide Plains Council **five (5) clear days*** before the date of the Council meeting at which you wish to appear.

Please note that the calculation of 'clear days' does not take into account the day on which the request is received or the day of the meeting. For example, in relation to a meeting scheduled on a Monday, the deputation request form must be submitted **by 5pm on the Tuesday prior**

To: **Chief Executive Officer**

DETAILS

I/We hereby request to be heard at the next meeting of Council on 27 / 03 / 20 23

Surname:	Burgess		
Given Name(s):			
Address:	[REDACTED]		
	Suburb	Two Wells	P/Code 5501

Postal Address: (if different from above)	Suburb	P/Code
---	--------	--------

Contact Number:	Home	Work
	Mobile	[REDACTED]

Email Address:

I will be speaking on my own behalf ☒ Yes

or

As the spokesperson of a group of persons ☒ Yes

Name/Details of Person or Group Representing: (if applicable)	
---	--

If you have a set of Rules by which the group is governed, please provide a copy of these.

TOPIC OR ISSUE

Adelaide Plains Council - PO Box 18, MALLALA SA 5502
Website: www.apc.sa.gov.au Email: info@apc.sa.gov.au

The topic or issue I wish to speak about is: *(please give sufficient details of the matter to enable consideration of your request for a deputation)*

Regarding the proposed median strip on the Old Port Wakefield Rd, in Two Wells, I would like to report on feedback from the local community via social media. I would like to report on the meeting held outside of the Two Wells Pets and Fodder store on Monday the 20th of March 2023.

It is strongly encouraged that Council's administration receives a copy of any notes or other relevant information regarding your Deputation Request.

GUIDELINES

Adelaide Plains Council - PO Box 18, MALLALA SA 5502
Website: www.apc.sa.gov.au Email: info@apc.sa.gov.au

Please note the following guidelines:

- a. You will be allocated up to 10 minutes to speak. You do not need to use the whole 10 minutes.
- b. Your presentation will be limited to the topic or issue which you have nominated above.
- c. If you wish to use digital media for your presentation you have the following options to ensure a smooth meeting:

Option 1: Leave your PowerPoint presentation at the Council Office to be scanned before loading to Council's network ready for presentation ☐ Yes ☒ No

Option 2: Email (*please note - files are not to exceed 10mb*) ☒ Yes ☒ No

Option 3: Connect straight from your tablet/laptop to the projector ☒ Yes ☒ No

- d. After your presentation, be prepared to respond to any questions the Council Members may have of you.
- e. You should be aware that Council meetings are open to the public. There is unlikely to be any legal protection or other privilege in relation to any statements that you may make in this forum. This means that anything you say would be subject to the normal laws of defamation. Consequently, you should take care in how you make your address.
- f. **If you are seeking funding from Council, please be aware that this needs to occur through Council's budget and forward planning processes and can only be achieved through a resolution of Council at a formal meeting.**

DECLARATION

I have read and understood the Deputation Guidelines and Information Sheet, and agree to abide by them.

Name: Steven Burgess

(In full – Please Print)

Signature: 

Date: 17 March 2023

Once completed, please return to the Adelaide Plains Council, either in person, by post, facsimile or email (info@apc.sa.gov.au)

DEPUTATION INFORMATION SHEET

1. Speaking to Council

There is the ability, in many cases for an individual (or group) to appear before a Council in order to address the Council on a particular matter of concern to either themselves or a group of people whom they represent. This is called a Deputation. You can apply to do so by following the procedures set out below and completing the Deputation Request Form.

This Form can be obtained from:-

Principal Office: Adelaide Plains Council, 2a Wasleys Road, Mallala

Sub Office: Two Wells Service Centre, Old Port Wakefield Road, Two Wells

Telephone: (08) 8527 0200

Facsimile: (08) 8527 2242

Email: info@apc.sa.gov.au or

Website: www.apc.sa.gov.au

Further information on the process can be found in Council's document 'Code of Practice for Meeting Procedures'.

2. Making a Request

You can make a request for a deputation by filling in all details on the Deputation Request Form and lodging that Form with Council's Chief Executive Officer via the principal office at least five (5) clear days before the meeting at which you nominate to speak.

Please note that the calculation of 'clear days' does not take into account the day on which the request is received or the day of the meeting. For example, in relation to a meeting scheduled on a Monday, the deputation request form must be submitted by 5pm on the Tuesday prior

You are required to provide sufficient information on the Deputation Request Form regarding the issue, keeping details clear in stating the topic and how this is relevant to matters to which Council has responsibility.

3. What will happen to your request once you give it to the Council?

Once the completed Deputation Request Form has been received, it is entered into Council's records system and provided to the Chief Executive Officer and the Presiding Member.

4. How will I know when my request is going to be heard by Council?

The Presiding Member will confer with the Chief Executive Officer and advise him/her whether or not the deputation is allowed. You will be contacted by a member of staff to advise if the request to address Council has been approved and to confirm the date, day, time and location of the relevant meeting.

The decision whether to allow a deputation is made by the Presiding Member in accordance with the *Local Government (Procedures at Meetings) Regulations 2013* and Council's *Code of Practice – Meeting Procedures*.

If a deputation request is refused, the Presiding Member will report that decision at the next Council meeting. The Council (or Council Committee) may allow a deputation despite a contrary ruling by the Presiding Member.

Clause 11 of Council's *Code of Practice – Meeting Procedures* is provided for below. The full document is available on Council's website.

Clause 11 – Deputations

- (1) *A person or persons wishing to appear as a deputation at a meeting must deliver (to the principal office of the Council) a written request to the council **five (5) clear days before the date of the meeting at which the person(s) wishes to appear.***
 - (a) ***If the matter relates to an item of business on the Agenda, the written request may be received at the principal office of the Council up until 5.00pm on the day of the meeting.***
- (2) *The CEO must transmit a request received under sub-clause (1) to the Presiding Member.*
- (3) *The Presiding Member may refuse to allow the deputation to appear at a meeting **or may offer those requesting a deputation the opportunity to appear at a relevant Committee (as per sub-clause (7)).***
- (4) *The CEO must take reasonable steps to ensure that the person or persons who requested a deputation are informed of the outcome of the request.*
- (5) *If the Presiding Member refuses to allow a deputation to appear at a meeting, the Presiding Member must report the decision to the next meeting of the Council or Council committee (as the case may be).*
- (6) *The Council or Council committee may resolve to allow a deputation to appear despite a contrary ruling by the Presiding Member.*
- (7) *A council may refer the hearing of a deputation to a council committee.*
- (8) ***A person or persons appearing as a deputation will be allowed to speak on an issue for a maximum of ten (10) minutes. The Presiding Member may allow for additional time or speakers.***

5. At the Meeting

Once you have received confirmation of the time and date of the deputation you are ready to attend the Council/Committee meeting.

At the appropriate time during the meeting you will be invited by the Presiding Member to come forward and make your deputation on the topic or issues which you have nominated.

You will be asked to state your name and topic(s) to discuss, which will be recorded in the minutes, and you will be given 10 minutes speaking time. At the completion of your address, the Presiding Member may invite members of Council to ask you questions in relation to your deputation.

You will be expected to conduct yourself in an orderly and respectful manner and to be mindful of the level of formality appropriate to the meeting. During the meeting you will be expected to address Council Members by the titles of the offices that they hold (i.e. the Presiding Member is to be addressed as "Mayor" and the Elected Members as "Councillor").

Please refrain from making defamatory or derogatory comments. Council meetings are open to the general public and there are no privileges protecting you in relation to defamation.

You may find it helpful to prepare brief notes of the matters upon which you wish to speak to the Council and use those notes when you address the meeting. It is often helpful if you can supply a copy of those notes to Council following your deputation.

10 PRESENTATIONS/BRIEFINGS**10.1 PRESENTATION - MR JOHN COMRIE – DIRECTOR AT JAC COMRIE PTY LTD - ESSENTIAL SERVICES COMMISSION OF SOUTH AUSTRALIA ADVICE AND OVERVIEW OF FINDINGS****Record Number: D23/12090****Author: Governance Administration Officer****Authoriser: Director Corporate Services****Attachments: Nil**

Mr John Comrie, Director at JAC Comrie Pty Ltd will be in attendance to provide Council Members with a briefing in regards to the Essential Services Commission of South Australia (ESCOSA) findings.

11 PETITIONS

Nil

12 COMMITTEE MEETING MINUTES

12.1 MINUTES OF THE ADELAIDE PLAINS COUNCIL HISTORICAL COMMITTEE MEETING HELD 7 MARCH 2023

Record Number: D23/12081

Author: Manager Library and Community

Authoriser: Group Manager - Development and Community

Attachments: 1. Draft Minutes of the Adelaide Plains Council Historical Committee meeting held 7 March 2023 [↓](#) 

OVERVIEW

The purpose of this report is to receive and note the minutes of the Adelaide Plains Council Historical Committee (APCHC) meeting held on 7 March 2023.

Six members were able to attend the meeting held in the Museum's School Room.

Members discussed a number of matters including:

- APCHC Revised meeting schedule – Members agreed to endorse a submitted Motion on Notice that meetings are still held on the first Tuesday of the month, but begin half an hour earlier i.e. 11 am. This earlier starting time will commence from the Tuesday 4 April 2023 APCHC's meeting.
- The decision to fully enclose the Museum's Machinery Shed – up to \$3,000 has been allocated to purchase materials to 'box in the framework,' before bird proof screen blinds are sourced.
- Details of the Official opening of the Transport Gallery (Sunday afternoon 28 May 2023) was raised. In addition to sending out official invitations to VIP's, this function will be open to interested members of the public (through posters being displayed in the township), as well as social media. The Committee is keen to increase and encourage community visits to the Museum. Certainly, after last year's Australia Day Award winning Mallala Monument Centenary Commemorations event, many guests chose to stay and view the Museum's displays after the formalities. A traditional home baked afternoon tea will be offered and served in the School Room at the close of this function.

RECOMMENDATION

"that Council receives and notes the minutes of the Minutes of the Adelaide Plains Council Historical Committee Meeting held 7 March 2023."

MINUTES

of

Adelaide Plains Council Historical Committee Meeting of the



Pursuant to the provisions of section 88 (1) of the
Local Government Act 1999

HELD at

**The School Room
Mallala Museum
1 Dublin Road
Mallala**

on

**Tuesday 7 March 2023
at 11:30am**

The Presiding Member formally declared the meeting open at 11.34 am.

1. ACKNOWLEDGEMENT OF COUNTRY

We acknowledge that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pay our respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

2. ATTENDANCE

2.1 Present

Mr S M Strudwicke (Presiding Member)

Mr P Angus

Mr R Bevan

Mr J Franks

Ms L Parsons

Mrs C Young

Also in Attendance:

Manager Library and Community

Ms A Sawtell

2.2 Apologies

Mr V Chenoweth

Mr G Tucker

2.3 Not Present / Leave of Absence

Nil

3. CONFIRMATION OF MINUTES

3.1

Committee Resolution

2023/ 06

Moved Mr Angus Seconded Mrs Young

“that the minutes of Adelaide Plains Council Historical Committee meeting held on Tuesday 7 February 2023 (MB Folio 195 to 199 Inclusive), be accepted as read and confirmed.”

CARRIED

4. BUSINESS ARISING

Nil

5. DECLARATION OF MEMBERS INTEREST (Material, actual, perceived)

Nil

6. ADJOURNED BUSINESS

Nil

7. REPORTS FOR INFORMATION**7.1 Resolutions Actions Report – February 2023**

Committee Resolution	2023/ 07
Moved Ms Parsons Seconded Mrs Young	
“that the Adelaide Plains Historical Committee, having considered Item 7.1 – Resolution Actions Report – February 2023, dated 7 March 2023, receives and notes the report.”	
CARRIED	

7.2 Monthly Financial Report – February 2023

Committee Resolution	2023/ 08
Moved Mrs Young Seconded Mr Franks	
“that the Adelaide Plains Council Historical Committee, having considered Item 7.2 – Monthly Financial Report –February 2023, dated 7 March 2023, receives and notes the report.”	
CARRIED	

7.3 Monthly Correspondence, School & Group Visits Report – February 2023

Committee Resolution	2023/9
Moved Ms Parsons Seconded Mr Franks	
“that the Adelaide Plains Council Historical Committee, having considered Item 6.3 – Monthly Correspondence, School and Group Visits Report – February 2023, dated 7 March 2023, receives and notes the report.”	
CARRIED	

7.4 Transport Gallery – Official Opening – 28 May 2023 Report

Committee Resolution	2023/ 010
Moved Mr Bevan	Seconded Mrs Young
“that the Adelaide Plains Council Historical Committee, having considered Item 7.4 – <i>Transport Gallery Official Opening – 28 May 2023 Report</i>, dated 7 March 2023, receives and notes the report.”	
CARRIED	

7.5 Loan of Mallala Museum’s Red Pillar Box Report

Committee Resolution	2023/ 011
Moved Mr Franks	Seconded Mr Angus
“that the Adelaide Plains Council Historical Committee, having considered Item 7.5 – <i>Loan of Mallala Museum’s Red Pillar Box Report</i>, dated 7 March 2023, agrees to loan to the Gawler Cultural Heritage Centre (GCHC) the red pillar box with the following conditions that it needs to be preserved in its original state and the GCHC pays for all associated costs including insurance.”	
CARRIED	

8. REPORTS FOR DECISION

Nil

9. QUESTIONS ON NOTICE

Nil

10. QUESTIONS WITHOUT NOTICE

Nil

11. MOTIONS ON NOTICE

11.1 Adelaide Plains Council Historical Committee Revised Meeting Schedule

Committee Resolution	2023/ 012
Moved Mr Bevan	Seconded Mr Franks
“That the Adelaide Plains Historical Committee monthly meetings are held on the first Tuesday of the month, commencing at 11 am instead of 11.30 am as from 4 April 2023.”	
CARRIED	

12. MOTIONS WITHOUT NOTICE**12.1 Machinery Shed - enclosure****Committee Resolution****2023/ 013**

Moved Mr Franks Seconded Mr Bevan

“That the Adelaide Plains Historical Committee agrees to allocate up to \$3,000 for the purchase of ‘boxing in framework’ in preparation for installing bird proof screening blinds.”

CARRIED**13. URGENT BUSINESS**

Nil

14. CONFIDENTIAL ITEMS

Nil

15. NEXT MEETING

Tuesday 4 April 2023

16. CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 12.47pm.

Confirmed as a true record.

Presiding Member:

Date: ____/____/____

Adelaide Plains Council
Historical Committee

Tuesday 7 March 2023






12.2 MINUTES OF THE INFRASTRUCTURE AND ENVIRONMENT COMMITTEE MEETING HELD 16 MARCH 2023

Record Number: D23/11691

Author: Director Infrastructure and Environment

Authoriser: Chief Executive Officer

Attachments:

1. Draft Minutes of the Infrastructure and Environment Committee meeting held 16 March 2023 [↓](#) 
2. Undergrounding of Power - Two Wells Main Street [↓](#) 
3. 4 Year Capital Program [↓](#) 
4. Mallala CWMS Operations Cost [↓](#) 
5. Parham Foreshore Development [↓](#) 

OVERVIEW

The purpose of this report is for Council to consider the Infrastructure and Environment Committee's recommendations, made at its meeting on 16 March 2023. A copy of the minutes of this meeting is presented as **Attachment 1** to this report.

A summary of the items for Council consideration is provided as follows:

- Minutes of the Infrastructure and Environment Committee meeting held 16 March 2023
- Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells
- Draft 2023-2027 – 4 Year Capital Program
- Green Organics Collection Service in the Coastal Communities
- Mallala Community Wastewater Management Scheme - Review of Operational Costs, and
- Parham Foreshore Development Proposal

Click Agenda [here](#) to view the Agenda for the Infrastructure and Environment Committee Meeting on 16 March 2023.

RECOMMENDATION 1 - MINUTES OF THE INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

“That Council receives and notes the Minutes of the Infrastructure and Environment Committee Meeting held 16 March 2023 as presented at Attachment 1 to this Report.”

RECOMMENDATION 2 - UNDERGROUNDING OF POWER LINES AT OLD PORT WAKEFIELD ROAD, TWO WELLS

“that Council endorses resolution 2023/002 of the Infrastructure and Environment Committee and in doing so:

1. Notes the Public Consultation submissions as presented within the report, and
2. Notes the overwhelming level of community support to the PLEC design (92%), including the establishment of central lighting configuration and safety aspects within Old Port Wakefield Road.”

RECOMMENDATION 3 - UNDERGROUNDING OF POWER LINES AT OLD PORT WAKEFIELD ROAD, TWO WELLS

“that Council endorses resolution 2023/003 of the Infrastructure and Environment Committee and in doing so:

- 1. Approves lighting column Option A, Heritage Straight Outreach with the provision of support arms for the placement of banners with the inclusion of a central median, and two (2) pedestrian refuges located between Petticoat Lane and the Post Office, with specific engagement with the businesses affected.**
- 2. Accepts the formal offer from Power Line Environment Committee (PLEC) for Stage 1A to Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells presented as Attachment 2 to this report.**
- 3. Reallocates the Two Wells Main street - Eastern End Car Parking funds (currently in the 2022-2023 Annual Business Plan and Budget for the amount of \$300,000) towards Stage 1A, noting the benefits that may also be derived in pausing this project to allow for the Two Wells Oval Precinct masterplan to firstly be completed, and**
- 4. Acknowledges that an allocation of \$750,902 will be incorporated in the Q2 budget revision in the 2022/2023 Financial year.”**

RECOMMENDATION 4 - DRAFT 2023-2027 - 4 YEAR CAPITAL PROGRAM

“that Council endorses resolution 2023/004 of the Infrastructure and Environment Committee and in doing so adopts the draft 2023-2027, 4 Year Capital Renewal Program as presented at Attachment 3 to the Report.”

RECOMMENDATION 5 - GREEN ORGANICS COLLECTION SERVICE IN THE COASTAL COMMUNITIES

“that Council endorses resolution 2023/005 of the Infrastructure and Environment Committee and in doing so instructs the Chief Executive Officer to:

- 1. Undertake public consultation in relation to a proposed green waste collection service for the coastal communities of Middle Beach, Thompson Beach, Webb Beach and Parham in accordance Council’s Public Consultation Policy; and**
- 2. Bring a report back to the Infrastructure and Environment Committee on the outcome of the public consultation process.”**

RECOMMENDATION 6 - MALLALA COMMUNITY WASTEWATER MANAGEMENT SCHEME – REVIEW OF OPERATIONAL COSTS

“that Council endorses resolution 2023/006 of the Infrastructure and Environment Committee and in doing so:

- 1. Acknowledges the revised operation cost and that the cost savings identified within this report have been implemented, and**
- 2. In acknowledging 1 above, considers the full cost recovery principles in setting 2023/2024 Mallala CWMS annual service charge using the revised operation cost presented as Attachment 4 to this report.”**

RECOMMENDATION 7 - PARHAM FORESHORE DEVELOPMENT PROPOSAL

“that Council endorses resolution 2023/007 of the Infrastructure and Environment Committee and in doing so:

- 1. Endorses the direction of the draft master plan documentation presented as Attachment 5 to this report.**
- 2. Instructs the Chief Executive Officer to progress the draft master plan, and**
- 3. Acknowledges that an allocation of \$15,000 will be incorporated as a part of the 2023/2024 draft budget.”**

MINUTES

of the

Infrastructure and Environment Committee Meeting of the



Held, pursuant to the provisions of the
Local Government Act 1999, in the

**Council Chamber
Redbanks Road
Mallala**

on

Thursday 16 March 2023 at 4.30pm

Infrastructure and Environment Committee Meeting Minutes

16 March 2023

The Chairperson formally declared the meeting open at 4.30pm.

1 ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges that we meet on the traditional country of the Kaurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land and we acknowledge that they are of continuing importance to the Kaurna people living today.

2 ATTENDANCE RECORD**Present:**

Mr Richard Dodson (Chairperson)

Mr Howard Lacy (Independent Member)

Mayor Mark Wasley

Councillor Kay Boon

Councillor John Lush

Councillor Dante Mazzeo

Councillor Eddie Stubing

Staff in Attendance:

Chief Executive Officer

Mr James Miller

Director – Infrastructure and Environment

Mr Tom Jones

Director – Corporate Services

Ms Sheree Schenk

Director – Growth and Investment

Mr Darren Starr

Group Manager – Development and Community

Mr Michael Ravno

Strategic Infrastructure Manager

Mr Glenn Sanford

Administration Support Officer – Infrastructure and Environment/ Minute Taker

Ms Lauren Bywaters

Apologies:

Councillor Alana Bombardieri

Councillor Terry-Anne Keen

3 ADJOURNED BUSINESS

Nil

4 BUSINESS ARISING

Nil

5 DECLARATION OF MEMBERS' INTEREST

Nil

6 MINUTES**6.1 CONFIRMATION OF MINUTES - MEETING HELD 15 AUGUST 2022****COMMITTEE RESOLUTION 2023/001**

Moved: Councillor Boon

Seconded: Councillor Lush

"that the Infrastructure and Environment Committee, having considered Item 6.1 – Confirmation of Minutes - Meeting held 15 August 2022 (MB Folios 94 to 102, inclusive), dated 16 March 2023, be accepted as read and confirmed."

CARRIED**7 REPORTS FOR DECISION****7.1 UNDERGROUNDING OF POWER LINES AT OLD PORT WAKEFIELD ROAD, TWO WELLS**

Mr Jeff Cleaver gave a seven (7) minute presentation to Committee Members as to why a median strip should not be installed in the main street of Two Wells.

Ms Anna White (on behalf of Mrs Jennifer Cocks) gave a six (6) minute presentation to Committee Members as to why a median strip should not be installed in the main street of Two Wells.

COMMITTEE RESOLUTION 2023/002

Moved: Mayor Wasley

Seconded: Councillor Stubing

"that the Infrastructure and Environment Committee, having considered Item 7.1 – Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells, dated 16 March 2023, receives and notes the report and in doing so recommends to Council that it:

- 1. Notes the Public Consultation submissions as presented in Attachment 1 to this report, and**
- 2. Notes the overwhelming level of community support to the PLEC design (92%), including the establishment of central lighting configuration and safety aspects within Old Port Wakefield Road."**

CARRIED

COMMITTEE RESOLUTION 2023/003**Moved: Councillor Boon****Seconded: Councillor Stubing**

“that the Infrastructure and Environment Committee, having considered Item 7.1 – *Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells*, dated 16 March 2023, recommends to Council that it:

- 1. Approves lighting column Option A, Heritage Straight Outreach with the provision of support arms for the placement of banners with the inclusion of a central median, and two (2) pedestrian refuges located between Petticoat Lane and the Post Office, with specific engagement with the businesses affected.**
- 2. Accepts the formal offer from Power Line Environment Committee (PLEC) for Stage 1A to Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells presented as Attachment 2 to this report.**
- 3. Reallocates the Two Wells Main street - Eastern End Car Parking funds (currently in the 2022-2023 Annual Business Plan and Budget for the amount of \$300,000) towards Stage 1A, noting the benefits that may also be derived in pausing this project to allow for the Two Wells Oval Precinct masterplan to firstly be completed, and**
- 4. Acknowledges that an allocation of \$750,902 will be incorporated in the Q2 budget revision in the 2022/2023 Financial year.”**

CARRIED**7.2 DRAFT 2023-2027 - 4 YEAR CAPITAL PROGRAM****COMMITTEE RESOLUTION 2023/004****Moved: Councillor Lush****Seconded: Councillor Stubing**

“that the Infrastructure and Environment Committee, having considered Item 7.2 – *Draft 2023-2027 - 4 Year Capital Program*, dated 16 March 2023, receives and notes the report and in doing so recommends to Council that it adopts the draft 2023-2027, 4 Year Capital Renewal Program as presented at Attachment 1 to this Report.”

CARRIED

Councillor Boon left the meeting at 5.31pm

7.3 GREEN ORGANICS COLLECTION SERVICE IN THE COASTAL COMMUNITIES

Councillor Boon returned to the meeting at 5.32pm

COMMITTEE RESOLUTION 2023/005

Moved: Councillor Lush

Seconded: Councillor Mazzeo

“that the Infrastructure and Environment Committee, having considered Item 7.3 – *Green Organics Collection Service in the Coastal Communities*, dated 16 March 2023, receives and notes the report and in doing so instructs the Chief Executive Officer to:

- 1. Undertake public consultation in relation to a proposed green waste collection service for the coastal communities of Middle Beach, Thompson Beach, Webb Beach and Parham in accordance Council’s Public Consultation Policy; and**
- 2. Bring a report back to the Infrastructure and Environment Committee on the outcome of the public consultation process.”**

CARRIED

7.4 MALLALA COMMUNITY WASTEWATER MANAGEMENT SCHEME - REVIEW OF OPERATIONAL COSTS**COMMITTEE RESOLUTION 2023/006**

Moved: Mr Lacy

Seconded: Councillor Boon

“that the Infrastructure and Environment Committee, having considered Item 7.4 – *Mallala Community Wastewater Management Scheme - Review of Operational Costs*, dated 16 March 2023, receives and notes the report and in doing so recommends to Council that it:

- 1. Acknowledges the revised operation cost and that the cost savings identified within this report have been implemented, and**
- 2. In acknowledging 1 above, considers the full cost recovery principles in setting 2023/2024 Mallala CWMS annual service charge using the revised operation cost presented as Attachment 2 to this report.”**

CARRIED

7.5 PARHAM FORESHORE DEVELOPMENT PROPOSAL**COMMITTEE RESOLUTION 2023/007****Moved:** Councillor Boon**Seconded:** Councillor Lush

“that Infrastructure and Environment Committee, having considered Item 7.5 – *Parham Foreshore Development Proposal*, dated 16 March 2023, receives and notes the report and in doing so recommends to Council that it:

- 1. Endorses the direction of the draft master plan documentation presented as Attachment 1 to this report.**
- 2. Instructs the Chief Executive Officer to progress the draft master plan, and**
- 3. Acknowledges that an allocation of \$15,000 be incorporated as a part of the 2023/2024 draft budget.”**

CARRIED**8 REPORTS FOR INFORMATION****8.1 COMMITTEE RESOLUTIONS****COMMITTEE RESOLUTION 2023/008****Moved:** Councillor Boon**Seconded:** Councillor Mazzeo

“that the Infrastructure and Environment Committee, having considered Item 8.1 – *Committee Resolutions*, dated 16 March 2023, receives and notes the report.”

CARRIED**8.2 STATE AND FEDERAL FUNDING APPLICATION UPDATE****COMMITTEE RESOLUTION 2023/009****Moved:** Mayor Wasley**Seconded:** Councillor Mazzeo

“that the Infrastructure and Environment Committee, having considered Item 8.2 – *State and Federal Funding Application Update*, dated 16 March 2023, receives and notes the report.”

CARRIED

8.3 TRANSPORT INVESTIGATIONS**COMMITTEE RESOLUTION 2023/010****Moved: Mayor Wasley****Seconded: Councillor Boon**

“that the Infrastructure and Environment Committee, having considered Item 8.3 – *Transport Investigations*, dated 16 March 2023, receives and notes the report.”

CARRIED**8.4 SOLAR PERFORMANCE REVIEW****COMMITTEE RESOLUTION 2023/011****Moved: Councillor Boon****Seconded: Mayor Wasley**

“that the Infrastructure and Environment Committee, having considered Item 8.4 – *Solar Performance Review*, dated 16 March 2023, receives and notes the report.”

CARRIED**8.5 MALLALA ROAD ROUNDABOUT****COMMITTEE RESOLUTION 2023/012****Moved: Councillor Mazzeo****Seconded: Councillor Boon**

“that the Infrastructure and Environment Committee, having considered Item 8.5 – *Mallala Road Roundabout*, dated 16 March 2023, receives and notes the report.”

CARRIED**8.6 ROAD SAFETY AUDIT - OLD PORT WAKEFIELD ROAD AND DAWKINS ROAD****COMMITTEE RESOLUTION 2023/013****Moved: Councillor Mazzeo****Seconded: Councillor Boon**

“that the Infrastructure and Environment Committee, having considered Item 8.6 – *Road Safety Audit - Old Port Wakefield Road and Dawkins Road*, dated 16 March 2023, receives and notes the report.”

CARRIED

8.7 UNSEALED ROADS - ROAD TRIAL AND MAINTENANCE

COMMITTEE RESOLUTION 2023/014

Moved: Mayor Wasley

Seconded: Councillor Stubing

“that the Infrastructure and Environment Committee, having considered Item 8.7 – *Unsealed Roads - Road Trial and Maintenance*, dated 16 March 2023, receives and notes the report.”

CARRIED

9 QUESTIONS WITHOUT NOTICE

Nil

10 MOTIONS WITHOUT NOTICE

Nil

11 URGENT BUSINESS

Nil

12 NEXT MEETING

To be determined.

13 CLOSURE

There being no further business, the Chairperson declared the meeting closed at 6.35pm.

Confirmed as a true record.

Chairperson:.....

Date: ____/____/____

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Government of South Australia
Department for Energy and Mining

Our Ref: 2022D119449 CM document ID

MR MICHAEL RAVNO
ASSET ENGINEER
ADELAIDE PLAINS COUNCIL
MALLALA DEPOT
21 AERODROME ROAD
MALLALA SA 5502

Dear Mr Ravno

RE: TWO WELLS, OLD PORT WAKEFIELD RD, STAGE 1A – PROPOSAL TO UNDERGROUND POWER LINES

I refer to your application and subsequent correspondence between Council and the Power Line Environment Committee (PLEC) for funding towards the undergrounding of power lines at Old Port Wakefield Road, Two Wells, Stage 1A.

I am pleased to advise that, following consideration by the PLEC that funding for the project was recommended to the Technical Regulator (as the Minister's delegate) for approval and subsequently received formal approval for construction in the first half of the 2023/2024 financial year. A sketch of the scope is attached at the end of this document.

Details of Stage 1B will be considered in a separate submission in June 2023 to the Minister for approval of PLEC funding.

PLEC funds are now committed to this project (Stage 1A) and SA Power Networks has an obligation to complete its construction work on this project, noting that the construction date will be as agreed between Council and SA Power Networks to efficiently manage the construction of the project. The detailed financial arrangements shall apply as submitted with the division of costs and allocation of works as follows:

ITEMISED COSTS -by SA Power Networks

Project Management, supply and installation of underground electrical plant, and the removal of overhead mains	\$750,206
Customer reconnections/wiring alterations	\$229,268
Trenching and associated works including the supply of materials and reinstatement to existing condition	\$1,229,632
SA Power Networks Costs	\$2,209,106

IN-KIND COSTS -by Council

Consultation, Powerline Design Contribution, project management, publicity, PR, marketing etc.	\$23,200
Council costs	\$23,200
TOTAL COSTS	\$2,232,306

ENERGY & TECHNICAL REGULATION

Level 8, 11 Waymouth Street, Adelaide SA 5000 | GPO Box 320 Adelaide SA 5001
Tel (+61) 8 8429 4890 | ABN 83 768 683 934

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SA Power Networks division of costs (2/3 Total PLEC costs)	\$1,488,204
Council division of costs (1/3 Total PLEC costs)	\$744,102
Estimated work-in-kind costs submitted by Council	\$23,200
Total Council Contribution – 2:1 Levelisation (Council pays SA Power Networks)	\$720,902
Estimated Project Completion Date	DEC 2023

SA Power Networks will undertake the alterations to its network and will be responsible for all other activities including project management, civil works, provision and installation of piping, pits and associated pre-installation equipment.

Council will be responsible for notifying affected residents and traders of the works and public relations including queries or disputes with residents and traders. Council is also responsible for consultation and coordination with all other stakeholders (including telecommunications carriers).

In accordance with arrangements outlined in the PLEC Charter, Council's contribution towards the project is **\$744,102** being one third of the project costs of **\$2,232,306**. However, Council's 'in-kind' contribution for work to be performed is **\$23,200**, therefore the remaining contribution to the undergrounding project is **\$720,902**.

Accordingly, Council's contribution to the undergrounding project is **\$720,902** payable to SA Power Networks before construction begins.

The purpose of PLEC is to help Councils to enhance the aesthetics of the State in areas of community benefit. The effectiveness of the project is further improved by taking the opportunity to cater for future underground requirements during project planning. Your project manager should contact other operators who may be interested in sharing the common trench.

Please discuss details of constructional requirements with SA Power Networks' PLEC Project Manager:

Mr Emmanuel Papazoglou who can be contacted on:

[REDACTED]

For any PLEC queries in relation to this project or other more general matters as necessary, please contact me at: DEM.PLEC@sa.gov.au or telephone (08) 8226 5667.

Yours sincerely

Loan Vu
EXECUTIVE OFFICER
POWER LINE ENVIRONMENT COMMITTEE



03 February 2023

Attachments 1 - Additional information and sketch

ENERGY & TECHNICAL REGULATION

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ATTACHMENT 1

ADDITIONAL INFORMATION:

EASEMENTS

If easements are required then, Council is to negotiate and obtain formal agreement for the granting of any necessary easements and provide SA Power Networks a copy of this agreement 90 days prior to the works commencing.

TELSTRA, NBN, OPTUS, other Telecommunication Utilities

If Telecommunication Utilities has any overhead or underground cables within the affected area, Council will be required to negotiate their removal and undergrounding. SA Power Networks will assist in providing contact details and advise whether utilising Common Service Trench (CST) routes and customer connections is possible. Installation of pipes for 'lead-ins' (customer connections) are to be carried out to the Telecommunication Utilities Specifications by an Australian Communications Authority licensed installer. Reconnections of power services to pay phones must also be discussed with Telstra. Telecommunication Utilities need to be involved in the early planning of PLEC projects and will be able to advise of the costs associated with its infrastructure alterations.

PUBLIC LIGHTING

SA Power Networks project manager will work with Council to create the best lighting outcome for your project using the standard selection of the lighting available to suit your project.

There may be roads and intersections under the jurisdiction of the Department for Infrastructure and Transport (DIT) affected by the removal of power lines. DIT is also involved in the early planning of PLEC projects and will utilise the Common Service Trench where possible. Where DIT is involved, SA Power Networks will provide an electrical network design drawing to DIT for their purposes prior to Council's submission.

STREET SCAPE, DEVELOPMENTS or FUTURE WORKS

Advise SA Power Networks' PLEC Project Manager in writing of any future works, including supply of Streetscape Design and awareness of any future council or property developments. Delays to commencement of Civil Works may occur if all relevant information is not provided in a timely manner.

LATENT CONDITONS

In such circumstances, SA Power Networks will notify the Council of the variation to the Works, any additional costs and any variation to the Timetable. Suspension of Works may be necessary for the review of costs and construction options, to ensure funding is not exceeded. If contamination is identified the Council will be informed as soon as reasonably practical, SA Power Networks will liaise with Council to discuss the management of soil, total of costs directly associated will be considered a latent condition and charged to Council.

PASSENGER TRANSPORT NOTIFICATION

If removal of stobie poles or excavation work affects bus stop or other transport signage, Council will be required to contact the Passenger Transport Division of DIT to advise them accordingly. Other signs may also be affected, e.g., cycle paths and historic locations, and Council is responsible for negotiating the relocation of signs with affected parties.

EXTRA REQUIREMENTS

If Council has any special requirements, please advise SA Power Networks' PLEC Project Manager in writing prior to the project start. This may include special events such as Civic Ceremonies or other similar community events where a presence of construction plant would affect such events.

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Sketch – Proposed Scope, Old Port Wakefield Rd, Two Wells - Stage 1A



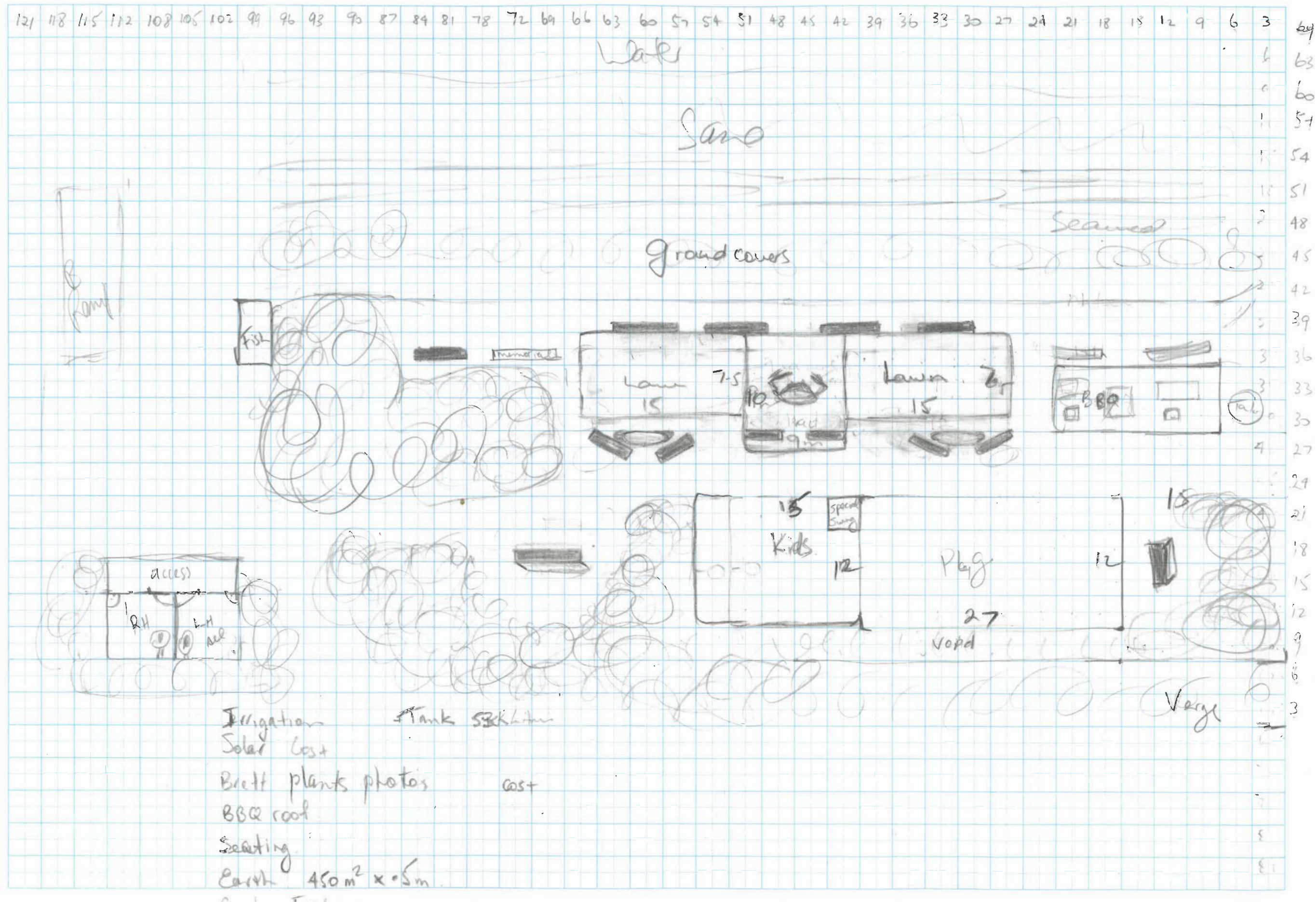
Location Plan: Old Port Wakefield Road Stage 1AB, Two Wells

Number	Asset Class	Expenditure	Project Description	2023/2024	2024/2025	2025/2026	2026/2027
1	Plant and Fleet	Renewal	Plant and Fleet Replacement	1,148,000	1,300,000	1,015,000	236,300
2	Street Scape (Footpath, Kerbing and Street Trees)	New	Streetscape - South Terrace (Dublin) - Old Port Wakefield Road to Seventh Street	46,000	-	-	-
3	Street Scape (Footpath, Kerbing and Street Trees)	New	Streetscape - Irish Street - Butler Street to Redbanks Road	31,000	-	-	-
4	Street Scape (Footpath, Kerbing and Street Trees)	New	Streetscape - Rowe Crescent - Drew Street to Applebee Road	16,000	-	-	-
5	Street Scape (Footpath, Kerbing and Street Trees)	New	Streetscape - Chivell Street - Mary Street to End	38,000	-	-	-
6	Street Scape (Footpath, Kerbing and Street Trees)	New	Future Street Scape Program Allocation	-	100,000	100,000	100,000
7	Street Scape (Footpath, Kerbing and Street Trees)	Renewal	Tangari Reserve - Footpath	24,000	-	-	-
8	Pram Ramps	Renewal	Pram Ramp renewal to DDA compliant	10,000	10,000	10,000	10,000
9	Kerbing	New	South Terrace (Dublin) - Old Port Wakefield Road to Seventh Street	285,000	-	-	-
10	Kerbing	Renewal	Redbanks Road - Butler Street to Irish Street	-	280,000	-	-
11	Sealed Roads	Renewal	Intersection upgrades - Gawler River Road (Germantown Road and Bethesda Road)	100,000	-	-	-
12	Sealed Roads	Renewal	Dublin Road - Hill Road to Earl Road - Pavement Rehabilitation	80,000	-	-	-
13	Sealed Roads	Renewal	Various reseals	721,000	700,000	700,000	700,000
14	Sealed Roads	New	Sealing of Wasleys Road (Cheek Road To Boundary Road - Special Local Roads)	-	-	596,000	-
15	Unsealed Roads	Renewal	Various resheets	1,260,000	1,000,000	1,000,000	1,000,000
16	Car Parks & Traffic Control	New	Two Wells Mainstreet - Pedestrian Refuges/Crossing	195,000	-	-	-
17	Car Parks & Traffic Control	New	Ruskin Road (Thompson Beach) - Car Parking	-	60,000	-	-
18	Car Parks & Traffic Control	New	Coastal Carpark Formalise, Adelaide International Bird Sanctuary (AIBS)	-	-	45,000	-
19	Building	Renewal	Dublin Oval - Toilet Block	70,000	-	-	-
20	Site Improvements	New	Street & Reserves/Parks Furniture Program	20,000	20,000	20,000	20,000
21	Site Improvements	New	Streetscape and WSUD	50,000	50,000	50,000	50,000
22	Site Improvements	New	Lewiston Wetland Trails - Seating, paths, signage	-	50,000	-	-
23	Site Improvements	New	Bakers Wetland - Seating, paths, signage	-	-	50,000	-
24	Site Improvements	New	Middle Beach - Foreshore upgrade	-	300,000	-	-
25	Site Improvements	New	Open Space & Recreation Strategy Outcomes (Allocation)	-	50,000	50,000	-
26	Site Improvements	New	Trail Strategy Outcomes (Allocation)	-	-	100,000	-
27	Site Improvements	New	Township Entrance Signs - Allocation	140,000	-	-	-
28	Site Improvements	New	Stage 2 - Hart Reserve Development - Implementation (master planned 2020/21)	200,000	-	-	-
29	Site Improvements	New	Stage 2 - Two Wells/Mallala Ovals - Implementation	-	500,000	-	-
30	Site Improvements	New	Stage 2A - Two Wells/Mallala Ovals - Implementation	-	-	500,000	-
31	Site Improvements	New	Stage 3 - Two Wells Oval - Additions, Support to Area (Possible New Sport Facilities)	-	-	350,000	-
32	Site Improvements	New	Stage 1 - Police Block - Shelter, Skate Park, Masterplan/Concepts	-	-	50,000	-
33	Site Improvements	New	Stage 2 - Police Block - Shelter, Skate Park, Masterplan/Concepts	-	-	-	150,000
34	Site Improvements	Renewal	Street & Reserves/Parks Furniture Program	20,000	20,000	20,000	20,000
35	Site Improvements	Renewal	Open Space & Recreation Strategy Outcomes (Allocation)	-	50,000	50,000	-
36	Site Improvements	Renewal	Wetland Trails - Lewiston Shelter	-	10,000	-	-
37	Site Improvements	Renewal	Bakers Wetland - Shelter	-	-	10,000	-
38	Site Improvements	Renewal	Two Wells Mainstreet Playground Upgrade	-	180,000	-	-
39	Site Improvements	Renewal	Lewiston Playground Upgrade	-	-	130,000	-
40	Site Improvements	Renewal	Future Site Improvements Renewal	200,000	200,000	200,000	200,000
41	Site Improvements	Renewal	Fuel supply upgrade	45,000	-	-	-
42	Stormwater	New	Redbanks Road (005) from Mallala - Two Wells Road to Irish Street	-	100,000	-	-
43	Stormwater	New	Mallala Stormwater Urban Management Plan Outcomes	-	50,000	55,000	-
44	Stormwater	Renewal	Mallala Stormwater Urban Management Plan Outcomes	-	50,000	-	-
45	Stormwater	Renewal	Allocation - Pump Station, Pump Replacements	-	10,000	-	-
46	Stormwater	New	Mallala Oval stormwater and road upgrade	60,000	-	-	-
47	CWMS	Renewal	Mallala - Replacement of Property Pumps	15,000	15,000	20,000	20,000
48	CWMS	Renewal	Middle Beach - CWMS Shed	-	-	7,000	-
49	CWMS	Renewal	Middle Beach - Allocation	-	10,000	-	-
50	Operating	New	Two Wells Cemetery - Landscaping	20,000	-	-	-
51	Operating	New	Two Wells Library - Salt damp treatment	50,000	-	-	-

52	Operating	New	Donaldson Road - Design to include WSUD and open space elements	10,000	50,000	-	-
52	Operating	New	Street/Verge Tree Planting	30,000	30,000	30,000	30,000
53	Operating	New	Stage 1b - Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells	600,000			
54	Operating	New	Levee, Hickinbotham - Component A5 - Area 6 Flood Management Timing Plan	-	94,000	-	-
55	Operating	New	Levee, Hickinbotham - Component A3 - Area 4 Flood Management Timing Plan	-	70,000	-	-
56	Operating	New	Levee, Hickinbotham - Component A4 - Area 5 Flood Management Timing Plan	-	105,000	-	-
57	Operating	New	Levee, Hickinbotham - Component A1 - Area 2 Flood Management Timing Plan	-	-	16,000	-
58	Operating	New	Levee, Hickinbotham - Component A2 - Area 3 Flood Management Timing Plan	-	-	7,000	-
				5,484,000	5,464,000	5,181,000	2,536,300

	JC Report (May 2021)	Revised Operating Cost March 2023	Change
Operating Revenue	\$		
CWMS service charges (net of rebates)	\$ 227,411	\$ 250,815	
Other income	\$ -		
Total Operating Revenue	\$ 227,411	\$ 250,815	\$ 23,404
Operating Expenses			
Employee costs	\$ 15,900	\$ 17,265	\$ 1,365
Materials, contracts & other	\$ 161,000	\$ 83,051	-\$ 77,949
Depreciation	\$ 125,512	\$ 144,200	\$ 18,688
Total Operating Expenses	\$ 302,412	\$ 244,516	-\$ 57,896
Operating Surplus/(Deficit)	-\$ 75,001	\$ 6,299	\$ 81,300
<u>Cost of Capital</u>			
Cost of capital – 1.3% real interest	\$ 15,200		
Cost of capital – 1.6% for risk	\$ 90,200		
Total Cost of Capital	\$ 105,400		
<u>Cost of Capital</u>			
Cost of capital - 3% real interest		\$ 54,150	\$ 38,950
Cost of capital - 1.60% for risk premium		\$ 87,664	-\$ 2,536
		\$ 141,814	
<i>Capital and risk.</i>	\$ 306	\$ 411	
No. of units serviced	345	345	
Ave operating cost per unit (excl cost of capital & risk)	\$ 876	\$ 709	
Ave op cost per unit (incl cost of capital & risk)	\$ 1,182	\$ 1,120	









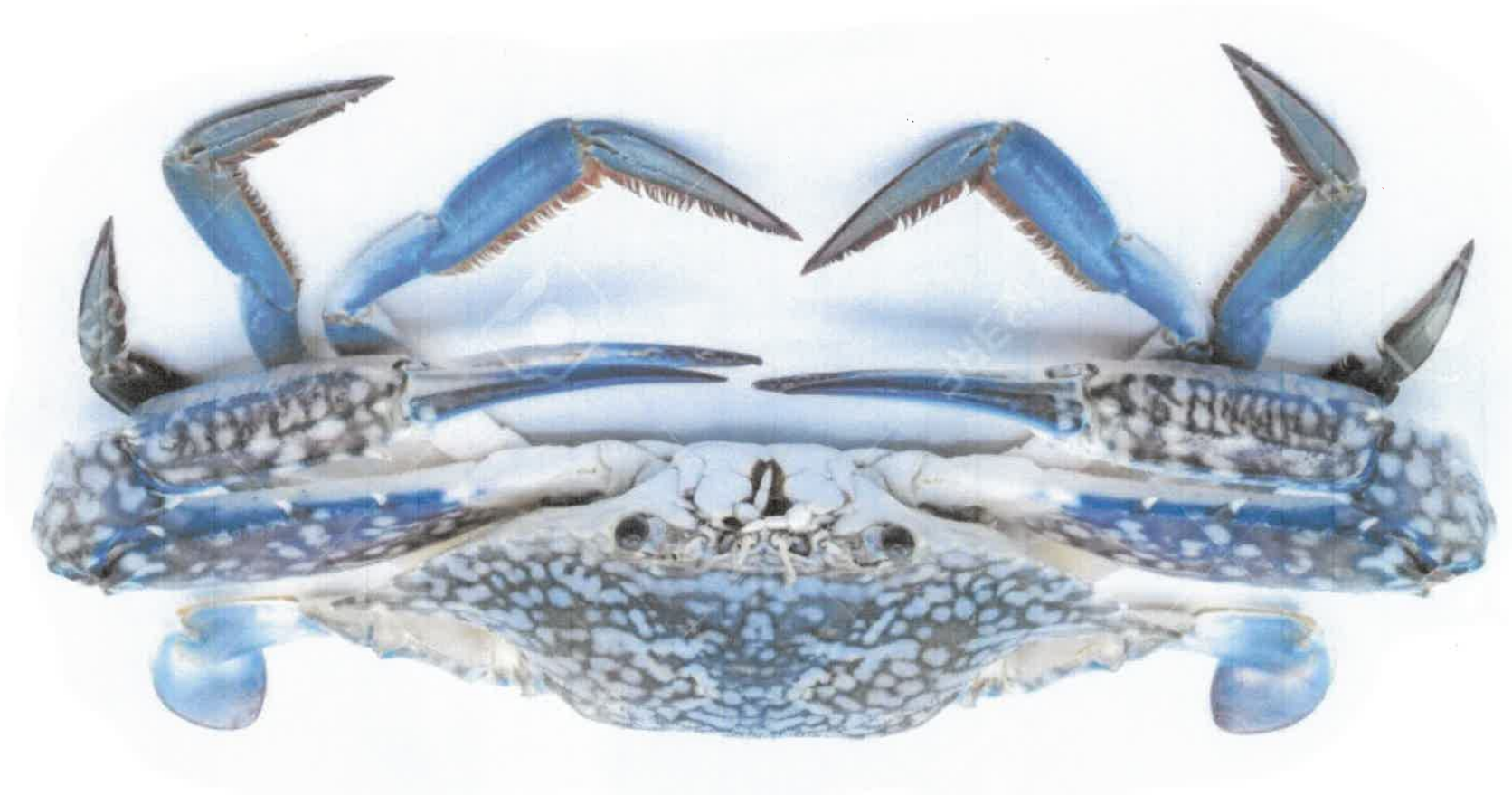


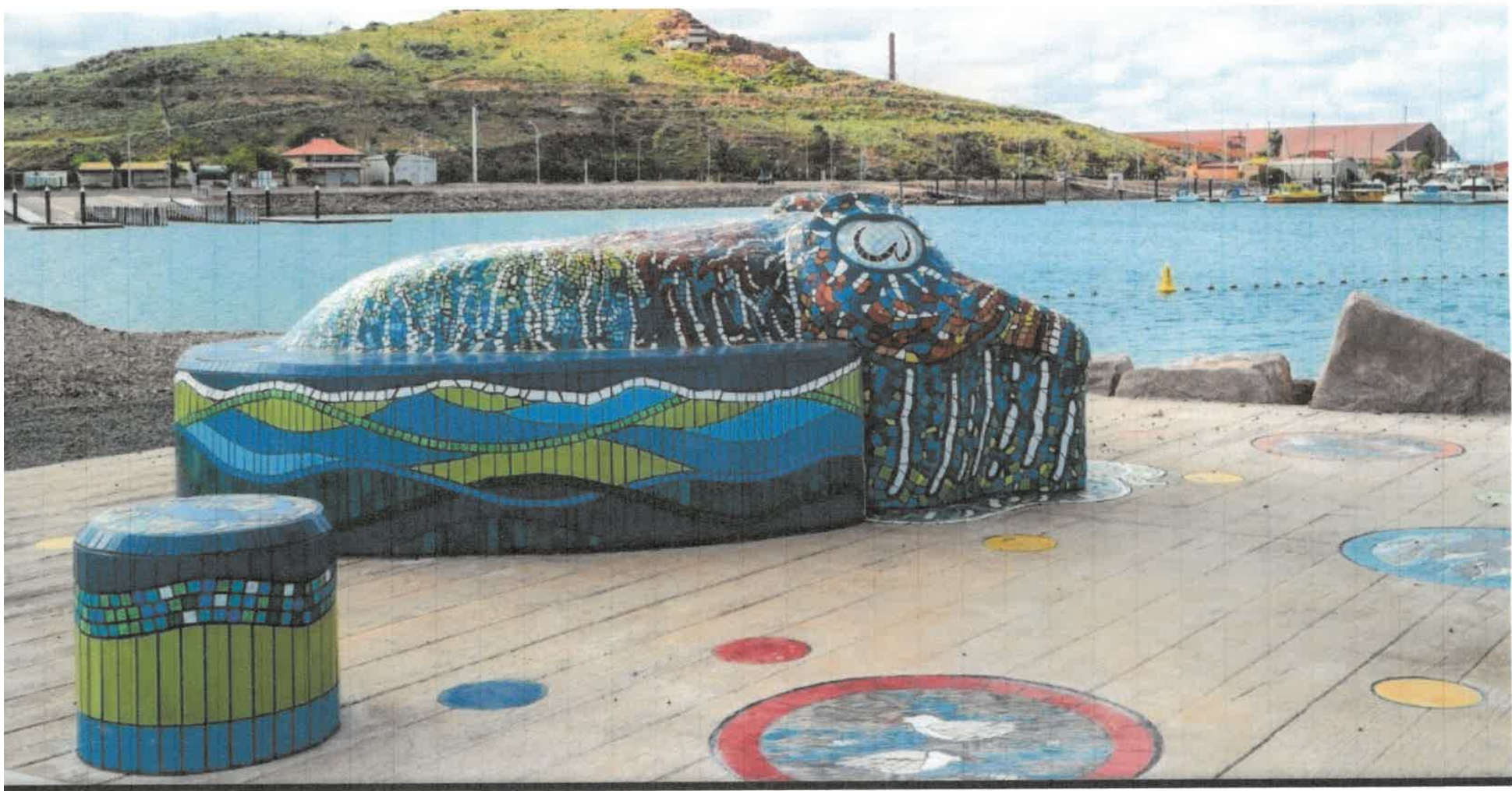
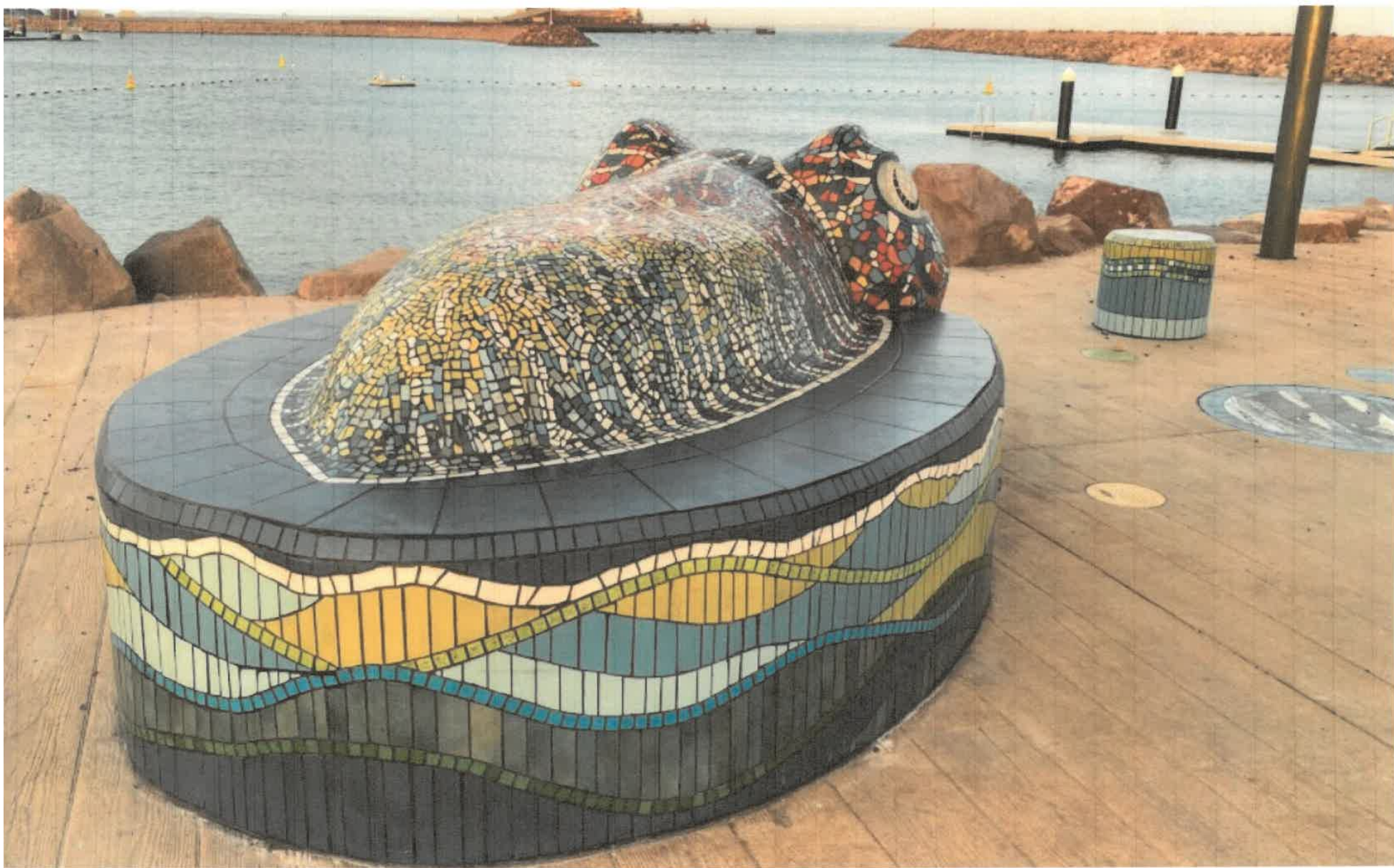










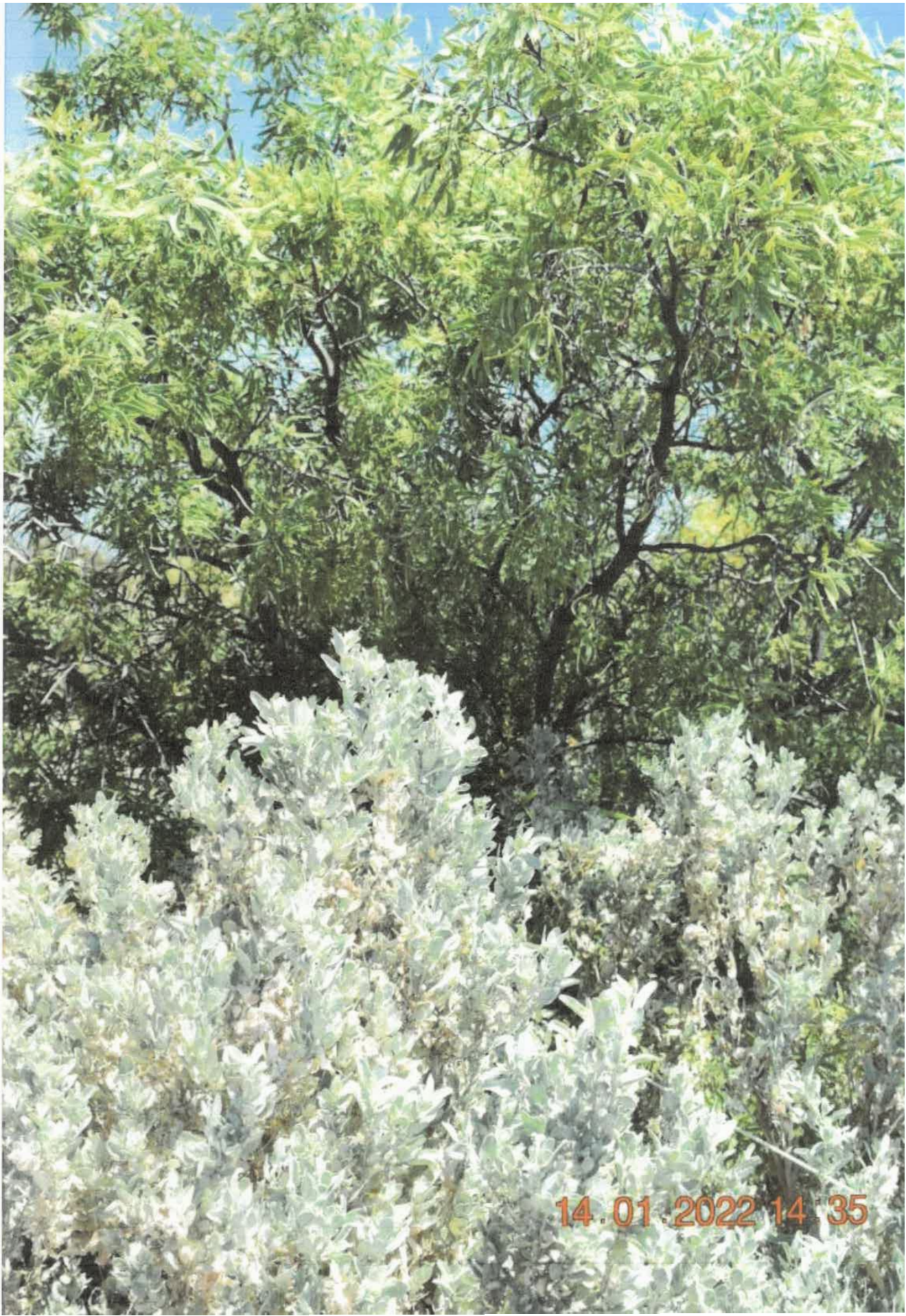




Carpobrotus rossii
Enchylaena tomentosa
Clematis microphylla
Dodonaea viscosa
Melaleuca lanceolata
Dianella sp
Pittosporum angustifolium
Goodenia varia
Kunzea pomifera
also occurs by the foreshore

Atriplex cinerea





13 SUBSIDIARY MEETINGS

Nil


14 REPORTS FOR DECISION

14.1 COMMUNITY AND CIVIC HUB INVESTIGATION - UPDATE

Record Number: D23/9802

Author: Director - Corporate Services

Authoriser: Chief Executive Officer

Attachments: 1. **Communication and Engagement Plan - Summary, prepared by Holmes Dyer dated 17 March 2023** [↓](#) 

EXECUTIVE SUMMARY

- The purpose of this report is to:
 - Provide Council Members with an update on the Community and Civic Hub Investigation; and
 - Seek Council's endorsement of the 'Communication and Engagement Plan – Summary' prepared by Holmes Dyer, which includes facilitating community 'drop-in sessions'.
- Council commenced reviewing its current 'accommodation and services' in late 2020 and since that time has engaged consultants, Holmes Dyer, to assist with the review.
- Several inspections, site visits, investigations and reports have been completed and more recently, a study tour and follow-up workshop were held with Council Members.
- As the review has progressed, and cognisant of the strategic vision and proactive and planned growth within our Council region, the focus of the review is now on the development of a 'Community and Civic Hub'.
- It is recommended that Council acknowledge the status of the Community and Civic Hub Investigation and in doing so, endorse the next steps, namely engagement with its community.
- Council Members are advised that the Director, Corporate Services has invited representatives from Holmes Dyer to the meeting to assist in answering questions members may have.

RECOMMENDATION 1

"that Council, having considered Item 14.1 – *Community and Civic Hub Investigation - Update*, dated 27 March 2023, receives and notes the report and in doing so acknowledges the following sessions recently facilitated by Holmes Dyer as part of 'Phase 1' of the Community and Civic Hub Investigation:

- **Presentation to Elected Members (as part of report to Council) – 19 December 2022;**
- **Elected Member Study Tour/Site Visits – 23 January 2023;**
- **Staff and Elected Member Vision Workshops – 28 February 2023."**

RECOMMENDATION 2

“that Council, having considered Item 14.1 – *Community and Civic Hub Investigation - Update*, dated 27 March 2023, endorses the ‘Communication and Engagement Plan – Summary’ prepared by Holmes Dyer (Attachment 1) and in doing so instructs the Chief Executive Officer to continue to advance the Community and Civic Hub Investigation by:

- 1. Making the necessary arrangements to facilitate community ‘drop-in sessions’ for the purposes of obtaining information and feedback from the community that will inform the Community and Civic Hub Investigation, as outlined in the ‘Communication and Engagement Plan – Summary’; and**
- 2. Directly contacting all local community groups, organisations/businesses Council has on file to inform them of, and encourage their participation in, the abovementioned drop-in sessions.”**

BUDGET IMPACT

Estimated Cost: \$ 18,000 (Phase 1) 25,000 (Phase 2)

Future ongoing operating costs: Not Applicable

Is this Budgeted? Phase 1 is budgeted – Phase 2 has been included in the draft 2023/2024

RISK ASSESSMENT

Adopting the above recommendations will allow Council to proceed with some certainty as to the next steps, namely community engagement. Consultation and engagement with the community is crucial with a project of this nature.

DETAILED REPORT

Purpose

The purpose of this report is to:

- Provide Council Members with an update on the Community and Civic Hub Investigation; and
- Seek Council's endorsement of the 'Communication and Engagement Plan - Summary' prepared by Holmes Dyer, which includes facilitating community 'drop-in sessions'

Background

Council commenced reviewing its current 'accommodation and services' in late 2020 (with a 'prudential review') and since that time has engaged consultants, Holmes Dyer, to assist with the review. A summary of relevant previous Council resolutions is provided below for members' information:

- September 2020 (resolution 2020/321) – Council acknowledge the previously allocated budget of \$10,000 to undertake a 'prudential review of office accommodation' and instructed the Chief Executive Officer (CEO) to schedule a workshop with Council Members and present a further report back to Council in relation to engaging a suitably qualified consultant to undertake the review.
- December 2020 (resolution 2020/437) – Council instructed the CEO to proceed with a tender process to engage a suitably qualified consultant and include in the tender brief the following:
 - Review of current office facilities and efficiencies/functionality of same;
 - The incorporation of Council-owned community facilities;
 - Future options and considerations for office accommodation, including growth projections for the region;
 - Overall cost benefit analysis; and
 - Any other matters the CEO believes necessary for inclusion in the tender brief.
- February 2021 (resolution 2021/086) – Council received a further update ahead of the procurement process.
- March 2021 (resolution 2021/137) – Council instructed the CEO to engage Holmes Dyer to undertake a review of 'Council Accommodation and Services' and acknowledged the budget impact of same.
- June 2022 (resolution 2022/163) – Council received a briefing from Holmes Dyer, adopted the 'Discussion Paper' prepared by Holmes Dyer and in doing so, instructed the CEO to prioritise community and stakeholder engagement, including holding workshops, following the Council Elections in November.
- December 2022 (resolution 2022/400) – Council received a further update in relation to the review/investigation, including a presentation from Holmes Dyer.

Discussion

Several inspections, site visits, investigations and reports have been completed as part of the review to date. As the review has progressed, and cognisant of the strategic vision and proactive and planned growth within our Council region, the focus of the review is now on investigating the development of a 'Community and Civic Hub'. 'Phase 1' of the Community and Civic Hub Investigation, led by Holmes Dyer, includes the following key components:

- Project Initiation
- Case Studies (Site Visits)
- Visions Workshops
- Surveys
- Drop-in Sessions
- Summary Report

Site Visits/Study Tour

On 23 January this year, a study tour was held with Council's Executive Management Team and Elected Members. This involved visiting other councils' facilities (Salisbury Community Hub, Para Hills Community Hub, City of Prospect Payinthe and the Gawler Civic Centre) in order to speak to the relevant stakeholders and explore possible options for different, and more efficient, ways of operating and improved service delivery to our community.

Vision Workshops

An initial senior staff project workshop was held on 8 February 2023 followed by vision workshops with all Council staff and the Elected Members on 28 February 2023. These interactive workshops involved a range of engagement methods and were targeted in order to better understand the current strengths, opportunities, priorities and visions for the Council (from both an administration and board/elected member perspective).

Next Steps/Community Engagement

As recommended by Holmes Dyer and in accordance with the Communication and Engagement Plan, the next, and extremely important, part of this initial phase of the investigation is to commence engagement with the community.

It is envisaged that this will involve a series of 'drop-in sessions' for the purpose of gathering information and feedback from the community that will inform the next phase/direction of the investigation (Phase 2). For example, Holmes Dyer will use a range of medium tools and an online survey to seek feedback relating to key facility inclusions. As per recommendation 2 above, it is also the CEO's intention to make direct contact with all community groups and organisations/businesses Council has on file to inform them of, and encourage their participation in, the abovementioned drop-in sessions.

Initial community consultation will occur for a period of four (4) weeks. Input from the community will be ongoing throughout the next phases of this investigation.

A summary report with recommendations will then be prepared by Holmes Dyer for Council's consideration. The findings from the Investigation will be used to appropriately inform Phase 2 of the investigation.

Conclusion

The Community and Civic Hub Investigation will identify prioritised actions, from immediate through to short (1-3 year), medium (3-5 year) and long term (5 years plus) priorities, to enable planned delivery in line with population growth within Council's budget and resource capacity.

It is recommended that Council acknowledge the status of the Community and Civic Hub Investigation and in doing so, endorse the next steps, namely engagement with its community.

ReferencesLegislation

Local Government Act 1999

Council Policies/Plans

2021-2024 Strategic Plan

2022/2023-2032/2033 Long Term Financial Plan

Public Consultation Policy

COMMUNITY AND CIVIC HUB INVESTIGATION**Communication and Engagement Plan – Summary**

The transformation of community and civic spaces and services reached a significant milestone in 2022 with the Adelaide Plains Council endorsing the recommendation from the Council Accommodation & Service Review Technical Report. The technical report considered current Council facilities, identifying inadequacies and changing usage needs, and presented a recommendation for the investigation of a new space for Council's operations and community activities into a civic centre. It was recommended that this preferred course of action be substantiated by a series of community and stakeholder consultation sessions in the form of workshops, drop-in sessions and other online material to explore the important considerations in future facility planning.

The Communication and Engagement Plan (the Plan) has been prepared to guide engagement and communication between the community, stakeholders and council to inform the Community and Civic Hub Investigation. The Communication and Engagement Plan highlights the methods and actions that will be used to ensure clear and consistent messaging and a wide cross section of stakeholders are engaged in the project.

The following section provides a summary of the key communication objectives of the Plan, the identified activities that will be undertaken as part of the first stage of engagement, and the stakeholders who will be involved.

1. Objectives of the Communication and Engagement Plan

The objectives of the Communication and Engagement Plan centre around the provision of clear direction and strategy for the successful facilitation of engagement activities and conversations as part of the Community and Civic Hub Investigation. The objectives identified below were developed with consideration for the IAP2 Engagement Design Principles (IAP2).

Communication Objective 1: Accessibility of information and inclusivity in engagement methods.

Communication Objective 2: Engagement generates a sense of ownership in the project and transparency in the decision-making process.

Communication Objective 3: Build a reputation and identity through consistent, accurate and timely messaging.

2. Key Messaging in Engagement

The following paragraphs represent a suitable introduction for communicating the intended and current status of the investigations with the Adelaide Plains community. The following paragraphs are intended to be used across various information and consultation material.

"Adelaide Plains Council is one of the fastest growing local government areas in South Australia. This growth brings with it both changing community expectations regarding the nature and delivery of services and facilities and the need to accommodate an increasing population and staffing numbers.

In recognition of this growth, Council commissioned an independent third party to review Council's current community and civic facilities with a view to understanding their suitability to meet the needs of this rapidly growing population. That study identified a critical need to improve the efficiency, functionality and space available to meet the expectations of a rapidly growing population. Council endorsed the findings of that report in late 2022.

The key recommendation was to undertake a "Community and Civic Hub Investigation" which would seek to establish a project vision, guiding principles and a scoping of required facilities through a series of investigations, workshops and community engagement, which would then form the basis for recommended facility requirements, locations options, delivery models, budgeting, risk analysis, project brief, cost estimates, governance and procurement planning as part of the next phase of investigations. None of these investigations represent a commitment to proceed with a Community and Civic Hub. Rather, they provide the necessary basis for Council to make an informed decision about the delivery of that Hub at a future point in time."

3. Community and Stakeholders

Community engagement is considered invaluable in the way it enhances Council's capacity to partner with the community, to make well-informed, accepted and sustainable decisions. Communication with the community and stakeholders should make clear that, engagement does not substitute the final decision-making power of Councillors or the Chief Executive Officer and that the results of community engagement activities are to be balanced against the evidence provided by professional staff to provide a well-rounded and

highly informed outcome. The following table outlines identified stakeholders, their level of interest, level of influence, the purpose of engaging them in this investigation and the engagement technique that will be employed.

Table 1. Stakeholder Interest, Influence and Engagement

Stakeholder Group	Individual Stakeholder	Level of interest in the project	Level of influence/power in the project	Engagement Purpose	Level of engagement and proposed technique
Owner	Adelaide Plains Council (Elected Members & Staff)	High	High	Council is the owner/driver/decision maker for the Community and Civic Hub Investigation and as such will play a core role at both an Elected Member and Staff level.	Empower – with Elected Members and Staff at all stages of the project development. Ultimate project decision maker. – Case study site visits – Workshops with Council staff – Workshop with Council Elected Members and Mayor.
Adjacent Council	Light Regional Council	Low	Low	To be made aware of the project and provided opportunity to comment if interested	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the formal consultation period.
Adjacent Council	City of Playford	Low	Low	To be made aware of the project and provided opportunity to comment if interested	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the formal consultation period.
Adjacent Council	Wakefield Regional Council	Low	Low	To be made aware of the project and provided opportunity to comment if interested	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the formal consultation period.
Directly Affected Community	Owners and occupiers of residential land within Adelaide Plains	Medium	Medium	To be made aware of the Community and Civic Hub Investigation. Encouraged to participate through a range of different techniques to attract as much interest as possible.	Consult – the landowners-occupiers of the residential land in Adelaide Plains Council and invite participation and sharing of ideas through a survey, written feedback and community drop-in sessions.
Directly Affected Community	Owners and occupiers of retail, industrial, commercial land within Adelaide Plains Council Area	Medium	Medium	To be made aware of the project and provided an opportunity to comment. Encouraged to participate through a range of different techniques to attract as much interest as possible.	Consult – the landowners-occupiers-business operators of the retail, industrial, commercial land or business operations of the Adelaide Plains Council and invite participation and sharing of ideas through a survey, written feedback and community drop-in sessions.
Political Stakeholders	State and Federal Members of Parliament including Penny Pratt – Member for Frome and Rowan Ramsay MP – Federal Member for Grey	Low	Medium	To be made aware of the project and provided an opportunity to comment. To be informed of the outcome.	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the formal consultation period.
Agencies/Authorities General	DIT, DPIR, DHW SATC & DEW	Low	Low	To be made aware of the project and provided an opportunity to comment	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the consultation period.
Planning & Land Use Services	Department of Trade and Investment Planning and Land Use	Low	Low	To be made aware of the project and provided an opportunity to comment	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the formal consultation period.
Community Groups	All community groups and associations as identified by Adelaide Plains Council	Medium	Medium	That they be made aware of the Community and Civic Hub Investigation and encouraged to participate at a later stage of the project through a range of different techniques to attract as much interest as possible.	Consult – interested community groups are invite participation and sharing of ideas through a survey, written feedback and community drop-in sessions.
Aboriginal & Torres Strait Islander Leaders	Aboriginal Community Leaders	Low	Low	Direct engagement with the nominated community spokesperson is recommended	Inform – notified in writing via dual signed letter (Council CEO and Holmes Dyer) or via email of the proposal and invited to comment during the consultation period.

4. Engagement Techniques

The project's engagement techniques align with the *Community Engagement Charter (State Planning Commission, April 2018)*, Council's *Community Engagement Strategy (CES)* and the *IAP2 Engagement Design Principles (IAP2)*. The following minimum engagement techniques will be used for the Community and Civic Hub Investigation.

4.1. Case Studies (Site Visits)

A core group of Adelaide Plains staff and/or Elected Members visit key sites to increase understanding of the opportunities and considerations for the Adelaide Plains future facility planning. These site visits will be an opportunity to not only walk through the facilities, but discuss lessons learnt relating to process, budget procurement model and governance structures with Council staff responsible for the projects.

4.2. Informational Material

A collection of engagement material and advertisements should be prepared to provide the community with basic information on the purpose of the investigation and details of the engagement activities. This material will include 'Key Messaging' outlined earlier in this document.

4.3. Survey

A survey, both hard copy and on-line, will be distributed through key businesses, community and sporting facilities and Council offices to capture feedback and ideas from those unable to attend a drop-in session in person. A QR code to the survey should be included in informational and advertisement material as an additional means to capture community feedback.

4.4. Vision Workshops

Holmes Dyer will prepare and facilitate a structured program of vision workshop sessions for Elected Members and Council Staff. The workshops will be interactive, involving a range of engagement methods that seek to understand the current need and future requirements of service delivery, workplace models and community and civic space functions.

4.5. Drop-in Sessions

Holmes Dyer will prepare and facilitate the equivalent of three (3) 2-hour drop-in sessions for attendance by the public. The drop-in sessions hosted in Two Wells, Mallala and Dublin are opportunities for the local community and community groups to ask questions about the investigation and provide their own thoughts and identify needs for consideration in the next steps of the project. Ideas and discussions from these sessions will influence the decision-making stage in terms of future facility functions, operational models and locational decisions among many others. Holmes Dyer will prepare drop-in session material (both hard copy and digital), facilitate the sessions and prepare an engagement outcome report and key recommendations. The drop-in sessions will be interactive, involving a range of engagement methods to be developed in consultation with Adelaide Plains Council. These methods would be targeted towards a broad group of stakeholders and included opportunities for people to verbally share ideas, provide written notes and highlight ideas.

5. Staging the Engagement

The following considerations relating to timing for the engagement have been considered in the preparation of this Community and Engagement Plan, relating to the availability of community members and key stakeholders.

- **Elected Members** – Workshop to follow soon after the case study/site visit to ensure ideas and findings from visit is captured in the development of the vision and principles.
- **Council Staff** – Workshop to be undertaken soon after the EM workshop to explore workplace operations and styles. Specifically structured sessions and facilitated - but not exclusive invite.
- **Community Groups** – Council will directly notify community groups by formal letter, encouraging them to share the engagement with their local networks.
- **Drop-in Session Venues** – Drop-in session will be held post workshops with Elected members and Council staff and informational material going live. Drop-in sessions will be held in Two Wells, Mallala and Dublin. The use of venues such as a council buildings, community centres or town halls is to be directed by Council, to ensure a prominent and accessible location is used.
- **Weekday and Weekends** – One community drop-in session will be held during the week and one across the weekend to ensure a variety of times are offered.

Considering the above, the recommended engagement period for the Adelaide Plains Community and Civic Hub Investigation is four (4) weeks, commencing in early May and concluding in late May Early June, over a period equating to at least 21 business days.

Holmes Dyer suggests the following key dates, to be confirmed by Council:

- Holmes Dyer suggests the following key dates, to be confirmed by Council:
- Elected Members Site Visit (Case Studies) – 23 January 2023
- Senior Staff Project Workshop – 8 February 2023
- Elected Members Vision Workshop – 28 February 2023
- Staff Vision Workshop – 28 February 2023
- Communication and Engagement Plan Endorsed 27 March 2023
- Informational Material and community consultation support material approved by Council – Early April 2023
- Informational material and advertising of consultation submitted to publications – Mid/late April
- Informational material and advertising of consultation goes live – Mid/late April 2023
- 4-week public consultation period starts – Early May
- Community Drop-in Session 1 – Saturday Mid May
- Community Drop-in Session 2 – Thursday Mid May
- Community Drop-in Session 3 – Saturday Mid May
- 4-week public consultation period ends – Late May
- Summary of engagement outcomes – Early/mid June

These dates may be subject to change depending on location availability and Council direction.

6. Assumptions/Limitations

There are many barriers to conducting effective community engagement, including digital capabilities of the community and council, time and location limitations, clarity of communication and other external influences. Holmes Dyer has attempted to mitigate some of the known barriers and have provided the following assumptions.

- All aspects of the engagement period, including informational material and in person sessions will reiterate the key aim of this engagement period:
 - » Engagement with the community and stakeholders is the first step of this Investigation to share ideas, opinions and feedback;
 - » The first phase of Investigation, including engagement is not about decision making, rather exploring community ideas;
 - » There is a rigid process that the Investigation will follow into the next phases to ensure the community is appropriately consulted and that the feedback received critically influences any future decision making.
- Co-attendance by Adelaide Plains Council staff at the community drop-in sessions to support Holmes Dyer staff would be encouraged as some community members may feel more comfortable talking to the local community staff members.

7. Evaluation Approach & Closing the Loop

An engagement outcome summary of all meetings, responses and outcomes of the four-week engagement period will be prepared by Holmes Dyer and presented to Council to inform decision making and serve as a record of issues raised on the project.

Participants will be asked if they wish to be kept informed of the Investigation outcomes and contact details will be recorded for distribution of a "Closing the Loop" email/letter and the project website page will be updated.

Holmes Dyer will retain a record of all participants who lodge formal submissions, attend a community drop-in session or make telephone or email enquiries during the engagement period.

**14.2 AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION - NATIONAL GENERAL ASSEMBLY 2023
- MAYOR AND CHIEF EXECUTIVE OFFICER ATTENDANCE**

Record Number: D23/11092
Author: Governance Administration Officer
Authoriser: Director Corporate Services
Attachments: Nil

EXECUTIVE SUMMARY

- The purpose of this report is for Council to endorse the Mayor and Chief Executive Officer's attendance at the Australian Local Government Association (ALGA) National General Assembly.
- As Members are aware, ALGA hosts an annual National General Assembly, providing a platform for Local Government to address national issues and lobby the federal government on critical issues facing the sector. The 2023 National General Assembly will be held in Canberra from 13-16 June.
- It is recommended that Council endorse the Mayor and Chief Executive Officer's attendance at the National General Assembly.

RECOMMENDATION

"that Council, having considered Item 14.2 – Australian Local Government Association - National General Assembly 2023 - Mayor and Chief Executive Officer Attendance, dated 27 March 2023, receives and notes the report and in doing so endorses the attendance of Council's Mayor and Chief Executive Officer at the National General Assembly to be held in Canberra from 13-16 June 2023."

BUDGET IMPACT

Estimated Cost: \$ 3,399.00 (per person, approx.)
Future ongoing operating costs: Nil
Is this Budgeted? Yes

RISK ASSESSMENT

There are no identifiable risks associated with this recommendation.

DETAILED REPORT

Purpose

The purpose of this report is for Council to endorse the Mayor and Chief Executive Officer's attendance at the Australian Local Government Association (ALGA) National General Assembly.

Background

ALGA hosts an annual National General Assembly (NGA), providing a platform for Local Government to network and address national issues and lobby the federal government on critical issues facing the sector.

The 2023 National General Assembly will be held in Canberra from 13-16 June 2023, with a theme of 'Our Communities, Our Future' – a focus on *looking for ideas for new federal programs and policies that would support councils to build stronger communities in the future*. A report was presented to Council at its 27 February 2023 meeting, in regards to the call for motions for the Australian Local Government Association, National General Assembly 2023 including additional information in relation to the NGA. A copy of this report is available [here](#).

Discussion

It is industry practice for the Mayor and Chief Executive Officer of a council to represent the council at a NGA. APC has been represented by its Mayor and Chief Executive Officer since 2019.

The approximate cost (per person) to attend the conference is set out below, and is budgeted:

Conference	\$1,320
Accommodation (4 nights)	\$956
Return airfare	\$823
Meals and Taxi (approx.)	\$300
Total per person	\$3,399

Conclusion

The 2023 National General Assembly will be held in Canberra on 13-16 June 2023. It is industry practice for the Mayor and Chief Executive Officer of a council to represent the council at a National General Assembly and, accordingly, it is recommended that Council endorse its own Mayor and Chief Executive Officer's attendance at the National General Assembly.

References

Legislation

Local Government Act 1999

Council Policies/Plans

Strategic Plan 2021-2024 Proactive Leadership

Annual Business Plan and Budget 2022-2023

14.3 COUNCIL MEMBERS' ALLOWANCES AND BENEFITS POLICY

Record Number: D23/11223

Author: Director Corporate Services

Authoriser: Chief Executive Officer



Attachments: 1. Draft Council Members' Allowances and Benefits Policy [!\[\]\(fa6f3af6bfa46c5d4a2d362681095beb_img.jpg\)](#) [!\[\]\(a9bc825d1a15412853cf9ebcbd72219d_img.jpg\)](#)
2. Determination of the Remuneration Tribunal - Allowances for Members of Local Government Councils [!\[\]\(855eb27d3d242e620031eb19ab2e732f_img.jpg\)](#) [!\[\]\(528d698dbdf3a7863b8ddb9bfdc0181d_img.jpg\)](#)

EXECUTIVE SUMMARY

- The purpose of this report is for Council to consider the reviewed and updated *Council Members Allowances and Benefits Policy*.
- Under the *Local Government Act 1999* (the Act) Council Members are entitled to:
 - an allowance determined by the Remuneration Tribunal in relation to that member's office; and
 - reimbursement of certain expenses incurred in performing of discharging their official functions and duties.
- The reimbursement of particular expenses is mandatory. Council *may* approve the reimbursement of additional expenses, on a case-by-case basis or through a relevant policy (section 77(1)(b) of the Act).
- Whilst not mandatory, Adelaide Plains Council has previously adopted a policy approving the reimbursement of additional expenses pursuant to section 77(1)(b).
- The Act provides that any council policy under section 77(1)(b) lapses at a general election of Council. With a general election having just taken place, Council's previous *Council Members Allowances and Benefits Policy* is now lapsed.
- It is therefore necessary for Council to consider and adopt a new *Council Members Allowances and Benefits Policy* (**Attachment 1**).

RECOMMENDATION

"that Council, having considered Item 14.3 – *Council Members' Allowances and Benefits Policy*, dated 27 March 2023, receives and notes the report and in doing so adopts the *Council Members Allowances and Benefits Policy* as presented at Attachment 1 to this Report, subject to the following changes:

1. 
2. ."

BUDGET IMPACT

Estimated Cost:	Council Member allowances, and an estimate of reimbursements, have been budgeted
Future ongoing operating costs:	Not applicable
Is this Budgeted?	Yes

RISK ASSESSMENT

Adopting the *Council Members Allowances and Benefits Policy*, or equivalent, will provide improved administrative management and guidance for Council Members and staff, and ensure the continued management of Council's financial and risk administration practices.

DETAILED REPORT

Purpose

The purpose of this report is for Council to consider the reviewed and updated *Council Members Allowances and Benefits Policy* as presented at **Attachment 1** to this report (the Draft Policy).

Background

At its November 2022 Ordinary Meeting, Council acknowledged that a further report and draft Council Members Allowances and Benefits Policy would be presented back to Council for consideration (refer resolution 2022/379) at the 28 November 2022 meeting. Report is available to view [here](#).

In accordance with the *Local Government Act 1999* (the Act) Council Members are entitled to:-

- an allowance determined by the Remuneration Tribunal in relation to that member's office; and
- reimbursements of certain expenses incurred in performing of discharging their official functions and duties.

Reimbursement of Expenses

The Act provides as follows:-

Section 77—Reimbursement of expenses

(1) A member of a council is entitled to receive from the council—

(a) reimbursement of expenses of a kind prescribed for the purposes of this paragraph incurred in performing or discharging official functions and duties; and

(b) reimbursement of expenses of a kind prescribed for the purposes of this paragraph and approved by the council (either specifically or under a policy established by the council for the purposes of this section), incurred in performing or discharging official functions and duties.

(2) A policy under subsection (1)(b) lapses at a general election of the council.

The *Local Government (Members Allowances and Benefits) Regulations 2010* (the Regulations) provides as follows:-

Regulation 5—Reimbursement of expenses—section 77(1)(a) ('prescribed expenses')

(1) Subject to this regulation, for the purposes of section 77(1)(a) of the Act, the kinds of expenses for which a member of a council will be reimbursed are as follows:

(a) travelling expenses actually and necessarily incurred by the member in travelling to or from a prescribed meeting if—

(i) the journey is an eligible journey; and

- (ii) *the journey is by the shortest or most practicable route;*
- (b) *expenses for the care of—*
 - (i) *a child of the member; or*
 - (ii) *a dependant of the member requiring full-time care,**actually, and necessarily incurred by the member as a consequence of the member's attendance at a prescribed meeting.*

(2) However—

(a) in relation to the operation of sub regulation (1)(a)—

- (i) if an eligible journey relates to travel between a place within the area of a council and a place outside the area of a council (in either direction), the member is only entitled to be reimbursed in respect of expenses that can be attributed to travel within the area of the council; and*
- (ii) the rate of reimbursement for motor vehicle costs will be at a rate equal to the appropriate rate per kilometre (determined according to the engine capacity of the vehicle) prescribed for the purposes of calculating deductions for car expenses under section 28.25 of the Income Tax Assessment Act 1997 of the Commonwealth; and*

(b) in relation to the operation of sub regulation (1)(b)—a member of a council is not entitled to be reimbursed if the care is provided by a person who ordinarily resides with the member.

(3) A council may aggregate claims for reimbursement of expenses under sub regulation (1)(a) that relate to journeys that do not exceed 20 kilometres and then pay them on either a quarterly or monthly basis.

Regulation 6—Expenses requiring council approval—section 77(1)(b)

For the purposes of section 77(1)(b) of the Act, the following kinds of expenses for which a member of a council may be reimbursed are prescribed:

- (a) expenses incurred in the use of a telephone, fax or other telecommunications device, or in the use of a form of electronic communication, on the business of the council;*
- (b) travelling expenses incurred by the member as a consequence of the member's attendance at a function or activity on the business of the council (other than for which the member is reimbursed under section 77(1)(a) of the Act);*
- (c) travelling expenses incurred by the member in undertaking an eligible journey to the extent that those expenses are attributable to travel outside the area of the council;*
- (d) expenses for the care of—*
 - (i) a child of the member; or*
 - (ii) a dependant of the member requiring full-time care, incurred by the member as a consequence of the member's attendance at a function or activity on the business of council (other than for which the member is reimbursed under section 77(1)(a) of the Act);*

(e) expenses incurred by the member as a consequence of the member's attendance at a conference, seminar, training course or other similar activity which is directly or closely related to the performance or discharge of the roles or duties of a member of a council (other than for which the member is reimbursed under section 77(1)(a) of the Act).

Discussion

A Council Members' Allowances and Benefits Policy sets out provisions of both the Act and the Regulations and ensures that the payment of Council Members' allowances, the reimbursement of expenses and the provision of benefits by the Council is accountable, transparent and in accordance with the aforementioned Act and Regulations.

The Act provides that a council policy under section 77(2) lapses at a general election of council. With the general election having recently taken place the previously adopted *Council Members Allowances and Benefits Policy* has now lapsed, deeming it necessary for Council to consider and adopt an equivalent policy.

The previously adopted (now lapsed) Policy was last reviewed and adopted by Council in February 2019 (agenda report, via Council's Governance Advisory Panel, can be viewed [here](#)). Changes in the Policy of 2019 comprised of two (2) main modifications:

1. Additional items were listed to accurately reflect the facilities/support that is provided to Council Members in practice e.g. electronic tablet device with sim card, business cards etc; and
2. Reference to a Council fuel card in relation to the Mayor was removed as it was recommended the Mayor be reimbursed for travel on the same basis as Council Members.

Since their inclusion, these changes are considered a successful addition to the Policy as they provide clarity and ensure equity for all Council Members.

The Draft Policy presented for Council's consideration at **Attachment 1** has been prepared based on the Local Government Association's Model Policy (prepared October 2022) and contains amendments to reflect updated details resulting from the recent Local Government Reform. These include revised definitions in relation to the role of a Council Member (s59). The role of the Principal Member (s58), previously silent in this policy, has also now been included in the reviewed document.

Additionally, updated definitions in relation to leave of absence for Council Members contesting an election, information and briefing sessions, the publishing of the Policy on Council's website and statements in relation to uniformity of facilities and support provided to Council Members are now included.

Minor re-wording and formatting has also been undertaken to provide clear definitions and more succinct language for the reader.

As this is a legislative-based Policy, budgetary considerations have been anticipated. This means the adoption of this reviewed Policy will not result in any additional budget implications.

The ability for the Policy to be reviewed at any time remains and, should legislative change occur, Council will be presented with an updated Policy for consideration at that time.

Reviewing this Policy at the conclusion of the next election has been identified as a positive efficiency gain enhancing 'continuous improvement' practices of administration.

Conclusion

It is recommended that Council consider the updated *Council Members Allowances and Benefits Policy* and ratify accordingly.

References

Legislation


Local Government Act 1999 (SA)

Local Government (Members Allowances and Benefits) Regulations 2010 (SA)

Council Policies/Plans

Strategic Plan 2021-2024 Proactive Leadership

Annual Business Plan and Budget 2022-2023

	Council Members Allowances and Benefits Policy	
	Version Adoption by Council: March 2023 Resolution Number: 2023/TBC Current Version: V2	
	Administered by: Chief Executive Officer	Last Review Date: 2023 Next Review Date: 2026
Document No: D22/22402	Strategic Outcome Proactive Leadership	

1. Objective

The purpose of this Policy is to ensure that the payment of Council Member allowances, the reimbursement of expenses and the provision of benefits, facilities and support by the Council is accountable, transparent and in accordance with the *Local Government Act 1999* (the Act) and the *Local Government (Members Allowances and Benefits) Regulations 2010* (the Regulations).

This Policy sets out the provisions of the Act and Regulations in respect of Council Member allowances, expenses, and support under section 77(1)(a). This Policy is also provided in accordance with section 77(1)(b) by specifying the types of expenses that will be reimbursed without the need for specific approval of Council every time a claim is made.

Council Members are paid an allowance for performing and discharging their functions and duties on Council.

Section 59 of the Act provides that the role of a Council Member, as a member of the governing body of the Council, is:-

- (i) to act with integrity;
- (ii) to ensure positive and constructive working relationships within the council;
- (iii) to recognise and support the role of the principal member under the Local Government Act;
- (iv) to develop skills relevant to the role of a member of the council and the functions of the council as a body;
- (v) to participate in the deliberations and activities of the council;
- (vi) to keep the council's objectives and policies under review to ensure that they are appropriate and effective; and
- (vii) to keep the council's resource allocation, expenditure and activities, and the efficiency and effectiveness of its service delivery, under review;
- (viii) to ensure, as far as is practicable, that the principles set out in section 8 of the Local Government Act are observed;
- (ix) to participate in the oversight of the chief executive officer's performance under the council's contract with the chief executive officer; and
- (x) to serve the overall public interest.

Section 58 of the Act specifies the role of the Principal Member as leader of the Council, which is:

- (a) to provide leadership and guidance to the council; and
- (b) to lead the promotion of positive and constructive working relationships among members of the council; and
- (c) to provide guidance to council members on the performance of their role, including on the exercise and performance of their official functions and duties; and
- (d) to support council members' understanding of the separation of responsibilities between elected representatives and employees of the council; and
- (e) to preside at meetings of the council; and
- (f) to liaise with the chief executive officer between council meetings on the implementation of a decision of the council; and
- (g) to act as the principal spokesperson of the council; and
- (h) to exercise other functions of the council as the council determines; and
- (i) to carry out the civic and ceremonial duties of the office of principal member.

This Policy also explains the information that must be recorded within the Council's Register of Allowances and Benefits to ensure compliance with section 79 of the Act.

This Policy, in its entirety, will automatically lapse at the next general election of this Council.

2. Scope

This Policy applies to all Council Members, who each have an obligation to abide by this Policy.

3. Definitions

Chief Executive Officer (CEO) means the appointed Chief Executive Officer of Adelaide Plains Council, the Acting Chief Executive Officer or their delegate;

Council Business, in relation to allowances and benefits, means the official functions and duties related to the performance or discharge of the roles or duties of a Council Member

Council Member means an elected member of Adelaide Plains Council;

Consumer Price Index (CPI) means the Consumer Price Index published by the Australian Bureau of Statistics;

Eligible Journey has the meaning prescribed under regulation 3 of the Regulations:

... a journey (in either direction) between the principal place of residence, or a place of work, of a member of the council, and the place of a prescribed meeting.

General Election means a general election of Council Members held:

- (a) under section 5 of the *Local Government (Elections) Act 1999*; or
- (b) pursuant to a proclamation or notice under the *Local Government Act 1999*.

Prescribed Committee means a Council committee, including a committee established under section 41 of the *Local Government Act 1999*.

Prescribed Meeting has the meaning prescribed under regulation 3 of the Regulations:

... a meeting of the council or council committee, or an information or briefing session,, discussion, workshop, , training course or similar activity which is directly or closely related to the performance or discharge of the roles or duties of the member.

4. Policy Statement

4.1 This Policy is underpinned by the following principles:-

- a) Council Members should not be out-of-pocket as a result of performing and discharging their Council functions and duties;
- b) To assist Council Members in performing or discharging their official functions and duties they are entitled to be provided with a range of necessary facilities and support and to be reimbursed for expenses as specified in this Policy;
- c) Facilities and support provided to Council Members will be provided on a uniform basis (other than facilities or services specifically provided for the benefit of the Mayor).
- d) Any reimbursements claimed by Council Members must be for expenses actually and necessarily incurred in performing and discharging their official Council functions and duties, which will be assessed according to the role of a Council Member under the Act;
- e) Council encourages continued relevant professional training and development for Council Members. This is seen as being imperative and necessary in terms of good governance and to the improved performance of their functions and duties; and
- f) The accountability of the Council to its community for the use of public monies.

5 Roles and Responsibilities

5.1 All Council Members have an obligation to abide by this Policy and any associated procedures.

5.2 The CEO has a duty to:

- a) Maintain the Register of Allowances and Benefits;
- b) Adjust allowances paid to Council Members (on the first, second and third anniversaries of the relevant periodic elections to reflect changes in the Consumer Price Index ("CPI")); and
- c) Implement and monitor expense reimbursement procedures in accordance with the Act, the Regulations, this Policy, and any associated procedures; and
- d) Ensure this Policy is published on the Adelaide Plains Council website and able to be provided in printed form on request and on payment of a fee (if any) fixed by the Council.
- e) Ensure a copy of this Policy is provided to all Council Members.

6 Allowances

- 6.1 Council Member allowances are determined by the Remuneration Tribunal on a four-yearly basis with each determination required to be made 14 days before the close of nominations for each set of periodic elections held under the *Local Government (Elections) Act 1999*.
- 6.2 The relevant determination for the Council term which commenced in November 2022 is *Determination No. 2 of 2022 – Allowances for Members of Local Government Councils*.
- 6.3 The allowance determined by the Remuneration Tribunal is payable for the period:
- commencing on the conclusion of the 2022 periodic election; and
 - concluding at the time the last result of the 2026 periodic election is certified by the Electoral Commissioner under the *Local Government (Elections) Act 1999*.
- 6.4 The annual allowance for a Council Member is determined according to the relevant Council Group. There are six Council Groups which are each explained within the Determination of the Remuneration Tribunal.
- 6.5 The Adelaide Plains Council has been identified as falling within Group 4 in the current Remuneration Tribunal Determination, with an initial council member annual allowance of \$10,955.
- 6.6 The annual allowance for:
- principal members, is equal to four times the annual allowances for council members;
 - deputy mayor or deputy chairperson or a council member who is the presiding member of one or more prescribed committees is equal to one and a quarter (1.25) times the annual allowance for council members;
- An additional allowance in the form of a sitting fee is also payable for Council Members who are presiding members of other committees (who are not deputy mayors, deputy chairpersons or presiding members of prescribed committees).
- 6.7 Council Member allowances are to be adjusted on the first, second, and third anniversaries of the relevant periodic elections to reflect changes in the CPI (All groups index for Adelaide). Adjustments will occur on 10 November 2023, 10 November 2024, and 10 November 2025. The change in the Consumer Price Index to be applied will be the most recently available annual percentage change in the Consumer Price Index as at the date of adjustment (which will likely be the most recent relevant September quarter figure).
- 6.8 Allowances to Council Members will be paid on a monthly basis, one (1) month in arrears by electronic funds transfer to a nominated bank account. Council Members are not required to complete any paperwork or provide any evidence of activity in order to receive the allowance.
- 6.8.1 A member of a council who holds office for part of the period in respect of which an allowance is payable is entitled to the proportion of the allowance equivalent to the period for which the member held the office (section 76(11) of the Local Government Act).
- 6.8.2 A Council Member is entitled to decline acceptance of the allowance. Where a Council Member declines to accept the allowance, it will be recorded in the Register of Allowances and Benefits.
- 6.9 A payment summary will be provided to Council Members at the conclusion of each financial year.

7 Leave of Absence – Council Member contesting election

7.1 If a Council Member stands as a candidate for election as a member of State Parliament, section 55A of the Local Government Act automatically grants a leave of absence from the date on which nominations for the relevant election close until the result of the election is publicly declared.

7.2 During the leave of absence period the Council Member:

- is not entitled to receive any Council Member allowance or reimbursement of expenses; and
- must not use any facility, service or other form of support provided by the Council; and
- must not carry out any function or duty as a Council Member.

7.3 A maximum penalty of \$15,000 applies for a breach of this section of the Act.

8 Mandatory Reimbursements – Travel (Section 77(1)(a))

8.1 Council Members are entitled to receive reimbursement for traveling expenses actually and necessarily incurred by the Council Member for travel within the Council area and associated with attendance at a Prescribed Meeting.

8.2 Reimbursement for travel expenses is restricted to Eligible Journeys, provided that the journey is the shortest or most practicable route and to the part of the journey within the Council area i.e. any travelling outside the Council area in order to attend Council or Council committee meetings is not reimbursable under section 77(1)(a) of the Act. Reimbursement for travel outside of the Council area is outlined at 9. *Prescribed and Approved Reimbursements* below.

8.3 Where a Council Member travels by private motor vehicle, the rate of reimbursement is at a rate equal to the appropriate rate per kilometre (determined according to the engine capacity of the vehicle) prescribed for the purposes of calculating deductions for car expenses under section 28.25 of the *Income Tax Assessment Act 1997* (Cth).

8.4 Travelling by taxi, bus or other means of public transport is reimbursed on the basis of expenses 'actually and necessarily incurred' but is still limited to Eligible Journeys by the shortest or most practicable route and to the part of the journey that is within the Council area.

8.5 The Council may aggregate claims for reimbursement of expenses that relate to journeys that do not exceed 20 kilometres and then pay them on a monthly basis.

Claiming Reimbursement for Travel under section 77(1)(a)

To receive reimbursement for travel expenses for Eligible Journeys, a Council Member is required to submit a completed *Councillor Travel Claim Form* to Council's Accounts Payable Officer, in accordance with the *Council Members Communication Policy*. For the purposes of administrative efficiency Council Members are requested to submit the *Councillor Travel Claim Form* on a monthly basis.

9 Mandatory Reimbursements – Child/Dependant Care (Section 77(1)(a))

9.1 Council Members are entitled to reimbursement for child/dependant care expenses actually or necessarily incurred by the Council Member as a consequence of the Council Member's attendance at a Prescribed Meeting.

9.2 Child/dependant care is not reimbursed if the care is provided by a person who ordinarily resides with the Council Member.

Claiming Reimbursement for Child/Dependant Care

To receive reimbursement for travel expenses for Eligible Journeys, a Council Member is required to submit a completed *Councillor Dependant Care Claim Form* to Council's Accounts Payable Officer. For the purposes of administrative efficiency Council Members are requested to submit the *Councillor Dependant Care Claim Form* on a monthly basis.

10 Additional Expense (Prescribed and Approved) Reimbursements (Section 77(1)(b))

10.1 There are additional prescribed expenses incurred by Council Members, that can be reimbursed by the Council that do not fall within the category of mandatory reimbursement outlined above. Section 77(1)(b) of the Act provides that the Council (meaning, the Council as the governing body) may approve the reimbursement of additional expenses as set out in the Regulations incurred by Council Members, either on a case-by-case basis or under a Policy adopted by Council. This Policy sets out the types of approved expenses that may be reimbursed.

10.2 For the purposes of this Policy, and pursuant to section 77(1)(b) of the Act, Council approves the reimbursement of additional expenses of Council Members as described below.

10.2.1 Travel

The following travel related expenses incurred by a Council Member are eligible for reimbursement:

1. To a function or activity on the business of Council;
2. Related to attendance at a Council or Council committee meeting, being an Eligible Journey, to the extent that those expenses are attributable to travel outside the area of Council;
3. Related to attendance at meetings of regional subsidiaries held pursuant to section 43 of the Act, as a member of any subsidiary;

The following conditions apply to reimbursements for expenses incurred by Council Members in travelling to a function or activity on the business of Council:

- travel both within and outside the Council area must be incurred by the Council Member as a consequence of attendance at a function or activity on the business of Council. This includes official Council functions such as Mayoral receptions, ceremonies, dinners and visits; inspection of sites within the Council area which relate to Council or Committee agenda items; meetings of community groups and organisations when attendance is in the capacity of a Council Member (but not when fulfilling the role as a member of the Board of any such community group or organisation);
- reimbursement is restricted to the shortest or most practicable route;
- where a Council Member travels by private motor vehicle, the rate of reimbursement is at a rate equal to the appropriate rate per kilometre (determined according to the engine capacity of

the vehicle) prescribed for the purposes of calculating deductions for car expenses under section 28.25 of the *Income Tax Assessment Act 1997* (Cth);

- car parking fees will be reimbursed where they are a consequence of a Council Member attending a function or activity on the business of the Council;
- travel by taxi, bus, plane or other means of public transport will be reimbursed on the basis of being expenses where they are incurred as a consequence of the Member's attendance at a function or activity on the business of Council, however such travel must still be by the shortest or most practicable route; and

Receipts confirming the expenditure has occurred must be provided to support any claim made.

10.2.2 Travel Time Allowance

Pursuant to the determination made by the Remuneration Tribunal, Council Members (excluding the Principal Member) of the Adelaide Plains Council are eligible for payment for a travel time payment where the Council Member's usual place of residence within the Adelaide Plains Council area is located:

- a) **at least 30kms but less than 50km** from Council's principal office, via the most direct route by road - \$454 per annum;
- b) **at least 50km but less than 75km** from Council's principal office, via the most direct route by road - \$775 per annum;
- c) **at least 75km but less than 100km** from Council's principal office, via the most direct route by road - \$1,162 per annum;
- d) **100km or more** from Council's principal office, via the most direct route by road - \$1,649 per annum.

This payment is made to a Council Member in addition to any entitlement to reimbursement of expenses incurred.

10.2.3 Care and Other Expenses

The following Care and Other expenses incurred by a Council Member are eligible for reimbursement:

1. For the care of a child of a Council Member or a dependant of the Council Member requiring full time care as a consequence of the Council Member's attendance at a function or activity on the business of Council (other than expenses for which the Council Member is reimbursed under section 77(1)(a) of the Act);
2. By the Council Member as a consequence of the Council Member's attendance at a conference, seminar, training course or other similar activity that is directly or closely related to the performance or discharge of the roles or duties of the Council Member (other than expenses for which the Council Member is reimbursed under section 77(1)(a) of the Act). Expenses will only be reimbursed for attendance at conferences, seminars, training courses and other activities that have been approved by Council or under delegation/policy (e.g. under the *Council Member Training and Development Policy*). Where attendance is approved, the following types of expenses can be reimbursed: airfares, registration fees, accommodation, meals, taxi fares, car parking and incidentals.

Receipts confirming the expenditure has occurred must be provided to support any claim made.

11 Facilities and Support

11.1 In addition to allowances and the reimbursement of expenses, section 78 of the Act provides that Council can provide facilities and support for use by its Council Members to assist them to perform or discharge their official functions and duties.

11.2 Pursuant to section 78 of the Act, Council has considered and is satisfied that the following facilities and support are necessary or expedient for all Council Members to assist them in performing or discharging their official functions and duties:

- Laptop, wired mouse, laptop bag, 4G enabled sim card;
- Business cards;
- Name badges;
- Use of Council meeting rooms; and
- At the discretion of the Chief Executive Officer, Council Members are provided with meals and refreshments at particular Prescribed Meetings.

11.3 The provision of these facilities and support are made available to all Council Members (including the Principal Member) under the Act on the following basis:

- They are necessary or expedient for the Council member to perform or discharge his/her official functions or duties;
- The facilities remain the Council's property regardless of whether they are used off site or not; and
- They are not to be used for a private purpose or any other purpose unrelated to official Council functions, and duties, unless such usage has been specifically pre-approved by the Council and the Council Member has agreed to reimburse the Council for any additional cost or expenses associated with that usage.

11.4 In addition to the above, Council has resolved to make available to the Principal Member (the Mayor), and to any acting Principal Member appointed during the Principal's Member's absence, the following additional facilities and support to assist them in performing and discharging their official functions and duties:

- A mobile telephone (or telephone allowance);
- Administrative assistance by the Executive Assistant on a regular basis; and
- Media and communications support by the Director, Corporate Services and Marketing and Communications Officer as required.

11.5 In addition, although not required by the Act, the Council has determined that the provision of the above facilities and support are made available to Council Members on the following terms:

- Each Council Member is solely responsible for those facilities released into their care and/or control for the duration of their term in office;
- All facilities must be returned to the Council at the end of each term in office, upon the office of a Member of a Council becoming vacant, or earlier at the request of the Chief Executive Officer;

- If the facilities provided to the Council Member are damaged or lost, the Council Member must lodge a written report with the Council officer responsible for this Policy; and
- The use of Council facilities, support and/or services by Council Members for campaign or election purposes is not permitted under any circumstances on the basis it is not necessary or expedient to the performance or discharge of a Council Member's official functions or duties under the Act. The use of such facilities for electoral purposes during the election period would be a breach of section 78(3) of the Act.

12 Other Reimbursements

Any additional reimbursements, facilities and/or support not detailed in this Policy will require approval of Council prior to any reimbursements being paid, benefits being received and facilities and/or support being provided.

13 Claims for Reimbursements

- 13.1 To receive reimbursement for expenses, each Council Member is required to complete 'Council Member Travel Claim Form' or 'Council Member Expense Reimbursement Claim Form'. For the purposes of administrative efficiency, Council Members are requested to submit claim/reimbursement forms monthly in arrears via email to info@apc.sa.gov.au.
- 13.2 Receipts confirming the expenditure has been incurred must be provided with any claim made for reimbursement.

14 Register of Allowances and Benefits

14.1 Pursuant to section 79(1) and (2) of the Act, the Chief Executive Officer must maintain a Register in which he or she shall ensure that a record is kept of:-

- (a) the annual allowance payable to a Council Member (in the case of section 79 (1)(a)); and
- (b) any expenses reimbursed under section 77(1)(b) of the Act (in the case of section 79(1)(b)); and
- (c) other benefits paid or provided for the benefit of the Member by the Council (in the case of section 79(1)(c)); or
- (d) to make a record of the provision of a reimbursement or benefit not previously recorded in the Register (in the case of section 79(2)(b)), on a quarterly basis (see regulation 7 of the Regulations).

Reimbursements paid under section 77(1)(a) of the Act are not required to be recorded in the Register.

15 Related Documents

Council Member Dependant Care Claim Form

Council Member Expense Reimbursement Claim Form

Council Member Travel Claim Form

Council Members Training and Development Policy

Register of Allowances and Benefits

16 Records Management

All documents relating to this Policy will be registered in Council's Records Management System and remain confidential where identified.

17 Document Review

Council Member allowances are determined by the Remuneration Tribunal on a four (4) yearly basis.

This Policy will be reviewed biennially, or as required by legislation.

This Policy lapses automatically at the next general election, at which time the newly elected Council will be required to adopt a new policy dealing with Council Member's allowances, reimbursements and benefits for their term in office (section 77(2) of the Act).

18 References

Income Tax Assessment Act 1997 (Cth)

Local Government Act 1999 (SA)

Local Government (Members Allowances and Benefits) Regulations 2010 (SA)

19 Further Information

This Policy, and the Register of Allowances and Benefits is available on the Adelaide Plains Council website www.apc.sa.gov.au or for inspection during ordinary business hours at Council's Principal Office located at 2a Wasleys Road, Mallala.

Copies or extracts of the Policy or Register are available for purchase upon payment of a printing fee in accordance with Council's Fees and Charges.

Any queries in relation to this Policy must be in writing and directed to the Director, Corporate Services.



No. 2 of 2022

DETERMINATION OF THE REMUNERATION TRIBUNAL
ALLOWANCES FOR MEMBERS OF LOCAL GOVERNMENT COUNCILS

SCOPE OF DETERMINATION

1. The Remuneration Tribunal has jurisdiction under section 76 of the *Local Government Act 1999* ("the Act"), to determine the allowance payable to members of Local Government Councils constituted under that Act.
2. This Determination applies to the members of Councils constituted under the Act, but does not apply to members of the Adelaide City Council.

INTERPRETATION

3. In this Determination, unless the contrary appears:

"Committee" means a committee established by a council in terms of section 41 of the Act.

"Councillor" means a person appointed or elected as a member of a local government council under the Act.

"Principal Member" means a principal member under the Act.

"Prescribed Committee" means for the purposes of this determination, a committee that endures, irrespective of whether the council has assigned any particular work for the committee to perform and assists the council or provides advice to the council in any of the following areas or any combination thereof:

- Audit
- Chief Executive Officer performance review
- Corporate services
- Finance
- Governance
- Infrastructure and works
- Risk management
- Strategic planning and development.

ALLOWANCES

4. Councillors

The annual allowance for a councillor who is not a principal member, deputy mayor, deputy chairperson or presiding member of a prescribed committee shall be as follows:

Council Group	\$ per annum
Group 1A	\$25,838
Group 1B	\$22,828
Group 2	\$19,110
Group 3	\$15,381
Group 4	\$10,955
Group 5	\$7,192

Council Groups are provided in Appendix 1.

5. **Principal Member (Mayor / Chairperson)**

The annual allowance for the principal member of a local government council constituted under the Act will be equal to four (4) times the annual allowance for councillors of that council.

6. **Deputy Mayor / Deputy Chairperson**

The annual allowance for a councillor who is a deputy mayor or deputy chairperson, or the presiding member of a prescribed committee or more than one prescribed committees established by a council, will be equal to one and a quarter (1.25) times the annual allowance for councillors of that council. For the purpose of this clause, the level of allowance is payable at a maximum of 1.25 times only and does not multiply for each of the qualifying criteria.

7. **Presiding Member of a Committee**

A deputy presiding member who undertakes the duties of a presiding member of a committee for a minimum period of one month should receive the presiding member allowance for the entirety of the time they undertake those expanded duties.

8. An additional allowance in the form of a sitting fee is payable to a councillor (other than the principal member, deputy mayor, deputy chairperson or a presiding member of a prescribed committee) who is the presiding member of a committee that is not a prescribed committee at the following rates:

- a. Where the councillor is a member of a council in Group 1A or Group 1B; an allowance of \$255 per meeting limited to an aggregate amount of allowance of \$1,527 per annum;
- b. Where the councillor is a member of a council in Group 2 or Group 3; an allowance of \$188 per meeting limited to an aggregate amount of allowance of \$1,129 per annum;
- c. Where the councillor is a member of a council in Group 4 or Group 5; an allowance of \$123 per meeting limited to an aggregate amount of allowance of \$731 per annum.

TRAVEL TIME ALLOWANCE FOR MEMBERS OF NON-METROPOLITAN COUNCILS

9. An allowance of \$454 per annum will be payable to council members, excluding principal members, whose usual place of residence is within the relevant council area and is located **at least 30 kms but less than 50 kms** from that council's principal office, via the most direct road route.
10. An allowance of \$775 per annum will be payable to council members, excluding principal members, whose usual place of residence is within the relevant council area and is located **at least 50 kms but less than 75 kms** from that council's principal office, via the most direct road route.
11. An allowance of \$1,162 per annum will be payable to council members, excluding principal members, whose usual place of residence is within the relevant council area and is located **at least 75 kms but less than 100 kms** from that council's principal office, via the most direct road route.

12. An allowance of \$1,649 per annum will be payable to council members, excluding principal members, whose usual place of residence is within the relevant council area and is located **100 kms or more** from that council's principal office, via the most direct road route.
13. The non-metropolitan council members travel time allowance will be payable in addition to any entitlement to reimbursement of expenses actually incurred.
14. A list of the non-metropolitan councils to which this payment applies is provided in Appendix 2.

DATE OF OPERATION

15. As provided for by section 76(8) of the Act, this Determination will come into operation on the conclusion of the 2022 Local Government Elections.



Matthew O'Callaghan
PRESIDENT



Deborah Black
MEMBER



Peter de Cure AM
MEMBER

Dated this 5th day of July 2022

Appendix 1 – Council Groups

GROUP 1A
City of Charles Sturt
City of Onkaparinga
City of Port Adelaide Enfield
City of Salisbury

GROUP 1B
City of Holdfast Bay
City of Marion
City of Mitcham
City of Playford
City of Tea Tree Gully
City of West Torrens

GROUP 2
Adelaide Hills Council
Alexandrina Council
Barossa Council
Campbelltown City Council
City of Burnside
City of Mount Gambier
City of Prospect
City of Norwood Payneham and St Peters
City of Unley
City of Whyalla
District Council of Mount Barker
Port Augusta City Council
Rural City of Murray Bridge
Town of Gawler

GROUP 3
Berri Barmera Council
City of Port Lincoln
City of Victor Harbor
Clare and Gilbert Valleys Council
District Council of Loxton Waikerie
District Council of The Copper Coast
District Council of Yorke Peninsula
Light Regional Council
Mid Murray Council
Naracoorte Lucindale Council
Port Pirie Regional Council
Tatiara District Council
Wattle Range Council

GROUP 4
Adelaide Plains Council
Corporation of the Town of Walkerville
District Council of Coorong
District Council of Grant
District Council of Lower Eyre Peninsula
District Council of Yankalilla
District Council of Renmark Paringa
Kangaroo Island Council
Northern Areas Council
Regional Council of Goyder
Wakefield Regional Council

GROUP 5
Barunga West Council
District Council of Ceduna
District Council of Cleve
District Council of Coober Pedy
District Council of Elliston
District Council of Franklin Harbour
District Council of Karoonda East Murray
District Council of Kimba
District Council of Mount Remarkable
District Council of Ororoo Carrieton
District Council of Peterborough
District Council of Robe
District Council of Streaky Bay
District Council of Tumby Bay
Flinders Ranges Council
Kingston District Council
Southern Mallee District Council
Wudinna District Council

Appendix 2 – Non – Metropolitan Councils

Adelaide Hills Council	Port Pirie Regional Council
Adelaide Plains Council	Regional Council of Goyder
Alexandrina Council	Rural City of Murray Bridge
Berri Barmera Council	Southern Mallee District Council
Barossa Council	Tatiara District Council
City of Whyalla	Wakefield Regional Council
Clare and Gilbert Valleys Council	Wattle Range Council
District Council of Barunga West	Wudinna District Council
District Council of Ceduna	
District Council of Cleve	
District Council of Coober Pedy	
District Council of Coorong	
District Council of Elliston	
District Council of Franklin Harbour	
District Council of Grant	
District Council of Karoonda East Murray	
District Council of Kimba	
District Council of Lower Eyre Peninsula	
District Council of Loxton Waikerie	
District Council of Mount Barker	
District Council of Mount Remarkable	
District Council of Orroroo Carrieton	
District Council of Peterborough	
District Council of Renmark Paringa	
District Council of Robe	
District Council of Streaky Bay	
District Council of The Copper Coast	
District Council of Tumby Bay	
District Council of Yankalilla	
District Council of Yorke Peninsula	
Flinders Ranges Council	
Kangaroo Island Council	
Kingston District Council	
Light Regional Council	
Mid Murray Council	
Naracoorte Lucindale Council	
Northern Areas Council	
Port Augusta City Council	

14.4 MID-YEAR BUDGET REVIEW 2022/2023**Record Number:** D23/10457**Author:** Director Finance**Authoriser:** Chief Executive Officer

Attachments:

1. Operating Projects Progress Report – July-March 2023 [!\[\]\(0aff635c4179ba9e710b00f4b01d3b20_img.jpg\)](#) 
2. Capital Projects Progress Report – July-March 2023 [!\[\]\(9b3d169a802e50e3425ebff869ff6250_img.jpg\)](#) 
3. Mid-Year Budget Review – Updated Financial Statements [!\[\]\(0bd24f72e7ea52ddf31d0d93d38b9fa5_img.jpg\)](#) 

EXECUTIVE SUMMARY

- The purpose of this report is to provide the Council with a summary of the updated Budget position for the year ending 30 June 2023 following the Mid-Year Budget Review.
- Council's 2022/2023 Adopted Budget forecast an operating deficit of \$1.029m. Following the First Budget Update, an operating deficit of \$1.655m was estimated for 2022/2023 Financial Year.
- As a result of the Mid-Year Budget Review, it is estimated that the operating deficit would be increased by \$1.053m to \$2.708m.
- Mid-Year Budget Review changes are summarised as follows (\$).

Description	Amount
Operating Deficit as per budget Adopted on 11 July 2022	(1,028,822)
Add: First Budget Update Changes Adopted on 30 January 2023	(625,831)
Add: Unfavourable Recurrent Budget Variances - Second Budget Review	(265,677)
Less: Favourable Recurrent Budget Variances - Second Budget Review	73,629
Less: New Operating Project Expenses	(861,312) (1,053,360)
Revised Operating Deficit following Second Budget Review	(2,708,013)

- As of 20 March 2023, Council had outstanding short-term borrowings of \$7.297m.
- Based on Year-to-Date February results, Council's actual income and expenses are on track with estimated income and expenses except for budget changes proposed in the Mid-Year Review.

RECOMMENDATION

“that Council, having considered Item 14.4 – *Mid-Year Budget Review 2022/2023*, dated 27 March 2023, receives and notes the report and in doing so:

1. **Receives and note the project progress reports contained in Attachment 1 and 2 to this Report; and**
2. **Pursuant to Regulation 9 (1)(a) of the Local Government (Financial Management) Regulations 2011, adopts the revised 2022/2023 Budgeted Financial Statements and revised financial indicators as contained within Attachment 3 that has been updated following the Mid-Year Budget Review changes identified in Table 1 and Table 2 of this report.”**

BUDGET IMPACT

Estimated Cost:	An estimated Operating Deficit of \$2,708m
Future ongoing operating costs:	Interest costs associated with new borrowings
Is this Budgeted?	Yes

RISK ASSESSMENTOperational Risk

To reduce the risks of carry over budgets (such as reduced service level, non-compliance with grant obligations, extra work/pressure added to next year programs), updated Operating and Capital Project program in Attachments 1 and 2 should be implemented by 30 June 2023 within budget unless there are operational reasons beyond the control of the Council.

Financing Risk

Council's current borrowing capacity with the Local Government Finance Association (LGFA) is \$14.9m. Therefore, approved and proposed borrowings identified in this report will reduce the ability to borrow more funds for future activities of the Council. An approach to the LGFA to review Council's capacity would be required before Council could approve new borrowings as part of future budget revisions/discussions.

Liquidity Risk

Overdue rates have increased significantly over the last few years which poses a considerable liquidity risk for Council which may need to be funded via short-term borrowings in addition to the new borrowings estimated in this report.

DETAILED REPORT

Purpose

The purpose of this report is to provide the Council with a summary of the updated Budget position for the year ending 30 June 2023 following the Mid-Year Budget Review based on year-to-date December 2022 actual performance and other known information that will have a financial impact for the remainder of the financial year.

Background

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

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

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

Budget Update

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

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

The Regulations require a Budget Update report to include a revised forecast of the Council's operating and capital investment activities compared with the estimates set out in the Adopted Budget. The Local Government Association recommends that the Budget Update report should also include, at a summary level:

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

Mid-Year Review

The Mid-Year Budget Review must be considered by the Council between 30 November and 15 March (both dates inclusive) in the relevant financial year. The Mid-Year Budget Review report sets out a revised forecast of each item shown in its Budgeted Financial Statements compared with the estimates set out in the Adopted Budget presented in a manner consistent with the Model Financial Statements. This report must also include revised forecasts for the relevant financial year of the council's operating Deficit ratio, net financial liabilities ratio and asset sustainability ratio compared with estimates set out in the budget presented in a manner consistent with the note in the Model Financial Statements entitled Financial Indicators.

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

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

The Mid-year Budget Review report should also include information detailing the revised forecasts of financial indicators compared with targets established in the Adopted Budget and a summary report of operating and capital activities consistent with the note in the Model Financial Statements entitled Uniform Presentation of Finances. The requirements of the Mid-Year review are consistent with budget review requirements previously required by the Regulation 7 of the *Local Government (Financial Management) Regulations 1999*.

Discussion

Statement of Comprehensive Income

Council's Statement of Comprehensive Income or Profit & Loss account has two parts:

1. Recurrent Budget Deficit of \$0.095m;
2. Operating Project Budget expenditure of \$0.934m;

resulting an operating deficit of \$1.029m for the 2022/2023 Financial Year which was adopted on 11 July 2022.

As a result of the First Budget Update, it was estimated that the operating deficit for the 2022/2023 Financial Year would increase to \$1.655m.

Following the Mid-Year Budget Review, the operating deficit has further increased by \$1.053m to \$2.708m and the **Table 1** below summarises the reasons for the proposed changes in the operating deficit.

Table 1: Operating Budget Changes – Mid-Year Budget Review – December 2022

Recurrent Budget Variances	Amount
Unfavourable	
Cost of fuel has been higher than budgeted primary due to consistently higher than budgeted \$ per litre.	(195,000)
Significant increase in the number of illegal road side dumping have increased cost of removing illegal dumping.	(20,000)
Combination of increase in costs for the design, printing and postage of the annual report and four (4) Communicator Newsletters. Usually three (3) Communicate Newsletter editions are paid for each financial year, however there has been an overlap of the 2022 Winter edition into 2023 financial year.	(12,628)
Engagement of a contractor to clean the underground pits linked to washdown bay and stormwater catchment areas at the Mallala Depot.	(10,000)
Costs of road signs and the number of road signs required to be replaced have been greater than anticipated.	(10,000)
Combination of increase in material costs and the frequency of sealed roads that require maintenance due to the wet weather.	(5,000)
Income from WorkCover rebate has been lower than anticipated.	(4,684)
Reimbursement from income protection fund for over paid premiums in 2020/2021 has been lower than budgeted.	(4,370)
Councils paid for fencing associated with footy competition in Two Wells held in early 2022. (This cost was fully reimbursed by a grant in the last financial year).	(2,587)
Other minor unfavourable budget variances.	(1,408)
Total Unfavourable Recurrent Budget Variances.	(265,677)
Favourable	
Reimbursement from private sector for seal road maintenance	31,278
Reimbursement from private sector for unseal road maintenance	25,000
Lease income from NBN tower at Thompson Beach was not included in the Adopted Budget.	8,077
Actual cost of Microsoft software licencing is lower than budgeted amount	4,274
Reimbursement of legal expenses associated with property leases.	3,000
Costs associated with rehoming abandoned animals has been lower than anticipated	2,000
Total Favourable Recurrent Budget Variances	73,629
Total Recurrent Budget Variances	(192,048)
New Operating Project expenses (Attachment 1)	
Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells	(720,902)
Two Wells Town Centre – Stage 2 of the market engagement	(140,000)
Redundancy and Backup Servers – Cost increases based on quotes received	(410)
Total Operating Project Budget Variances	(861,312)
Total Operating Budget Variances	(1,053,360)

Attachment 1 contains the progress of Operating Project program.

Capital Project Budget

Council adopted a Capital Budget expenditure of \$8.069m for the 2022/2023 financial year, which comprised of;

- new/upgraded capital expenditure of \$3.476m; and
- assets renewal budget of \$4,593m.

Following the First Budget Update, the total Capital expenditure budget was increased by \$1.894m to \$9.963m mainly due to carry over projects from last financial year.

Table 2 below shows the proposed movements in Capital Project Program after Mid-Year Budget Review.

(Cost of acquiring Crown Land in Two Wells have been excluded from the quarterly budget reviews as the information is currently confidential and the pre-mature disclosure of the purchase price would prejudice Council's commercial position with regard to private sector investment in Two Wells. Release of the purchase price is likely to occur once a preferred tendered is selected).

Table 2: Capital Budget Changes – Mid-Year Budget Review – December 2022

Capital Budget Variances	Amount
Reallocate funds budgeted for the 'Two Wells Main street - Eastern End Car Parking' (as recommended by the Infrastructure Committee on 16 March 2023) to PLEC Two Wells	300,000
PLES – Two Wells (Lighting columns, pits, conduits, footings and install)	(330,000)
Total Capital Budget Changes	(30,000)

Year-to-date December 2022 progress update of the capital program is contained in **Attachment 2**.

Financial Performance for the July-December Period

Following Table shows Council's actual financial performance for the first eight (8) months of the financial year compared to the Adopted Budget and First Budget Update.

Accordingly, Council is on track to achieve its income and expenditure forecasts adopted for 2022/2023 Financial Year and proposed Mid-Year Budget Review changes as summarised in **Table 1** above.

Table 3: Statement of Comprehensive Income for the month ending 31 December 2021 (\$'000)

Description	2022/2023 Adopted Budget	2022/2023 First Budget Update	YTD February 2022 Actual	Actual as a % of Annual Revised Budget
Income				
Rates	12,145	12,145	12,138	100
Statutory charges	589	594	433	73
User charges	193	193	156	81
Grants, subsidies and contributions	1,955	4,388	673	15
Investment Income	3	3	3	101
Reimbursements	123	130	214	164
Other Income	48	48	30	62
Total Income	15,056	17,500	13,646	78
Expenses				
Employee Costs	6,548	6,728	4,175	62
Materials, contracts and other services	6,042	8,932	3,695	41
<i>Including legal expenditure</i>	<i>200</i>	<i>200</i>	<i>95</i>	<i>48</i>
Depreciation	3,144	3,144	2,063	66
Finance Costs	272	272	164	60
Share of loss from the operations of GRFMA	79	79	-	-
Total Expenses	16,085	19,155	10,097	53
Operating Surplus/(Deficit)	(1,029)	(1,655)	3,549	25

New short-term borrowings

In the 2022/2023 Adopted Budget, Council approved new borrowings of \$4.473m (*Council resolution 2022/213*). However, in order to deliver the revised operating and capital budget, Council may be required to borrow additional (some of these additional borrowings were approved in prior years but Council didn't borrow money as projects were carried over) short-term funding up to \$2.313m resulting total maximum short-term new borrowings of \$6.786m (*Excluding new borrowings required to fund Two Wells Crown Land Purchase*) in the 2022/2023 Financial year.

However, actual timing of the borrowings will be known depending on the progress of operating and capital project program during the year. Council currently have a short-term borrowing facility of \$10.500m with Local Government Financing Authority (LGFA). As of 20 March 2023, Council have outstanding short-term borrowings of \$7.297m at an interest rate ranging from 4.80% to 5.55%. Council's total borrowing capacity with the LGFA is \$14.5m.

Updated Financial Statements

The budgeted Financial Statements and financial indicators as required by Regulation 9 (1) (b) and (2), detailing the revised forecast as a result of the Mid-Year Budget Review is contained in **Attachment 3**.

Conclusion

The Mid-Year Budget Review for the 2022/2023 financial year provides the opportunity to amend the 2022/2023 Adopted Budget, to reflect any changes in budget estimates based on audited results to 30 June 2022 and the first six (6) months results to 31 December 2022.

ReferencesLegislation

Regulation 9 of the Local Government (Financial Management) Regulations 2011

Section 123 (13) of the Local Government Act 1999

Council Policies/Plans

2021-2024 Strategic Plan

2022/2023-2032/2033 Long Term Financial Plan

Budget Management Policy

Funding Policy

Treasury Management Policy

Attachment 1

2022/2023 Operating Projects: Progress Report – July-March 2023 (Updated 14/3/2023)

	Project Name	Adopted Budget	Total Budget Following Q1 Budget	Q2 Budget Change	Total Budget Following Q2 Budget	Q3 Budget Changes	Total Budget Following Q3 Budget	YTD March Actual Spend	Available to Spend	Project Commenced (Y/N)	If not commenced, when will be commenced?	Project Completed (Y/N)	If not completed, when will be completed?	Comment
1	Two Wells Main Street Upgrade – Detailed design work		49,253		49,253		49,253	15,180	34,073	Yes	N/A	No	Jun-23	Signage & branding component is to be completed
2	Installation of single lane roundabout		500,000		500,000		500,000	-	500,000	Yes	N/A	No	Jun-23	Hickinbotham Group recently advised that Council that roundabout located at Mallala Rd, Meaney Rd and Old Port Wakefield Rd will commence construction by the end of March
3	Establish a horse float parking area in Parham		50,000		50,000		50,000	-	50,000	Yes	To be confirmed	To be confirmed	To be confirmed	Consultation has been undertaken with the community regarding potential locations. At the request of the community another alternative location is being investigated. Delivery of a physical asset this financial year is unlikely and the project will again need to be carried forward.
4	Delivery of Strategic Projects	77,000	77,000		77,000		77,000	47,854	29,146	Yes	N/A	No	Jun-23	All four (4) projects are delivered by contract staff
5	- Growth Strategy (Carried forward from 2021/2022)													Updates strategy and background papers will be presented to the Council for final adoption in April/May.
6	- Parham CEMP (Carried forward from 2021/2022)													Intend to undertake information program commencing March and expect to finish in April/May.
7	- Undertake Heritage Study - Part 2													Heritage Sub-Committee has requested further work which is being scoped. Once its scoped, we'll better understand the anticipated progress over next few months.
8	- Dublin - Township Growth & Tourism Master Plan													Informal discussions with key stakeholders progressing and background paper has commenced.
9	Community Survey 2022		10,200		10,200		10,200	9,800	400	Yes	N/A	Yes	N/A	
10	Crown Land	-	215,000	140,000	355,000	15,000	370,000	238,552	116,448	Yes	N/A	No	Jun-23	As per resolution from 6 February Special Council Meeting 100% funded by Government grant. Potential carry over to 2023/2024
11	Two Wells Levee (100% funded by government grant)		1,625,088		1,625,088		1,625,088	28,365	1,596,723	Yes	N/A	No	To be confirmed	
12	Council Election	60,000	60,000		60,000		60,000	40,287	19,713	Yes	N/A	Yes	N/A	Cost to be finalised. Awaiting final invoice from ECSA
13	Economic Zones	20,000	-		-		-	-	-	N/A	N/A	N/A	N/A	Budget is no longer required. Proposed to transfer to TW Crown Land Project
14	Grant Writer	15,000	-		-		-	-	-	N/A	N/A	N/A	N/A	
15	Street/Verge Tree Planting	20,000	20,000		20,000		20,000	4,296	15,704	No	Mar-23	No	Apr-23	
16	Parham - Old Playground Block (Public Consultation on whether to sell or develop Site)	5,000	5,000		5,000		5,000	-	5,000	No	To be confirmed	No	Jun-23	
17	Open Space & Recreation Strategy	60,000	60,000		60,000		60,000	-	60,000	No	To be confirmed	N/A	To be confirmed	Draft project brief prepared but not yet fully commenced.
18	Roadside Vegetation Management Plan	100,000	100,000		100,000		100,000	26,628	73,372	Yes	N/A	No	Jun-23	Potential carry forward to 2023/2024
19	Two Wells - Liberty and Eden Estates & Recycled Water	59,000	59,000		59,000		59,000	-	59,000	No	Jan-23	No	Jun-23	In progress
20	Donaldson Road - Design (Reserve corridor)	10,000	10,000		10,000		10,000	-	10,000	Yes	N/A	No	Jun-23	In progress to complete by 30 June
21	Mallala Stormwater Flood Plain Management Plan	65,000	65,000		65,000		65,000	-	65,000	Yes	N/A	No	Jun-23	In progress to complete by 30 June
22	Parham Campground - Formalise Land	5,000	5,000		5,000		5,000	300	4,700	Yes	N/A	No	Jun-23	Pending a lease with DEW to continue the Campground operation.
23	Two Wells Oval - Master Plan - Design/Costing/Cons	100,000	100,000		100,000		100,000	-	100,000	Yes	N/A	No	To be confirmed	Brief being prepared with intent to seek input from TWIG before bringing forward for formal Council consideration.
24	Thompson Beach Esplanade and Webb Beach Road - Detailed design and cost estimates for sealing	34,000	34,000		34,000		34,000	-	34,000	Yes	N/A	No	Jun-23	In progress to complete by 30 June
25	Social & Community Infrastructure Plan	100,000	100,000		100,000		100,000	-	100,000	No	To be confirmed	N/A	To be confirmed	Draft project brief prepared but not yet fully commenced.
26	Upgrade to Council's Electronic Document Management System	33,000	33,000		33,000		33,000	975	32,025	Yes	N/A	No	Jun-23	Potential carry forward to 2023/2024
27	Network Shared Drive Migration Strategy (Shared Folders)	9,000	9,000		9,000		9,000	-	9,000	To be confirmed	To be confirmed	To be confirmed	To be confirmed	Awaiting the completion of Authority 7 upgrade
28	Microfiche Digitisation Project	39,600	39,600		39,600		39,600	27,574	12,026	Yes	N/A	No	Jun-23	
29	Redundancy and Backup Servers	33,000	33,000	410	33,410		33,410	-	33,410	Yes	N/A	No	Jun-23	In progress
30	Council Member Computer Hardware Refresh following 2022/2023	5,752	-		-		-	-	-	Yes	N/A	Yes	N/A	Data centre quotation has been finalised. Server quotation is in progress. Expected to be completed by 30 June
31	Mosquito Management Initiatives in APC during 2022/2023		30,000		30,000		30,000	1,454	28,546	Yes	N/A	No	May-23	Costs in this budget have now been redirected to facilitating ongoing Microsoft Office and Remote Support software license costs which were higher than originally anticipated. Laptops will be issued to new Elected Members from current inventory.
32														Project is underway and expected to be completed in 2022/2023 Financial Year

Attachment 1

2022/2023 Operating Projects: Progress Report – July-March 2023 (Updated 14/3/2023)

	Project Name	Adopted Budget	Total Budget Following Q1 Budget	Q2 Budget Change	Total Budget Following Q2 Budget	Q3 Budget Changes	Total Budget Following Q3 Budget	YTD March Actual Spend	Available to Spend	Project Commenced (Y/N)	If not commenced, when will be commenced?	Project Completed (Y/N)	If not completed, when will be completed?	Comment
28	Engage a consultant to undertake stage 2 requirements of the PLEC application		30,000		30,000			7,585	22,415	Yes	N/A	No	Jun-23	Project is underway and expected to be completed in 2022/2023 Financial Year
29	Engaging consultants to deliver community waste education		15,000		15,000			-	15,000	No	To be confirmed	No	Jun-23	Report has been presented to the March I&E Committee regarding public consultation
30	Mallala and Districts Lions Club – Mallala Community Complex project		70,000		70,000			-	70,000	To be confirmed	To be confirmed	No	Jun-23	As per Council resolution 2022/300 (August 22 meeting)
31	Coastal Settlement Adaptation Study Review		60,000		60,000			-	60,000	No	To be confirmed	No	Jun-23	Awaiting the conclusion of Emergency Management Plan. Carry over to 2023/2024. Deadline under the grant is June 2024
32	Breeder Education and Compliance		60,000		60,000			-	60,000	To be confirmed	To be confirmed	No	Jun-23	Project is underway and project will be completed in 2022/2023
33	Temporary Staff Accommodation in Two Wells		94,000		94,000			-	94,000	Yes	N/A	N/A	To be confirmed	Project is underway and a report will be presented to the Council in March 2023 with project update
34	Additional Administration Resources		180,000		180,000			-	180,000	Yes	N/A	N/A	Jun-23	Recruitments are yet to occur for 2 FTEs approved as part of Council resolution 2022/268
35	Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells			720,902	720,902			-	720,902	Yes	N/A	No	To be confirmed	Report presented to I&E Committee meeting held on 16 March 2023
36	2 X Trainees for Parks and Garden and Civil	83,451	83,451		83,451			28,731	54,720	Yes	N/A	No	Jun-23	2 X trainees have been engaged in lieu of budgeted 1 FTE (no significant budget impact).
		933,803	3,881,592	861,312	4,742,904	15,000	2,681,541	477,581	4,265,323					

Attachment 2

2022/2023 Capital Projects: Progress Report – July-March 2023 (Updated 14/3/2023)

New/Renewal	Project Name	Adopted Budget	Total Budget Following Q1 Budget	Q2 Budget Change	Total Budget Following Q2 Budget	YTD March Actual Spend	Available to Spend	Project Commenced (Y/N)	If not commenced, when will be commenced?	Project Completed (Y/N)	If not completed, when will be completed?	Comment
New	1 Sealing - Aerodrome Road (Hall Rd to Farrel Rd)	-	537,695		537,695	747,944	(210,249)	Yes	N/A	Yes	N/A	50% funded under LGIPP
Upgrade	2 Sealing - Barabba Rd (Redbanks Rd to Mallala Rd)	-	374,717		374,717	355,251	19,466	Yes	N/A	Yes	N/A	50% funded under LGIPP
Renewal	3 Middle Beach Rd (Road Train Drive to End of Seal)	2,390,000	2,292,767		2,292,767	20,294	2,272,473	Yes	N/A	No	To be confirmed	50% funded under LGIPP. To be completed in Sep 2023
New	4 Parham Playground - Shade shelter/New Element	-	47,683		47,683	37,309	10,374	Yes	N/A	Yes	N/A	
Upgrade	5 Reserve and St furniture - Various locations	-	4,765		4,765	10,413	(5,648)	Yes	N/A	Yes	N/A	
Renewal	6 Various locations - Signage - wayfinding and information	-	35,000		35,000	-	35,000	Yes	N/A	No	Jun-23	Waiting on the branding consultancy work to be completed.
New	7 Parham Short Stay Facility Upgrade	-	199,520		199,520	175,293	24,227	Yes	N/A	No	Jun-23	
New	8 Dublin Institute/ Hall - Toilets	-	55,922		55,922	35,275	20,647	Yes	N/A	No	Jun-23	
New	9 Sealing of Glover Road (Williams Road to Germantown Road)	-	459,718		459,718	96,314	363,404	Yes	N/A	No	May-23	100% funded by LRCIP Round 3
New	10 Sealing of Buckland Park Road (PW Rd to Halstead Rd West)	-	276,700		276,700	212,820	63,880	Yes	N/A	Yes	N/A	80% (\$225,500) funded by LRCIP Round 3. Remaining \$55,000 (20%) is Council contribution
New	11 Streetscape - Cameron Tce - Dublin Rd to Feltwell	39,000	39,000		39,000	23,316	15,684	Yes	N/A	Yes	N/A	
New	12 Streetscap-Railway Av. - Balaklava Rd to Lindsay St	25,000	25,000		25,000	17,186	7,814	Yes	N/A	Yes	N/A	
Upgrade	13 Streetscape - Carmel St - Balaklava Rd to End Seal	37,000	37,000		37,000	16,020	20,980	Yes	N/A	Yes	N/A	
Upgrade	14 Streetscape - Calagora St-Lisleux St to Carmel St	32,000	32,000		32,000	25,000	7,000	Yes	N/A	Yes	N/A	
Renewal	15 Kerbing - Balaklava Rd-Lisleux St to Aerodrome Rd	240,000	240,000		240,000	-	240,000	Yes	N/A	No	Jun-23	Potential carry over to 2023/2024
New	16 Sealed - Dawkins Rd & Williams Rd-Intersection Upg	100,000	100,000		100,000	40,831	59,169	Yes	N/A	No	Mar-23	
New	17 Sealed - Gawler River Rd-Germantown Rd to Boundary (R2R)	341,000	341,000		341,000	352,817	(11,817)	Yes	N/A	Yes	N/A	\$263,364 is funded by R2R Grant from Federal Government
New	18 Sealed - Bethesda Rd-Hayman Rd to Dawkins Rd	46,568	46,568		46,568	62,186	(15,618)	Yes	N/A	Yes	N/A	
New	19 Sealed - Port Gawler Rd-PWfield Rd-Old PWfield Rd	72,000	72,000		72,000	73,628	(1,628)	Yes	N/A	Yes	N/A	
New	20 Sealed - Port Parham Rd - PWfield Rd to Beach Rd	260,000	260,000		260,000	270,114	(10,114)	Yes	N/A	Yes	N/A	
Renewal	21 Resheet - Crabb Rd-Port Wakefield Rd to Kidman Rd	114,000	114,000		114,000	81,097	32,903	Yes	N/A	Yes	N/A	
Renewal	22 Resheet - Feltwell Rd-End of Seal to Hill Rd	77,000	77,000		77,000	58,780	18,220	Yes	N/A	Yes	N/A	
Renewal	23 Resheet - Germantown Rd-Simpkin Rd to Verner Rd	189,000	189,000		189,000	93,177	95,823	Yes	N/A	No	Mar-23	
Renewal	24 Resheet - Gilks Rd-Lawrie Rd to End	15,000	15,000		15,000	7,050	7,950	Yes	N/A	No	Mar-23	
Renewal	25 Resheet - Hamley Bridge Rd-Barabba Rd to Kain Rd	143,000	143,000		143,000	98,369	44,631	Yes	N/A	Yes	N/A	
Renewal	26 Resheet - Harvey Rd-Simpkin Rd to Pratt Rd	27,000	27,000		27,000	21,835	5,165	Yes	N/A	Yes	N/A	
Renewal	27 Resheet - Leilete Rd-Dawkins Rd to Coats Rd	16,000	16,000		16,000	4,354	11,646	Yes	N/A	No	Apr-23	
Renewal	28 Resheet - Light Beach Rd-Wylie Rd to McEvoy Rd	67,000	67,000		67,000	64,748	2,252	Yes	N/A	Yes	N/A	
Renewal	29 Resheet - Long Plains Rd-PWakefield Rd to Dublin R	150,000	150,000		150,000	122,709	27,291	Yes	N/A	Yes	N/A	
Renewal	30 Resheet - Nairn Road - Hall Road to Powerline Road	50,294	50,294		50,294	31,162	19,132	Yes	N/A	Yes	N/A	
Renewal	31 Resheet - North Parham Rd-Gilberts Rd to Saltbush	83,463	83,463		83,463	70,843	12,620	Yes	N/A	Yes	N/A	
Renewal	32 Resheet - Secombs Rd-PWakefield Rd to Prices Rd	60,997	60,997		60,997	50,133	10,864	Yes	N/A	Yes	N/A	
Renewal	33 Resheet - Stanley Rd-Pritchard Rd to Secombs Rd	35,312	35,312		35,312	24,291	11,021	Yes	N/A	Yes	N/A	
Renewal	34 Resheet - Tolelete Rd-Dawkins Rd to Coats Rd	16,941	16,941		16,941	6,199	10,742	Yes	N/A	No	Apr-23	
Renewal	35 Resheet - Trim Road-Williams Road to Russell Rd	13,685	13,685		13,685	8,547	5,138	Yes	N/A	No	Jun-23	
Renewal	36 Resheet - Verner Road-Day Road to Boundary Road	69,434	69,434		69,434	6,939	62,495	Yes	N/A	No	Mar-23	
Renewal	37 Resheet - Wasley Road-Pratt Rd to Big Rabbit Rd	43,847	43,847		43,847	-	43,847	No	Apr-23	No	May-23	
Upgrade	38 New/Upgrade - Street & Reserves/Parks Furniture	20,000	20,000		20,000	4,113	15,887	Yes	N/A	No	Jun-23	
Renewal	39 Renewal - Street & Reserves/Parks Furniture	70,000	70,000		70,000	5,244	64,756	Yes	N/A	No	Jun-23	
Upgrade	40 New/Upgrade - Streetscape & Water Sensitive UD	50,000	50,000		50,000	29,664	20,336	Yes	N/A	No	Jun-23	
Upgrade	41 New/Upgrade - Council Boundary Signs	60,000	60,000		60,000	-	60,000	Yes	N/A	No	Jun-23	Waiting on the branding consultancy work to be completed.
New	42 Stage 1 - Hart Reserve Masterplan - Implementation	400,000	400,000		400,000	96,251	303,749	Yes	N/A	No	Jun-23	
Renewal	43 Two Wells Tennis/Netball court surface renewal	300,000	300,000		300,000	98,160	201,840	Yes	N/A	No	Mar-23	
Upgrade	44 Dublin Playground Upgrade	130,000	130,000		130,000	-	130,000	Yes	N/A	No	Jun-23	
Renewal	45 Mallala Playground Irrigation Renewal	50,000	50,000		50,000	39,668	10,332	Yes	N/A	Yes	N/A	
Renewal	46 Renewal of Lighting & Paths and Bike Racks Various	100,000	100,000		100,000	-	100,000	No	To be confirmed	No	Jun-23	
Renewal	47 Lewiston Wetlands Playground - Toilet Block Renewa	130,000	130,000		130,000	61,235	68,765	Yes	N/A	No	Jun-23	
Renewal	48 Mallala CWMS - Replacement of Property Pumps	15,000	15,000		15,000	9,791	5,209	Yes	N/A	No	Jun-23	
Renewal	49 Middle Beach CWMS	10,000	10,000		10,000	-	10,000	Yes	N/A	No	Jun-23	
Renewal	50 Mallala Treatment Plant (Chamber Protection Coatin	60,000	60,000		60,000	8,400	51,600	Yes	N/A	No	May-23	
Renewal	51 Pump Station & Pump Replacements	10,000	10,000		10,000	6,700	3,300	Yes	N/A	No	Jun-23	
Upgrade	52 Middle Beach - Tidal Drainage System	15,000	15,000		15,000	-	15,000	Yes	N/A	No	Jun-23	
Renewal	53 Wasleys Bridge - Repairs	200,000	200,000		200,000	229	199,771	Yes	N/A	No	To be confirmed	Carry over to 2023/2024 pending gran funding application
Renewal	54 Salt Creek Bridge - Repairs	170,000	170,000		170,000	-	170,000	Yes	N/A	No	To be confirmed	
Upgrade	55 TW Main street - Eastern End Car Parking and WSUD	300,000	300,000	(300,000)	-	-	-	Yes	N/A	No	Jun-23	
Upgrade	56 Longview Rd and Gameau Rd-Traffic calming devices	60,000	60,000		60,000	-	60,000	Yes	N/A	No	Jun-23	
Upgrade	56 Undergrounding of Power Lines at Old Port Wakefield Road, Two Wells	-	-	330,000	330,000	9,397	320,603	Yes	N/A	No	Jun-23	
Renewal	57 Pram Ramp Renewals	10,000	10,000		10,000	14,888	(4,888)	Yes	N/A	Yes	N/A	
Renewal	58 Plant & Machinery - Capital Purchases	1,154,100	1,154,100		1,154,100	1,013,332	140,768	Yes	N/A	No	Jun-23	Delivery of plant to occur throughout the year. With respect to the \$48,000, I am still planning on spending these funds. I have been awaiting the outcome of the datacentre quotation and have been working with a vendor on a quotation (part of the LGAP panel) for the server equipment.
		8,068,641	9,963,128	30,000	9,993,128	4,719,316	5,273,812					

Attachment 3

ADELAIDE PLAINS COUNCIL
BUDGETED STATEMENT OF COMPREHENSIVE INCOME (\$'000)
FOR THE YEAR ENDED 30 JUNE 2023

	ADOPTED BUDGET 2022/2023	REVISED BUDGET FOLLOWING FIRST UPDATE	SECOND BUDGET REVIEW CHANGES		REVISED 2022/2023 BUDGET FOLLOWING SECOND BUDGET REVIEW
			PROJECTS	RECURRENT	
INCOME					
Rates	12,145	12,145	-	(4)	12,141
Statutory charges	589	594	-	2	595
User charges	193	193	-	8	201
Grants, subsidies and contributions	1,955	2,268	-	-	2,268
Investment Income	3	3	-	-	3
Reimbursements	123	130	-	50	180
Other Income	48	48	-	-	48
Operating Project Income	-	2,120	-	-	2,120
Total Revenues	15,056	17,499	-	56	17,555
EXPENSES					
Employee Costs	6,465	6,465	-	-	6,465
Materials, contracts and other services	5,191	5,312	-	248	5,560
Depreciation, Amortisation & Impairment	3,144	3,144	-	-	3,144
Finance Costs	272	272	-	-	272
Share of loss - joint ventures & associates	79	79	-	-	79
Operating Project Expenses	934	3,882	861	-	4,743
Total Expenses	16,085	19,154	861	248	20,263
OPERATING SURPLUS / (DEFICIT)	(1,029)	(1,655)	(861)	(192)	(2,708)
Asset Disposal & Fair Value Adjustments	231	231	-	-	231
Amounts specifically for new or upgraded assets	1,195	2,454	-	-	2,454
Physical resources received free of charge	5,300	5,300	-	-	5,300
NET SURPLUS (DEFICIT)	5,697	6,331	(861)	(192)	5,277
Other Comprehensive Income					
Changes in revaluation Surplus	1,500	1,500	-	-	1,500
Share of Other comprehensive Income - joint ventures	(55)	(55)	-	-	(55)
TOTAL OTHER COMPREHENSIVE INCOME	1,445	1,445	-	-	1,445
TOTAL COMPREHENSIVE INCOME	7,142	7,776	(861)	(192)	6,722

Attachment 3

ADELAIDE PLAINS COUNCIL BUDGETED BALANCE SHEET (\$'000) AS AT 30 JUNE 2023					
	ADOPTED BUDGET 2022/2023	REVISED BUDGET FOLLOWING FIRST UPDATE	SECOND BUDGET REVIEW CHANGES		REVISED 2022/2023 BUDGET FOLLOWING SECOND BUDGET REVIEW
			PROJECTS	RECURRENT	
ASSETS					
Current Assets					
Cash and cash equivalents	415	415	-	-	415
Trade & other receivables	1,031	1,031	-	-	1,031
Inventories	154	154	-	-	154
Total Current Assets	1,600	1,600	-	-	1,600
Non-current Assets					
Equity accounted investments in Council businesses	5,795	5,795	-	-	5,795
Infrastructure, Property, Plant & Equipment	136,196	138,091	-	-	136,196
Other Non-current Assets	15	15	-	-	15
Total Non-current Assets	142,006	143,900	-	-	142,006
Total Assets	143,606	145,500	-	-	143,606
LIABILITIES					
Current Liabilities					
Trade & Other Payables	1,353	1,353	-	-	1,353
Borrowings	7,744	9,005	861	192	8,797
Provisions	1,009	1,009	-	-	1,009
Total Current Liabilities	10,106	11,367	861	192	11,159
Non-current Liabilities					
Long-term Borrowings	1,743	1,743	-	-	1,743
Long-term Provisions	220	220	-	-	220
Total Non-current Liabilities	1,963	1,963	-	-	1,963
Total Liabilities	12,069	13,329	861	192	13,122
NET ASSETS	131,537	132,170	(861)	(192)	130,484
EQUITY					
Accumulated Surplus	46,565	47,199	(861)	(192)	45,512
Asset Revaluation Reserve	82,738	82,738	-	-	82,738
Other Reserves	2,234	2,234	-	-	2,234
TOTAL EQUITY	131,537	132,170	(861)	(192)	130,484

Attachment 3

**ADELAIDE PLAINS COUNCIL
BUDGETED STATEMENT OF CHANGES IN EQUITY (\$'000)
FOR THE YEAR ENDED 30 JUNE 2023**

	ADOPTED BUDGET 2022/2023	REVISED BUDGET FOLLOWING FIRST UPDATE	SECOND BUDGET REVIEW CHANGES		REVISED 2022/2023 BUDGET FOLLOWING SECOND BUDGET REVIEW
			PROJECTS	RECURRENT	
ACCUMULATED SURPLUS					
Balance at end of previous reporting period	40,868	40,868	-	-	40,868
Net Result for Year	5,697	6,331	(861)	(192)	4,644
Balance at end of period	46,565	47,199	(861)	(192)	45,512
ASSET REVALUATION RESERVE					
Balance at end of previous reporting period	81,238	81,238	-	-	81,238
Gain on revaluation of infrastructure, property, plant & equipment	1,500	1,500	-	-	1,500
Balance at end of period	82,738	82,738	-	-	82,738
OTHER RESERVES					
Balance at end of previous reporting period	2,289	2,289	-	-	2,289
Share of other comprehensive income - GRFMA	(55)	(55)	-	-	(55)
Balance at end of period	2,234	2,234	-	-	2,234
TOTAL EQUITY AT END OF REPORTING PERIOD	131,537	132,170	(861)	(192)	130,482

Attachment 3

ADELAIDE PLAINS COUNCIL
BUDGETED CASH FLOW STATEMENT (\$'000)
FOR THE YEAR ENDED 30 JUNE 2023

	ADOPTED BUDGET 2022/2023	REVISED BUDGET FOLLOWING FIRST UPDATE	SECOND BUDGET REVIEW CHANGES		REVISED 2022/2023 BUDGET FOLLOWING SECOND BUDGET REVIEW
			PROJECTS	RECURRENT	
CASH FLOWS FROM OPERATING ACTIVITIES					
<u>Receipts</u>					
Rates	12,145	12,145	-	(4)	12,141
Statutory charges	589	594	-	2	595
User charges	193	193	-	8	201
Grants, subsidies and contributions	3	2,122	-	-	2,122
Investment Income	1,955	2,268	-	-	2,268
Reimbursements	123	130	-	50	180
Other Income	48	48	-	-	48
<u>Payments</u>					
Employee Costs	(6,548)	(6,548)	-	-	(6,548)
Materials, contracts and other services	(5,933)	(9,001)	(861)	(248)	(10,110)
Finance payments	(272)	(272)	-	-	(272)
Net Cash provided by (or used in) Operating Activities	2,303	1,677	(861)	(192)	623
CASH FLOWS FROM INVESTING ACTIVITIES					
<u>Receipts</u>					
Grants specifically for new or upgraded assets	1,195	2,454	-	-	2,454
Sale of replaced assets	231	231	-	-	231
<u>Payments</u>					
Expenditure on renewal/replacement of assets	(4,593)	(4,530)	-	-	(4,530)
Expenditure on new/upgraded assets	(3,476)	(5,433)	-	-	(5,433)
Net Cash provided by (or used in) Investing Activities	(6,643)	(7,278)	-	-	(7,278)
CASH FLOWS FROM FINANCING ACTIVITIES					
<u>Receipts</u>					
Proceeds from Borrowings	4,473	5,733	861	192	6,786
<u>Payments</u>					
Repayments of Borrowings	(23)	(23)	-	-	(23)
Net Cash provided by (or used in) Financing Activities	4,449	5,710	861	192	6,763
Net Increase (Decrease) in cash held	109	109	-	-	109
Cash & cash equivalents at beginning of period	306	306	-	-	306
Cash & cash equivalents at end of period	415	415	-	-	415

Attachment 3

ADELAIDE PLAINS COUNCIL
BUDGETED UNIFORM PRESENTATION OF FINANCES (\$'000)
FOR THE YEAR ENDED 30 JUNE 2023

	ADOPTED BUDGET 2022/2023	REVISED BUDGET FOLLOWING FIRST UPDATE	SECOND BUDGET REVIEW CHANGES		REVISED 2022/2023 BUDGET FOLLOWING SECOND BUDGET REVIEW
			PROJECTS	RECURRENT	
Operating Revenues	15,056	17,499	-	56	17,555
<i>less Operating Expenses</i>	(16,085)	(19,154)	(861)	(248)	(20,263)
Operating Surplus / (Deficit) before Capital Amounts	(1,029)	(1,655)	(861)	(192)	(2,708)
<i>less Net Outlays on Existing Assets</i>					
Capital Expenditure on renewal and replacement of Existing Assets	4,593	4,530	-	-	4,530
<i>less Depreciation, Amortisation and Impairment</i>	(3,144)	(3,144)	-	-	(3,144)
<i>less Proceeds from Sale of Replaced Assets</i>	(231)	(231)	-	-	(231)
	1,218	1,156	-	-	1,156
<i>less Net Outlays on New and Upgraded Assets</i>					
Capital Expenditure on New and Upgraded Assets	3,476	5,433	-	-	5,433
(including investment property & real estate developments)					
<i>less Amounts received specifically for New and Upgraded Assets</i>	(1,195)	(2,454)	-	-	(2,454)
	2,281	2,978	-	-	2,978
Net Lending / (Borrowing) for Financial Year	(4,528)	(5,789)	(861)	(192)	(6,842)

Attachment 3

ADELAIDE PLAINS COUNCIL
BUDGETED FINANCIAL INDICATORS
FOR THE YEAR ENDED 30 JUNE 2023

	ADOPTED BUDGET 2022/2023	REVISED BUDGET FOLLOWING FIRST UPDATE	SECOND BUDGET REVIEW CHANGES		REVISED 2022/2023 BUDGET FOLLOWING SECOND BUDGET REVIEW
			PROJECTS	RECURRENT	
<i>Financial Indicators calculated in accordance with Information Paper 9 - Local Government Financial Indicators prepared as part of the LGA Financial Sustainability Program</i>					
Operating Surplus Ratio					
<u>Operating Surplus</u>	(7)	(9)			(15)
Total Operating Revenue					
This ratio expresses the operating surplus as a percentage of total operating revenue. Target : 0% average over long term					
Net Financial Liabilities Ratio					
<u>Net Financial Liabilities</u>	72	68			67
Total Operating Revenue					
Net Financial Liabilities are defined as total liabilities less financial assets. These are expressed as a percentage of total operating revenue. Target : Greater than 0% but no more than 100% on average over long term					
Asset Sustainability Ratio					
<u>Net Asset Renewals</u>	94	93			93
Infrastructure & Asset Management Plan required expenditure					
Net asset renewals expenditure is defined as net capital expenditure on the renewal and replacement of existing assets, and excludes new acquisition of additional assets. Target : Greater than 90% but less than 110% on average over long term					

14.5 EQUINE STRATEGY CONSULTATION OUTCOMES

Record Number: D23/11263

Author: Strategic Project Officer – Development and Community

Authoriser: Director Growth and Investment

Attachments:

1. Submissions [!\[\]\(0aff635c4179ba9e710b00f4b01d3b20_img.jpg\)](#) 
2. Consultation Report with Response to Submissions [!\[\]\(9b3d169a802e50e3425ebff869ff6250_img.jpg\)](#) 
3. Equine Strategy for Consultation [!\[\]\(0bd24f72e7ea52ddf31d0d93d38b9fa5_img.jpg\)](#) 
4. Background Paper for Consultation [!\[\]\(69fc3837a92984da290f29f7cfad8240_img.jpg\)](#) 

EXECUTIVE SUMMARY

- Council endorsed a draft Equine Strategy and Background Paper for stakeholder and community consultation in accordance with Council's *Public Consultation Policy* in July 2022.
- Consultation was undertaken with other levels of government, State wide peak horse bodies and local horse and resident groups over September and October 2022, involving public notices, direct e-mails and a variety of one-on-one discussions. Submissions form **Attachment 1**.
- The Equine Strategy Consultation Report and Response to Submissions (**Attachment 2**) details the engagement undertaken, summarises submissions, and provides proposed responses.
- The Equine Strategy and Background Paper released for consultation form **Attachments 3 and 4**.
- The equine sector is a key part of the economic and social life of Adelaide Plains.
- The Equine Strategy can be viewed as a sub strategy focussing on a sector with particular aspirations in Council's Strategic Plan 2021 – 2024 and in the Tourism and Economic Development Strategy.
- The Equine Strategy is structured to align with the outcomes aspired in the Strategic Plan 2021 – 2024. The strategies proposed in the draft Equine Strategy influence Council's role with respect to:
 - Advocacy
 - Business networking
 - Information for residents and businesses
 - The existing Lewiston Trails and potential additional trails
 - Policy
- Horse activity in coastal areas – as underscored by ongoing investigations about float parking at Parham – is influenced by the primacy of bird conservation. Bird conservation arises from Australian Government bird commitments as part of the East Asian – Australasian Fly Way (EAAF), and the State Government's Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara (AIBSNP-WP).
- The Department for Environment and Water (DEW) outlined the importance of a comprehensive understanding of the impact of horse riding and cumulative visitor use on migratory and resident shorebirds, fish species, and their habitat. Combined with sea level

rise, the need for adequate areas for coastal systems to retreat to, and envisaged regional population growth, leads to further pressure on coastal systems. This remains an ongoing challenge for how Council approaches impact of horses which is the primary scope of this report, as well as recreational vehicles, trail bikes, and dogs, regarding which Council has other measures in place.

- Submissions affirmed the primacy of shorebirds in coastal areas, and the need to only continue what can be described as the historic level of horse activity at Parham (where Council managed land is ridden on) and Pt Gawler (where Council's role is limited to the access road, and land areas to be ridden on are part of AIBSNP-WP which DEW manage).
- At Thompson Beach, arising from no 'signs' permitting horse activity, there has been little known horse activity. It is also understood there is little horse activity at Middle Beach. It is suggested the Equine Strategy be refined to envisage continuing the historic level of horse activity at Parham and Pt Gawler. Horse activity in the coastal settlements will continue to be monitored.
- Alongside this, fostering growth of horse-based activity in what is called SA's Premier Animal Husbandry Area in Lewiston Two Wells was affirmed, in particular by DEW in part due to their acknowledgement of the highly constrained nature of coastal areas for any growth in horse activity. This means for the Animal Husbandry Area, investment in infrastructure, be it parking, trails or public art, or supporting horse-based events, is important long term.
- Other submissions involved the following, regarding which refinements to the Equine Strategy and Background Paper is suggested:
 - Encouraging horse clubs to be effective clubs by participating in 'Club of the Future' initiatives from the Office of Recreation, Sport and Racing
 - Advising of the 24/7 availability of emergency equine vet services at Roseworthy Campus
 - Ensuring horses are managed with regard to other residential and visitor activities, and along the coast, shorebird conservation
 - Advising of a range of horse guidelines relevant to trails
 - Affirming the value of finalising horse rider information sheets.
- If the intended approach to submissions is supported by Council, then updated Strategy and Background documents will be prepared and brought forward for adoption by Council.
- This will enable Council officers to progress with confidence the various actions. This also includes responding to people who made submissions, updated website, informing discussions with government agencies, and informing grant applications.

RECOMMENDATION

“that Council, having considered Item 14.5 – *Equine Strategy Consultation Outcomes*, dated 27 March 2023, receives and notes the report and in doing so:

- 1. Notes the submissions received in consultation, as presented in Attachment 1 to this Report;**
- 2. Endorses the proposed refinements to the Draft Equine Strategy and Background Paper as contained in the Response to Submissions within the Equine Strategy Consultation Report presented in Attachment 2 to this report;**
- 3. Notes the amended Equine Strategy and Background Paper will be brought forward for Council adoption.”**

BUDGET IMPACT

Estimated Cost:	Nil
Future ongoing operating costs:	Not applicable
Is this Budgeted?	Yes

RISK ASSESSMENT

There are no particular risks presented by adopting refinements to the Equine Strategy and Background Paper.

DETAILED REPORT**Purpose**

The purpose of this report is to provide members with the outcomes of consultation on the Draft Equine Strategy and Background Paper, and seek endorsement on refinements in order to finalise the documents.

BackgroundEquine Strategy Consultation

At its meeting on 25 July 2022, Council endorsed the draft Equine Strategy and Background Paper for consultation.

13.7 *Draft Equine Strategy**Moved Cr Parker**Seconded Cr Keen***2022/245**

"that Council, having considered Item 13.7 - Draft Equine Strategy, dated 25 July 2022, receives and notes the report and in doing so:

1. Endorses the Draft Equine Strategy and Background Paper as presented in Attachments 1 and 2 to this Report to be released for the purposes of undertaking consultation as envisaged in the Council's Public Consultation Policy; and

2. Delegates authority to the Chief Executive Officer to undertake editorial but not policy changes as necessary."

CARRIED

Consultation was undertaken with other levels of government and State wide peak bodies. Adelaide Plains horse clubs, businesses and residents were also invited to provide input. Consultation was undertaken principally over September and October, involving public notices, direct e-mails and a variety of one-on-one discussions. Submissions form **Attachment 1**. A submission form posed a question for each proposed strategy.

Summary of What was Heard in Consultation and Proposed Response

The Equine Strategy Consultation Report and Response to Submissions (**Attachment 2**) summarises submissions made, and provides proposed responses to each submission.

This section of the report is structured under the question posed about each strategy for consultation. The question topic is in **bold**. Under each question is a summary of submissions, comment, and proposed approach to refining the Equine Strategy and Background Paper

Work with Clubs and Businesses

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**

The Office of Recreation, Sport and Racing (ORSR) outline their 'Club of the Future' initiative provides tools for clubs, case studies and educational resources to assist clubs, including horse clubs, to adapt their operations now and into the future.

Comment

ORSR's Club of the Future initiative offers support for clubs – including horse clubs – is acknowledged. It is appropriate to reference this initiative in the Equine Strategy and the Background Paper.

Proposed Approach –

Refine Equine Strategy and Background Paper to reference ORSR's Club of the Future initiative

After Hours Vet

2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?

Whilst not a formal submission, Dr MacPhail, Hospital Director, Veterinary Teaching, The University of Adelaide, advised the Roseworthy Campus provides 24/7 cover through their equine department¹. The Campus has vets and nurses available and have specialist vets on call to cover all eventualities.

Comment

Roseworthy Campus – including its emergency veterinary clinic – is a significant State level institution for Adelaide Plains.

Proposed Approach –

Refine Equine Strategy and Background Paper to reference Roseworthy Campus emergency veterinary clinic

Statutory Planning

3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?

One submission (Buckley) suggests Council outline its intent for areas to open up for new housing so horse people have greater certainty.

Comment

The draft Equine Strategy flags having a supportive statutory planning system as important, and also flags further enhancements – as funding becomes available – to augment horse related activity in

¹ [Veterinary Health Centres | University of Adelaide](#)

the Lewiston Animal Husbandry Area. Council's Growth Strategy and the 30 Year Plan for Greater Adelaide outline the intent for potential new areas for housing.

Proposed Approach –

Continue with the Equine Strategy

Emergencies

4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?

One submission (Gawler River Flood Management Authority) outlined that "Planning for horses in emergencies" should include development of flood management and action plans for properties that are within known flood inundation areas.

Comment

The Gawler River flood hazard impacts the Lewiston and Two Wells Rural Living/Animal Husbandry Area.

Council works with a range of State Government and Australian Government authorities on emergency management. This includes the National Emergency Management Agency, the State SES, and the Barossa Zone Emergency Management Committee. Emergencies include heat events, coastal/river flooding, and fire.

Proposed Approach –

Continue with the Equine Strategy proposing a strategy 'Increase awareness about planning for horses in emergencies' and a range of communication activities.

Rural Living Lots Responsible Land Management

5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?

No submissions.

Horse Management Policy

6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

Multiple submissions (DEW, Birds SA, BirdLife Australia, Coalition of Coastal Communities and others) highlight the challenges of horse activity in coastal areas. This includes AIBSNP-WP.

Challenges include:

- Impact of horses on shorebirds and shorebird habitat (migratory and resident birds)
- Risk of horses exercised for commercial or recreational purposes compacting the beach, removing bird food source
- The potential that increasing horse activities would trigger referral of such activity for assessment under the Australian Government *Environment Protection and Biodiversity Conservation Act 1999* (EPBC)
- Lack of riders' awareness of the importance of coastal areas for birds
- Seasonal variations in importance of the coast for birds
- Impact of vehicles and recreational vehicles on coastal areas for birds
- Potential for increasing horse and other impacts in birds as population growth increases in Adelaide Plains.

DEW flag that for Council to leverage fishing, crabbing and bird life for tourism purposes, Council will require a comprehensive understanding of the impact of horse riding and cumulative visitor use on migratory and resident shorebirds, fish species, and their habitat. This includes sea level rise, need for adequate areas for coastal systems to retreat to, and envisaged regional population growth, leading to further pressure on coastal systems.

BirdLife Australia flag Council is obliged to take into consideration the '*EPBC Act Policy Statement 3.21—Industry guidelines for avoiding, assessing and mitigating impacts on EPBC Act listed migratory shorebird species, Commonwealth of Australia 2017*'.

Comment

The draft Equine Strategy proposes a strategy to 'Establish suitable horse management policy to enable horse activities balanced with conservation and residential living and visitor experience outcomes.'

Within the Animal Husbandry Area and its concentration of horses, horses share the Lewiston trails with walkers, dogs and cyclists. Based on officers' experience, the current range of statutory measures and by-laws – including Lewiston Trails horse signage - are considered suitable for that arrangement of shared paths.

Along the coast, Council has the following measures in place:

- Signs that meet the By-Law and thus allow horses to be ridden on the foreshore flats at Parham
- Acceptance by DEW about the historic level of horse use at Pt Gawler, noting most of the AIBSNP-WP land ridden on is DEW managed
- Low traffic speed environments
- Draft rider information sheet for Parham
- Float parking area at Main Street Parham.

Proposed Approach –

Refine the Strategy to seek suitable horse management to guide horse activities with regard to other residential and visitor activities, and along the coast, shorebird conservation.

International Equine Centre

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?

No submissions.

Animal Husbandry Area

8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and further horse related attractors, such as horse adventure parks and horse based public art. Any comments?

The DEW submission expresses support for growth of horse activity in the Lewiston Two Wells Rural Living Animal Husbandry Area. The DEW submission states:

‘There are several opportunities further inland for well managed and sustainable horse-riding activities and trails. From a ‘Marketing and Branding’ perspective, focusing on these areas for horse riding trail development will help to promote the rural living aspects of the Adelaide Plains Council (APC) area while maintaining the natural systems along the coast which APC residents and visitors enjoy.

Regarding the Lewiston and Two Wells Rural Living/Animal Husbandry area, a focused area that attracts riding has many benefits for both council residents and coastal habitats. As the population increases there will be greater demand for recreational amenity leading to greater user group conflict, which already exists in the coastal zone.

Focusing horse riding in one area, with well-planned long riding trails or horse facilities originating from this location provides a destination to attracting further horse related activities. Co-benefits to such a proposal include reducing or eliminating current and future user group conflict along the coast and improve coastal management in what is an international significant area.’

Comment

The DEW submission aligns with the Equine Strategy:

‘Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.’

The rationale underpinning this strategy explains the benefit of this strategy:

‘This large area is established for the purpose of rural living and animal husbandry.

Many residents have horses, numerous horse-based businesses are established as well as the Two Wells Pony Club and Adelaide Plains Equestrian Club. Two Wells Trotters have moved to Hams Park. The Lewiston Trails are used by horse riders.

Augmenting horse-based experiences offer lifestyle opportunities for residents, clubs and local businesses, and reinforces the animal related purpose.

Further investigations should consider:

- An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River
- A horse adventure park providing opportunities for riders and horses to learn different skills and to have 'adventure' experiences
- Horse themed public art to share the horse story for visitors and residents, and to reinforce the animal husbandry role.
- Events, such as an annual ride and fun day along the trails.'

Proposed Approach –

Continue with strategy 'Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.'

Towns and Settlements

9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements?**

No submissions

Trail Network / Gawler River Regional Trail

10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?
11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston's Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

BirdLife Australia flags importance of trails being physically suited for their purpose, being aware of legal and illegal trail bike and horse riding in the district, competence of trail users, Work Health and Safety Guidelines for working with horses, and guidelines about horses near waterways.

The Australian Rail Track Corporation (ARTC) outlined their ownership and control of the rail corridor.

The Gawler River Flood Management Authority outlined the Gawler River is predominantly held in private ownership. Land access agreements, or perhaps longer-term establishment of a contiguous linear reserve to the coast, will be required to facilitate proposed trails – including for horses - along the river.

The Coalition of Coastal Communities vision of a shared path network from Pt Gawler to Parham through AIBSNP-WP has involved discussing with DEW the potential for this trail to be also used for horses. DEW do not support horse use of such shared path network.

Comment

The draft Equine Strategy section on Destinations and Trails states: 'Further investigations should consider:

- An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River'

Further trails will need to have regard to relevant standards, including Austroads Guide Part 6A: Pedestrian and Cycle Paths. Based on ongoing discussions with ARTC, Council officer's awareness of relevant ARTC guidelines is increasing.

Acknowledging numerous hazard planning, funding and land tenure challenges with Gawler River, a longer-term vision for recreation outcomes – including for horses - in light of northern plains population growth and proximity to the Animal Husbandry Area makes sense. This is the main rationale for the proposed strategy.

Acknowledging coastal horse activity is limited to continuing the historic level of activity rather than looking to grow activity, the hypothetical horse trail map should be refined to remove the hypothetical 'horse' trail idea immediately east of AIBSNP-WP and to envisage horse trails principally east of Port Wakefield Highway. This acknowledges the practical and legal challenges with horses crossing Port Wakefield Highway.

Proposed Approach –

Refine Equine Strategy and Background Paper to reference relevant guidelines, and to envisage horse trails generally east of Port Wakefield Highway.

Coastal Horse Experiences

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?

Submissions (DEW and bird groups) present information about the significance of the East Asian Australasian Flyway (EAAF) within which AIBSNP-WP is located.

The various bird group submissions do not support having 'opportunities for horse-based experiences in coastal areas.'

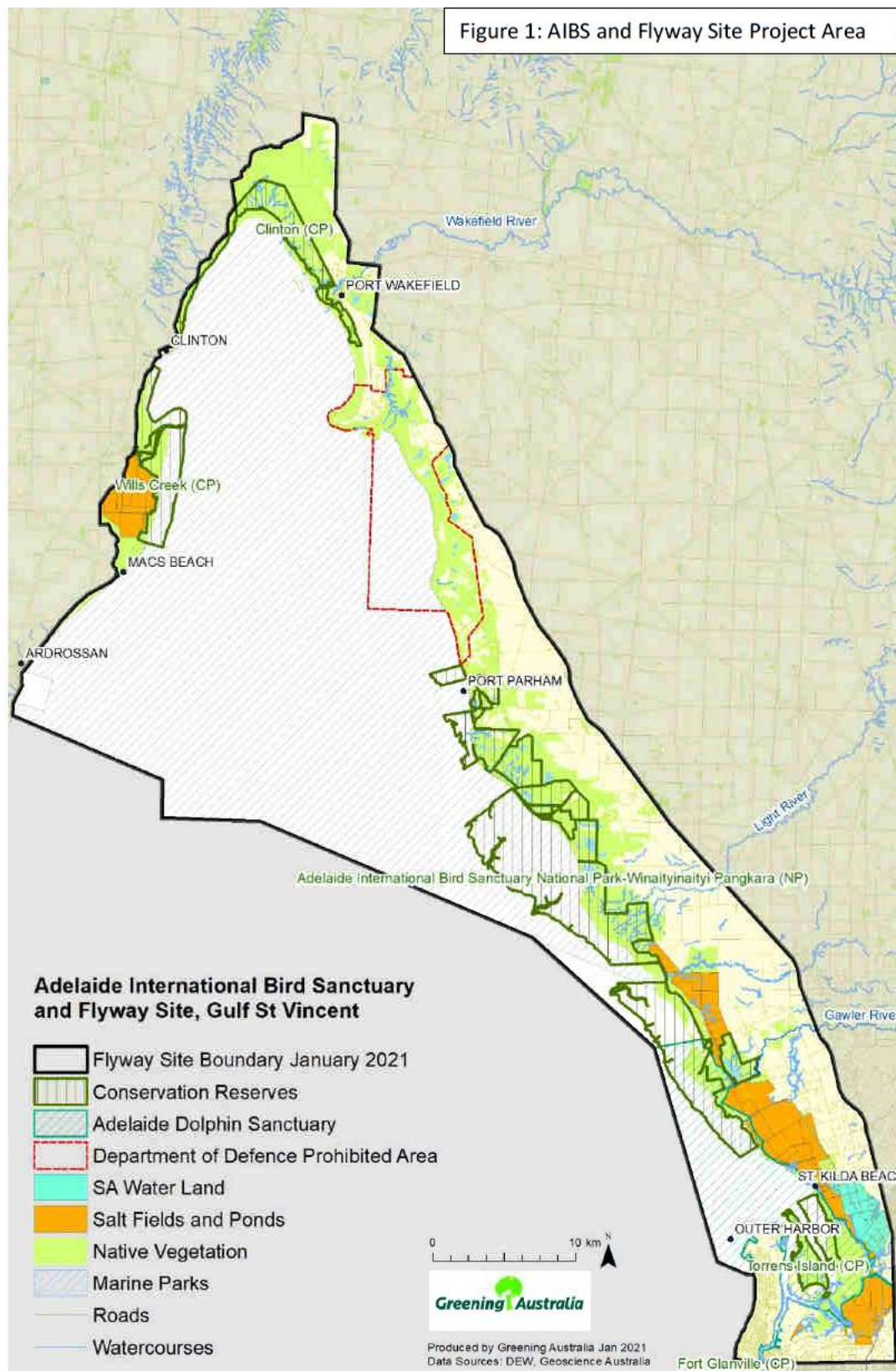
The DEW submission is open to what can be described as the historic level of horse activity at Parham and Pt Gawler. The DEW submission draws on the *Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan 2020*.

DEW state 'Current horse-riding activity along this stretch of coast could be considered low level and isn't actively promoted. Whilst the *Adelaide International Bird Sanctuary National Park –*

Winaityinaityi Pangkara Management Plan 2020 allows for horse riding at certain locations within the park, the management plan also provides the ability to reduce disturbance impacts by 'regulating access' if the need arises.'

Comment

The EAAF comprises AIBSNP-WP, coastal settlements, and similar spatial areas north and south of Adelaide Plains.



Image

Council Managed Coastal Settlements and the Adelaide International Bird Sanctuary are part of the East Asian-Australasian Flyway. Ref Adelaide International Bird Sanctuary and Flyway Site Conservation Action Planning Summary January 2022 Department for Environment and Water



Image – Council Managed Coastal Settlements and AIBSNP-WP are part of a Nationally Important Wetland. Above Left Map sourced from Australian Government and Right Map SA Government

The following influences coastal horse experiences:

- Shorebirds are a matter of national significance under the Australian Government *Environment Protection and Biodiversity Conservation Act 1999 (EPBC)*
- The Flyway site includes the coastal settlements
- The Flyway is under an Australian Government Partnership for the Conservation of Migratory Waterbirds and the Sustainable Use of their Habitats. This is a Ramsar convention regional initiative. The Partnership is a voluntary collaboration of effort focusing on protecting migratory waterbirds, their habitat and the livelihoods of people dependant on them
- The Flyway Site Network is a non-binding, collaborative “project” and is not a legal entity. The Australian Government is signatory to the partnership²
- The Flyway site is not legally constituted under the EPBC
- The Australian Government Wildlife Conservation Plan for Migratory Shorebirds³ has four objectives:

² [Implementation Strategy for the East Asian–Australasian Flyway Partnership: 2007-2011 - DCCEEW](#)

³ [Wildlife Conservation Plan for Migratory Shorebirds \(dcceew.gov.au\)](#)

- Protection of important habitats for migratory birds
- Wetland habitats on which migratory shorebirds depend are protected and conserved
- human activity threats to migratory shorebirds are minimised or, where possible, eliminated
- Knowledge gaps are addressed.

Current horse activity– principally at Parham/Webb Beach and Pt Gawler - can be described as ‘low level’. Introducing measures to ‘grow’ horse activity is likely be at odds with the Australian Government EAAF agreement. Depending on the level of horse growth planned, it may be at odds with the EPBC.

It is suggested to change ‘Foster opportunities for horse-based experience in coastal areas.’ and the associated rationale and action to explicitly envisage continuing the historic level of horse activity at Parham and Pt Gawler, and to work with DEW should other opportunities arise.

Based on experience, Council and DEW officers have a reasonable understanding of what is the historical level of use. At Parham for example, an annual club visit with 15 – 20 floats is typical, and acknowledging various circumstances, 2 – 3 floats per day. Ongoing monitoring increases officers understanding of club visits, with clubs being asked to apply for a permit where bringing more than six floats.

The Thompson Beach Progress Association recognise the Equine Strategy envisages continuing the absence of horse activity at Thompson Beach. The Chairperson of Middle Beach Inc has conveyed a similar position. These were canvassed in informal discussions in early 2023.

Incorporating an explicit approach to historic level of use reflects the intent to ‘minimise’ the threat to migratory shorebirds from horse activity. This aligns with the goals of the Australian Government Wildlife Conservation Plan for Migratory Shorebirds.

Proposed Approach –

Update the Strategy and Background Paper to envisage continuing the historic level of horse activity at Parham and Pt Gawler and to work with DEW should other opportunities arise.

Update the Equine Background Paper to reference the EAAF.

Rider Behaviour Education

13. Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

DEW affirm the rider information sheet as important in promoting a ‘tread lightly’ approach to park visitation and improving visitor understanding of the importance of the AIBSNP-WP that they are entering.

BirdLife Australia flag the impact of commercial horse training on the foreshore surface.

DEW advise an information sheet will assist rangers in their liaisons with horse riders in the park, to ensure that they ride responsibly and are aware of the impact that they have whilst they are riding within the park.

Comment

A draft Rider Information Sheet is under preparation associated with float parking at Parham. More work is needed to prepare equivalent information for Pt Gawler and to consider whether commercial training should be discouraged. These are to be further considered in the separate report on float parking at Parham.

Proposed Approach –

Continue with Equine Strategy seeking to 'Educate riders about appropriate behaviour in coastal areas.'

Suitable Horse Infrastructure

14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?

DEW state 'Considering habitat requirements and the threats faced by shorebirds locally and internationally, 'suitable horse infrastructure' will likely look to limit growth of equine activities in and surrounding critical habitats or during key periods with an eye to the medium to long term. How this is planned for requires serious consideration and advice by experts in shorebird management.'

Comment

Acknowledging the intent to foster horse activity in the Animal Husbandry Area, and less so in coastal areas, the strategy should seek appropriate infrastructure.

Proposed Approach –

Refine Equine Strategy to seek suitable horse infrastructure, such as float parking, signage, and wayfinding informed by relevant guidelines

Missing Information

15. Are there **obvious facts or information missing** in the Strategy or Background Paper?

DEW advise the AIBSNP-WP is now subject to co-management arrangements with the Kurna Nation. The Park management plan will be reviewed in the context of co-management and the Government will be paying particular attention to the advice from the Kurna Parks Advisory Committee. This may impact on the horse activity permitted.

Comment

DEW advice about co-management arrangement with the Kurna Nation should be updated in the Strategy and Background Paper.

Proposed Approach –

Update Equine Strategy and Background Paper about co-management of AIBSNP-WP
--

Non-Equine Issues

Bird related submissions raise the impact of recreation vehicles, trail bikes and dogs on birds.

Noting outside the scope of an equine strategy, the following comments are made:

- Council manages land in and near to coastal settlements of Parham, Webb Beach, Thompson Beach and Middle Beach. The majority of coastal land is managed by DEW or by the Department of Defence within the Port Wakefield Proof Range. This means Council's role is limited to land under its care and control.
- Council has received reports about recreation vehicles on Council managed foreshore land. Currently Council has limited measures in place to control vehicle/bike access to the foreshore from the coastal settlements.
- Council's Dogs By-Law expects dogs to be 'on-leash' when on Council managed foreshore and within the coastal settlements. This arises from these being within a wetland of national importance. 'On Leash' is a higher level of dog control than under 'effective control' which applies generally across SA.
- Regarding trail bike impacts within AIBSNP-WP, DEW informally advise that working with Crown lands, Off Road Park operators, Adelaide University, Council, and shell grit miners, significant fencing has been put in place and compliance patrols are undertaken regularly. Cameras in place from the salt mining company is slowing vandalism. A decline in activity has been seen over the past two years. This is ongoing and will take time but the trajectory is in a positive direction.

The Australian Government Wildlife Conservation Plan for Migratory Shorebirds seeks that 'human activity threats to migratory shorebirds are minimised or, where possible, eliminated'. Arising from this, Council has an ongoing role to consider how to approach minimising, or where possible, eliminating, human activity threats to shorebirds.

Discussion

The engagement was about what the range of strategies should be to support and foster the equine sector across Adelaide Plains.

Submissions have affirmed the value of further work to grow the horse role of the Animal Husbandry Area, and affirmed Council supporting equine based businesses and clubs. Submissions have underscored the primacy of coastal areas for shorebirds, and that what can be called the historic level of horse activity and no further growth is the preferred approach.

A range of refinements are proposed to the draft Strategy and the Background Paper.

From time to time, the Equine Strategy will need to be updated as actions are progressed and/or as external matters entail Council needs to reconsider its approach.

The value in having equine documents which outline the direction being pursued and providing background is that subject to resourcing, it enables discussions by Council with others, be it State Government Agencies, residents and businesses, and those looking to invest. This provides a level of confidence that Council is planning ahead and working towards outcomes that support equine activity across Adelaide Plains.

Conclusion

The consultation has brought forward various comments and the review by staff provides Council with a recommended approach to refining the Equine Strategy and Background Paper.

If the intended approach to submissions is supported by Council, then updated Strategy and Background documents will be prepared and brought forward for adoption by Council.

As resources permit, this will enable Council officers to progress with confidence the various actions. This includes responding to people who made submissions, updated website, informing discussions with government agencies, and informing grant applications.

References

Legislation

Local Government Act 1999

Council Policies/Plans

Public Consultation Policy

28 10 22

Hi David

Thank you for the opportunity to provide feedback on the Adelaide Plains Council's Draft Equine Strategy, dated September 2022.

The Office for Recreation, Sport and Racing (ORSR) is committed to assisting South Australian clubs to adapt their operations for the community now and into the future. ORSR's Club of the Future Guide (attached) has been developed to support clubs, including pony, equestrian and horse clubs, to explore innovative ways to deliver quality experiences, share resources, services and facilities, increase affordability and promote contemporary approaches to volunteering. It is through ORSR's Club of the Future (COTF) initiative that Councils can best work with local horse clubs and equine related businesses to enable their future. COTF initiatives provide tools for clubs, such as innovative case studies and educational resources, to better support them to evolve alongside changing community needs.

ORSR's ongoing involvement in the broader racing industry is as a result of an initiative of government that supports strategic governance recommendations. ORSR's involvement with South Australia's racing industry extends only to providing policy advice to the Minister and the administration of a stimulus package through the Racing Industry Fund and ORSR will continue to administer this support to the racing codes as they implement the recommendations from their governance reviews.

ORSR confirms that we have read through the draft Strategy and have no further feedback to provide.

If you require any further information please contact David Nash, Manager Recreation and Sport Planning at ORSR on 7424 7624 or at david.nash@sa.gov.au.

I trust this information is of assistance to you.

Kind regards

Justin

Justin Stephens

Senior Manager, Sector Capability and Partnerships

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The general phone number for the Office for Recreation, Sport and Racing is 1300 714 990



Club of the FUTURE

More than Sport.



Government of South Australia
Office for Recreation, Sport and Racing

South Australian sport and recreation clubs

More than sport.

4,000

**sport and
recreation clubs**



South Australia is home to more than 4,000 sport and recreation clubs, which play a significant role in the lives of all South Australians by providing physical activity, sport and recreation.

Not only are sport and recreation clubs responsible for enhancing participation, they also play a critical role in creating safe, inclusive environments for all members and must be economically and legally sound. There are a number of essential aspects which must be delivered by club administrators when operating a club, however the provision of sport and recreation has evolved to encompass more than simple activity delivery. Clubs provide the opportunity to facilitate and maintain social connections, which has contributed to the evolution of the sport and recreation club environment.

In many communities, the local sport and recreation club is a social focal point for families and members. In times of need, clubs act as a refuge for members, providing shelter and support. This has been particularly evident during bushfires when sporting clubs acted as recovery centres and accommodation for affected community members.

Due to the broader benefits of community sport and recreation, specifically the mental health and social benefits, sport and recreation is being included in 'social prescribing'. Social prescribing involves medical practitioners referring patients to non-medical activities, ranging from health and fitness programs to social clubs and meditation. This practice is becoming more common in Australia, with a focus on prevention and early intervention for chronic health issues in order to reduce the impact on the health system. As social prescribing continues to grow, sport and recreation clubs will play a key role.

It's impossible to ignore the impact of sport and recreation clubs and their place in the social fabric of Australia.

What does your club want to be known for in the future?



Vision for the 'Club of the Future'

The *Club of the Future* guide will address the key trends and issues outlined in [Game On](#) and will guide South Australian clubs to adapt to current and future needs to ensure they continue to thrive. The *Club of the Future* guide will support clubs to explore innovative ways to deliver quality experiences, share resources, services and facilities, increase affordability and promote contemporary approaches to volunteering. This will assist clubs to adapt to the needs of current and future generations.

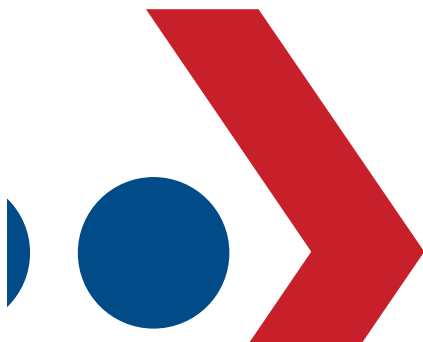
A *Club of the Future* will be innovative, technology savvy and sustainable, identifying ways to work smarter but not harder. This guide has been developed to challenge current models and support South Australian sport and recreation clubs to recognise areas of future focus to ensure they are demonstrating best practice and meeting the changing needs of the South Australian community.

Four key focus areas have been identified to equip South Australian clubs to adapt their operations for the community now and into the future.

Key focus areas:

- 1  **Heart of the Community**
- 2  **Volunteers and Workforce Valued**
- 3  **Shared Resources and Facilities**
- 4  **Healthy Finances**

It should be acknowledged that the club development environment is complex and pursuing efficiencies across the four key focus areas alone may not address all the challenges confronting clubs. Focus areas may also change overtime to align with evolving priorities of the community.



Key trends impacting South Australian sport and recreation clubs



Prior to COVID-19, sport and recreation groups (specifically, local clubs) were already facing challenging times.

Key trends emerged showing South Australians are moving away from traditional organised sport to a more flexible, unstructured engagement in sport and physical activity.



Broader and more diverse population:

There is a greater need for clubs to be more inclusive for all South Australians.



Family and work pressures:

People are experiencing increased pressures managing their time and finances.



Decline in volunteering:

The labour input of South Australian volunteers in sport is estimated to be valued at \$272 million annually.



New technology:

As physical activity levels decline, screen-viewing behaviours increase.



Experiences and personalisation:

The flexibility of unstructured play is becoming increasingly important.



Climate Change:

More awareness for environmental sustainability in sport is needed due to changing climate conditions.



Key Focus Area #1



Many sporting clubs are the social focal point for their community, with South Australians increasingly recognising the broader benefits of clubs for their positive contribution towards mental and physical health, crime prevention and social development. People who feel welcome and included are more likely to remain connected to their club and 'give back'.

Creating a family friendly and inclusive environment will help to establish your club as a community hub. By catering for all ages and abilities, your club is creating positive role modelling for everyone to 'see it and be it'.



What are the ways clubs can build a socially cohesive and connected club environment?

- Provide flexible training schedule times to cater for all.
- Provide options for uniform or equipment hire instead of purchase.
- Provide virtual training and engagement options for members.
- Work with community bodies to engage with unengaged and disengaged groups.
- Cater for adults who are beginners and re-entry participants.
- Take measures to reduce the club's environmental footprint with an aim to make the club sustainable long-term.
- Offer alternative social and recreation opportunities for all people to be involved with the club.
- Align the right coach to the cohort of players. For beginners the coach doesn't need to be the best technical coach but needs to demonstrate empathy, engage with participants and be adaptable.
- Have someone trained in Mental Health First Aid and ensure members of the community know how to reach this person.
- The club supports and advocates menstrual health and wellbeing safely and with dignity.





What is social and modified sport?

Social and modified sport is less structured than traditional sport. It has fewer rules and more flexibility to cater to the needs of participants, of any age. It can be designed and delivered by your club or other individuals and groups.

Social sport places a greater emphasis on fun, social interaction and enjoyment rather than performance, results and competition.

Modified sports seek to engage people who are either time poor or who enjoy being active but want less emphasis on competition. Modified sports may also reduce the cost of equipment and venue access.

Flexible uniform offerings

Uniform offerings need to be flexible, broad and culturally sensitive to cater to the varying needs and comforts of any playing cohort, but particularly girls and women. There is strong evidence to support that girls and women are more likely to feel self-conscious about their bodies when playing sport and seek more flexibility in their active wear and sport uniform choices.

In addition, sporting uniforms need to support menstrual health. Evidence suggests that white or light colour clothing or clothing that is too tight often is a deterrent for participation.

This could include a netball club offering a shorts and t-shirt playing uniform option, or for a football club, providing a long pants or tights option in their playing kit. The most important thing is that clubs consult with members to understand what it is that they want in their uniforms.

For more examples, visit the



Key Focus Area #2



Volunteering gives people a sense of purpose and achievement, improves self-esteem and confidence and helps to combat stress, loneliness, isolation and depression. In addition, it's a great way to develop skills and potentially create career pathways. Volunteers are the lifeblood of community sport and it's essential for clubs to reward, recognise and retain them.



What can sporting clubs do to capture new volunteers and support existing ones?

- Utilise digital content to pitch to and attract volunteers to your club.
- Explore alternative ways to recruit volunteers (university placements, corporate volunteering, etc).
- Provide professional and personal development opportunities for volunteers.
- Explore technology options to support volunteers in performing their duties.
- Use social platforms to communicate with volunteers.
- Use online community platforms for project management within the club to ease the burden on volunteers.
- Explore micro-volunteering.
- Explore virtual volunteering.
- Use online community platforms to seek volunteers or workers who fill gaps in their capabilities.
- Recognise the contributions of volunteers, and their families and partners who often pick up the slack at home in that person's absence.





What is micro-volunteering?

Micro-volunteering describes a volunteer, or team of volunteers, completing small tasks that make up a larger project. It differs from normal volunteerism, as the tasks take only minutes to a few hours, and the volunteer does not make a long-term commitment.

As a form of **virtual volunteering**, the tasks are usually distributed and completed online via an internet-connected device, including smartphones. It typically does not require an application process, screening or training period, takes only minutes or a few hours to complete and does not require an ongoing commitment by the volunteer.

What is corporate volunteering?

Corporate volunteering is when companies give their employees an allowance of paid time off annually, which they use to volunteer at a charity or not-for-profit of their choice. This enables staff to make a difference in as little as an afternoon and has plenty of potential for community impact.

For more examples, visit the



Key Focus Area #3



Shared Resources and FACILITIES

Collaborating to share resources, services and facilities is a mechanism for clubs to save money and create efficiencies. This reduces the overall costs of club operations, freeing up funds to invest back into the club and improve the end-user experience. Many facilities are ageing and need investment and clubs are competing for the same funds. A *Club of the Future* is co-located with other like-minded organisations and maximises its facility use. It also utilises technology to streamline processes and ease the burden on volunteers.



How can clubs streamline their venue, processes and operations?

- Identify other local clubs that could partner to share resources.
- Explore relationships with non-sporting clubs.
- Utilise technology and software to create efficiencies.
- Use free online social platforms to build and share content.
- Make operations paperless.
- Partner with other sports and offer discounts on fees for dual memberships.
- Share knowledge with other clubs across various topics.
- Identify opportunities for collective purchasing power to lower costs, reduce inefficiencies and duplication of effort. Examples could be uniform and sporting equipment providers or bookkeeping services.
- Share marketing/communications responsibilities with other clubs and cross promote using each other's platforms.
- Explore environmentally friendly measures to reduce the cost of utilities, such as solar power.
- When new facilities are built or existing facilities are updated, universal design concepts are implemented.





What alternative users can sport and recreation clubs partner with?

Sporting clubs often co-locate with other sporting clubs, which is a good starting point. Those user groups, however, primarily access the facilities between 4pm-9pm, leaving facilities to sit dormant for many hours of the day when other user groups could be utilising them.

Sporting clubs can be multi-purpose, providing space for yoga, pilates or fitness instructors, hot-desk workspaces for small businesses, playgroup or childcare groups, schools, community service groups, birthday parties and other functions and school-user groups.

What is universal design?

“Universal design is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised design.” – Ron Mace, Northwest ADA Centre, 2021.

Seven principles of universal design:

1. Equitable use
2. Flexibility in use
3. Simple and intuitive use
4. Perceptible information
5. Tolerance for error
6. Low physical effort
7. Size and space for approach and use

For more examples, visit the



Key Focus Area #4

Healthy FINANCES

Clubs are encouraged to identify opportunities to increase revenue through innovative means with the goal of long-term financial sustainability. This security will provide assurance to members of the club's success and future stability. Traditional revenue streams such as sponsorships are being depleted and it's now time to maximise non-traditional funding sources.



How can clubs establish alternative and sustainable revenue streams?

- Have a variety of revenue streams, not just traditional streams such as membership fees.
- Have different services and price differentiation to meet consumer needs and demands.
- Consider monetising its digital and physical assets.
- Hire the venue to external user groups at off-peak times to maximise usage and generate revenue.
- Establish an annual fundraising plan so that members know in advance about fundraising drives.
- Explore innovative and digital ways to fundraise such as online donation platforms or online lotteries/raffles.
- Explore non-traditional sports services that the club can leverage and create economies of scale (e.g. if the club can create its own content, it can then charge to create content for others).
- Complete a cost analysis to ensure that fees are affordable and the club remains sustainable.





What are digital assets?

Digital assets are assets that your organisation owns and controls digitally. The most common forms of digital assets are audible content, documents, images, videos, communication platforms and networks. Digital assets can be used to generate income by selling key digital real estate and offering cross promotional activities and content. This could be offering a feature in your Facebook page's cover photo, advertising in your electronic newsletter or a feature/transition in any video content the club produces.

In the digital world, content is king and whatever content your club creates that attracts viewers has visual real estate that can create brand awareness and, in turn, generate a return on investment for brands. Platforms such as YouTube and Twitch offer partnership programs where they will share a slice of their ad revenue that your content generates. Your club could stream games or events and sell this space to sponsors.

What does club sponsorship look like in a post COVID-19 world?

Looking at the commercial sponsorship sector since the start of the COVID-19 pandemic, there have been plenty of changes that have impacted sport. Clubs need to adapt and/or lower their expectations, as club sponsorship is projected to be 25% smaller for at least the next couple of years.

To grow sponsorship funding for your club, you must become *more than a sports club*.

Clubs who wish to attract and retain sponsors post COVID-19 should lead conversations with sponsors asking not what your sponsor can do for you, but what you can do for your sponsor. A successful sporting club often has a strong community connection supported by a strong social media presence. It is suggested that clubs showcase these assets to sponsors to show that your club can support brand awareness, which your community respects and trusts.

For more examples, visit the



Benefits for your club to be more than sport

The club sport environment is challenging and with key trends impacting us all, it is in the best interest of sporting clubs to take a diversified approach, helping them remain relevant and adapt to the needs of their community.

It is to be noted that the *Club of the Future* key focus areas can be addressed and implemented in isolation or concurrently, as each of the areas impact and influence the others.

A successful *Club of the Future* will be constantly evolving and future-proofing itself to make it sustainable in the long-term. It will also be financially stable, creating confidence in your membership cohort and supporting the retention of club members while also appealing to prospective members.



What now?



Use this guide to start a conversation with your club committee about what your club could try differently.

Visit:



Club of the Future Hub

for more information including:

- Case studies of clubs doing things differently and being more than sport.
- Examples of resources to support your club.

Share your examples of what your club is doing differently...

Tag us in your club's stories:



@sarecandsport



@sarecreationsport

#clubofthefuture



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Images

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Hi David,

Thank you allowing ARTC to provide comment to the attached Equine Strategy papers. I provide the following points below for your consideration;

- ARTC does own, maintain and control train movements in the existing rail corridor. This includes;
 - commercial freight trains up to 1.8 kms long and can be double stacked in height with containers.
 - passenger trains The Ghan & The Indian Pacific.
- Rail activities and train movements can occur at any time of the day or night.
- The above established activities do generate noise from time to time and I am uncertain of the impact if equestrian activities occur in the vicinity of the rail corridor.
- Access into the rail corridor is prohibited and restricted via ARTC's 3rd Party Access process. Generally, this involves application processes (including fees), rail industry worker accreditation and dedicated protection officers being present.
- ARTC is not obliged to contribute to fencing or upgrading of any existing fencing along the rail corridor pursuant to Section 15 of the Railways (Operation and Access) Act 1997. Any fencing improvements adjacent to the rail corridor would be the responsibility of the land owner.
- Whilst it is only applicable in the rail corridor, I will add that any high visibility safety clothing worn must be orange in colour and not red or green that may interfere with rail signalling.

Regards
Sean

Sean Frost
Property Manager, Adelaide
Interstate Network

ARTC

SUBMISSION FORM



Equine Strategy & Background Paper Consultation – September 2022

Using this form is requested but not mandatory. Feel free to answer whichever questions are of relevance to you. If you prefer to email or send a letter, that is appropriate too.

If you need more information, refer to the Equine Strategy and Background Paper under consultation on apc.sa.gov.au/

If you want to discuss the strategy, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by **9am Tuesday 1 November** to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Gawler River Floodplain Management Authority

Address

Email davidehitchcock@bigpond.com

Mobile 0407717368

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, UNDERLINE YES ANONYMOUS

Economic and Social

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**
2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?
3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?
4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?

The Gawler River is subject to major flooding, on average once every 10 years.

“Planning for horses in emergencies” should include development of flood management and action plans for properties that are within known flood inundation areas.

5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?
6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

Destinations and Trails

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?
8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and further horse related attractors, such as horse adventure parks and horse based public art. Any comments?
9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements**?
10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?
11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston's Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

The Gawler River water course is predominantly held in private ownership. Land access agreements, or perhaps longer-term establishment of a contiguous linear reserve to the coast, will be required to facilitate proposed trails along the river.

Coastal Destinations and Trails

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?

13. Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?
14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?
15. Are there obvious facts or information missing in the Strategy or Background Paper?
16. Any other comments?
17. If you want to be advised of the outcome of consultation, please write YES

Are you registered in the online business and community directory?

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apc.sa.gov.au/our-council/business-and-community-directory

SUBMISSION FORM



Equine Strategy & Background Paper Consultation – September 2022

Using this form is requested but not mandatory. Feel free to answer whichever questions are of relevance to you. If you prefer to email or send a letter, that is appropriate too.

If you need more information, refer to the Equine Strategy and Background Paper under consultation on apc.sa.gov.au/

If you want to discuss the strategy, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by **9am Tuesday 1 November** to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name: April McInerney, A/District Ranger – Yorke, Department for Environment and Water

Address: 66 Commercial Road, PORT ADELAIDE SA 5015

Email: April.McInerney@sa.gov.au

Mobile: 0438 263 534

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, UNDERLINE YES ANONYMOUS

Economic and Social

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**

No Comment
2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?

No Comment
3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?

No Comment
4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?

No comment
5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about

responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?

No Comment

6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

Council's 'Tourism & Economic Strategy' combined with its 'Growth Strategy' and the predicted population growth forecast for the Northern Adelaide area, provides many challenges and questions around the long-term suitability and sustainability of horse riding within the coastal zone.

Council's Tourism and Economic Strategy identified the coast and its natural assets as a 'Tourism and Economic Advantage.' Fishing, crabbing and habitat for shorebirds all rely on healthy ecosystems, with critical areas being managed for conservation under the *National Parks and Wildlife Act 1972* and *Marine Parks Act 2007*.

If Council is looking to leverage these advantages and maintain the ecosystems that support them, a successful horse management policy will require a comprehensive understanding of the impact of both horse riding, and cumulative visitor use on migratory and resident shorebirds, targeted fish species and their habitat.

For example, successful Migratory Shorebird Management requires disturbance minimisation, healthy invertebrate populations and mudflat condition, safe roosting and feeding sites and healthy mangrove, saltmarsh, clay pan and coastal dunes systems. Combined with predicted sea level rise, adequate retreat areas are required for these systems to migrate to. The predicted population growth and increased usage of the coast is going to place further pressure on these systems identified as 'Tourism and Economic advantages.'

Current horse-riding activity along this stretch of coast could be considered low level and isn't actively promoted. Whilst the *Adelaide International Bird Sanctuary National Park – Winaitiyaitiyi Pangkara Management Plan 2020* allows for horse riding at certain locations within the park, the management plan also provides the ability to reduce disturbance impacts by 'regulating access' if the need arises.

The tipping point for this hasn't been identified but shorebird disturbance impacting migration combined with further population declines would likely be the driver in implementing such management strategies.

While current horse-riding activity is low, active promotion of horse riding and facilitating horse riding growth along the coast in the short term has a high likelihood of creating visitor use issues and negative impacts on Council's Tourism and Economic Advantage over the medium to long term as the population in Northern Adelaide increases.

There are several opportunities further inland for well managed and sustainable horse-riding activities and trails. From a 'Marketing and Branding' perspective, focusing on these areas for

horse riding trail development will help to promote the rural living aspects of the Adelaide Plains Council (APC) area while maintaining the natural systems along the coast which APC residents and visitors enjoy.

Destinations and Trails

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?

No Comment

8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and further horse related attractors, such as horse adventure parks and horse based public art. Any comments?

A focused area that promotes and attracts riding at this location has many benefits for both council residents and coastal habitats. As the population increases there will be greater demand for recreational amenity leading to greater user group conflict, which already exists in the coastal zone.

Focusing horse riding in one area, with well-planned long riding trails or horse facilities originating from this location provides a destination to attracting further horse related activities. Co-benefits to such a proposal include reducing or eliminating current and future user group conflict along the coast and improve coastal management in what is an international significant area.

9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements?**

Consideration around the long-term suitability and sustainability of equine activity at each individual township should be carefully considered to achieve APC's strategic direction. Unfortunately, the impact of different recreational pursuits changes as an area's population increases.

Supporting 'rural lifestyles' and promoting 'coastal experiences' that rely on a healthy coast and marine ecosystems does have its challenges and raises questions on the need or suitability of equine activity within the coastal zone over the medium to longer term.

Horses do have an environmental impact, but at what point this becomes problematic and has detrimental impact on migratory shorebirds is not well understood. What is known is that disturbance has detrimental impacts to resident and migratory shorebirds and disturbance increases as coastal areas are developed.

The animal husbandry area provides a solution for Council to maintain and support the 'rural lifestyle' residents enjoy, by providing a focus area where equine recreation can be embraced.

10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?

No Comment

11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston’s Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

No Comment

Coastal Destinations and Trails

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?

Although the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara (AIBSNP-WP) allows for limited horse riding within the park, promoting and encouraging growth of equine activity proposes multiple considerations for the Department for Environment and Water (DEW). The management plan states that the ‘Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara will be managed to minimise disturbance to the natural ecological processes that support life in the Park, to protect natural and cultural values, to improve integrity of important ecological communities, and to enable people to enjoy the park’. As the area’s use increases, adaptive management actions will be required to ensure the long-term success of the National Park, particularly to ensure that shorebird habitat requirements are maintained.

Cumulative disturbance impacts from park users are of real concern with current visitor usage. Soil compaction and erosion, vegetation loss and increased nutrient loads are also factors front of mind for future visitor use planning.

Further promotion and facilitating an increased equine presence within the Park have potential for detrimental impacts to the Park’s environmental assets. Consideration to the purpose of the National Park and how any proposed developments could complement or coexist sustainably need to be considered at the outset of discussions.

13. Council proposes to work with Department for Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

Enabling coastal access for public use and enjoyment in a way that shares the beaches with shorebirds and minimises disturbance is a challenge. The rider information sheet is important in promoting a ‘tread lightly’ approach to park visitation and improves visitor understanding of the importance of the area that they are entering.

An information sheet will assist Park Rangers in their liaisons with horse riders in the park, to ensure that they ride responsibly and are aware of the impact that they have whilst they are riding within the park.

Regarding communication methods, Rangers do speak with riders whilst out on patrol and the information sheet will form the backbone of future discussions moving forward. Riders educating riders also plays a critical role in responsible use. Horse riding in a National Park is a privilege not afforded in many other parks. Responsible, educated, and respectful use of the Park by horse riders will help to reduce visitor use conflict and decrease their impact.

14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?

The AIBSNP-WP management plan identifies maintaining access is a key theme, horses may be authorised to ride in designated areas and horse float parking is identified as an issue needing to be addressed. However, understanding what is considered 'suitable horse infrastructure' does vary between interest groups, individuals, and organisations.

The primary purpose for the AIBSNP-WP is to protect migratory shorebirds. The Park Management Plan states 'the level of visitor use and any impact of recreational activities on the park will continue to be monitored. Should environmental impacts, safety concerns, or conflicts between recreational activities arise, it may be necessary to modify access arrangements within the park. Visitor access may be reviewed and altered on a temporary, seasonal, or permanent basis in consultation with the community if this is necessary for public safety or the protection of birds and their habitat'.

Considering habitat requirements and the threats faced by shorebirds locally and internationally, 'suitable horse infrastructure' will likely look to limit growth of equine activities in and surrounding critical habitats or during key periods with an eye to the medium to long term. How this is planned for requires serious consideration and advice by experts in shorebird management.

15. Are there obvious facts or information missing in the Strategy or Background Paper?

AIBSNP-WP and its purpose along with identifying that horse riding does impact on coastal environment has been identified at the higher level, but there are also many complexities to shorebird and disturbance management that require expert advice on to manage these environments sustainably into the future.

The tourism and economic potential of APC relies heavily on healthy marine and coastal ecosystems. Whilst coastal horse riding is undertaken at historically low levels and currently occurs, the background document and strategy didn't seem to address location suitability or sustainability when looking at the long-term population growth predictions and sea level rise.

The AIBSNP-WP is now subject to co-management arrangements with the State Government signing a co-management with the Kaurua Nation and establishing the Kaurua Parks Advisory Committee. This means the park management plan will be reviewed in the context of co-management and the Government will be paying particular attention to the advice from the Kaurua Parks Advisory Committee. This may impact on the horse activity permitted in the

current park management plan and needs to be considered in any strategy dependent on access to the AIBSNP-WP the Council may be considering.

16. Any other comments?

No Comment

17. If you want to be advised of the outcome of consultation, please write YES

Yes

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On Tue, Nov 29, 2022 at 10:48 AM Duncan MacKenzie <cogdel79@gmail.com> wrote:
Dear David,

My apologies for the delay in replying to your request for input to the "Equine Strategy - Adelaide Plains Council. I have a large number of excuses, none of which matter!!

When I started to frame a reply, I realised that Jeff Groves (Birds SA) had perfectly covered all aspects of what would be my reply, so I stopped!!

I have attached a copy of an article from BirdLife Australia regarding the death of 20 Red-necked stints - a fairly common occurrence.

I remember well my early birding days around the beaches in Victoria when I frequently found dead waders 'run-over' by horses (pleasure riding and in training) cars, motorbikes etc. Finding the remains of smashed eggs in the nest was also common as was the remains of birds taken by foxes, cats and dogs.

I would also like to thank you for your excellent presentation to the AIBS Partnership Group - everyone one enjoyed it!!

The comments set out by Jeff Groves apply to (I believe) all members of the Partnership Group and volunteers who 'work' on the AIBS. Allowing the entry of horses to the AIBS beaches is seen as a potential 'disaster'.

We look forward to hearing from you in the future, and again, thank you for your time and presentation at our last meeting.
Warmest regards

Duncan

Duncan MacKenzie
Chairman
AIBS Partnership Group.



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Stints run down

South Australia has a bevy of lovely, sandy beaches lapped by pristine, turquoise waters. These coastal idylls attract plenty of visitors during the summer months, and they mingle happily with the locals. And it's not just people — migratory waders, such as tiny Red-necked Stints, flock to some of these beaches, which they often share peacefully with some of the resident shorebirds, including Hooded Plovers and Pied Oystercatchers.

However, not all beach users are not so accommodating to these international travellers. Recently, about 20 Red-necked Stints were found dead or dying on the sandy beach at Goolwa, just over an hour south-east of Adelaide. It was clear that the birds had been run down by an off-road vehicle the previous night as they slept on the beach.

Unfortunately, it's a scenario that is regularly played out on beaches along South Australia's coastline, where many of Australia's migratory shorebirds occur over the summer months. Last year, another 20 stints were run down by an off-road vehicle, this time at Brownlow Beach on Kangaroo Island.

Even if birds on the beach are not run over like the stints were, the overall levels of disturbance they experience from beach users can have dire consequences for their survival.

Red-necked Stints are one of about 35 species of migratory shorebirds that occur in Australia each summer. Each year these tiny birds fly up to 10,000 kilometres from Australia to return to their breeding grounds in Siberia, and they expend an enormous amount of energy to get there. This long-haul migration is one of the wonders of the natural world.

However, BirdLife Australia's National Shorebird Monitoring Project has found that the populations of many species of migratory shorebirds have plummeted in recent decades, with many suffering 'death by a thousand cuts'. This incident at Goolwa is yet another cut.

It is clear that drivers of off-road vehicles in South Australia must have better awareness of the impacts of beach driving to make informed decisions. Even if it is not run down, just flushing a bird from the sand may seem very minor indeed, but how many times has that bird already been flushed while it was trying to feed or rest? Will the cumulative effects of the disturbance prevent the bird from reaching the critical weight necessary to allow it to migrate successfully?

It's really a matter of life and death for these birds living on the beach.


<https://birdlife.org.au/media/stints-run-down/>

1



The South Australian Ornithological Association Inc
Founded 1899

ABN: 76 339 976 789

Postal Address:

C/o South Australian Museum
North Terrace
ADELAIDE SA 5000
1 November 2022

To: David Bailey – Strategic Project Officer, Adelaide Plains Council

Re: Equine Strategy – Adelaide Plains Council

Dear David,

Thank you for your presentation at the Adelaide International Bird Sanctuary Partnership Group meeting recently and for providing the background information on the Equine Strategy being pursued by the Adelaide Plains Council. As I indicated in the meeting, Birds SA does not support the presence of horses on the beaches in the AIBS. For your information I have attached the Birds SA Policy relating to vehicles on beaches. The issues identified in this policy are the same as would be expected with expansion of horse related activity.

The following are key considerations that form the basis of our opposition to horses in the Adelaide International Bird Sanctuary.

1. Horse riding on beaches in the AIBS is incompatible with the role of AIBS as a vitally important sanctuary for shorebirds

According to the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan (2020): “Migratory shorebirds are particularly susceptible to disturbance during daytime roosting and foraging periods. Prolonged disturbance can compromise their capacity to build the sufficient energy reserves that are needed for migration....”. Furthermore, “the presence of vehicles, motorbikes and unrestrained dogs have been major sources of disturbance in the past. Other recreational activities such as horse riding, fishing, crabbing, cockling and camping also have potential to cause disturbance.”

In addition, trampling and compaction of sand on beaches by horses can change the composition of the invertebrate fauna of beaches in ways that may be detrimental to shorebirds¹.

¹ Evans-Clay, M., Porch, N., Maguire, G. *et al.* Hooves on the Beach; Horses Disrupt the Sand Matrix and Might Alter Invertebrate Assemblages on Beaches. *Environmental Management* **67**, 398–411 (2021).
<https://doi.org/10.1007/s00267-020-01409-y>

Although the Management Plan for the AIBS mentions that horse riding is permissible under regulated access and promotion of “minimal impact behaviours”, Birds SA believes this is contradictory to the overall objective of the AIBS to protect migratory shorebirds in their summer feeding grounds. As such, Birds SA has never supported horses, dogs or vehicles on beaches in the AIBS.

2. Horse-riding on beaches will have a detrimental impact on at least 10 migratory shorebirds including threatened species covered by the EPBC Act and international agreements.

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) provides for protection of migratory species as a matter of national environmental significance. The EPBC Act prohibits a person taking an action that has, will have, or is likely to have, a significant impact on a listed migratory species unless the Minister for the Environment has given approval.

The impact on listed migratory bird species by an expansion of horse related activities in the AIBS is highly likely to require a referral to the Commonwealth under the EPBC Act. Migratory shorebird species listed under the EPBC Act and commonly recorded in bird surveys conducted within the AIBS include:

- Ruddy Turnstone
- Sharp-tailed Sandpiper
- Red Knot
- Great Knot
- Curlew Sandpiper
- Red-necked Stint
- Bar-tailed Godwit
- Far Eastern Curlew
- Pacific Golden Plover
- Common Greenshank.

3. International agreements on migratory shorebirds call for their protection.

For over 30 years, Australia has played an important role in international cooperation to conserve migratory birds in the East Asian - Australasian Flyway (the Flyway), entering into bilateral migratory bird agreements with Japan in 1974 (JAMBA), China in 1986 (CAMBA) and the Republic of Korea in 2007 (ROKAMBA). Each of these agreements provides for the protection and conservation of migratory birds and their important habitats. Any proposed expansion of horse related activities in the AIBS will need to address the impact upon these agreements.

4. The negative impacts on breeding non-migratory and nomadic birds.

Expansion of horse related activity in coastal areas in the AIBS will have a negative impact upon the feeding, roosting and nesting of a number of beach-nesting birds commonly encountered in the Sanctuary, including:

- Sooty Oystercatcher
- Pied Oystercatcher
- Red-capped Plover

In addition, horse related activity will disturb the feeding and roosting of nomadic species such as the Banded Stilt which can occasionally occur in very large numbers within the AIBS.

5. Resources to police regulations and by-laws in the AIBS are grossly insufficient to manage existing threats.

It is clear that the current level of staffing by DEW and APC personnel within the AIBS is insufficient to achieve the desired reductions in vandalism, rubbish dumping and other anti-social behaviour experienced in the area. The current efforts of the staff are admirable but it is unrealistic to expect the addition of yet another activity requiring compliance management to be adequately covered. A major increase in staffing level will be required should an increase in horse related activity be pursued.

6. Likelihood of pressure from the horse training industry to open up the beaches to horse training activities

Related to the previous point is the likelihood that opening up the beaches in the AIBS to horses will lead to pressure to use these areas for training racehorses, as has occurred in other states. Given the current inability to adequately manage crabbing and cockling, disturbance to birds and vehicles on beaches in the AIBS there is little confidence that recreational use of horses versus racehorse training can be adequately managed.

As mentioned previously Birds SA will strenuously oppose any measures to increase horse-related activity within the AIBS. Please do not hesitate to contact me should you require further information about these matters.

Yours sincerely,



Jeff Groves
Vice-President, Birds SA
jeff.groves@birdssa.asn.au
Ph 0401 125 510

Cc: Duncan MacKenzie – AIBS Partnership Group
James Miller – CEO Adelaide Plains Council
Steven Langley – President Birds SA



Recreational Motor Vehicles and Threatened Coastal Birds

Position Statement (July 2022).

Background

Disturbance to threatened birds on beaches by motor vehicles¹ has been an issue in South Australia for decades ⁽¹⁾. In addition to the impact on birds, concerns about motor vehicles on beaches have also been raised in relation to public safety and amenity, and damage to protected areas and the natural environment ⁽²⁾⁽³⁾.

In spite of the many discussions and recommendations developed since 1977, very little has been achieved in addressing the negative consequences of vehicles on beaches ⁽²⁾.

In March 2009, the South Australian LGA (Local Government Association) Executive Committee passed a motion requesting the LGA Secretariat organise a strategic workshop of key stakeholders on off-road vehicle (ORV) use. A State-wide forum was formed in July 2009 which examined the differing roles and involvement of respective organisations in assisting Councils in vehicle management on land under the care and control of Local Government. The LGA considered land access management and the legislative framework governing vehicles on public land.

Subsequently, a Local Government Land Access working group was established to address ORV access, consisting 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. A paper was produced by the LGA that identified issues arising from off-road access, including issues relating to overlapping jurisdictions making it difficult to establish any single solution that Local Government could adopt ⁽⁴⁾.

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

1. Any resolution to this problem would need to be with Councils and State Government Agencies working collaboratively. 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. 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.

¹ *Motor-vehicles* in this context are intended to cover 4WD vehicles, 2WD vehicles such as sedan cars and wagons, campervans, trail bikes, quad bikes, and dune buggies.

In 2019, the SA Minister for the Environment, David Speirs, initiated an Inquiry into the Use of ORVs in South Australia by the Natural Resources Committee of State Parliament and its recommendations were tabled in Parliament in June 2020⁽³⁾.

In 2021 Birds SA released a documentary video entitled “On the Right Track” which graphically demonstrated the problems of off-road vehicles in coastal areas.

Policy Principles and Recommendations

The Birds SA Vehicles on Beaches Policy is intended to clarify the position of the Association on the matter of recreational vehicle impacts on threatened coastal birds and to provide impetus for implementing the actions that are required to protect people and the coastal environment.

The following principles and recommendations are intended to guide the achievement of acceptable outcomes for birds on beaches and for beachgoers in South Australia.

Birds SA opposes:

1. Recreational activity with motor-vehicles on beaches and in other coastal areas that disrupts the roosting, food supplies, breeding or feeding sites of Endangered, Vulnerable or Rare birds. This principle applies to the whole State of South Australia.
2. The use of vehicles on dunes and other fragile coastal habitats.

Birds SA supports:

1. Public education and community engagement aimed at avoiding and minimising the impacts on Endangered, Vulnerable and Rare bird populations by recreational activities on beaches and other coastal areas.
2. The principle that the safety of beachgoers on foot and the amenity of beaches and associated coastal areas takes primacy over the use of these areas for recreational vehicle activity.
3. The development of appropriate policy, regulations, access restrictions and activity guidelines to minimise disturbance to Endangered, Vulnerable and Rare bird populations by recreational vehicles.

Policy Recommendation.

Birds SA calls for the introduction of a strictly-controlled permit-based system to manage the environmental impact of recreational vehicles on beaches, underpinned by clear State Government regulation and enforcement.

With particular reference to threatened coastal birds, this system should:

1. Exclude motor-vehicles used for recreational activities on a seasonal or permanent basis from coastal areas where feeding, breeding or roosting by birds listed as Rare, Vulnerable or Endangered under the SA National Parks and Wildlife Service (NPWS) Act 1972 occurs (Schedules 7, 8 and 9 in the Act)².

² Birds occurring in coastal areas that satisfy these criteria are:

- a. **Endangered** – White-bellied Sea Eagle, Lesser Sand Plover, Little Tern, Fairy Tern, Eastern Osprey, Red Knot, Curlew Sandpiper, Great Knot, Far Eastern Curlew
- b. **Vulnerable** – Hooded Plover, Banded Stilt
- c. **Rare** – Cape Barren Goose, Pacific Reef Heron, Pacific Golden Plover, Greater Sand Plover, Sooty Oystercatcher, Pied Oystercatcher, Kelp Gull, Common Tern, Flesh-footed Shearwater, Common Sandpiper, Ruddy Turnstone, Sanderling, Pectoral Sandpiper, Ruff, Long-toed Stint, Bar-tailed Godwit, Black-tailed Godwit, Whimbrel, Grey-tailed Tattler, Wood Sandpiper, Terek Sandpiper

2. Be designed, not only to control access to particular locations on environmental grounds, but also to limit the total volume of vehicles using these locations over a period of time to ecologically sustainable levels.

Birds SA also recommends that in order to support sustainable recreational use of beaches:

3. Councils provide nearby off-beach parking areas to discourage use of vehicles on beaches, whilst still providing access for recreational activities.
4. For beaches where large numbers of people are allowed for recreational activities, councils provide adequate toilet facilities off the beach nearby.

References

- 1) Andrew M. Buick & David C. Paton (1989) Impact of Off-road Vehicles on the Nesting Success of Hooded Plovers *Charadrius rubricollis* in the Coorong Region of South Australia, *Emu - Austral Ornithology*, 89:3, 159-172, DOI: 10.1071/MU9890159
- 2) Australian Government (1977) Off-Road Vehicles Impact on the Australian Environment - Third Report of the House of Representatives Standing Committee on Environment and Conservation March 1977
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- 3) Parliament of South Australia (2020). An Inquiry into the Use of Off-road Vehicles in South Australia, Fifth Report of the Natural Resources Committee.
<file:///C:/Users/ray/Downloads/NRC%20ORV%20Final%20Report.pdf>
- 4) Local Government Association of South Australia (December 2011). Management Of Off Road Recreation Vehicles in South Australia. Discussion Paper
(https://www.lga.sa.gov.au/data/assets/pdf_file/0029/467309/Off_Road_Vehicles_Discussion_Paper1.pdf)

David Bailey

From: Jeff Groves <grovesjj@ozemail.com.au>
Sent: Monday, 7 November 2022 3:37 PM
To: David Bailey
Cc: Stacie Shrubsole; Mark Wasley; Ray Nias; Steven Langley (Birds SA)
Subject: Equine Strategy and Birds
Attachments: Bar-tailed Godwit Record.pdf; Sharp-tailedSandpiperMigration.pdf

****CAUTION:** This email is from a person outside of Adelaide Plains Council. **Do not click on links or open attachments** - unless you recognise the sender and know the content is safe**

Dear David,

Further to the response from Birds SA regarding the APC Equine Strategy I would like to bring to your attention the two attached recent reports about migratory birds.

I think you would have to agree that these are amazing birds. Sadly their survival is under threat from human activity which is removing their habitat and disturbing the birds, particularly when trying to fatten up prior to their arduous return journey to the northern hemisphere. Both of these species are seen within the Adelaide International Bird Sanctuary, the Sharp-tailed Sandpipers in relatively large numbers.

I hope that these reports help to increase your understanding of why we are so passionate about protecting these birds and giving them a fighting chance to survive. As stated in our recent submission, Birds SA is opposed to activities within the AIBS which adversely affect the feeding, nesting and roosting of birdlife. This includes vehicles on the beach, horses and unrestrained dogs, crabbers and cocklers.

Yours sincerely,

Jeff Groves
Vice-President Birds SA
Ph 0401 125 510
jeff.groves@birdssa.asn.au



Bar-tailed godwit flies 13,500km from Alaska to Tasmania, breaking world record for non-stop bird flight

By [Lachlan Bennett](#)

Posted Thu 27 Oct 2022 at 12:35pm Thursday 27 Oct 2022 at 12:35pm, updated Thu 27 Oct 2022 at 1:28pm Thursday 27 Oct 2022 at 1:28pm



The bar-tailed godwit broke the previous world record. (*Biosphoto via AFP: André Simon, file photo*)

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abc.net.au/news/bar-tailed-godwit-breaking-world-record-longest-nonstop-flight/101583748

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For migratory birds that spend days flying across continents and oceans, a wrong turn can be fatal — but an unexpected turn has earned one young bird a place in history.

Key points:

- The five-month-old bird finished a non-stop, 11-day flight from Alaska to Tasmania
- Tiny technology allows researchers to track birds without endangering them during migration
- An expert said vital habitat for migratory birds needs protection

The five-month-old bar-tailed godwit smashed the record for long-distance migration following a non-stop, 11-day flight from Alaska to Tasmania.

The 13,560-kilometre journey beat the previous record — also held by a godwit — by around 500 kilometres and was documented by researchers across the world.

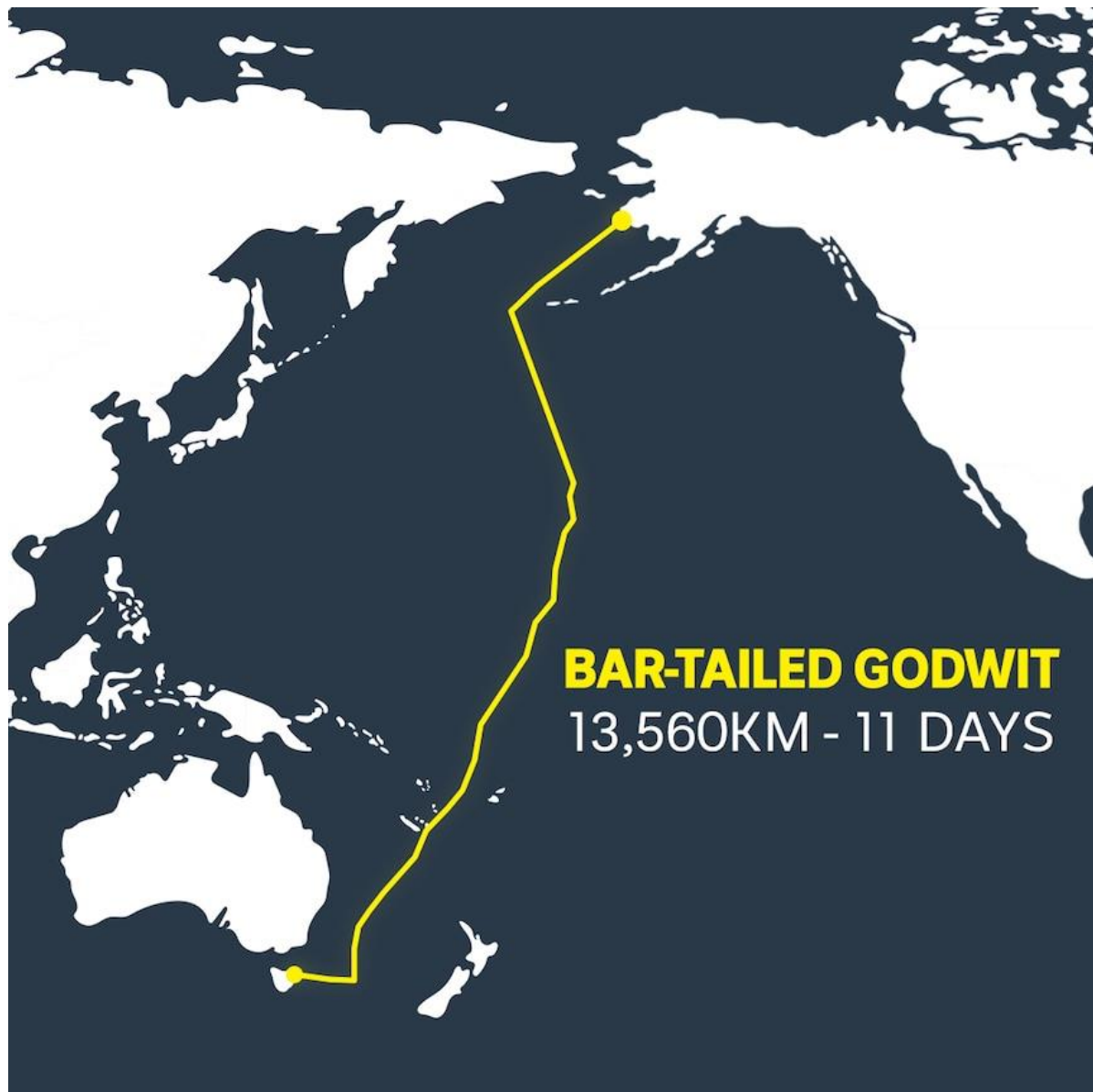
Birdlife Tasmania convenor Eric Woehler said the bird probably lost "half or more of its body weight" during "continuous day and night flight".

"Short-tailed shearwaters and mutton birds can land on the water and feed," he said.

"If a godwit lands on water, it's dead. It doesn't have the webbing in its feet, it has no way of getting off the water."

"So if it falls into the water from exhaustion, if bad weather forces it onto the ocean surface, that's it."

How the epic journey unfolded



It took 11 days for the godwit to make its non-stop journey. (ABC News: Paul Strk)

The bird began its epic journey on October 13 from the sprawling wetlands of the Yukon Kuskokwim Delta in Alaska.

It then flew south-west to the Aleutian Islands, across the Pacific Ocean west of Hawaii, down to New Caledonia and through the Tasman Sea.

Dr Woehler said godwits typically travel to New Zealand, but this one took a 90-degree turn and landed on the idyllic shores of Ansons Bay in eastern Tasmania.

He said this "wrong turn" increased the assumed "flight capacity" of the species.



Bar-tailed godwits weigh just 300 to 400 grams and can only carry a tiny tracker. (Supplied: Eric J Woehler)

While those living on the east coast are more accustomed to flocks of tourists than birds, local mayor Mick Tucker said the godwit was certainly welcome.

"As long as they've got a couple of dollars in their pocket, we'll take anything," he said.

"But I hope he went through customs and got clearance."

Smaller tech allows tracking of bird

Tasmania is no stranger to migratory birds.

The short-tailed shearwater — otherwise known as a mutton bird — travels between Tasmania, Antarctica and North Pacific while the red-necked stint — which weighs just 25 grams — flies from breeding sites in Siberia.

The journey of the record-breaking godwit was documented as part of a tracking study involving organisations including the Max Planck Institute, Massey University in New Zealand, China's Fudan University and the Global Flyway Network.

A satellite tag weighing just 5 grams was attached to the bird in Alaska prior to its migration.



Bar-tailed godwits do not have webbed feet and cannot take off from water. ([Bar-tailed godwit](#), Tom Benson, CC BY-NC-ND 2.0)

Dr Woehler said smaller and cheaper technology was making it easier to research smaller birdlife.

"It's one thing to put a satellite tag on an albatross that weights five or more kilos but it's a completely different story in terms of technology and ethics to put a tracker on a bird that weighs only 300 or 400 grams," he said.

"The package has to be so small given this bird travels 12,000 kilometres. It can't have any impact on the migration or welfare of the birds."

Dire warning about the fate of migratory birds

The godwit's journey has been celebrated by bird enthusiasts across the globe; the Pukorokoro Miranda Shorebird Centre in New Zealand is even considering producing a celebratory tea towel to commemorate "long-haul champion" birds.

Dr Woehler welcomed the "good news story" but said it should not overshadow the fact that vital habitat for migratory birds needed protection.

"There was a report from Birdlife International a month ago that said half the world's bird species are decreasing," he said.

"Our birds are giving us a very strong signal about the state of the planet. So we need to understand how they feed, how they move and what their life cycles are in order to protect them."

"If birds are unable to build the energy reserve for their return flights to the northern hemisphere, they won't survive."

Posted 27 Oct 2022 27 Oct 2022, updated 27 Oct 2022

Sharp-tailed sandpiper flies nearly 10,000km from Russia to outback Australia for summer holiday

[ABC North West Qld](#)

/ By [Alexandra Treloar](#)

Posted 6 Nov 2022 at 9:38am



The sharp-tailed sandpiper flies from the northern hemisphere each year. (*Supplied: Ebird*)

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abc.net.au/news/russian-sharp-tailed-sandpiper-flies-to-australia/101474408

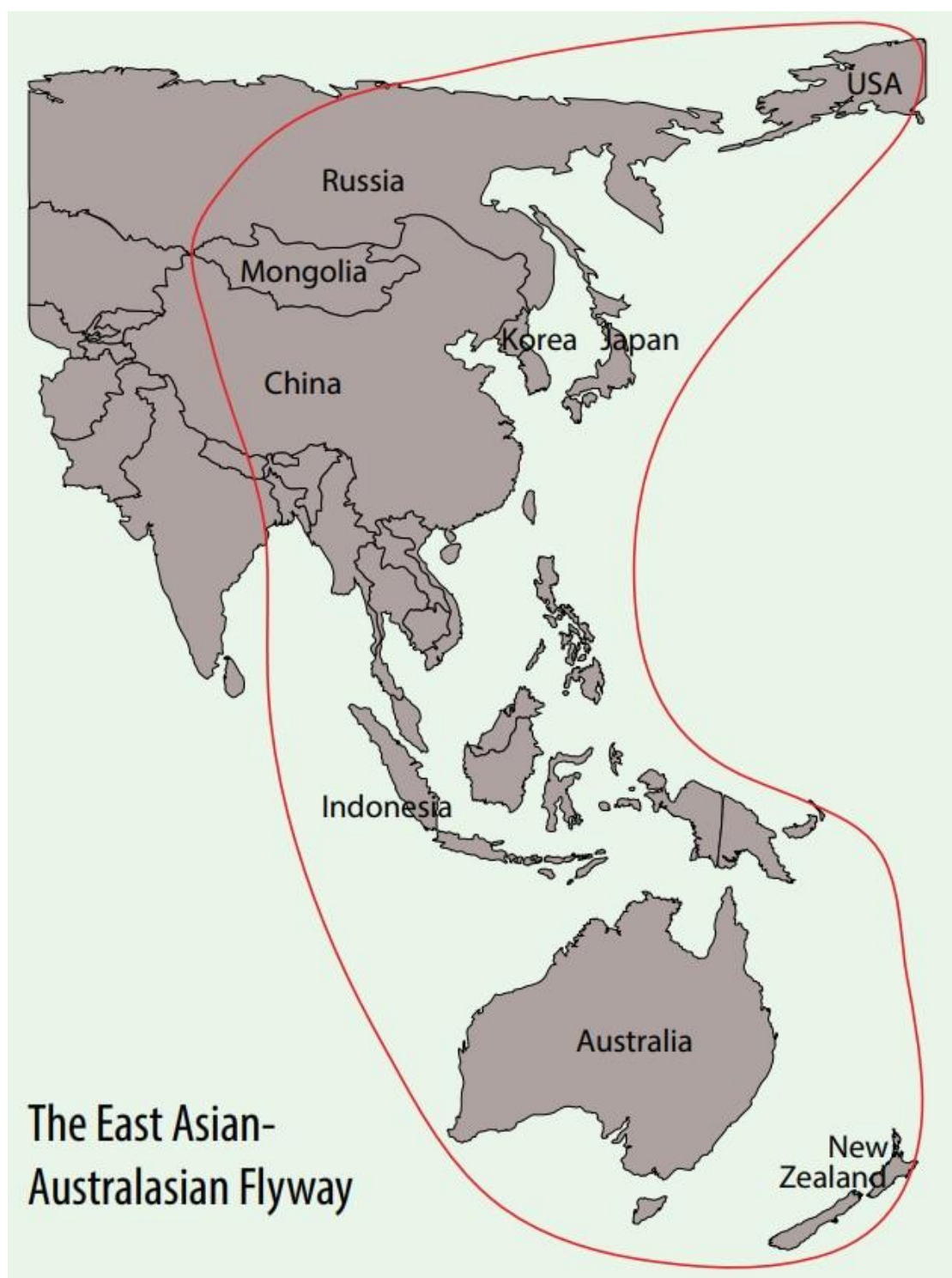
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If you think travelling overseas is exhausting, spare a thought for the sharp-tailed sandpiper, which every year makes a journey of about 9,700 kilometres to "gorge" itself on Aussie grub and bask in the summer weather.

From August, the 62-gram, brown spotty bird jets off from its home in Siberia, Russia, to make the long journey across continents with its sights firmly set on Australia.



The sharp-tailed sandpiper flies nearly 10,000 kilometres from Siberia to Australia each year. (Supplied: Queensland Department of Environment, Land and Water)



The sharp-tailed sandpiper migration zone. (Supplied: Local Land Services NSW)

After breeding during the short North Siberian summer, at least 90 per cent of the birds end up making their way to Australia.

They usually touch down in the north-west, while some make it down to southern parts of the country.

Once in Australia, the birds feed on the abundance of food in coastal wetlands and mudflats, according to a study by the New South Wales Local Land Services.

"In times of inland floods, the shorebirds venture inland to gorge themselves on the abundance of food," the study stated.

Come March, the small birds make their way back to Siberia.

Birds have been tracked covering more than 11,000 km in their attempt to return to breeding grounds in Russia from locations in Victoria.



A sharp-tailed sandpiper enjoys a dip at Kilcowera Station in Queensland. (Supplied: Margaret Smith Photography)

'First to arrive, last to leave'

It is a migration that gets birdwatchers excited, especially in the outback Queensland town of Mount Isa.

Birdlife expert and photographer Rex Whitehead said the sharp-tailed sandpiper could not get enough of the bush.

"Sometimes we might not see a species for two or three years," he said.

"But we always see the sandpiper here in big numbers, and they are always the first to arrive and last to leave."



Mount Isa resident Rex Whitehead has been bird watching in the area for decades. (*ABC North West Qld: Alex Treloar*)

Birdwatching growing in outback Queensland

While it is not fully understood how different birds map their migrations, several studies suggest they use special senses to detect the Earth's magnetic field.

North-west Queensland has always been a hotspot for birdwatching and people travel internationally to visit the region and witness its diverse migratory birdlife.



Mount Isa's Lake Moondarra is a top holiday destination for the sandpiper. *(Supplied: Anushka Anu Dissanayake)*

Mr Whitehead said the industry was growing.

"It's grown sustainably over the last few years, possibly due to people not going overseas," Mr Whitehead said.

He said there were some rare species in the region that many birdwatchers were out to spot.

"We have two endemic birds that are not found anywhere else in Australia, the Kalkadoon grasswren and the Carpentarian grasswren, so a lot of birdos come here to try and tick them off, but they are hard to get," Mr Whitehead said.

Birdwatching might seem relaxing, but Mr Whitehead warned it required a lot of patience.

"I've spent three years looking for one species over many trips and thousands of kilometres," he said.

"It's taught me patience that's for sure. I can sit for hours now and have photographed over 500 species."



10 November 2022

David Bailey
Strategic Project Officer – Development and Community
Adelaide Plains Council

Dear David,

RE: Equine Strategy

BirdLife Australia welcomes the opportunity to comment regarding the proposed Adelaide Plains Council equine strategy. BirdLife Australia has particular interest in this strategy due to the significant impacts of people and their recreational activities on Australia's native resident shorebirds, and the internationally important migratory shorebirds in Gulf of St Vincent coastal areas and on beaches.

BirdLife Australia (formerly Birds Australia) is a highly respected, science-based, not-for-profit conservation organisation. With our specialised knowledge and the commitment of our Australia-wide network of 13,000 members, and more than 100,000 volunteers and supporters, we are dedicated to achieving outstanding conservation results for these native bird species and their habitats, and to work towards their conservation and management.

BirdLife Australia has an extensive program of research and conservation including:

- **Migratory Shorebirds Program** guided by a national, multi-stakeholder Conservation Action Plan 2017 (formerly known as the Shorebirds 2020 program). This operationalises the Australian Government's Wildlife Conservation Plan for Migratory Shorebirds 2015 and includes addressing priority threats to sites within Australia (primarily from recreation and development), developing management plans for sites of national and international significance, resolving key knowledge gaps, and working with partners to reduce threats in the East Asian-Australasian Flyway. A major component of this project is monitoring changes in migratory shorebird populations within key sites in Australia (Hansen et al. 2018).
- **National Beach-nesting Birds (BNB) Program**, developed to address the severe impacts of recreational activities on beaches and coastal habitat changes on the breeding of Australia's resident beach-nesting shorebirds. BirdLife has led recovery efforts for the Hooded Plover (*Thinornis rubricollis*) across Victoria and South Australia including establishment of best practice community behaviour change guided by research, support and coordination toward strategic, national goals, leading recovery team meetings, and review of threat and bird data to adapt management and investment over time.

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Background and BirdLife's involvement with the Adelaide International Birds Sanctuary - Winaityinaityi Pangkara (AIBS-WP)

Over the past thirteen years BirdLife Australia has worked with Green Adelaide (formerly Adelaide and Mt Lofty Ranges NRM) and Birds SA to map and monitor shorebird populations within upper Gulf St Vincent, which takes in the new AIBS-WP land. This work has identified many conservation priorities and associated threats and has made recommendations to mitigate threats and enhance sites for shorebirds and waterbird conservation. Annual reports from this monitoring highlight upper Gulf St Vincent as significant for shorebirds both nationally and internationally. The population monitoring undertaken by BirdLife and supported by Green Adelaide provided the data to advocate for the area to be designated as a sanctuary for migratory shorebirds.

As a member of the stakeholder group known as the 'Collective' and through the 2012-2017 Samphire Coast Icon Project, BirdLife Australia has been involved in providing advice, data, resources, and a mentoring role towards the establishment of the AIBS-WP from the beginning.

The AIBS-WP Management Plan provides an overview of the area's significance for shorebirds and includes key priorities for management.

General Recommendations for Horses on beaches with migratory shorebirds:

Migratory species which visit Australia, such as shorebirds and seabirds, are afforded national protection as a matter of national environmental significance when the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

Under the EPBC Act, 'important habitat' is a key concept for migratory species, as identified in EPBC Act Policy Statement 1.1 Significant Impact Guidelines—Matters of National Environmental Significance 2009.

Gulf St Vincent, including coastal township and National Park areas proposed for potential recreational and equestrian activity is both internationally and nationally important for migratory shorebirds.

The range of migratory shorebirds which regularly occur in upper Gulf St Vincent Gulf coastal areas are protected nationally through the Australian Government's Environment Protection and Biodiversity Conservation Act. A number of species are listed directly as threatened species under this Act, including

The following shorebird species are listed as threatened under the EPBC Act:

Critically endangered

- *Limosa lapponica menzbieri* (Northern Siberian Bar-tailed Godwit spp. menzbieri)
- *Calidris tenuirostris* (Great Knot)
- *Calidris ferruginea* (Curlew Sandpiper)

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- *Numenius madagascariensis* (Eastern Curlew)

Endangered

- *Calidris canutus* (Red Knot ssp. rogersi and piersmai)
- *Charadrius mongolus* (Lesser Sand Plover)

Vulnerable

- *Limosa lapponica baueri* (Western Alaskan Bar-tailed Godwit; spp. baueri)
- *Charadrius leschenaultii* (Greater Sand Plover)

All other migratory shorebird, not listed as threatened, which visit Australia, come under the EPBC 'umbrella' of the Wildlife Conservation Plan (WCP) for Migratory Shorebirds (Commonwealth of Australia 2015).

The EPBC Act Wildlife Conservation Plan for Migratory Shorebirds notes that "within 'important habitat' areas there may be particular habitats that are more valuable than others, such as those used most regularly for roosting and feeding. In promoting the wise use of wetlands, it may be pertinent to strongly protect such habitat from development and recreational activities that may disturb shorebirds, but consider allowing these activities within parts of the broader area."

Important habitat areas, for the purposes of the EPBC Act have been identified in a National Directory of Important Migratory Shorebird Habitat, and includes the Gulf St Vincent Important Shorebird Habitat (area 254). (Weller, et al 2020).

Additionally many decades of data exists, as well as the last 14 years' worth of Shorebird Population Monitoring within Gulf St Vincent coordinated by BirdLife Australia with support from NRM and the Green Adelaide Landscape Board, outlining the importance of these habitats, and importantly the risks of increasing habitat loss and shorebird disturbance.

Under the EPBC Act, an action will require approval from the federal environment minister if the action has, will have, or is likely to have a significant impact on a matter of national environmental significance.

Management Planning should also align with priorities identified in the Federally endorsed Conservation Action Plan for Migratory Shorebirds (MSCAP). The MSCAP is being implemented on a state scale by The South Australian Shorebird Alliance. The Shorebird Alliance working group should be consulted when formulating regional planning for AIBS-WP. Given shorebird habitat in the gulf extends beyond the boundaries of AIBS-WP an ecosystem scale approach should be applied to planning ensuring consistent management across NRM borders.

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Research suggests that disturbance from human activities has a high energetic cost to shorebirds and may compromise their capacity to build sufficient energy reserves to undertake migration. Disturbance which renders an area unusable is equivalent to habitat loss and can exacerbate population declines. Disturbance is greatest where increasing human populations and development pressures may have an impact on important habitats. Migratory shorebirds are most susceptible to disturbance during daytime roosting and foraging periods (Weller and Warren, 2017).

Additionally, the impacts to habit quality also needs to be considered by increased access of recreational activities such as vehicles and horses.

Direct threats to shorebirds include trampling, and disturbance of nesting resident shorebirds.

Ways to mitigate threats to Migratory Shorebirds include:

- Limiting access to defined and formal access tracks
- Installing horse rider targeted signage at rider height and with messaging to encourage environmentally friendly behaviours
- Advice to riders to limit disturbance to flocks of shorebirds, reducing speed and giving a wide berth to reduce birds having to take flight and relocate
- Recommend avoiding direct overlap of critical shorebird roost and foraging areas by creating alternate non-beach access
- Avoid vegetation and riding in dunes
- Monitor horse use of shoreline over time, with a condition to review impacts or reassess access conditions if usage increases beyond historical rate of use, noting that compaction of sand can occur altering the invertebrate communities and thus food web of the beach. Recommend monitoring shorebird numbers, area of use by birds at sites and if possible biannual invertebrate sampling, as part of monitoring of impacts.

Comments on the draft Equine Strategy:

The strategy proposes to establish a horse management policy to guide Council in enabling horse activities balanced with conservation and residential living and tourism. What challenges do you think a policy should consider?

Adelaide Plains Council needs to be cognoscente of these areas when planning for activities, including development and recreational use. Activates or development which may be likely to impact upon a matter of national significance, such as migratory shorebirds, cause disturbance may need to be referred to the Australian Government for assessment.

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On all coastal planning and development matters, Council is obliged to take into consideration the *‘EPBC Act Policy Statement 3.21—Industry guidelines for avoiding, assessing and mitigating impacts on EPBC Act listed migratory shorebird species, Commonwealth of Australia 2017’*. The statement highlights that *“Human disturbance is a major threat to migratory shorebirds in some areas and can have a significant impact on the quality of habitat available to migratory shorebirds”*.

With relevance to national EPBC Act policy In planning an action in an area where migratory shorebirds may occur, Council must consider:

- Whether the action is proposed in an area that contains important habitat for one or more migratory shorebird species.
- Potential impacts—direct and indirect impacts that could result from the action.
- Whether any of these impacts exceed set population thresholds.
- Measures that could be taken to reduce the level of impact, such as timing the impact to coincide with periods when few birds are present.

The national EPBC Policy Statement 3.21 notes that *“Disturbance is emerging as a major conservation issue for migratory shorebirds, particularly because it is so widespread.” Actions which involve disturbance at important habitat areas during vital life cycle stages are highly likely to be significant. Disturbance can result from residential and recreational activities....While some activities may result in only low-levels of disturbance, it is important to consider the combined effects of disturbance with other threats when determining the level of potential impact of a proposed action. (Commonwealth of Australia 2017)*

How do you think equine activity can be fostered within Adelaide Plain’s towns and settlements?

Caution needs to be undertaken with regards to the level of horse activity within coastal and other sensitive remnant habitats. Commercial training activities on coastal beaches of significance to migratory and beach-nesting birds should be avoided, and usage and restrictions on recreational horse riding needs to be managed, with restricted areas and permitting in place.

Whilst the research into impacts of horses on beaches are limited, recent research on Australian beaches (Evans-Clay et al, 2021) indicates that horses activity disrupted the sand matrix, resulting in changes to the populations of surface-active invertebrates. This invertebrate infauna was less abundant and rich at sites with horses.

Horses, like other agents of trampling, might alter invertebrate fauna on beaches, and the richness and abundance of burrowing invertebrates, at many beaches.

These invertebrates living within the beach sand and mud substrates are of high importance for foraging shorebirds.

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So both the potential of increased and incremental disturbance, as well as potential degradation of feeding and roosting habitats are of primary consideration in planning recreational activities within the important shorebird habit areas of Gulf St Vincent.

The strategy proposes to progress opportunities to create a network of off-road trails and calm country roads able to be used for horses. What opportunities can you think of for off road trails and calm country roads?

A previous 2011 Local Government Association SA Discussion Paper on the Management of Off Road Recreation Vehicles in South Australia, notes 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. The LGA report notes that *“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”*.

A key consideration for off road trails will be ensuring that trails are fit for purpose and avoidance of trails not designed for that purpose, mitigating the forging of new trails or riding in wet conditions on certain trail types.

There are also social and safety issues, and there are also considerable risks and incompatibly with regards to current levels of existing legal and illegal or unauthorised trailbike use and horse riding in the district.

Of key consideration in planning, design and management of recreational trails, are the experience and competence of the participant, in this case the both rider and horse.

Aspects of existing work health and safety guidelines for such as the Safe Work Australia (2014) *Guide To Managing Risks When New and Inexperienced Persons Interact With Horses*, should be considered in planning for both commercial and non-commercial recreational horse activities. These have relevance for both trail, horse float areas etc.

The strategy proposes to progress opportunities – as they arise - to create regional trails along the Gawler River including able to be used by horses. This recognises proximity to Lewiston’s Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

As with increased levels of horse riding along coastal stretches, there are also a range of environmental and social impacts which can arise from increasing horse activity along water courses.

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Best practice dictates the restriction of horses directly to water courses. Horse SA note that watercourses must be fenced to restrict horse access. Additionally, the Horse SA 2012, *Action Planner and Horse Property Management Guideline* produced in collaboration with the previous Adelaide Mt Lofty Ranges Natural Resources Management Board notes:

- *When horses are allowed access to watercourses, including creeks, dams or erosion gullies, their hooves can disturb the fragile ground leading to further erosion and disturbance to watercourse beds and banks.*
- *Manure which has been allowed to build up on slopes leading to watercourses can also pollute water. This is more likely during heavy rain, as water runoff will contain nutrients and pathogens.*
- *Research has shown that young animals, including foals on lactating mares, can affect water quality through the introduction of Cryptosporidium and Giardia from their manure.*
- *Studies have shown that livestock do better on reticulated water, than water available from creeks. Creek water is often variable through the seasons and when left in small ponds or with almost no flow will start to taste different as salts and other nutrient concentration becomes higher.*
- *Horse riders using long distance trails need to bring along a collapsible bucket. Horses should be tied away from the watercourse, with the water fetched in a bucket. This will avoid damage to creek banks and beds.*

Horses are well known vectors

Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order to foster opportunities for horse-based experiences in coastal areas. Any comments? What are your ideas for what these could be?

Please refer to the previous comments with regards to migratory shorebirds and other coastal wildlife.

The entrance of horses into important habitats such as the coastal areas of the Adelaide International Bird Sanctuary is not supported by BirdLife Australia.

Landsberg, et al J (2001), outline a number of key matters for concern in a literature review of the impacts of horse riding in conservation areas undertaken to guide horse riding in Canberra Nature Park, a large, fragmented semi-natural park in and around the city of Canberra in the Australian Capital Territory. Key findings of the review include:

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“Because of their relatively large weight and small area in contact with the ground, horses have a relatively high potential for doing environmental damage. Impacts tend to be generally lowest for hikers, followed by motorcycles, horses and four-wheeled vehicles. One study showed horse traffic caused more damage on established trails than motorcycles, off-road bicycles or hikers.

Most published studies of horse-riding impacts in Australia have been conducted in alpine and subalpine environments, and in temperate woodlands and forests on sandstone near Sydney. They have shown that impacts are generally highest in previously untracked areas.

Impacts on established trails are generally most marked on sections of trail that are wet, boggy or steep, and on unplanned and unmaintained trails. Impacts are lowest on constructed and maintained trails.

Trail proliferation, associated with avoidance of untrafficable sections and short-cutting, can be a major problem.

Horses also have potential to spread weeds, because pastures and dried stock feeds contain large numbers of weed seeds that retain high levels of viability in horse manure.

The risk of weed establishment is highest when manure is deposited in disturbed, damp sites, particularly when riding off-track.

Much less weed establishment is apparent when horse riders remain on-track.

Horse riding is a popular activity, but one that is relatively expensive to provide for, and one that may reduce opportunities for lower-impact recreational park users.

For all these reasons it appears socially equitable that provision is made for lower numbers of horse riders compared to numbers of park users involved in lower impact, more passive, recreational activities. “

Weaver et al (1996) note that it is clear that horses are a potentially significant vector in the dispersal of a range of weed species, and that the concerns of managers regarding dispersal of weeds by horses are legitimate. However, banning recreational horse-riding may not necessarily prevent these species from spreading to nature reserves, as alternative vectors are known to disperse these same weed species.

If horse riding into these areas were to be considered there must be enforceable mechanisms for management and compliance and resourcing.

Currently Department of Environment and Water delegations for the management of many NPW Act regulations are at too high a level to be practical for operational

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approaches, with permissions for exemption under the *National Parks and Wildlife (National Parks) Regulations 2016, (1) —Bringing animals into reserve and 38— Compliance with notices and signs* required at a director level, rather than with Ranger / field operations. As such permitting or other mechanisms would be required.

Linkage of wildlife or habitat protection signage under Wildlife management regulations of the NPWS Act, could be developed, similar approaches could be incorporated into council animal management by-laws to provide for management of horses in conservation areas.

Mechanisms under the National Parks and Wildlife Act 1972 to better manage wildlife, habitat and other fauna disturbances by humans, dog walkers and horse riders. Current NPWS Act provisions around molestation of protected animals etc. are clumsy to enforce / use in practice, and the NPWS Act really relates more to take of species rather than disturbance.

Similar to the National Parks and Wildlife (Protected Animals—Marine Mammals) Regulations 2010 under the National Parks and Wildlife Act 1972 a potential Wildlife Conservation Regulation could probably be made under regulations under section 68(1)(c) of the NPWS Act. Unlike marine mammal regulations based on minimum approach distances to the animal, but rather, like the council by-laws approach, link to posted signage around key sites, trail signage and possibly temporary fencing around, roost or feeding sites or habitats. This could be applied to other beach-nesting birds, migratory birds, little penguin and Fairy Tern and potentially other species such as raptors - sea-eagle and Osprey which are particularly prone to human disturbance.

Using a regulated signage approach instead of proposed closed or restricted access zones in the Adelaide International Bird Sanctuary, could be a useful approach, with regards to shorebird and beach nesting bird conservation. This could provide a potential alternative to potentially clumsier park zoning or and have broader more ready response state-wide application across the coast, it could also be a regulation applied beyond parks and potentially apply state wide across all areas in relation to various wildlife species. Additionally within AIBS it could assist with the important shorebird roost areas, however a similar approach by council would be needed to address important sites within township boundaries outside the Park.

Given limited resources, any proposed regulations would probably need to allow for people other than authorised officers under the Act to place signage and temporary fencing under the regulations, such as recognised and suitably trained volunteers, similar to other council's hooded plover approach where we have a notification of council prior to deploying signs etc. and an agreed roles and responsibilities arrangement / beach response plan with Council and rangers.

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Seasonal / gazetted zoned closures may not work for trying to mitigate disturbance to migratory shorebird roost sites because of the variability / changes during the season in roost and feeding sites. Larger site / zone closures which may be unfrequented by birds can cause adverse reactions by the public. This was a key consideration in the more adaptive and local level temporary signage and fencing approach for Hooded Plover – given some of the adverse reaction to large beach closures and other management approaches of similar species such as snowy plover in the United States.

Of course resourcing for compliance is also an issue as well as support for an adequate community monitoring to inform response similar to the Green Adelaide / BirdLife Australia beach-nesting Bird programme and shorebird project. The collaborative approach with Fleurieu and metro councils has taken many years to achieve since initiation of the Hoodie project with BirdLife in the region in 2008.

The use of signage may give a better baseline for rangers and or council authorised officers to caution or infringement notice to be given rather than trying to interpret impact of “molestation” under the NPWS Act.

The regulations could also cover restrictions of dogs and other pets in the area, or movement into important sites for Red-capped Plover and Oystercatchers, seabird rookeries as well as osprey or sea-eagle nests, and link to effective control and harassment of fauna. This could complement the current NPWS Act molestation etc. of protected animals provisions by better defining disturbance of critical nest or roost or habitat sites.

Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about appropriate behaviour in coastal areas. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

There are many learnings that can be applied from two decade’s worth of work to manage the impacts of dogs to beach-nesting birds in the Adelaide metro and Fleurieu Peninsula. Educational approaches may work, but need extensive resourcing and a person to person on-beach approach.

Whilst on-beach signage and identification of important shorebird roost sites or other sensitive habitats sites and restrictions can be effective, these need to be incorporated into NPWS regulation and or council by-laws similar to the successful advocacy for adoption of Hooded Plover by-laws across metro and Fleurieu councils achieved over the last decade. However for these approaches to be truly effective there needs to be good compliance approaches developed and resourced by NPWS and council.

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Of key importance in limiting the impacts of recreational impacts from user groups is personal communication, clear identifiable points of information and people to contact within agencies or council, a long-term approach, collaborative compliance approaches, on-going community education with key user groups.

A proposed strategy is to provide suitable horse infrastructure, such as float parking, signage, and wayfinding in coastal areas. Any comments?

Such facilities should be provided off park on council or private property. Careful consideration is required as to whether this will increase riding activity and exacerbate the myriad of management and conservation pressures already occurring on council land and on park. Weed management in these areas will need to be undertaken and maintained.

Are there obvious facts or information missing in the Strategy or Background Paper?

At a minimum the Strategy or Background Paper should make reference to the Shorebird Population Monitoring within Gulf St Vincent: 2021/2022 Annual Report (Lees & Bartley 2022), Metropolitan Adelaide and Northern Coastal Action Plan (Caton et al 2009), Shorebird Conservation Management Plan (Coleman, 2009), the Natural History of Gulf St Vincent (Shepherd et al 2008), the EAA Flyway Partnership site nomination (2017), Hooves on the Beach; Horses Disrupt the Sand Matrix and Might Alter Invertebrate Assemblages on Beaches (Evans-Clay et al 2021), Horse riding in urban conservation areas: Reviewing scientific evidence to guide management (Lansberg et al 2001), Industry guidelines for avoiding, assessing and mitigating impacts on EPBC Act listed migratory shorebird species (Commonwealth of Australia 2001), EAAFP Information Brochure (2017), Directory of Important Habitat for Migratory Shorebirds in Australia (Weller et al 2020),

If you want to be advised of the outcome of consultation, please write YES

Yes, we look forward to hearing from you.

Yours sincerely,

Kerri Bartley

Sharing our Shores with Coastal Wildlife Coordinator, BirdLife Australia

Email: kerri.bartley@birdlife.org.au

Ph: 0435 544 939

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standing together to stop extinctions

SUBMISSION FORM



Equine Strategy & Background Paper Consultation – September 2022

Using this form is requested but not mandatory. Feel free to answer whichever questions are of relevance to you. If you prefer to email or send a letter, that is appropriate too.

If you need more information, refer to the Equine Strategy and Background Paper under consultation on apc.sa.gov.au/

If you want to discuss the strategy, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by **9am Tuesday 1 November** to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Friends of Adelaide International Bird Sanctuary

Address

Email faibssa@gmail.com

Mobile 0403 800 375 - Mary-Ann van Trigt

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, UNDERLINE YES ANONYMOUS

Economic and Social

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**
-
2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?
-
3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?
-
4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?
-
5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?
-

6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

Friends of Adelaide International Bird Sanctuary support the AIBS as a horse free area.

A conservation balance cannot be achieved if permitting and promoting horse activities in the AIBS as the two are at cross purposes. The AIBS provides essential feeding and roosting habitat for significant migratory shorebirds and resident breeding shorebirds. This coastal habitat is not an optional site for these birds to visit but one that is essential and integral to their survival.

Horse riding activities whether recreational or commercial are totally optional and discretionary and these activities should be undertaken in areas which do not encompass the Bird Sanctuary so as to avoid negative impact to the birds and their habitat. Impacts include, trampling of substrate impacting food sources, destruction of habitat and disturbance during feeding and roosting.

The significance of the Adelaide International Bird Sanctuary and its coastal habitat is that it is essential to around 20,000 visiting migratory shorebirds each year. Many of these species are of international and national significance and visit from the Northern Hemisphere, including the Arctic tundra of Russia and Alaska. The majority of these birds visit between August and April each year with small numbers remaining during the winter months.

- **Australia has three bilateral migratory bird agreements, with Japan (JAMBA), China (CAMBA) and the Republic of Korea (ROKAMBA).** These agreements provide a basis for cooperation on activities for the conservation of migratory birds that move between each country. Species listed on the annexes to these agreements are a matter of National Environmental Significance under the EPBC Act as listed migratory species. Activities which are likely to have significant negative impact to the species protected under the EPBC Act, would require approval from the Minister for Environment. The AIBS has at least 10 listed migratory shorebird species utilise its resources and horse riding activities will significantly impact their ongoing viability. The Adelaide Plains Council should ensure that they uphold these worldwide agreements and EPBC Act requirements and not compromise these essential habitats for the migratory shorebirds.
- If one critical area in the life cycle of these transient migratory birds is unprotected it could spell the collapse of an entire population.
- Because of habitat destruction across the East Asian-Australasian Flyway and land reclamation some species of these birds have decreased by over 80% in the past 20 years.
- From the perspective of the shorebirds there are no wins by having horses utilise the South Australian beaches where they feed and roost for over six months of the year.
- Shorebirds have varied plumage and often blend in well to their environment making them difficult to sight from afar and even close up. The horses on the beaches and adjacent areas have great potential to disturb the birds whilst roosting and feeding, this disturbance results in excess use of energy by the birds and may have the overall effect that the migratory

shorebirds do not attain sufficient weight to undertake their 12,000 kilometre flights to their northern hemisphere breeding grounds.

- **The food of the shorebirds consists of various molluscs and invertebrates which inhabit the sandy substrate. The pounding of heavy hooves compounds the substrate and impacts the viability of the benthic floor where the food sources lives.**

"Horses trample beach infauna such as shellfish (Taylor *et al.* 2012). A study exists regarding this, from New Zealand and which investigated horses and Surf Clams. On average, horse riding resulted in 36.9% mortality within a single hoof print. Extrapolative modelling predicted that the long-term presence of horse riders (and vehicles) would be highly detrimental to shellfish. Shellfish, and other beach infauna, form important parts of food webs on beaches so processes which disrupt these constitute stressors to beach ecologies (Defeo *et al.* 2008; Schlacher *et al.* 2008). "

Refer page 52 para 4

https://www.birdlife.org.au/documents/Belfast_Coastal_Reserve_Draft_Management_Plan_Submission_BirdLife_Australia.pdf

- **The AIBS is also home to resident shorebirds and beach nesting birds** which breed directly on the beach and raise their flightless chicks during August and March each year.
 - o "Horses ridden on beaches and dunes can have direct impacts on the breeding success of beach- nesting birds (Maguire 2008). While most equestrian use of beaches occurs on the wet sand, during high tide periods, horse riders are forced to ride above the high-tide mark. Horses can crush nests if ridden above the high-tide mark or in the dunes; they can crush chicks, particularly if ridden swiftly along the beach, as chicks cannot move as quickly out of their path, and; they could potentially collide with and injure or kill adults. Excessive disturbance by horse riders can also contribute to nest failure through exposure of eggs and chicks to thermal extremes, predators and energetic stress. Horses, being heavy, hoofed animals, also have an impact on the physical habitat. If ridden in the dunes, they contribute to heavy erosion, and when ridden on the soft sand of the beach, leave craters that make chick navigation across the beach difficult (Weston 2003). "
 - o Refer page 52, para 2
https://www.birdlife.org.au/documents/Belfast_Coastal_Reserve_Draft_Management_Plan_Submission_BirdLife_Australia.pdf

Destinations and Trails

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?

Friends of Adelaide International Bird Sanctuary would like to see equine based activities to be considered **only** in areas *which do not* impact on the Adelaide International Bird Sanctuary

8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and

further horse related attractors, such as horse adventure parks and horse based public art. Any comments? -

9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements?**

-

10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?

-

11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston's Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

-

Coastal Destinations and Trails

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?

Friends of Adelaide International Bird Sanctuary do not support the presence of horses in the Adelaide International Bird Sanctuary (AIBS).

The Adelaide International Bird Sanctuary is a sanctuary and should be a safe space for tens of thousands of visiting migratory shorebirds each year who utilise the area to roost and feed in preparation for a 12,000 kilometre flight to their northern hemisphere breeding grounds. To open the AIBS to horses on the coastal and adjacent areas will add a significant stressor to the lives and wellbeing of the shorebirds and could severely impact their ability to gain sufficient weight to undertake their migratory journey.

The use of the coastal environment of the AIBS for recreational equine purposes is a discretionary activity, and its impact to the wellbeing of the shorebirds and their habitat is directly contradictory to the reason for protecting this area for the birds.

- Horses should not be permitted on the coastal areas of the AIBS
- Prevention of disturbance to the birds is paramount and should not be compromised by recreational or commercial horse riding in the AIBS.
- hooves can easily crush resident shorebird nest and flightless chicks.
- Heavy pounding of hooves compacts the substrate and can impact the viability of the food source of shorebirds
- Bilateral migratory bird agreements with other countries along the East Asian-Australasian Flyway, Japan, China and Republic of Korea provide an undertaking that Australia will protect the habitat to ensure conservation of these birds, many species which are now endangered.
- The effects and adverse impacts of horses in a sensitive conservation area are accumulative, often irreversible and many users will be oblivious to the true detriment and increased pressures to shorebirds of their activity in this sensitive conservation zone.

- Although the Management Plan for the AIBS mentions that horse riding is permissible under regulated access and promotion of “minimal impact behaviours”, we agree with Birds SA that this is contradictory to the overall objective of the AIBS
- To ensure Australia does its best to protect the environment for the visiting migratory shorebirds who are truly birds of the whole world, we must act appropriately to uphold our undertaking with the bilateral migratory bird agreements, the protections provided by the EPBC Act and say no to horse riding activities within the AIBS.

13. Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

It is extremely difficult for trained observers of shorebirds to locate the birds at times, especially when they are roosting (resting) and it is accepted that persons with little or no appreciation or awareness of the birds could easily overlook the birds. The best option is to not permit horses in the AIBS to avoid the impact of horses in the environment of the AIBS.

How can you prevent horses trampling over the nest of beach nesting birds? – prevent the horses from being there in the first place. By their very nature our resident beach nesting birds are very discreet in locating their ground nest. They camouflage very well with their environment and are very vulnerable.

Providing detailed awareness of the significant negative impact of horse riding activities in the AIBS would hopefully result in prospective riders to seek alternative spaces for their activity.

14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?

Friends of Adelaide International Bird Sanctuary are against any use and promotion of coastal AIBS areas for recreational or commercial horse activities.

FAIBS suggest that funding for infrastructure for horse related activities be diverted from AIBS coastal areas to areas which will not impact the sensitive and protected habitat of the Sanctuary.

By providing funds and supporting horse activities in the Sanctuary the Adelaide Plains Council are supporting the degradation of habitat, increasing disturbance to levels which the users will not be cognisant of and eroding the protections the Sanctuary provides to these important international and resident shorebirds. Any investment to support horse riding activities in the AIBS sends the wrong message to persons who may consider riding in the coastal AIBS. Horse riding activities should not be undertaken in this area and is contradictory to the leading principles in declaring the area an International Bird Sanctuary.

15. Are there obvious facts or information missing in the Strategy or Background Paper?

Cognisance of the importance of the AIBS and the reasons for the establishment of a Sanctuary for visiting international shorebirds.

The AIBS is not a suitable area for equine recreational activity and proposals to permit horse activity in this area are in direct conflict with the protections provided to our resident and migratory shorebirds.

- The prime influx of migratory shorebirds and the breeding of resident shorebirds is from August to April – this coincides with months that horse riders may view as optimal times to visit the coast
- Shorebirds are already subject to disturbance of persons, dogs off lead, crabbing activities, predators (foxes etc)
- The promotion of horse riding activities and the resultant accumulative significant adverse impacts within the AIBS may trigger necessary consultation under The Environment Protection and Biodiversity Conservation Act 1999.
- Considerations of National and State Migratory Shorebird Conservation Action Plans.

Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan 2020

Key challenges and opportunities in the protection and management of the park are:

- Maintaining and enhancing the quality and extent of habitats and food resources in the park so that they can continue to support migratory and resident shorebirds, waterbirds, bush birds and sea birds
 - Enabling coastal access for public use and enjoyment in a way that shares the beaches with shorebirds and minimises disturbance during critical roosting and foraging periods
 - Fostering greater appreciation, care, and custodianship of the park within the community
- <https://cdn.environment.sa.gov.au/environment/docs/aibs-management-plan-2020.pdf>

We believe the promotion and allowing of horses in the AIBS is contrary to the principles outlined in the AIBS Management Plan.

Environment Protection and Biodiversity Conservation Act considerations:

Thirty-seven international migratory shorebird species regularly visit Australia each year. These species are listed as migratory under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Listed migratory species are a [matter of national environmental significance](#).

This policy statement is intended to provide a guide for stakeholders in assessing the likelihood of a proposed action having a significant impact on one or more migratory shorebird species in Australia.

The policy statement should be read in conjunction with [Significant impact guidelines 1.1 - matters of national environmental significance](#).

There may be other [EPBC Act policy statements](#) which provide further guidance.

Birdlife Australia Migratory Shorebird Conservation Action Plan 2017

https://www.birdlife.org.au/documents/SB-Migratory_Shorebird_Conservation_Action_Plan.pdf
 Outlines the conservation challenges for migratory shorebirds in the East Asian-Australasian Flyway, the domestic and international partners working to support migratory shorebird populations and their habitats. Page 19 3.3 Anthropogenic disturbance

Please note that an Adelaide International Bird Sanctuary and Flyway Site Conservation Action Plan is currently being drafted.

16. Any other comments?

The historic use by horse on the shores within APC does no longer align with the documented environmental significance of the area as a declared International Bird Sanctuary.

-Alternative sites, trails and options are available and should be sought for recreational, commercial and discretionary horse activities.

-The discretionary use of this environmentally significant area should be banned and discouraged and not promoted or supported for activities which accumulatively will result in severe detriment to the important, visiting migratory shorebirds and breeding resident shorebirds.

-The true cost of promotion of such activities will negatively impact many threatened species and will have a global impact.

-To promote the use of horses in the sensitive coastal environment undermines the establishment of the AIBS and all efforts on a global and Australia-wide scale which have been undertaken to protect and promote awareness of this significant and very special environment for migratory shorebirds, many species which are already in decline.

-Please put the survival of the world's migratory shorebirds and this important and sensitive habitat first.

17. If you want to be advised of the outcome of consultation, please write YES

Yes.

Are you registered in the online business and community directory?

Horse based business and horse clubs are invited to register on Council's online business and community directory. The directory provides a guide community groups and businesses located in the District.

apc.sa.gov.au/our-council/business-and-community-directory

SUBMISSION FORM



Equine Strategy & Background Paper Consultation – September 2022

Using this form is requested but not mandatory. Feel free to answer whichever questions are of relevance to you. If you prefer to email or send a letter, that is appropriate too.

If you need more information, refer to the Equine Strategy and Background Paper under consultation on apc.sa.gov.au/

If you want to discuss the strategy, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by **9am Tuesday 1 November** to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name: *Alvin Jenkin (representing the Coalition of Coastal Communities Inc)*

Address: *PO Box 199, DUBLIN SA 5501*

Email: *coalitioncoastal@gmail.com*

Mobile: *Land Line 8529 2504*

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, UNDERLINE YES ANONYMOUS

Economic and Social

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**

NO COMMENT
2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?

NO COMMENT
3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?

NO COMMENT
4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?

NO COMMENT
5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about

responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?

NO COMMENT

6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

Careful consideration needs to be given to horse activities in coastal areas and particularly in proximity to the Adelaide International Bird Sanctuary National Park. Concerns are the destruction of habitat due to the actions of horses hooves, grazing on sensitive vegetation, and the spreading of weeds through the deposit of manure, and the potential of destruction of nesting areas.

Destinations and Trails

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?

NO COMMENT

8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and further horse related attractors, such as horse adventure parks and horse based public art. Any comments?

NO COMMENT

9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements?**

There should be no activity within the coastal settlements apart from exercising on the mud flats of Port Gawler and Port Parham. Where possible, horses should be kept out of the township of Port Parham, although they would be acceptable in the rural blocks to the north of the township

10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?

NO COMMENT

11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston's Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

NO COMMENT

Coastal Destinations and Trails

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?

The Coalition of Coastal Communities is proposing walking and cycling trails from Port Gawler to Port Parham through and near the national park. We have had discussions with DEW and discussions have included the possible potential for such trails to be shared with horses as indicated in the background paper (trail 4). DEW are adamant that horses are not acceptable on such trails due to reasons given above ie

- *Erosion impacts of horses hooves*
- *Uncontrolled grazing on sensitive vegetation*
- *Potential for damage to nesting areas*
- *High potential of spreading of weeds through manure deposited in the area*
- *Horse riders rarely clean up the horse manure, which then poses accessibility hazards for cyclists and walkers alike*

We expect that DEW will respond to this consultation confirming their views on this.

Further, unless suitable float parking areas can be established, horse access to the communities of Webb Beach, Thompson Beach, and Middle Beach should be restricted. The close proximity of the National Park of these communities makes it difficult to ensure compliance with the rules relating to the use of horses in the National Park, and therefore horse use in these areas should be discouraged.

13. Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

The rider information sheet is good step in the right direction. A cynical comment could be : horses can't read, but can their handlers?. A small minority do not have common sense, and they make it hard for the majority of good handlers.

14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?

See comments under 12 above

15. Are there obvious facts or information missing in the Strategy or Background Paper?

NO COMMENT

16. Any other comments?

NO COMMENT

17. If you want to be advised of the outcome of consultation, please write YES

YES

Are you registered in the online business and community directory?

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Please return this form by **9am Tuesday 1 November** to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Kate Buckley

Address 16 Swan Avenue, KLEMZIG SA 5087

Email buckleyk1@bigppond.com

Mobile 0428 887 786

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, UNDERLINE YES ANONYMOUS

Economic and Social

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**

Council could display their planned future land clearance for housing development, so that horse clubs and related business could be better informed for their own future planning processes.

2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?
3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?
4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?

5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?
6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

The greatest challenge is the complete lack of ensuring that guidelines or by-laws are obeyed. “The Adelaide International Bird Sanctuary” is an absolute gem for the Adelaide Plains Council, as far as “tourism” is concerned. The CONSERVATION of the “Adelaide International Bird Sanctuary” by the Council, is LIMITED at best.

The protection of the beaches from marauding crabbers is only brought to the attention of PIRSA by local residents or people undertaking bird-surveys. That is, PIRSA responds if somebody makes a phone call – there is no regular “presence” of authority to deter the destruction of this beautiful coastline. Yes, there is signage about vehicles on the beach, about the legal size of crab catch – but without a regular, unexpected “authority presence” these are ignored daily!

The “Adelaide International Bird Sanctuary” could be well promoted for overseas tourists to see the amazing Migratory Wader birds that over-summer on the coast of Gulf St.

Adelaide Plains Council could gain the support of our learning institutions, that is, the Universities, with respect to “educating” fee paying International Students on the conservation issues related to crab size and crab catch.

Destinations and Trails

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?
8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and further horse related attractors, such as horse adventure parks and horse based public art. Any comments?

9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements?**

With discussion and careful planning, an "off road" riding trail could be developed around Two Wells and from Two Wells to Virginia, Malalla and other settlements, however, I do not believe that Equine activity should be permitted along Gulf St Vincent given the already lack of protection of the "Adelaide International Bird Sanctuary". I am aware that horses are permitted on part of the Thompson Beach area as part of the original "Management Plan" for this area – however, as no "controls" have been put in place to ensure that the Equine Community respect the limitations of their access- and given the decimation of this area for the feeding of Migratory Wader birds, I believe that horse riding along this coast should not occur.

10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?

There could be a series of "out and back" trails fanning out from places like Malalla or Two Wells. For the reasons given above, I do not think it is appropriate for any of the beaches along Gulf St Vincent to be part of "off-road horse trails"

11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston's Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

The planting of Australian Native plants at Riverlea is essential and would provide a pleasant shaded area for the development of a riding trail – huge expense on bringing in Palm Trees could have been better used in developing a riding trail surrounded by indigenous trees and shrubs, reducing wind, dust and sun exposure.

Coastal Destinations and Trails

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?

As I have mentioned above, the coastal areas, that is, Gulf St Vincent, have WORLD WIDE significance for the Migratory Wader birds. Gulf St Vincent is a true gem as the MOST IMPORTANT southern feeding ground for the Migratory Waders over the southern hemisphere summer – October through to March.

CONSERVATION of this coastline is paramount to the continued survival of these birds.

There are so many other “experiences” that horse riders can have that do not involve this precious coast line – BUT – THERE IS NO WHERE ELSE THAT THESE BIRDS CAN FEED!!!

These birds need to feed undisturbed before their long flight back to the Northern Hemisphere. They need the “soft” mud of Gulf St Vincent, and the beach and sea grass for roosting.

13. Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

Education is a fine thing, as well as “Information Sheets”, but if no authoritative presence is regularly, on weekends, on these beaches, humans being what they are, will not abide by any guidelines – this is proven every weekend at Thompson Beach with the marauding, visiting, crabbers – in most cases not the local folk, they respect the sensitivity of the environment they have chosen to live in.

14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?

Off-road parking in the Thompson Beach area is extremely limited. To make further, safe, off-road space for vehicles towing horse-floats would necessitate the clearing of native vegetation along the levee on The Esplanade.

Absolutely not appropriate given the small amount of vegetation that is on that side of The Esplanade.

No restraint has been shown with regards native vegetation in the current “total clearance” of blocks for building purposes – seems the Council has placed no restrictions on “block clearance” – every building block can be completely “cleared”!!

Therefore, the native vegetation on the levee along The Esplanade is paramount to the survival of bio-diversity in this area, for example, Sleepy Lizards, Skinks and at least 20 “Bush-bird” Species.

15. Are there obvious facts or information missing in the Strategy or Background Paper?

There is no mention of how “Guidelines” would be enforced. Will the Council have staff rostered on weekends to “police” and protect the beaches along Gulf St Vincent if you permit horse trails in this area??

16. Any other comments?

Please be mindful of just what Thompson Beach has to offer as an international Tourist destination for Bird observation – it is under-appreciated by many local folk.

17. If you want to be advised of the outcome of consultation, please write YES

YES

Are you registered in the online business and community directory?

Horse based business and horse clubs are invited to register on Council's online business and community directory. The directory provides a guide community groups and businesses located in the District.

apc.sa.gov.au/our-council/business-and-community-directory

Kate Buckley
2008-2022

BIRDS MOST LIKELY TO BE SEEN THOMPSON BEACH
(Brackets indicate rarely seen) (**Bold indicates commonly seen**)

MIGRATORY WADERS

Red-necked Stint
Red Knot
Great Knot
Ruddy Turnstone
Bar-tailed Godwit

Common Greenshank
Grey Plover
Pacific Golden Plover
Curlew Sandpiper
Sharptailed Sandpiper

Terek Sandpiper
Eastern Curlew
(Marsh Sandpiper)
(Wood Sandpiper)
(Pectoral Sandpiper)
(Black-tailed Godwit)
(Ruff)
(Common Sandpiper)
(Grey-tailed Tattler)
(Greater Sandplover)
(Lesser Sandplover)

BEACH BIRDS

Pied Oystercatcher

Sooty Oystercatcher
Masked Lapwing

Red-capped Plover
Double-banded Plover
(Migrates from NZ - nests
on South Island)

WATER BIRDS

Australian Pelican
Banded Stilt
Grey Teal Duck
Silver Gull
Black-winged Stilt
Pacific Gull
White-faced Heron
Australian White Ibis
Royal Spoonbill
Yellow-billed Spoonbill
Great Egret

Little Egret
Pied Cormorant
Little Pied Cormorant
Little Black Cormorant
Caspian Tern
Crested Tern
Fairy Tern
Whiskered Tern
(Gull-billed Tern)
Black Swan
Red-necked Avocet

(Glossy Ibis)
Chestnut Teal Ducks
Pacific Black Ducks
Australian Shelduck
(Hoary-headed Grebe)

BUSH BIRDS

Willie wagtail
Red Wattlebird
Singing Honeyeater
Spiny-cheeked Honeyeater
White-browed Babbler
Crested Pigeon
Australian Magpie
Grey Butcherbird
Little Raven
Australian Raven
Magpie Lark
Grey Shrike-thrush

SEASONAL BUSH BIRDS CORRIDOR

Brown Songlark
White-winged Triller
Rufous Songlark
Budgerigars
Red-backed Kingfisher
Tree Martins
Welcome Swallow
Skylark
Horsfield's Bronze Cuckoo
Black-eared Cuckoo
Striated Pardalote

Silvereye

White-fronted Chat

Brown Quail

Galah

Little Corella

Elegant Parrot

Blue Bonnet

White-winged Fairy-wren

Australasian Pipit

RAPTORS

Spotted Harrier

Nankeen Kestrel

Brown Falcon

Black Kite

Whistling Kite

Black Falcon

Black-shouldered Kite

Peregrine Falcon

Australian Hobby

INTRODUCED SPECIES

Rock Dove

Common Starling

House Sparrow

Spotted Dove

Common Blackbird

OTHER SPECIES

Echidna

Sleepy Lizard

Skinks

Equine Strategy Consultation Report and Response to Submissions



February 2023

Purpose

The purpose of this report is to outline consultation undertaken, submissions received and proposed responses to submissions on the draft Equine Strategy and Background Paper.

Consultation

A plan for consultation was prepared which outlined the goals of consultation, relevant stakeholders, and the methods to be used.

The goals of consultation were to:

- obtain information to refine the Strategy and the Background Paper to be brought back to Council for consideration for adoption
- inform future work packages, which may be scopes for more detailed studies, grant applications or advocacy.
- foster relationships between horse clubs, business, residents and council.

Stakeholders included other levels of government, State wide peak horse bodies, local horse and resident groups (see Stakeholders for Equine Strategy)

The methods used included:

- draft Equine Strategy and Background Paper on Website
- Public Notices in Echo and Plains Producer
- a Submission Form with a range of questions to prompt responses
- inviting comments of State level stakeholders, local horse clubs and known horse businesses via direct email
- seek discussions 1 on 1.

A workshop was planned to enable stakeholders opportunity to discuss the proposals in the strategy. Due to the approach to council elections caretaker period, this workshop was not able to be conducted. People who had expressed interest in attending were offered the opportunity for 1 on 1 discussion.

Consultation commenced 20 July and with submissions requested by 23 August 2022. Recognising reporting back would occur after the Council elections, and the complex and high-level nature of the strategy, stakeholders were advised via email of the opportunity to take more time to make a submission if they needed.

Stakeholders for Equine Strategy (submissions in bold; discussions in italics)	
Peak Horse Bodies and State Agencies <ul style="list-style-type: none"> • Equestrian SA • Horse SA • Harness Racing SA • SA Dressage • RSPCA • Animal Welfare League • Office of Recreation, Sport & Racing 	APC Local <ul style="list-style-type: none"> • Adelaide Plains Equestrian Club • Mallala Equestrian Centre • Mallala Showjumping Club • Reeves Plains Arena • Two Wells Equestrian & Pony Club • Two Wells Trotters Association • Gawler River Pony Club

<ul style="list-style-type: none"> • Planning & Land Use Services • Australian Rail Track Corporation • Primary Industries SA • Department of Environment & Water • <i>Department of Infrastructure & Transport</i> 	<ul style="list-style-type: none"> • PhEVA • Various Horse Businesses • <i>Adelaide University Roseworthy</i> • Barossa Horse Rides • North and Yorke Landscape Board • Friends of Adelaide International Bird Sanctuary • <i>Defence Port Wakefield Proof Range</i> • Dublin History • Mallala Museum • Two Wells Regional Action Team
<p>APC Regional</p> <ul style="list-style-type: none"> • National Parks & Wildlife Service re Adelaide International Bird Sanctuary • Gawler River Flood Management Authority • RDA Barossa • Northern Yorke Landscape Board • City of Playford • Light Regional Council • Wakefield Regional Council • Town of Gawler • <i>Coalition of Coastal Communities</i> • <i>Defence re Proof Range</i> 	



PUBLIC CONSULTATION Equine Strategy

Council is inviting submissions in relation to its draft Equine Strategy.

The Equine Strategy proposes actions to foster:

- the role of horses in the Adelaide Plains economy and community
- valued horse places such as Lewiston's Animal Husbandry Area
- opportunities to create a network of off-road shared paths and calm country roads able to be used by horses and riders.

The draft Equine Strategy, Background Paper and Submission Form are available on Council's website apc.sa.gov.au. Hard copies may be obtained, at no cost, from Council's Principal Office, 2a Wasleys Road, Mallee or the Two Wells Service Centre, 69 Old Port Wakefield Road, Two Wells.

A workshop will be held at the Two Wells Council Chamber, 65 Old Port Wakefield Road, on Wednesday 12 October from 3 – 5pm. Please RSVP to info@apc.sa.gov.au by 5pm, Monday 10 October.

Written submissions – preferably using the Submissions Form – must be received by **9am, Tuesday 1 November 2022** and addressed to:

Adelaide Plains Council
Submission – Equine Strategy
By email: info@apc.sa.gov.au
Or by post: PO Box 18, MALLALA SA 5502

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. Please indicate in your submission if you wish your correspondence to remain anonymous for the purposes of a report to Council.

Enquiries may be directed to David Bailey, Strategic Projects Officer at info@apc.sa.gov.au or (08) 8527 0200.

James Miller
Chief Executive Officer
Adelaide Plains Council

Public Notice

SUBMISSION FORM



Equine Strategy & Background Paper Consultation – September 2022

Using this form is requested but not mandatory. Feel free to answer whichever questions are of relevance to you. If you prefer to email or send a letter, that is appropriate too.

If you need more information, refer to the Equine Strategy and Background Paper under consultation on apc.sa.gov.au/

If you want to discuss the strategy, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by **9am Tuesday 1 November** to info@apc.sa.gov.au or to **PO Box 18, MALLALA SA 5502.**

Name

Address

Email

Mobile

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, UNDERLINE YES ANONYMOUS

Economic and Social

1. What are your ideas about how Council could **best work with local horse clubs and equine related businesses to enable their future?**
2. Informal engagement flagged the **lack of a local after-hours vet** added costs and was a barrier to residents seeking after hours vet servicing. Any comments?
3. The statutory planning system is the **rules by which land can be used and buildings developed regarding horses**. Do you think any changes are needed?
4. A proposed strategy is to increase awareness about **planning for horses in emergencies**. Any comments?
5. Many residents keep horses on their **Rural Living allotments, with some lots being dusty and with loss of greenery and biodiversity**. A proposed strategy is to increase awareness about

responsible land management of Rural Living allotments. Any ideas on the best ways to achieve this?

6. The strategy proposes to establish a horse management policy to guide Council **in enabling horse activities balanced with conservation and residential living and tourism**. What challenges do you think a policy should consider?

Destinations and Trails

7. Council proposes to **work with Regional Development Australia in supporting the proposed International Equine Centre** at Roseworthy Campus. What do you think the benefits of an international equine centre for Adelaide Plains could be?
8. Council proposes to foster horse activity in the **Lewiston and Two Wells Rural Living/Animal Husbandry area**. This could be through more trail experiences, an extended trail network, and further horse related attractors, such as horse adventure parks and horse based public art. Any comments?
9. How do you think **equine activity can be fostered within Adelaide Plain's towns and settlements**?
10. The strategy proposes to progress opportunities to **create a network of off-road trails and calm country roads able to be used for horses**. What opportunities can you think of for off road trails and calm country roads?
11. The strategy proposes to progress opportunities – as they arise - to create **regional trails along the Gawler River including able to be used by horses**. This recognises proximity to Lewiston's Animal Husbandry as well as more residents at Riverlea and Virginia. Any comments?

Coastal Destinations and Trails

12. Council proposes to work with the Department of Environment and Water (who are responsible for the Adelaide International Bird Sanctuary) in order **to foster opportunities for horse-based experiences in coastal areas**. Any comments? What are your ideas for what these could be?
13. Council proposes to work with Department of Environment and Water and local horse clubs in educating riders about **appropriate behaviour in coastal areas**. A Rider Information Sheet was recently consulted about at Parham. Any comments? What are the best communication methods?

14. A proposed strategy is to provide **suitable horse infrastructure, such as float parking, signage, and wayfinding** in coastal areas. Any comments?
15. Are there obvious facts or information missing in the Strategy or Background Paper?
16. Any other comments?
17. If you want to be advised of the outcome of consultation, please write YES

Are you registered in the online business and community directory?

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apc.sa.gov.au/our-council/business-and-community-directory

Response to Submissions

Submitter	Submission	Comment	Amendment to Strategy or Background Paper
Office of Recreation, Sport and Racing (ORSR)	<p>ORSR assists clubs to adapt their operations for the community now and into the future.</p> <p>ORSR's Club of the Future Guide supports clubs, including pony, equestrian and horse clubs, to explore innovative ways to deliver quality experiences, share resources, services and facilities, increase affordability and promote contemporary approaches to volunteering.</p> <p>It is through ORSR's Club of the Future (COTF) initiative that Councils can best work with local horse clubs and equine related businesses to enable their future.</p> <p>COTF initiatives provide tools for clubs, such as innovative case studies and educational resources, to better support them to evolve alongside changing community needs.</p> <p>ORSR's ongoing involvement in the broader racing industry is as a result of an initiative of government that supports strategic governance recommendations.</p> <p>ORSR's involvement with the racing industry extends only to providing policy advice to the Minister and the administration of a stimulus package through the Racing Industry Fund.</p> <p>ORSR has reviewed the draft Strategy.</p>	ORSR's Club of the Future initiative offering support for clubs – including horse clubs – is acknowledged. It is appropriate to reference this initiative in the Equine Strategy and the Background Paper.	Refine Equine Strategy and Background Paper to reference ORSR's Club of the Future initiative

Submitter	Submission	Comment	Amendment to Strategy or Background Paper
Australian Rail Track Corporation	<p>ARTC own, maintain and control train movements in the existing rail corridor. This includes;</p> <ul style="list-style-type: none"> commercial freight trains up to 1.8 kms long and can be double stacked in height with containers. passenger trains The Ghan & The Indian Pacific. <p>Rail activities and train movements can occur at any time of the day or night.</p> <p>The above established activities do generate noise from time to time. ARTC uncertain of the impact if equestrian activities occur in the vicinity of the rail corridor.</p>	<p>The draft Equine Strategy section on Destinations and Trails states: 'Further investigations should consider:</p> <ul style="list-style-type: none"> An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River' <p>This should be amended to include reference to ARTC train crossings.</p> <p>The Background Paper discusses opportunities for further shared trails – including for horses - and is silent on matters associated with ARTC train crossings and land.</p>	<p>Refine Equine Strategy and Background Paper on trails to reference matters associated with ARTC train crossings and land.</p>
	<p>Access into the rail corridor is prohibited and restricted via ARTC's 3rd Party Access process. Generally, this involves application processes (including fees), rail industry worker accreditation and dedicated protection officers being present.</p> <p>ARTC is not obliged to contribute to fencing or upgrading of any existing fencing along the rail corridor pursuant to Section 15 of the <i>Railways (Operation and Access) Act 1997</i>. Any fencing improvements adjacent to the rail corridor would be the responsibility of the land owner.</p>	<p>Noted.</p>	<p>Continue with Strategy.</p>

	Whilst it is only applicable in the rail corridor, any high visibility safety clothing worn must be orange in colour and not red or green that may interfere with rail signalling.	Council's Infrastructure and Environment Team has been advised	Continue with Strategy.
Submitter	Submission	Comment	Amendment to Strategy or Background Paper
Gawler River Flood Management Authority	The Gawler River is subject to major flooding, on average once every 10 years. "Planning for horses in emergencies" should include development of flood management and action plans for properties that are within known flood inundation areas.	<p>Council works with a range of State Government and Australian Government authorities on emergency management. This includes the National Emergency Management Agency, the State SES, and the Barossa Zone Emergency Management Committee.</p> <p>The Equine Strategy proposes a strategy 'Increase awareness about planning for horses in emergencies' and a range of communication activities.</p> <p>The Gawler River flood hazard impacts the Lewiston and Two Wells Rural Living/Animal Husbandry Area.</p> <p>Emergencies also include heat events, coastal flood, and fire.</p>	Continue with the Equine Strategy proposing a strategy 'Increase awareness about planning for horses in emergencies' and a range of communication activities.
	The Gawler River water course is predominantly held in private ownership. Land access agreements, or perhaps longer-term establishment of a contiguous linear reserve to the coast, will be required to facilitate proposed trails – including for horses - along the river.	<p>The draft Equine Strategy section on Destinations and Trails states: 'Further investigations should consider:</p> <ul style="list-style-type: none"> An extended trail network able to be shared by walkers, cyclists and horse riders 	Refine Equine Strategy and Background Paper to reference relevant guidelines, and to envisage horse trails

		<p>connecting north, east, west to Two Wells and south to Gawler River'</p> <p>Further trails will need to have regard to relevant standards, including Austroads Guide Part 6A: Pedestrian and Cycle Paths. Based on ongoing discussions with ARTC, Council officer's awareness of relevant ARTC guidelines is increasing.</p> <p>Acknowledging numerous hazard planning, funding and land tenure challenges with Gawler River, a longer-term vision for recreation outcomes – including for horses - in light of northern plains population growth and proximity to the Animal Husbandry Area makes sense. This is the main rationale for the proposed strategy.</p> <p>Acknowledging coastal horse activity is limited to continuing the historic level of activity rather than looking to grow activity, the hypothetical horse trail map should be refined to remove the hypothetical 'horse' trail idea immediately east of AIBSNP-WP and to envisage horse trails principally east of Port Wakefield Highway. This acknowledges the practical and legal challenges with horses crossing Port Wakefield Highway.</p>	<p>generally east of Port Wakefield Highway.</p>
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Submitter	Submission	Comment	Amendment to Strategy or Background Paper
Department of Environment and Water (DEW)	<p>Council's 'Tourism & Economic Strategy' combined with its 'Growth Strategy' and the predicted population growth forecast for the Northern Adelaide area, provides many challenges and questions around the long-term suitability and sustainability of horse riding within the coastal zone. Council's Tourism and Economic Strategy identified the coast and its natural assets as a 'Tourism and Economic Advantage.' Fishing, crabbing and habitat for shorebirds all rely on healthy ecosystems, with critical areas being managed for conservation under the <i>National Parks and Wildlife Act 1972</i> and <i>Marine Parks Act 2007</i>.</p> <p>If Council is looking to leverage these advantages and maintain the ecosystems that support them, a successful horse management policy will require a comprehensive understanding of the impact of both horse riding, and cumulative visitor use on migratory and resident shorebirds, targeted fish species and their habitat.</p> <p>For example, successful Migratory Shorebird Management requires disturbance minimisation, healthy invertebrate populations and mudflat condition, safe roosting and feeding sites and healthy mangrove, saltmarsh, clay pan and coastal dunes systems. Combined with predicted sea level rise, adequate retreat areas are required for these systems to migrate to. The predicted population growth and increased usage of the coast is going to place further pressure on these systems identified as 'Tourism and Economic advantages.'</p>	Noted	Continue with Strategy

	<p>Current horse-riding activity along this stretch of coast could be considered low level and isn't actively promoted. Whilst the <i>Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan 2020</i> allows for horse riding at certain locations within the park, the management plan also provides the ability to reduce disturbance impacts by 'regulating access' if the need arises.</p> <p>The tipping point for this hasn't been identified but shorebird disturbance impacting migration combined with further population declines would likely be the driver in implementing such management strategies.</p> <p>While current horse-riding activity is low, active promotion of horse riding and facilitating horse riding growth along the coast in the short term has a high likelihood of creating visitor use issues and negative impacts on Council's Tourism and Economic Advantage over the medium to long term as the population in Northern Adelaide increases.</p> <p>There are several opportunities further inland for well managed and sustainable horse-riding activities and trails. From a 'Marketing and Branding' perspective, focusing on these areas for horse riding trail development will help to promote the rural living aspects of the Adelaide Plains Council (APC) area while maintaining the natural systems along the coast which APC residents and visitors enjoy.</p>	<p>The following influences coastal horse experiences:</p> <ul style="list-style-type: none"> • Shorebirds are a matter of national significance under the Australian Government <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC) • The Flyway site includes the coastal settlements • The Flyway is under an Australian Government Partnership for the Conservation of Migratory Waterbirds and the Sustainable Use of their Habitats. This is a Ramsar convention regional initiative. The Partnership is a voluntary collaboration of effort focusing on protecting migratory waterbirds, their habitat and the livelihoods of people dependant on them • The Flyway Site Network is a non-binding, collaborative "project" and is not a legal entity. The Australian Government is signatory to the partnership¹ • The Flyway site is not legally constituted under the EPBC • The Australian Government Wildlife Conservation Plan for Migratory Shorebirds² has four objectives: 	<p>Update the Strategy and Background Paper to envisage continuing the historic level of horse activity at Parham and Pt Gawler and to work with DEW should other opportunities arise.</p> <p>Update the Equine Background Paper to reference the EAAF.</p>
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¹ [Implementation Strategy for the East Asian–Australasian Flyway Partnership: 2007-2011 - DCCEEW](#)

² [Wildlife Conservation Plan for Migratory Shorebirds \(dcceew.gov.au\)](#)

	<p>Although AIBSNP-WP allows for limited horse riding, promoting and encouraging growth of equine activity proposes multiple considerations for DEW. The management plan states that the 'Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara will be managed to minimise disturbance to the natural ecological processes that support life in the Park, to protect natural and cultural values, to improve integrity of important ecological communities, and to enable people to enjoy the park'.</p> <p>As the area's use increases, adaptive management actions will be required to ensure the long-term success of the National Park, particularly to ensure that shorebird habitat requirements are maintained.</p> <p>Cumulative disturbance impacts from park users are of real concern with current visitor usage. Soil compaction and erosion, vegetation loss and increased nutrient loads are also factors front of mind for future visitor use planning.</p> <p>Further promotion and facilitating an increased equine presence within the Park have potential for detrimental impacts to the Park's environmental assets. Consideration to the purpose of the National Park and how any proposed developments could complement or coexist sustainably need to be considered at the outset of discussions.</p>	<ul style="list-style-type: none"> ○ Protection of important habitats for migratory birds ○ Wetland habitats on which migratory shorebirds depend are protected and conserved ○ human activity threats to migratory shorebirds are minimised or, where possible, eliminated ○ Knowledge gaps are addressed. <p>Current horse activity – principally at Parham/Webb Beach and Pt Gawler - can be described as 'low level'. Introducing measures to 'grow' horse activity is likely be at odds with the Australian Government EAAF agreement. Depending on the level of horse growth planned, it may be at odds with the EPBC.</p> <p>It is suggested to change 'Foster opportunities for horse-based experience in coastal areas.' and the associated rationale and action to explicitly envisage continuing the historic level of horse activity at Parham and Pt Gawler, and to work with DEW should other opportunities arise.</p> <p>Based on experience, Council and DEW officers have a reasonable understanding of what is the historical level of use. At Parham for example, an annual club visit with 15 – 20 floats is typical, and</p>	
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		<p>acknowledging various circumstances, 2 – 3 floats per day. Ongoing monitoring increases officers understanding of club visits, with clubs being asked to apply for a permit where bringing more than six floats.</p> <p>The Thompson Beach Progress Association recognise the Equine Strategy envisages continuing the absence of horse activity at Thompson Beach. The Chairperson of Middle Beach Inc has conveyed a similar position. These were canvassed in informal discussions in early 2023.</p> <p>Incorporating an explicit approach to historic level of use reflects the intent to ‘minimise’ the threat to migratory shorebirds from horse activity. This aligns with the goals of the Australian Government Wildlife Conservation Plan for Migratory Shorebirds.</p>	
	<p>Regarding the Lewiston and Two Wells Rural Living/Animal Husbandry area, a focused area that attracts riding has many benefits for both council residents and coastal habitats. As the population increases there will be greater demand for recreational amenity leading to greater user group conflict, which already exists in the coastal zone.</p> <p>Focusing horse riding in one area, with well-planned long riding trails or horse facilities originating from this location provides a destination to attracting further horse related</p>	<p>The DEW submission aligns with the Equine Strategy:</p> <p>‘Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.’</p> <p>The rationale underpinning this strategy explains the benefit of this strategy:</p>	<p>Continue with strategy ‘Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.’</p>

	<p>activities. Co-benefits to such a proposal include reducing or eliminating current and future user group conflict along the coast and improve coastal management in what is an international significant area.</p> <p>Consideration around the long-term suitability and sustainability of equine activity at each individual township should be carefully considered to achieve APC's strategic direction. Unfortunately, the impact of different recreational pursuits changes as an area's population increases.</p> <p>Supporting 'rural lifestyles' and promoting 'coastal experiences' that rely on a healthy coast and marine ecosystems does have its challenges and raises questions on the need or suitability of equine activity within the coastal zone over the medium to longer term. Horses do have an environmental impact, but at what point this becomes problematic and has detrimental impact on migratory shorebirds is not well understood.</p> <p>What is known is that disturbance has detrimental impacts to resident and migratory shorebirds and disturbance increases as coastal areas are developed.</p> <p>The animal husbandry area provides a solution for Council to maintain and support the 'rural lifestyle' residents enjoy, by providing a focus area where equine recreation can be embraced.</p>	<p>'This large area is established for the purpose of rural living and animal husbandry.</p> <p>Many residents have horses, numerous horse-based businesses are established as well as the Two Wells Pony Club and Adelaide Plains Equestrian Club. Two Wells Trotters have moved to Hams Park. The Lewiston Trails are used by horse riders.</p> <p>Augmenting horse-based experiences offer lifestyle opportunities for residents, clubs and local businesses, and reinforces the animal related purpose. Further investigations should consider:</p> <ul style="list-style-type: none"> • An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River • A horse adventure park providing opportunities for riders and horses to learn different skills and to have 'adventure' experiences • Horse themed public art to share the horse story for visitors and residents, and to reinforce the animal husbandry role. • Events, such as an annual ride and fun day along the trails.' 	
	<p>Enabling coastal access for public use and enjoyment in a way that shares the beaches with shorebirds and minimises disturbance is a challenge. The rider information</p>	<p>A draft Rider Information Sheet is under preparation associated with horse riding and</p>	<p>Continue with Equine Strategy seeking to 'Educate riders about</p>

	<p>sheet is important in promoting a 'tread lightly' approach to park visitation and improves visitor understanding of the importance of the area that they are entering.</p> <p>An information sheet will assist Park Rangers in their liaisons with horse riders in the park, to ensure that they ride responsibly and are aware of the impact that they have whilst they are riding within the park.</p> <p>Regarding communication methods, Rangers do speak with riders whilst out on patrol and the information sheet will form the backbone of future discussions moving forward. Riders educating riders also plays a critical role in responsible use. Horse riding in a National Park is a privilege not afforded in many other parks. Responsible, educated, and respectful use of the Park by horse riders will help to reduce visitor use conflict and decrease their impact.</p>	<p>discussions around appropriate siting of float parking at Parham.</p> <p>The draft Equine Strategy has a strategy to 'Educate riders about appropriate behaviour in coastal areas.'</p>	<p>appropriate behaviour in coastal areas.'</p>
	<p>The AIBSNP-WP management plan identifies maintaining access is a key theme, horses may be authorised to ride in designated areas and horse float parking is identified as an issue needing to be addressed. However, understanding what is considered 'suitable horse infrastructure' does vary between interest groups, individuals, and organisations.</p> <p>The primary purpose for the AIBSNP-WP is to protect migratory shorebirds. The Park Management Plan states 'the level of visitor use and any impact of recreational activities on the park will continue to be monitored. Should environmental impacts, safety concerns, or conflicts between recreational activities arise, it may be necessary to modify access arrangements within the park. Visitor</p>	<p>Noted</p>	<p>Continue with Strategy</p>

	<p>access may be reviewed and altered on a temporary, seasonal, or permanent basis in consultation with the community if this is necessary for public safety or the protection of birds and their habitat’.</p> <p>Considering habitat requirements and the threats faced by shorebirds locally and internationally, ‘suitable horse infrastructure’ will likely look to limit growth of equine activities in and surrounding critical habitats or during key periods with an eye to the medium to long term. How this is planned for requires serious consideration and advice by experts in shorebird management.</p>		
	<p>AIBSNP-WP and its purpose along with identifying that horse riding does impact on coastal environment has been identified at the higher level, but there are also many complexities to shorebird and disturbance management that require expert advice on to manage these environments sustainably into the future.</p> <p>The tourism and economic potential of APC relies heavily on healthy marine and coastal ecosystems. Whilst coastal horse riding is undertaken at historically low levels and currently occurs, the background document and strategy didn’t seem to address location suitability or sustainability when looking at the long-term population growth predictions and sea level rise.</p> <p><i>The AIBSNP-WP is now subject to co-management arrangements with the State Government signing a co-management with the Kaurua Nation and establishing the Kaurua Parks Advisory Committee. This means the park management plan will be reviewed in the context of</i></p>	Noted	Update Strategy and Background to acknowledge co-management

	<i>co-management and the Government will be paying particular attention to the advice from the Kaurua Parks Advisory Committee. This may impact on the horse activity permitted in the current park management plan and needs to be considered in any strategy dependent on access to the AIBSNP-WP the Council may be considering.</i>		
Submitter	Submission	Comment	Amendment to Strategy or Background Paper
Duncan MacKenzie Chairman, AIBS Partnership Group	<p>The comments set out by Jeff Groves apply to (I believe) all members of the Partnership Group and volunteers who 'work' on the AIBS.</p> <p>Allowing the entry of horses to the AIBS beaches is seen as a potential 'disaster'.</p> <p>Article from Bird Life Australia regarding death of 20 Red-necked stints, a fairly common occurrence.</p> <p>Recalls early birding days around the beaches in Victoria and finding dead waders 'run-over' by horses (pleasure riding and in training) cars, motorbikes etc.</p> <p>Finding the remains of smashed eggs in the nest was also common as was the remains of birds taken by foxes, cats and dogs.</p>	<p>The following influences coastal horse experiences:</p> <ul style="list-style-type: none"> • Shorebirds are a matter of national significance under the Australian Government <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC) • The Flyway site includes the coastal settlements • The Flyway is under an Australian Government Partnership for the Conservation of Migratory Waterbirds and the Sustainable Use of their Habitats. This is a Ramsar convention regional initiative. The Partnership is a voluntary collaboration of effort focusing on protecting migratory waterbirds, their habitat and the livelihoods of people dependant on them • The Flyway Site Network is a non-binding, collaborative "project" and is not a legal 	<p>Update the Strategy and Background Paper to envisage continuing the historic level of horse activity at Parham and Pt Gawler and to work with DEW should other opportunities arise.</p> <p>Update the Equine Background Paper to reference the EAAF.</p>

		<p>entity. The Australian Government is signatory to the partnership³</p> <ul style="list-style-type: none"> • The Flyway site is not legally constituted under the EPBC • The Australian Government Wildlife Conservation Plan for Migratory Shorebirds⁴ has four objectives: <ul style="list-style-type: none"> ○ Protection of important habitats for migratory birds ○ Wetland habitats on which migratory shorebirds depend are protected and conserved ○ human activity threats to migratory shorebirds are minimised or, where possible, eliminated ○ Knowledge gaps are addressed. <p>Current horse activity – principally at Parham/Webb Beach and Pt Gawler - can be described as 'low level'. Introducing measures to 'grow' horse activity is likely be at odds with the Australian Government EAAF agreement. Depending on the level of horse growth planned, it may be at odds with the EPBC.</p> <p>It is suggested to change 'Foster opportunities for horse-based experience in coastal areas.' and the</p>	
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³ [Implementation Strategy for the East Asian–Australasian Flyway Partnership: 2007-2011 - DCCEEW](#)

⁴ [Wildlife Conservation Plan for Migratory Shorebirds \(dcceew.gov.au\)](#)

		<p>associated rationale and action to explicitly envisage continuing the historic level of horse activity at Parham and Pt Gawler, and to work with DEW should other opportunities arise.</p> <p>Based on experience, Council and DEW officers have a reasonable understanding of what is the historical level of use. At Parham for example, an annual club visit with 15 – 20 floats is typical, and acknowledging various circumstances, 2 – 3 floats per day. Ongoing monitoring increases officers understanding of club visits, with clubs being asked to apply for a permit where bringing more than six floats.</p> <p>The Thompson Beach Progress Association recognise the Equine Strategy envisages continuing the absence of horse activity at Thompson Beach. The Chairperson of Middle Beach Inc has conveyed a similar position. These were canvassed in informal discussions in early 2023.</p> <p>Incorporating an explicit approach to historic level of use reflects the intent to ‘minimise’ the threat to migratory shorebirds from horse activity. This aligns with the goals of the Australian Government Wildlife Conservation Plan for Migratory Shorebirds.</p>	
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Submitter	Submission	Comment	Amendment to Strategy or Background Paper
Birds SA Jeff Groves, Vice President	<p>Horse riding on beaches in the AIBS is incompatible with the role of AIBS as a vitally important sanctuary for shorebirds. Birds SA has never supported horses, dogs or vehicles on beaches in the AIBS.</p> <p>Horse-riding on beaches will have a detrimental impact on at least 10 migratory shorebirds including threatened species covered by the EPBC Act and international agreements.</p> <p>The impact on listed migratory bird species by an expansion of horse related activities in the AIBS is highly likely to require a referral to the Commonwealth under the EPBC Act.</p> <p>International agreements on migratory shorebirds call for their protection. Any proposed expansion of horse related activities in the AIBS will need to address the impact upon these agreements.</p> <p>Expansion of horse related activity in coastal areas in the AIBS will have a negative impact upon the feeding, roosting and nesting of a number of beach-nesting birds commonly encountered.</p> <p>Resources to police regulations and by-laws in the AIBS are grossly insufficient to manage existing threats. Increase in</p>	<p>APC manage Council controlled land within the coastal settlements (Parham, Webb Beach, Thompson Beach, Middle Beach) that are in effect enveloped spatially by AIBS. DEW manage the land that comprises the AIBS.</p> <p>Council's monitoring and enforcement is via Community Safety staff who currently work Monday to Friday with one Authorised Officer 'on call' after hours and weekends. On-call means for emergency call outs e.g. dog attacks and does not provide for beach patrols. In relation to weekends, Council has a resource sharing arrangement with Light Regional Council. A single officer covers weekend call outs for both Councils on an alternating roster arrangement.</p> <p>After hours service has traditionally been limited to responding to animal related emergencies only. Extending the service to conduct beach patrols and associated compliance enforcement after hours and on weekends (likely a community expectation and when most non-compliance e.g. Council itself is continuing to vehicles access to the</p>	Continue with Equine Strategy

	staffing level will be required should an increase in horse related activity be pursued.	beach would occur) would require additional resourcing. Long term visitor use problems aren't a quick fix and require persistence and consistency.	
	Likelihood of pressure from the horse training industry to open up the beaches to horse training activities.	This will need monitoring.	Continue with Equine Strategy
	Opposes recreational vehicles in coastal areas and vehicles on dunes and other fragile habitats. Supports public education and community engagement, primacy of beachgoers on foot and the amenity of beaches, and regulations and policy that minimise disturbance by recreational vehicles.	Council manages land in and near to coastal settlements of Parham, Webb Beach, Thompson Beach and Middle Beach. The majority of coastal land is managed by DEW or by the Department of Defence within the Port Wakefield Proof Range. This means Council's role is limited to land under its care and control. Council has received reports about recreation vehicles on Council managed foreshore land. Currently Council has limited measures in place to control vehicle/bike access to the foreshore from the coastal settlements. Council's Dogs By-Law expects dogs to be 'on-leash' when on Council managed foreshore and within the coastal settlements. This arises from these being within a wetland of national importance. 'On Leash' is a higher level of dog	Continue with Equine Strategy

		<p>control than under 'effective control' which applies generally across SA.</p> <p>Regarding trail bike impacts within AIBSNP-WP, DEW informally advise that working with Crown lands, Off Road Park operators, Adelaide University, Council, and shell grit miners, significant fencing has been put in place and compliance patrols are undertaken regularly. Cameras in place from the salt mining company is slowing vandalism. A decline in activity has been seen over the past two years. This is ongoing and will take time but the trajectory is in a positive direction.</p>	
	Two media articles on migratory birds	Noted.	Continue with Equine Strategy
BirdLife Australia	<p>BirdLife Australia has particular interest in the equine strategy due to the significant impacts of people and their recreational activities on Australia's native resident shorebirds, and the internationally important migratory shorebirds in Gulf of St Vincent coastal areas and on beaches.</p> <p>BirdLife and others monitor shorebird populations within upper Gulf St Vincent. This provides data to advocate for the area to be designated as a shorebird sanctuary.</p>	Noted	Continue with Strategy

	<p>A number of species are listed directly as 'threatened' species under this Act.</p> <p>All other migratory shorebird, not listed as threatened, which visit Australia, come under the EPBC 'umbrella' of the Wildlife Conservation Plan (WCP) for Migratory Shorebirds (Commonwealth of Australia 2015).</p> <p>Important habitat areas, for the purposes of the EPBC Act have been identified in a National Directory of Important Migratory Shorebird Habitat, and includes the Gulf St Vincent Important Shorebird Habitat (area 254). (Weller, et al 2020).</p> <p>Under the EPBC Act, an action will require approval from the federal environment minister if the action has, will have, or is likely to have a significant impact on a matter of national environmental significance.</p>		
	<p>Management Planning should also align with priorities identified in the Federally endorsed Conservation Action Plan for Migratory Shorebirds (MSCAP). The MSCAP is being implemented on a state scale by The South Australian Shorebird Alliance.</p> <p>The Shorebird Alliance working group should be consulted when formulating regional planning for AIBS-WP.</p> <p>Given shorebird habitat in the gulf extends beyond the boundaries of AIBS-WP an ecosystem scale approach should</p>	<p>The following influences coastal horse experiences:</p> <ul style="list-style-type: none"> • Shorebirds are a matter of national significance under the Australian Government <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC) • The Flyway site includes the coastal settlements • The Flyway is under an Australian Government Partnership for the Conservation of Migratory Waterbirds and the Sustainable Use of their 	<p>Update the Strategy and Background Paper to envisage continuing the historic level of horse activity at Parham and Pt Gawler and to work with DEW should other opportunities arise.</p>

	<p>be applied to planning ensuring consistent management across NRM borders.</p> <p>Research suggests that disturbance from human activities has a high energetic cost to shorebirds and may compromise their capacity to build sufficient energy reserves to undertake migration.</p> <p>Disturbance which renders an area unusable is equivalent to habitat loss and can exacerbate population declines.</p> <p>Disturbance is greatest where increasing human populations and development pressures may have an impact on important habitats.</p> <p>Migratory shorebirds are most susceptible to disturbance during daytime roosting and foraging periods (Weller and Warren, 2017).</p> <p>Additionally, the impacts to habitat quality also needs to be considered by increased access of recreational activities such as vehicles and horses.</p> <p>Direct threats to shorebirds include trampling, and disturbance of nesting resident shorebirds.</p> <p>Horse Management Policy – flag Council needs to have regard to shorebirds as protected via the EPBC Act.</p>	<p>Habitats. This is a Ramsar convention regional initiative. The Partnership is a voluntary collaboration of effort focusing on protecting migratory waterbirds, their habitat and the livelihoods of people dependant on them</p> <ul style="list-style-type: none"> • The Flyway Site Network is a non-binding, collaborative “project” and is not a legal entity. The Australian Government is signatory to the partnership⁵ • The Flyway site is not legally constituted under the EPBC • The Australian Government Wildlife Conservation Plan for Migratory Shorebirds⁶ has four objectives: <ul style="list-style-type: none"> ○ Protection of important habitats for migratory birds ○ Wetland habitats on which migratory shorebirds depend are protected and conserved ○ human activity threats to migratory shorebirds are minimised or, where possible, eliminated ○ Knowledge gaps are addressed. <p>Current horse activity – principally at Parham/Webb Beach and Pt Gawler - can be</p>	<p>Update the Equine Background Paper to reference the EAAF.</p>
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⁵ [Implementation Strategy for the East Asian–Australasian Flyway Partnership: 2007-2011 - DCCEEW](#)

⁶ [Wildlife Conservation Plan for Migratory Shorebirds \(dcceew.gov.au\)](#)

		<p>described as 'low level'. Introducing measures to 'grow' horse activity is likely be at odds with the Australian Government EAAF agreement. Depending on the level of horse growth planned, it may be at odds with the EPBC.</p> <p>It is suggested to change 'Foster opportunities for horse-based experience in coastal areas.' and the associated rationale and action to explicitly envisage continuing the historic level of horse activity at Parham and Pt Gawler, and to work with DEW should other opportunities arise.</p> <p>Based on experience, Council and DEW officers have a reasonable understanding of what is the historical level of use. At Parham for example, an annual club visit with 15 – 20 floats is typical, and acknowledging various circumstances, 2 – 3 floats per day. Ongoing monitoring increases officers understanding of club visits, with clubs being asked to apply for a permit where bringing more than six floats.</p> <p>The Thompson Beach Progress Association recognise the Equine Strategy envisages continuing the absence of horse activity at Thompson Beach. The Chairperson of Middle Beach Inc has conveyed a similar position. These</p>	
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		<p>were canvassed in informal discussions in early 2023.</p> <p>Incorporating an explicit approach to historic level of use reflects the intent to 'minimise' the threat to migratory shorebirds from horse activity. This aligns with the goals of the Australian Government Wildlife Conservation Plan for Migratory Shorebirds.</p>	
	<p>Ways to mitigate threats to Migratory Shorebirds include:</p> <ul style="list-style-type: none"> • Limiting access to defined and formal access tracks • Installing horse rider targeted signage at rider height and with messaging to encourage environmentally friendly behaviours • Advice to riders to limit disturbance to flocks of shorebirds, reducing speed and giving a wide berth to reduce birds having to take flight and relocate • Recommend avoiding direct overlap of critical shorebird roost and foraging areas by creating alternate non-beach access • Avoid vegetation and riding in dunes • Monitor horse use of shoreline over time, with a condition to review impacts or reassess access conditions if usage increases beyond historical rate of use, noting that compaction of sand can occur altering the invertebrate communities and thus food web of the beach. Recommend monitoring shorebird numbers, 	<p>The draft equine strategy envisages horse use at Parham and Pt Gawler, and not for instance at Middle Beach and Thompson Beach.</p> <p>Detailed work is ongoing at Parham to primarily determine where horse floats should park. This work has to consider where horses should be allowed to ride, the level of horse use, and the expectations of horse riders.</p> <p>Part of this involves a rider information sheet and considering signage.</p>	Continue with Strategy

	area of use by birds at sites and if possible biannual invertebrate sampling, as part of monitoring of impacts.		
	Fostering Equine Activity in Coastal Settlements – flag particular impact of commercial horse training and impact of recreational training.	The draft rider information sheet is to be updated about the shorebird role of coastal areas in order to increase horse riders understanding. Riders are also to be asked to keep a respectful distance from feeding birds and to ride in ways that minimise compression of the foreshore surface, such as by riding at walking pace and with faster pace minimised.	Continue with Equine Strategy seeking to ‘Educate riders about appropriate behaviour in coastal areas.’
	<p>Create Network of Off-Road Trails – flags importance of trails being physically suited for their purpose, being aware of legal and illegal trail bike and horse riding in the district, competence of trail users, and Work Health and Safety Guidelines for working with horses.</p> <p>Regional Trail on Gawler River – flag various guidelines to have regard to in horses near waterways.</p>	<p>The draft Equine Strategy section on Destinations and Trails states: ‘Further investigations should consider:</p> <ul style="list-style-type: none"> • An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River’ <p>Further trails will need to have regard to relevant standards, including Austroads Guide Part 6A: Pedestrian and Cycle Paths. Based on ongoing discussions with ARTC, Council officer’s awareness of relevant ARTC guidelines is increasing.</p> <p>Acknowledging numerous hazard planning, funding and land tenure challenges with Gawler</p>	Refine Equine Strategy and Background Paper to reference relevant guidelines, and to envisage horse trails generally east of Port Wakefield Highway

		<p>River, a longer-term vision for recreation outcomes – including for horses - in light of northern plains population growth and proximity to the Animal Husbandry Area makes sense. This is the main rationale for the proposed strategy.</p> <p>Acknowledging coastal horse activity is limited to continuing the historic level of activity rather than looking to grow activity, the hypothetical horse trail map should be refined to remove the hypothetical 'horse' trail idea immediately east of AIBSNP-WP and to envisage horse trails principally east of Port Wakefield Highway. This acknowledges the practical and legal challenges with horses crossing Port Wakefield Highway.</p>	
	<p>Working with DEW on Opportunities for Horse-Based Experiences in Coastal Areas – outlined:</p> <ul style="list-style-type: none"> • research findings about horse trails and horses as weed vectors • importance of enforceable mechanisms for management, compliance and reporting • potential role of installing signage and temporary fencing with approval at a low level as means to protect shorebird areas and with ready community communication to enable ready understanding of the purpose. 	<p>Noted. Underscores importance of education about shorebirds</p>	<p>Continue with Strategy</p>

	Rider Education – Hooded Plover two decades of work on Fleurieu and Adelaide Metro highlights learnings as well as need for resources.	Ongoing education for riders about shorebirds is important.	Continue with Strategy
	Suitable Horse Infrastructure – need to be careful infrastructure won't exacerbate management and conservation processes already occurring on Council land and within AIBS	Acknowledging the intent to foster horse activity in the Animal Husbandry Area, and less so in coastal areas, the strategy should seek appropriate infrastructure.	Refine Equine Strategy to seek suitable horse infrastructure, such as float parking, signage, and wayfinding informed by relevant guidelines
	<p>Missing Information – the Strategy or Background Paper should refer to:</p> <ul style="list-style-type: none"> • Shorebird Population Monitoring within Gulf St Vincent: 2021/2022 Annual Report (Lees & Bartley 2022), • Metropolitan Adelaide and Northern Coastal Action Plan (Caton et al 2009) • Shorebird Conservation Management Plan (Coleman, 2009) • the Natural History of Gulf St Vincent (Shepherd et al 2008) • the EAA Flyway Partnership site nomination (2017) • Hooves on the Beach; Horses Disrupt the Sand Matrix and Might Alter Invertebrate Assemblages on Beaches (Evans-Clay et al 2021) 	Noted	Add to Background Paper

	<ul style="list-style-type: none"> • Horse riding in urban conservation areas: Reviewing scientific evidence to guide management (Lansberg et al 2001) • Industry guidelines for avoiding, assessing and mitigating impacts on EPBC Act listed migratory shorebird species (Commonwealth of Australia 2001) • EAAFP Information Brochure (2017) • Directory of Important Habitat for Migratory Shorebirds in Australia (Weller et al 2020), 		
Friends of Adelaide International Bird Sanctuary	<p>Support the AIBS as a horse free area.</p> <p>The AIBS provides essential feeding and roosting habitat for significant migratory shorebirds and resident breeding shorebirds. This coastal habitat is not an optional site for these birds to visit but one that is essential and integral to their survival.</p> <p>Australia has three bilateral migratory bird agreements, with Japan (JAMBA), China (CAMBA) and the Republic of Korea (ROKAMBA).</p> <p>Council should ensure that they uphold these worldwide agreements and <i>EPBC Act</i> requirements and not compromise these essential habitats for the migratory shorebirds.</p> <p>Friends of Adelaide International Bird Sanctuary would like to see equine based activities to be considered only in areas</p>	<p>The following influences coastal horse experiences:</p> <ul style="list-style-type: none"> • Shorebirds are a matter of national significance under the Australian Government <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC) • The Flyway site includes the coastal settlements • The Flyway is under an Australian Government Partnership for the Conservation of Migratory Waterbirds and the Sustainable Use of their Habitats. This is a Ramsar convention regional initiative. The Partnership is a voluntary collaboration of effort focusing on protecting migratory waterbirds, their habitat and the livelihoods of people dependant on them 	<p>Update the Strategy and Background Paper to envisage continuing the historic level of horse activity at Parham and Pt Gawler and to work with DEW should other opportunities arise.</p> <p>Update the Equine Background Paper to reference the EAAF.</p>

	<p>which do not impact on the Adelaide International Bird Sanctuary.</p> <p>Oppose any use and promotion of coastal AIBS areas for recreational or commercial horse activities.</p>	<ul style="list-style-type: none"> • The Flyway Site Network is a non-binding, collaborative “project” and is not a legal entity. The Australian Government is signatory to the partnership⁷ • The Flyway site is not legally constituted under the EPBC • The Australian Government Wildlife Conservation Plan for Migratory Shorebirds⁸ has four objectives: <ul style="list-style-type: none"> ○ Protection of important habitats for migratory birds ○ Wetland habitats on which migratory shorebirds depend are protected and conserved ○ human activity threats to migratory shorebirds are minimised or, where possible, eliminated ○ Knowledge gaps are addressed. <p>Current horse activity – principally at Parham/Webb Beach and Pt Gawler - can be described as ‘low level’. Introducing measures to ‘grow’ horse activity is likely be at odds with the Australian Government EAAF agreement.</p>	
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⁷ [Implementation Strategy for the East Asian–Australasian Flyway Partnership: 2007-2011 - DCCEEW](#)

⁸ [Wildlife Conservation Plan for Migratory Shorebirds \(dcceew.gov.au\)](#)

		<p>Depending on the level of horse growth planned, it may be at odds with the EPBC.</p> <p>It is suggested to change 'Foster opportunities for horse-based experience in coastal areas.' and the associated rationale and action to explicitly envisage continuing the historic level of horse activity at Parham and Pt Gawler, and to work with DEW should other opportunities arise.</p> <p>Based on experience, Council and DEW officers have a reasonable understanding of what is the historical level of use. At Parham for example, an annual club visit with 15 – 20 floats is typical, and acknowledging various circumstances, 2 – 3 floats per day. Ongoing monitoring increases officers understanding of club visits, with clubs being asked to apply for a permit where bringing more than six floats.</p> <p>The Thompson Beach Progress Association recognise the Equine Strategy envisages continuing the absence of horse activity at Thompson Beach. The Chairperson of Middle Beach Inc has conveyed a similar position. These were canvassed in informal discussions in early 2023.</p> <p>Incorporating an explicit approach to historic level of use reflects the intent to 'minimise' the threat</p>	
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		to migratory shorebirds from horse activity. This aligns with the goals of the Australian Government Wildlife Conservation Plan for Migratory Shorebirds.	
	<p>The food of the shorebirds consists of various molluscs and invertebrates which inhabit the sandy substrate. The pounding of heavy hooves compounds the substrate and impacts the viability of the benthic floor where the food sources lives.</p> <p>Horse riders with little appreciation of bird could easily overlook birds. Best option is to not permit horses in AIBS.</p> <p>Providing detailed awareness of the significant negative impact of horse riding activities in the AIBS would hopefully result in prospective riders to seek alternative spaces for their activity.</p>	<p>The draft rider information sheet is to be updated about the shorebird role of coastal areas in order to increase horse riders understanding. Riders are also to be asked to keep a respectful distance from feeding birds and to ride in ways that minimise compression of the foreshore surface, such as by riding at walking pace and with faster pace minimised.</p>	<p>Continue with Equine Strategy seeking to 'Educate riders about appropriate behaviour in coastal areas.'</p>
	<p>Background Paper should include information on:</p> <ul style="list-style-type: none"> • Cognisance of the importance of the AIBS and the reasons for the establishment of a Sanctuary for visiting international shorebirds. • Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan 2020 • Environment Protection and Biodiversity Conservation Act considerations. Listed migratory species are a matter of national environmental significance. 	Noted	Add to Background Paper

	<ul style="list-style-type: none"> Birdlife Australia Migratory Shorebird Conservation Action Plan 2017. 		
	<p>The historic use by horse on the shores within APC does no longer align with the documented environmental significance of the area as a declared International Bird Sanctuary.</p> <ul style="list-style-type: none"> Alternative options are available and should be sought for discretionary horse activities. Discretionary use of this environmentally significant area should be banned and discouraged and not promoted or supported for activities which accumulatively will result in severe detriment to the important, visiting migratory shorebirds and breeding resident shorebirds. The true cost of promotion of such activities will negatively impact many threatened species and will have a global impact. To promote the use of horses in the sensitive coastal environment undermines the establishment of the AIBS and all efforts on a global and Australia-wide scale to protect and promote awareness of this significant and very special environment for migratory shorebirds, many species which are already in decline. 	<p>In addition to the comments about historical level of horse activity at Parham and Pt Gawler, the equine strategy seeks to grow the level of horse activity through the Lewiston Two Wells Rural Living Animal Husbandry Area.</p> <p>The DEW submission supports growth at Lewiston whilst constraining to historic levels coastal horse activity.</p>	<p>Continue with strategy 'Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.'</p>
Coalition of Coastal Communities	Careful consideration needs to be given to horse activities in coastal areas and particularly in proximity to the Adelaide	The following influences coastal horse experiences:	Update the Strategy and Background Paper

	<p>International Bird Sanctuary National Park. Concerns are the destruction of habitat due to the actions of horses hooves, grazing on sensitive vegetation, and</p> <p>the spreading of weeds through the deposit of manure, and the potential of destruction of nesting areas.</p>	<ul style="list-style-type: none"> • Shorebirds are a matter of national significance under the Australian Government <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC) • The Flyway site includes the coastal settlements • The Flyway is under an Australian Government Partnership for the Conservation of Migratory Waterbirds and the Sustainable Use of their Habitats. This is a Ramsar convention regional initiative. The Partnership is a voluntary collaboration of effort focusing on protecting migratory waterbirds, their habitat and the livelihoods of people dependant on them • The Flyway Site Network is a non-binding, collaborative “project” and is not a legal entity. The Australian Government is signatory to the partnership⁹ • The Flyway site is not legally constituted under the EPBC • The Australian Government Wildlife Conservation Plan for Migratory Shorebirds¹⁰ has four objectives: <ul style="list-style-type: none"> ○ Protection of important habitats for migratory birds 	<p>to envisage continuing the historic level of horse activity at Parham and Pt Gawler and to work with DEW should other opportunities arise.</p> <p>Update the Equine Background Paper to reference the EAAF.</p>
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⁹ [Implementation Strategy for the East Asian–Australasian Flyway Partnership: 2007-2011 - DCCEEW](#)

¹⁰ [Wildlife Conservation Plan for Migratory Shorebirds \(dcceew.gov.au\)](#)

		<ul style="list-style-type: none"> ○ Wetland habitats on which migratory shorebirds depend are protected and conserved ○ human activity threats to migratory shorebirds are minimised or, where possible, eliminated ○ Knowledge gaps are addressed. <p>Current horse activity – principally at Parham/Webb Beach and Pt Gawler - can be described as ‘low level’. Introducing measures to ‘grow’ horse activity is likely be at odds with the Australian Government EAAF agreement. Depending on the level of horse growth planned, it may be at odds with the EPBC.</p> <p>It is suggested to change ‘Foster opportunities for horse-based experience in coastal areas.’ and the associated rationale and action to explicitly envisage continuing the historic level of horse activity at Parham and Pt Gawler, and to work with DEW should other opportunities arise.</p> <p>Based on experience, Council and DEW officers have a reasonable understanding of what is the historical level of use. At Parham for example, an annual club visit with 15 – 20 floats is typical, and acknowledging various circumstances, 2 – 3 floats per day. Ongoing monitoring increases officers</p>	
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		<p>understanding of club visits, with clubs being asked to apply for a permit where bringing more than six floats.</p> <p>The Thompson Beach Progress Association recognise the Equine Strategy envisages continuing the absence of horse activity at Thompson Beach. The Chairperson of Middle Beach Inc has conveyed a similar position. These were canvassed in informal discussions in early 2023.</p> <p>Incorporating an explicit approach to historic level of use reflects the intent to 'minimise' the threat to migratory shorebirds from horse activity. This aligns with the goals of the Australian Government Wildlife Conservation Plan for Migratory Shorebirds.</p>	
	<p>No activity within coastal settlements apart from exercising on the mud flats of Port Gawler and Port Parham.</p> <p>Where possible, horses should be kept out of the township of Port Parham, although they would be acceptable in the rural blocks to the north</p>	<p>Acknowledging historic horse use and advice from DEW, the Equine Strategy envisages horse activity limited to Parham and Pt Gawler.</p> <p>On the question of horses in smaller residential lots within Parham, under the SA planning system, keeping a horse on residential allotments less than 3HA in size is 'development' and requires a development application to be lodged.</p>	Continue with Strategy

		<p>This enables the impact of keeping a horse on small lot to be assessed. If impact on for example residential amenity is too great, such horse keeping could be refused.</p> <p>Within Adelaide Plains, opportunity for keeping of horses on private land presents more readily in rural living areas.</p>	
	<p>The Coalition is proposing walking and cycling trails from Port Gawler to Port Parham through and near AIBS-WP</p> <p>Coalition discussions with DEW have included potential for such trails to be shared with horses as indicated in the background paper (trail 4).</p> <p>DEW are adamant that horses are not acceptable on such trails due to:</p> <ul style="list-style-type: none"> • Erosion impacts of horses hooves • Uncontrolled grazing on sensitive vegetation • Potential for damage to nesting areas • High potential of spreading of weeds through manure deposited • Horse riders rarely clean up the horse manure, which then poses accessibility hazards for cyclists and walkers alike <p>We expect that DEW will respond to this consultation confirming their views.</p>	<p>The draft Equine Strategy section on Destinations and Trails states: 'Further investigations should consider:</p> <ul style="list-style-type: none"> • An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River' <p>Further trails will need to have regard to relevant standards, including Austroads Guide Part 6A: Pedestrian and Cycle Paths. Based on ongoing discussions with ARTC, Council officer's awareness of relevant ARTC guidelines is increasing.</p> <p>Acknowledging numerous hazard planning, funding and land tenure challenges with Gawler River, a longer-term vision for recreation outcomes – including for horses - in light of northern plains population growth and proximity</p>	<p>Refine Equine Strategy and Background Paper to reference relevant guidelines, and to envisage horse trails generally east of Port Wakefield Highway.</p>

	Further, unless suitable float parking areas can be established, horse access to the communities of Webb Beach, Thompson Beach, and Middle Beach should be restricted. The close proximity of AIBS-WP makes it difficult to ensure compliance with the rules relating to the use of horses in AIBS-WP, and therefore horses in these areas should be discouraged.	to the Animal Husbandry Area makes sense. This is the main rationale for the proposed strategy. Acknowledging coastal horse activity is limited to continuing the historic level of activity rather than looking to grow activity, the hypothetical horse trail map should be refined to remove the hypothetical 'horse' trail idea immediately east of AIBSNP-WP and to envisage horse trails principally east of Port Wakefield Highway. This acknowledges the practical and legal challenges with horses crossing Port Wakefield Highway.	
	The rider information sheet is good step in the right direction. A cynical comment could be: horses can't read, but can their handlers?. A small minority do not have common sense, and they make it hard for the majority of good handlers.	The draft rider information sheet is to be updated about the shorebird role of coastal areas in order to increase horse riders understanding. Riders are also to be asked to keep a respectful distance from feeding birds and to ride in ways that minimise compression of the foreshore surface, such as by riding at walking pace and with faster pace minimised.	Continue with Equine Strategy seeking to 'Educate riders about appropriate behaviour in coastal areas.'
Kate Buckley	Council could display their planned future land clearance for housing development, so that horse clubs and related business could be better informed for their own future planning processes.	Part of the purpose of the Equine Strategy is to affirm the importance of land being zoned and a suitable statutory planning system for horse interests.	Continue with the Equine Strategy

		<p>Council having an equine strategy enables Council to both seek funding to enhance trails for horses and so on in the Lewiston Animal Husbandry Sub Zone and to also advocate to other spheres of government.</p> <p>The State Government's Planning and Design Code – visually expressed through the SA Property and Planning Atlas (SAPPA the South Australian Property and Planning Atlas) – show spatial areas intend for new housing. You can also look up the zoning of land via SAPPA.</p> <p>Council's Growth Strategy under preparation flags new areas for housing north of Sharpe Road, east of the Trail Line at Two Wells, and around Dublin.</p>	
	<p>The greatest challenge is the complete lack of ensuring that guidelines or bylaws are obeyed. "The Adelaide International Bird Sanctuary" is an absolute gem for the Adelaide Plains Council, as far as "tourism" is concerned.</p> <p>The CONSERVATION of the "Adelaide International Bird Sanctuary" by the Council, is LIMITED at best.</p> <p>The protection of the beaches from marauding crabbers is only brought to the attention of PIRSA by local residents or people undertaking bird-surveys.</p> <p>That is, PIRSA responds if somebody makes a phone call – there is no regular "presence" of authority to deter the</p>	<ul style="list-style-type: none"> • Council manages land in and near to coastal settlements of Parham, Webb Beach, Thompson Beach and Middle Beach. The majority of coastal land is managed by DEW or by the Department of Defence within the Port Wakefield Proof Range. This means Council's role is limited to land under its care and control. • Council has received reports about recreation vehicles on Council managed foreshore land. Currently Council has limited measures in 	Continue with Strategy

	<p>destruction of this beautiful coastline. Yes, there is signage about vehicles on the beach, about the legal size of crab catch – but without a regular, unexpected “authority presence” these are ignored daily!</p> <p>Education is a fine thing, as well as “Information Sheets”, but if no authoritative presence is regularly, on weekends, on these beaches, humans being what they are, will not abide by any guidelines – this is proven every weekend at Thompson Beach with the marauding, visiting, crabbers – in most cases not the local folk, they respect the sensitivity of the environment they have chosen to live in.</p> <p>There is no mention of how “Guidelines” would be enforced. Will the Council have staff rostered on weekends to “police” and protect the beaches along Gulf St Vincent if you permit horse trails in this area??</p>	<p>place to control vehicle/bike access to the foreshore from the coastal settlements.</p> <ul style="list-style-type: none"> • Council’s Dogs By-Law expects dogs to be ‘on-leash’ when on Council managed foreshore and within the coastal settlements. This arises from these being within a wetland of national importance. ‘On Leash’ is a higher level of dog control than under ‘effective control’ which applies generally across SA. • Regarding trail bike impacts within AIBSNP-WP, DEW informally advise that working with Crown lands, Off Road Park operators, Adelaide University, Council, and shell grit miners, significant fencing has been put in place and compliance patrols are undertaken regularly. Cameras in place from the salt mining company is slowing vandalism. A decline in activity has been seen over the past two years. This is ongoing and will take time but the trajectory is in a positive direction. <p>Council’s monitoring and enforcement is via Community Safety staff who currently work Monday to Friday with one Authorised Officer ‘on call’ after hours and weekends. On-call means for emergency call outs e.g. dog attacks and does not provide for beach patrols. In relation to weekends,</p>	
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		<p>Council has a resource sharing arrangement with Light Regional Council. A single officer covers weekend call outs for both Councils on an alternating roster arrangement.</p> <p>After hours service has traditionally been limited to responding to animal related emergencies only. Extending the service to conduct beach patrols and associated compliance enforcement after hours and on weekends (likely a community expectation and when most non-compliance e.g. Council itself is continuing to vehicles access to the beach would occur) would require additional resourcing.</p> <p>Long term visitor use problems aren't a quick fix and require persistence and consistency.</p>	
	<p>The "Adelaide International Bird Sanctuary" could be well promoted for overseas tourists to see the amazing Migratory Wader birds that over summer on the coast of Gulf St.</p> <p>Adelaide Plains Council could gain the support of our learning institutions, that is, the Universities, with respect to "educating" fee paying International Students on the conservation issues related to crab size and crab catch.</p>	<p>Noted. Visitation by tourists for bird purposes that involves, for instance, walking of AIBSNP-WP is provided for by DEW.</p> <p>Council's long term intent is improved facilities for visitors along the coast, acknowledging DEW (and not Council) manage the AIBSNP-WP.</p>	Continue with Equine Strategy

	<p>With discussion and careful planning, an “off road” riding trail could be developed around Two Wells and from Two Wells to Virginia, Mallala and other settlements, however, I do not believe that Equine activity should be permitted along Gulf St Vincent given the already lack of protection of the “Adelaide International Bird Sanctuary”.</p> <p>I am aware that horses are permitted on part of the Thompson Beach area as part of the original “Management Plan” for this area – however, as no “controls” have been put in place to ensure that the Equine Community respect the limitations of their access- and given the decimation of this area for the feeding of Migratory Wader birds, I believe that horse riding along this coast should not occur.</p> <p>There could be a series of “out and back” trails fanning out from places like Mallala or Two Wells. For the reasons given above, I do not think it is appropriate for any of the beaches along Gulf St Vincent to be part of “offroad horse trails”</p>	<p>The draft Equine Strategy section on Destinations and Trails states: ‘Further investigations should consider:</p> <ul style="list-style-type: none"> • An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River’ <p>Further trails will need to have regard to relevant standards, including Austroads Guide Part 6A: Pedestrian and Cycle Paths. Based on ongoing discussions with ARTC, Council officer’s awareness of relevant ARTC guidelines is increasing.</p> <p>Acknowledging numerous hazard planning, funding and land tenure challenges with Gawler River, a longer-term vision for recreation outcomes – including for horses - in light of northern plains population growth and proximity to the Animal Husbandry Area makes sense. This is the main rationale for the proposed strategy.</p> <p>Acknowledging coastal horse activity is limited to continuing the historic level of activity rather than looking to grow activity, the hypothetical horse trail map should be refined to remove the hypothetical ‘horse’ trail idea immediately east of AIBSNP-WP and to envisage horse trails principally east of Port Wakefield Highway. This</p>	<p>Refine Equine Strategy and Background Paper to reference relevant guidelines, and to envisage horse trails generally east of Port Wakefield Highway.</p>
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		acknowledges the practical and legal challenges with horses crossing Port Wakefield Highway.	
	Encourages planting of native trees at Riverlea to provide shade for a riding trail.	Riverlea is within the City of Playford. The City of Playford have a walking and cycling plan with trails and paths for Riverlea.	-
	Birds need to feed undisturbed before their long flight back to the Northern Hemisphere. They need the “soft” mud of Gulf St Vincent, and the beach and sea grass for roosting.	Noted	Continue with Strategy
	Off-road parking in the Thompson Beach area is extremely limited. To make further, safe, off-road space for vehicles towing horse-floats would necessitate the clearing of native vegetation along the levee on The Esplanade. Absolutely not appropriate given the small amount of vegetation that is on that side of The Esplanade. No restraint has been shown with regards native vegetation in the current “total clearance” of blocks for building purposes – seems the Council has placed no restrictions on “block clearance” – every building block can be completely “cleared”!! Therefore, the native vegetation on the levee along The Esplanade is paramount to the survival of bio-diversity in this area, for example, Sleepy Lizards, Skinks and at least 20 “Bush-bird” Species.	Noted. Council is aware of native vegetation in its planning for physical works including at Thompson Beach. Council planning staff continue to educate residents about statutory expectations of native vegetation.	Continue with Strategy
	Thompson Beach has to offer as an international Tourist destination for Bird observation – it is underappreciated by many local folk.	Noted. Council’s work looking at the Dublin districts overall future including fostering tourism and Thompson Beach is	Continue with Strategy



EQUINE STRATEGY – FOR CONSULTATION

For Consultation - September 2022



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Council acknowledges that we are on the traditional country of the Kurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

Version	Comment
2022	For Council 25 July 2022

Cover Photos – The foreshore flats at Parham – Lewiston Animal Husbandry Area – Urban growth impacting horse activity – Horse art can help tell Adelaide Plains animal story

PURPOSE

The purpose of the Equine Strategy is to identify Council's particular role to foster opportunities associated with the equine sector.

ROLE OF COUNCIL

Council has roles associated with advocating and delivering infrastructure and services – sometimes via facilitating – that support the equine sector.

This Strategy describes Council's roles as:

- Plan
- Advocate
- Deliver/facilitate.

VISION

Council's Strategic Plan 2020 – 2024¹ identifies the vision for the Council area.

These strategies include enviable lifestyle, emerging economy, remarkable landscapes and proactive leadership.

The Equine Strategy supports achievement of the aspired Vision by identifying Strategies and Actions based on and structured around the Strategic Plan 2021 – 2024 outcome areas of:

- *Enviably Lifestyle*
- *Emerging Economy*
- *Remarkable Economy*
- *Proactive Leadership*

¹ apc.sa.gov.au/_data/assets/pdf_file/0023/355181/Adelaide-Plains-Council-Strategic-Plan-2021-2024

Vision

Adelaide Plains is:

Productive: A leading supplier of primary produce to local, national and international markets.

Proximity to markets and natural growing conditions provide competitive advantages for primary producers on the Adelaide Plains that has seen our economy emerge as a key contributor to the region's prosperity.

Diverse: A more diverse community with access to a greater mix of local opportunities.

Increased employment, services and education attracts and retains a diverse community that chooses to live, learn and work in the region.

Location: A lifestyle location connected to the Barossa, Coast and Adelaide.

Adelaide Plains is a quiet community that offers residents time and space with convenient access to the benefits of Greater Adelaide, the coast and the Barossa region.

Welcoming: A proud, spirited and generous community.

This is a place that everyone belongs, where community connection and care is strong and someone is always available to help when a neighbour is in need.

Ambition: Advancing infrastructure and technology to foster a competitive local economy.

Modern practice, research and innovation, and efficient access to export centres and local markets builds an economic environment and reputation that rivals the State's major primary productions regions. With employment opportunities diversifying and new housing products in abundance, Adelaide Plains will become the place of choice for the Northern Adelaide Plains.

Leadership: A decisive and proactive Council.

Our Elected Members share a vision of prosperity founded on courage, robust deliberation, transparency and forward thinking and investing.

Attractive: A Place of choice for businesses, residents and visitors.

Our townships are inviting, well cared for, filled with character and provide a range of services, facilities and accommodation that caters for all people and our landscapes, events and infrastructure provide memorable experiences.

Tourism and Economic Development Strategy

Five Themes

- Town Centres and Main Streets
- Business Support and Growth
- Food and Primary Industries
- Coastal Experiences
- Marketing and Branding

SETTING THE SCENE

The equine sector has long been an important part of the economic and social life of Adelaide Plains.

This is associated with a diverse range of businesses directly or indirectly horse based, equine clubs located within Adelaide Plains or nearby, or residents with horses as part of their family life on rural allotments.

Adelaide Plains population is growing, as is the wider region. This places pressure on land, and also presents opportunities.

Identifying Council's particular role about the equine sector is important.

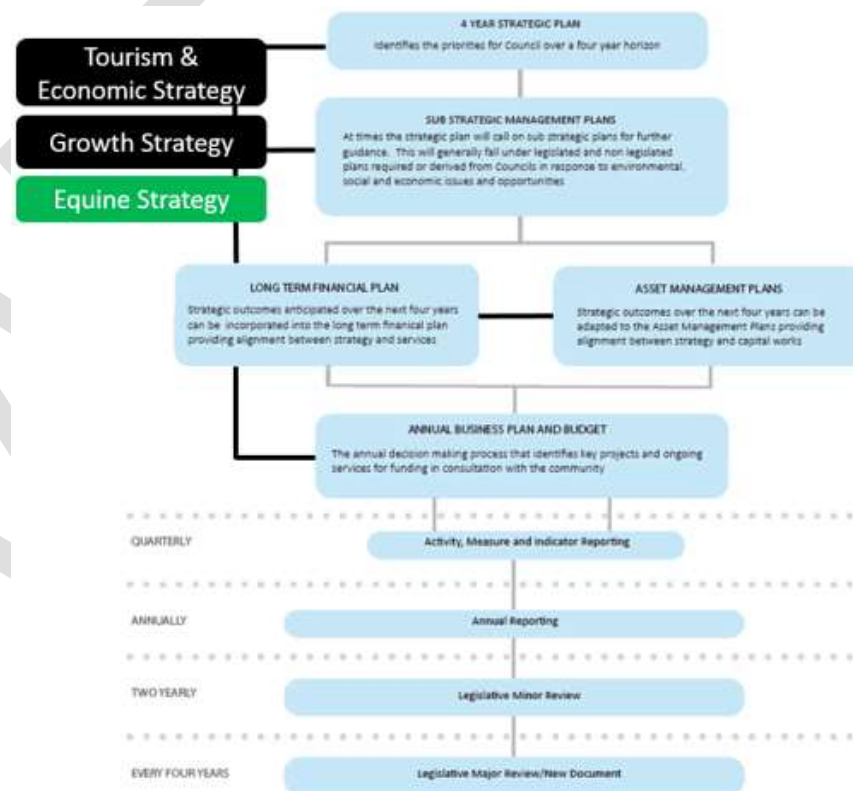
- Council maintains and builds infrastructure, be it roads, trails or parking, supporting equine interests as part of a community with diverse living, recreating and business interests.
- Council sets policy, be it local laws, through permits, or through the planning system for the use and development of land.
- Council works with equine peak bodies and government around the future of the equine sector. This includes advocating for reform, as well as applying for grants.

This strategy informs the above activity by Council.

The Equine Background Paper prepared through desktop investigations and engagement informs this strategy.

RELATIONSHIP WITH OTHER STRATEGIES

The Equine Strategy is a sub strategic plan that is informed by and informs other strategic plans.



How the Equine Strategy relates to Council's Other Plans

EQUINE STRATEGIES ON A PAGE

Economic and Social	Destinations and Trails	Coastal Destinations and Trails
Work with local horse clubs and equine related businesses to enable their future as appropriate.	Support proposed International Equine Centre at Roseworthy Campus .	Foster opportunities for horse based experience in coastal areas .
Facilitate suitable range of equine vet services	Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.	Educate riders about appropriate behaviour in coastal areas.
Ensure statutory planning system is supportive of equine outcomes.	Progress opportunities to augment equine activity in destinations , such as horse clubs, towns and settlements.	Provide suitable horse infrastructure , such as float parking, signage, and wayfinding along the coast.
Increase awareness about planning for horses in emergencies .	Progress opportunities to create a network of off road trails and calm country roads able to be used for horses.	
Increase awareness about responsible land management of Rural Living allotments .	Progress opportunities to create regional trails along the Gawler River including able to be used by horses.	
Establish suitable horse management policy to enable horse activities balanced with conservation and residential living and visitor experience outcomes.		

DRAFT

STRATEGIES AND ACTIONS

This part of the Equine Strategy forms the strategies and actions.

The strategies and actions are structured based on the Strategic Plan outcomes of *Enviably Lifestyle, Emerging Economy, Remarkable Landscapes and Proactive Leadership*.

Strategies are the strategies to be pursued to achieve the outcomes and Actions are how the strategies are to be achieved.

Economic and Social captures State and region wide trends and topics. Destinations recognises towns, settlements and certain horse places offer certain destination appeal. Trails can be destinations in their own right as well as connecting between different places. Coastal destinations and trails recognise the distinct coastal appeal and the conservation value of much coastal land.

	Economic and Social			
	Strategy	Strategic Alignment	Rationale	Action
1.	Work with local horse clubs and equine related businesses to enable their future as appropriate.	Emerging Economy Enviably Lifestyle	<p>Clubs for different equine purposes and equine related businesses are independent of Council. Clubs offer opportunities for young people for horse recreation and potential pathways for horse based careers.</p> <p>Businesses, be it riding, training, farriers, therapy, or transport, are integral to Adelaide Plains future.</p> <p>Council can assist through information, networking, involvement, and facilitation, such as to grants.</p> <p>This may, for example, ensure local clubs are on relevant community organisation websites, and local equine businesses are on business databases.</p>	Work with local clubs and businesses as part of day to day operations.
2.	Facilitate suitable range of equine vet services.	Emerging Economy Enviably Lifestyle	Informal engagement identified the lack of a local after hours vet added costs and was a barrier to residents seeking after hours vet servicing for horses in need.	Work with local vets and relevant peak bodies on options

3.	Ensure statutory planning system is supportive of equine outcomes.	Emerging Economy Enviably Lifestyle	Residents and equine based businesses need a supportive planning system to enable suitable planning approvals. For example: <ul style="list-style-type: none"> Particular policy barriers exist associated with the Environment and Food Production Area. Easy to access information may assist residents and businesses establish. 	Work with State Planning Commission and other Council's on policy and regulatory reform. Ensure easy to access information is available. Promote as resources permit.
4.	Increase awareness about planning for horses in emergencies.	Proactive Leadership	Household and business preparing ahead for what to do with horses in emergencies is critical. Many horse owners do not have a float. PIRSA are the lead agency for horses in emergencies	Work with PIRSA and local horse groups on awareness raising. Ensure easy to access information is available. Promote as resources permit.
5.	Increase awareness about responsible land management of Rural Living allotments	Remarkable Landscapes	Feedback is that in Rural Living Areas valued for horse activity, some land owners find land management a challenge. This can result in risk of dust, and loss of greening and biodiversity.	Ensure easy to access land management information is available. Promote as resources permit.
6.	Establish suitable horse management policy to enable horse activities	Proactive Leadership	A horse management policy would outline the considerations around horses for Council decision making, be it shared trails or coastal. It could guide the operation of By-Laws, as well as their potential amendment in future years.	Investigate the preparation of a suitable policy.

	balanced with conservation and residential living and visitor experience outcomes.			
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	Destinations and Trails			
	Strategy	Strategic Alignment	Rationale	Action
7.	Support proposed International Equine Centre at Roseworthy Campus.	Emerging Economy Enviably Lifestyle	<p>Roseworthy Campus with an international equine centre offers a key attractor for residents and businesses to locate in Adelaide Plains. The Campus is the only accredited all animal hospital in SA. The Campus presents equine educational pathways.</p> <p>Noting the equine centre is state level infrastructure and State peak bodies are key drivers. Office of Recreation, Sport and Racing provide business case advice for sport infrastructure greater than \$2M. Council support recognising the opportunity and its potential benefits for Adelaide Plains makes sense.</p> <p>RDA Barossa Gawler Light Adelaide Plains are the lead proponent.</p>	Work with RDA Barossa as appropriate
8.	Lewiston and Two Wells Rural Living Areas - Foster horse activity destination appeal through augmenting trail experiences and further horse related attractors.	Emerging Economy Enviably Lifestyle Remarkable Landscapes	<p>This large area is established for the purpose of rural living and animal husbandry.</p> <p>Many residents have horses, numerous horse based businesses are established as well as the Two Wells Pony Club and Adelaide Plains Equestrian Club. Two Wells Trotters have moved to Hams Park. The Lewiston Trails are used by horse riders.</p> <p>Augmenting horse based experiences offer lifestyle opportunities for residents, clubs and local businesses, and reinforces the animal related purpose.</p>	Undertake further investigations with relevant partners on options to reinforce the areas equine function.

			<p>Further investigations should consider:</p> <ul style="list-style-type: none"> • An extended trail network able to be shared by walkers, cyclists and horse riders connecting north, east, west to Two Wells and south to Gawler River • A horse adventure park providing opportunities for riders and horses to learn different skills and to have 'adventure' experiences • Horse themed public art to share the horse story for visitors and residents, and to reinforce the animal husbandry role. • Events, such as an annual ride and fun day along the trails. 	
9.	Progress opportunities to augment equine activity in destinations, such as horse clubs, towns and settlements.	Emerging Economy Enviably Lifestyle Remarkable Landscapes	Some of this relates to a suitable statutory planning system, as well as involving equine clubs and businesses in networking. The potential role of intrastate/interstate horse movement augmenting destinations is part of this. Opportunities could be considered as part of growth planning, including town and settlement plans.	Consider as opportunities arise, including as part of town and settlement planning.
10.	Progress opportunities to create a network of off road trails and calm country roads able to be used for horses.	Emerging Economy Enviably Lifestyle Remarkable Landscapes	<p>A trail strategy is important to foster increased trail experiences, including for horse riders.</p> <p>East west trails and country roads – called calmer to recognise potential horse use - connecting from Kapunda through Adelaide Plains, as well as north south from Gawler River/Lewiston to Mallala, present opportunities to connect to regional trails, augmenting visitor experiences.</p> <p>Trails are likely to be shared, e.g. with walkers, cyclists.</p> <p>Investigations will need to consider:</p> <ul style="list-style-type: none"> • land control • safety • relevant guidelines • overall appeal of potential trails with respect to needed investment to realise 	<p>Seek resources for trail investigations to occur.</p> <p>Include horse peak bodies in proposals for further trails.</p>

			<ul style="list-style-type: none"> Level and nature of traffic, recognising road freight and agribusiness needs Use of traffic signs, such as 'Horse Beware' Use of signs 'permitting' horses to ride on local government land where relevant to enable trail use 	
11.	Progress opportunities to create regional trails along the Gawler River including able to be used by horses.	Emerging Economy Enviably Lifestyle Remarkable Landscapes	Gawler River is in proximity to Lewiston's animal husbandry activity as well as planned urban growth in Riverlea, Virginia and Angle Vale. Noting ongoing flood management investigations, the opportunity to realise shared trails – including for horses – as part of a regional attractor should be pursued.	Consider regional trails including for horse use along the Gawler River as opportunities arise.

	Coastal Destinations and Trails			
	Strategy	Strategic Alignment	Rationale	Action
12.	Foster opportunities for horse based experience in coastal areas.	Emerging Economy Enviably Lifestyle Remarkable Landscapes	<p>Parham and Pt Gawler have historically been places where riders have enjoyed coastal experiences. This includes across extended periods of the day, a different offering than available within metropolitan Adelaide.</p> <p>Recognising the Adelaide International Bird Sanctuary Management Plan is open to horses provided of limited impact, investigations and discussions will be needed to identify further opportunities. This may include managed rides.</p>	Work with DEW about coastal horse experience opportunities.
13.	Educate riders about appropriate behaviour in coastal areas.	Proactive Leadership	<p>Coastal areas are of significance in terms of biodiversity and habitat. Inappropriate rider behaviour presents risks, be it manure spreading weeds, or footfall impacting soil.</p> <p>These risks are also recognised within the Adelaide International Bird Sanctuary Management Plan.</p>	Work with DEW, local horse clubs and horse peak bodies in communicating expectations of rider behaviour.

14.	Provide suitable horse infrastructure, such as float parking, signage, and wayfinding along the coast.	Enviably Lifestyle Remarkable Landscapes	<p>Particular infrastructure is needed associated with horses, such as clarity about where to ride, e.g. signage, where to park floats, and horse tie rails.</p> <p>Detailed investigations and engagement are needed to identify the necessary range of infrastructure at Parham and Pt Gawler.</p> <p>The float parking investigations at Parham and proposed car park upgrade at Pt Gawler are current investigations.</p>	Provide suitable infrastructure – including where appropriate in partnership with DEW – after suitable investigations and when resources permit.

EQUINE SECTOR BACKGROUND PAPER

For Consultation - September 2022



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Version	Date	Details
Informal Engagement	Nov 2021	Strategic Project Officer
Council	25 July 2022	"
Consultation	Sept 2022	"

PURPOSE

The purpose of this paper is to collate economic, social and environmental aspects of the equine sector and potential opportunities and risks.

This paper is based on desktop research and targeted discussions with external stakeholders.

This paper informs the equine strategy as well as other Council strategies, including tourism and economic development, asset and trail planning, and approach to regulations and policy, including the SA Planning System.



Endurance Riding, Northern Adelaide Beaches HorseSA 2021



Two Wells Urban Growth Is Impacting equine activity at Two Wells

Council acknowledges that we are on the traditional country of the Kurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

OBSERVATIONSEconomic and Social

1. Within Greater Adelaide, **concentrations of horse activity** are in the Fleurieu, Adelaide Hills and northern plains of which Adelaide Plains is part.
2. The **equine sector includes** recreation, breeding, coaching, training, stables, therapy, tourism, clubs, and associated businesses such as farriers, veterinarians, and allied employment.
3. Fostering this sector supports **young people** considering horse based careers, including racing.
4. **The northern region has around 140 equine facilities and businesses** including tourism. This underscores the value of the equine sector within Adelaide Plains.
5. Adelaide Plains Council area is characterised by a range of equine based businesses, facilities and clubs. **Lewiston, Mallala and Two Wells are concentrations** of activity.
6. Informal engagement flagged **lack of an after-hours vet** means after hours call outs to Lewiston are costly and a barrier to using.
7. **Equine tourism** was recognised as an opportunity which may re-emerge post-pandemic.
8. Household and business preparing ahead for what to do with **horses in emergencies** is critical.

Destinations and Trails

9. A **State level equine centre** augmenting Roseworthy Campus presents opportunities for a wider range of horse activities in the region, including Adelaide Plains. RDA Barossa discussions with the Adelaide University are continuing, including regarding funding for a business case.
10. The **Lewiston/Two Wells Rural Living Area** offers opportunity to augment horse based opportunities and facilities, adding to the lifestyle.
11. The level of **parking demand for intrastate/interstate horse movement** would need clarifying as part of considering any particular role for Council.
12. **Horse adventure parks** offer destination and adventure appeal. Establishing in Lewiston for example would augment the range of experiences in close proximity to extensive rural living lots, established horse clubs, and existing shared trails.
13. **East west trails** connecting from Kapunda through Adelaide Plains presents opportunities to connect to regional trails, augmenting visitor experiences.
14. A **trail strategy** is important to foster increased trail experiences, including for horse riders.
15. Opportunities to **realise trails for horse based experience need investigating**. Trails are likely to be shared, e.g. with walkers, cyclists

Coastal Destinations and Trails

16. DEW has care and control of the Adelaide International Bird Sanctuary. Adelaide Plains Council has care and control of public areas in townships. **Working together is essential to realise outcomes associated with horses.**
17. Discussions with DEW affirm a strategy to **focus horse activity around Parham and Pt Gawler**. This recognises their historical equine role.
18. Metropolitan coasts provide horse opportunities early each day. **Adelaide Plains coastal settlements provide all day horse** experience opportunities.
19. Pt Gawler car park is being upgraded. At Parham, investigations and discussions about the appropriate location and approach to float parking and related horse measures are ongoing.

Planning

20. Council's Strategic Plan 2021 – 2024 recognises the **value of the equine industry** and flags opportunities associated with:
- Regional trails along the Gawler River
 - Trails in Lewiston
 - Coastal experiences
21. **Horse based tourism** opportunities are part of the Tourism and Economic Development Strategy adopted March 2022.
22. The proposed Equine Centre at Roseworthy will require **State level peak bodies to resolve whether this proposal** meets their shared objectives
23. The 30 Year Plan for Greater Adelaide¹ envisages the equine industry within the broader agricultural and tourism sectors. The Plan contains no direct references to equine or horse.
24. The 2009 Gawler River Open Space Strategy envisages 'Establish a continuous shared-use **recreational trail along the length of the Gawler River** which caters for walkers, cyclists and horse riders.' Private owners own the land to the centre line of much of the Gawler River. This impacts the potential for shared trails.
25. The **Planning and Design Code seems appropriate but a review to confirm** would be prudent.
26. Providing **easy to access information for purchasers about horse keeping** on residential properties and in agribusinesses appears an opportunity.
27. The **Environment and Food Production Area** not allowing subdivision for housing associated with horse keeping (or dog kennelling), where it is consistent with zoning policy, requires immediate review and clarification, noting this rests with the State Planning Commission.
28. The **current statutory arrangements are limiting investment** for envisaged horse related development, in particular in the Animal Husbandry Subzone, and Rural Living Zone, causing confusion within the community.

Educating

29. Providing **easy to access information** for purchasers about horse keeping on residential properties and in agribusinesses appears an opportunity.
30. Horses can be ridden on Council roads. **'Beware Horse'** signs assist drivers be aware and prepared for horses.
31. **Educating riders to:**
- keep their horse under control on public roads aligns with Council's Roads By-Law 2019 and reassures drivers and local residents.
 - only ride horses on council land where 'signed' by Council and to keep their horse under control on local government land aligns with Council's Local Government Land By-Law 2019.

¹ Department of Planning, Transport and Infrastructure, *The 30-Year Plan for Greater Adelaide 2017 Update*

ECONOMIC AND SOCIAL**South Australia**

Up to 90,000 horses live in SA². There are around 30,000 business related horses. More than 350 clubs and associations are directly linked with horses in SA.¹

Table 1 reports equine numbers by region in from the Department of Primary Industries and Regions database of Property Identification Codes (PIC), with close to 30,000 horses owned across the State.

SA Govt Region	No PICs	No. Horses
Adelaide Hills	849	5,106
Barossa, Light and Lower North	588	4,342
Eastern Adelaide	5	7
Eyre and Western	213	1,589
Far North	84	1,292
Fleurieu and Kangaroo Island	616	3,981
Limestone Coast	532	3,239
Murray and Mallee	450	3,226
Northern Adelaide	178	1,342
Southern Adelaide	233	1,896
Western Adelaide	10	88
Yorke and Mid North	581	3,425
Total	4,339	29,533

Table 1: Barossa, Light, Lower North is SA's Second Largest Horse Population

Table 2 reports the number and type of equine enterprises by region. Of the total number of enterprises, recreational accounts for around 60 per cent.

SA Govt Region	No. PICs with an Enterprise Type					
	Not supplied	Breeding	Racing	Recreational	Showing	Working
Adelaide Hills	72	90	42	709	104	25
Barossa, Light and Lower North	30	99	66	505	104	29
Eastern Adelaide	1			4		
Eyre and Western	27	28	22	157	37	17
Far North	7	13	8	60	6	19
Fleurieu and Kangaroo Island	48	98	44	500	72	43
Limestone Coast	62	77	56	386	62	66
Murray and Mallee	40	65	40	358	57	40
Northern Adelaide	9	12	44	136	12	3
Southern Adelaide	15	16	16	198	27	5
Western Adelaide	1	1	5	4	3	
Yorke and Mid North	62	79	45	456	71	56
Grand Total	374	578	388	3,473	555	303

Table 2: Barossa, Light, Lower North is SA's hub for racing and is similar to Adelaide Hills and Fleurieu regarding breeding, and recreation enterprises

Table 3 reports 2016 Census data taken from the Australian Bureau of Statistics showing the number of employed persons in equine related roles in Australia. In 2016, there were 630 persons in South Australia that stated employment within the equine industry with 70 per cent working in track and stable roles.

² barossa.org.au/business-industry/industry-profile-equine/

Role	SA	NSW	VIC	QLD	WA	TAS	NT	ACT
Horse/Dog racing official	40	180	180	80	60	30	<10	<10
Farrier	70	320	260	210	110	20	<10	<10
Horse Breeder	50	430	360	200	110	20	<10	<10
Horse riding coach/ instructor	30	240	200	160	90	20	10	20
Horse Trainer	190	870	840	560	340	70	20	20
Horse/Dog Stable Hand	250	1,500	1,400	740	450	80	10	40
Total	630	3,540	3,240	1,950	1,160	240	40	80

Table 3: Employment in the equine industry (Census 2016)

The economic contribution of SA's horse industry is estimated at \$79m and with greater than an estimated 5,600 businesses³

The 2019 AgriFutures report '*Measurement of economic impact of the Australian thoroughbred breeding industry*' valued the industry's contribution in South Australia at \$19.8 million (around 2% of national value) and supporting 223 direct and indirect jobs.

Expenditure generated by the thoroughbred breeding industry in South Australia included:

- Production of racing horses – \$13.5 million
- Stallion fees – \$3.4 million
- Profit on yearling sales – \$3.7 million
- Profit on experts (non-yearling sales) – \$1.2 million
- Expenditure at other events – \$0.1 million

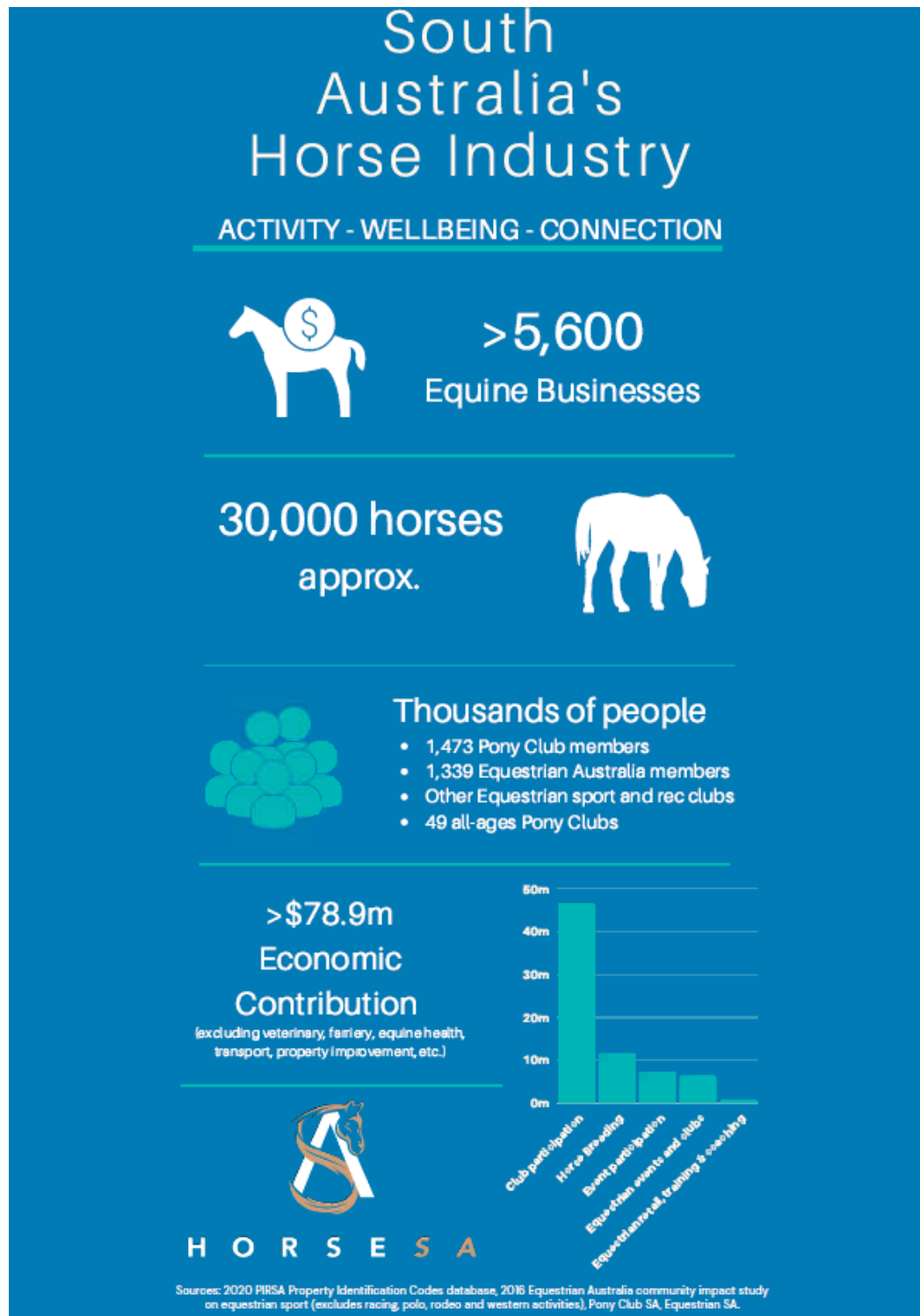
There are around 1,100 participants in the breeding industry in South Australia which include breeders, breeding staff and volunteers.

Within Greater Adelaide, concentrations of horse activity are in the Fleurieu, Adelaide Hills and northern plains of which Adelaide Plains is part.

The equine sector includes recreation, breeding, coaching, training, stables, therapy, tourism, clubs, and associated businesses such as farriers, veterinarians, and allied employment.

Fostering this sector supports young people considering horse based careers, including racing.

³ South Australia's Horse Industry Horse SA 2020



Northern Region

The region of which Adelaide Plains is part has a rich cultural and historical affinity with horses and a strong growing industry.

- 28 Equine facilities and clubs including:
 - Gawler Race Course
 - Mallala Equestrian Centre
 - Kapunda Harness Racing Track
 - Gawler Trotting Track
- 27 Equine industry suppliers
- 18 Equine veterinary services
- 28 Horse Breeding Studs
- 35 Horse trainers

Spending on horses in the Region is conservatively estimated at \$37.7 million annually. Racing is estimated to contribute an additional \$10.6 million to the economy annually.

75% of SA's retired race horses are estimated to be domiciled in the Gawler / Adelaide Plains councils. Likely due to the area being horse friendly, in proximity to metropolitan Adelaide and less travelling to people's work places⁴.

Industry Profile - Tourism

The Barossa is SA's food and wine tourism flagship well supported by trails for cycling, walking and riding. Colonial heritage and culinary traditions inspired by early settlers are alive and well, and modern reinventions have sparked interest in cultural food experiences including cooking schools, artisan products, farmers markets and restaurants.

Tourism listings in Barossa display **169** Attractions **22** Tour Operators **11** Hotels **11** Backpackers/hostels **7** holiday parks **88** B & B **65** Cabins/Cottages **98** Self Cont. properties. Tripadvisor provides **29,674** reviews and opinions on Barossa hotels, B&Bs and homesteads.

Average annual visitors and expenditure:

94% of the Barossa visitors are domestic and 6% visitors are international.

Domestic visits **312,000** Nights **515,000** International visits **13,000**

Nights **101,000** Average annual Day Trips to the Barossa **863,000**

Average Annual Expenditure **\$213,000,000**

The Barossa Region tourism offer:

- | | |
|--|---|
| • Food and Wine Tourism | • Health and Wellness tourism |
| • Heritage and Nature based tourism | • MICE tourism (meetings, incentives, conferences, exhibitions) |
| • Equine tourism | • Epicurean Way Tourism Drive Route |
| • Adelaide International Birds Sanctuary | • Education Tourism |
| • Cycle Tourism | |
| • Weddings | |



Investment Opportunities 2019

The Greater Barossa Region: Barossa, Gawler, Light and Adelaide Plains

Equine Tourism is part of the Northern Regional Economy⁵

⁴ Racing SA 2021

⁵ barossa.org.au/wp-content/uploads/2019/11/Regional-Prospectus-Sept-2019.pdf



Tourism based on equine purposes is part of the regional attraction in the Barossa Valley⁶.

The Greater Barossa Region Investment Prospectus identifies the equine industry as an emerging industry. Elements include:

- Equine health centre
- Quality training facilities and skilled trainers
- Breeding
- Supplies and Services
- Training and Education
- Master saddler
- Horses
- Breeding and training facilities

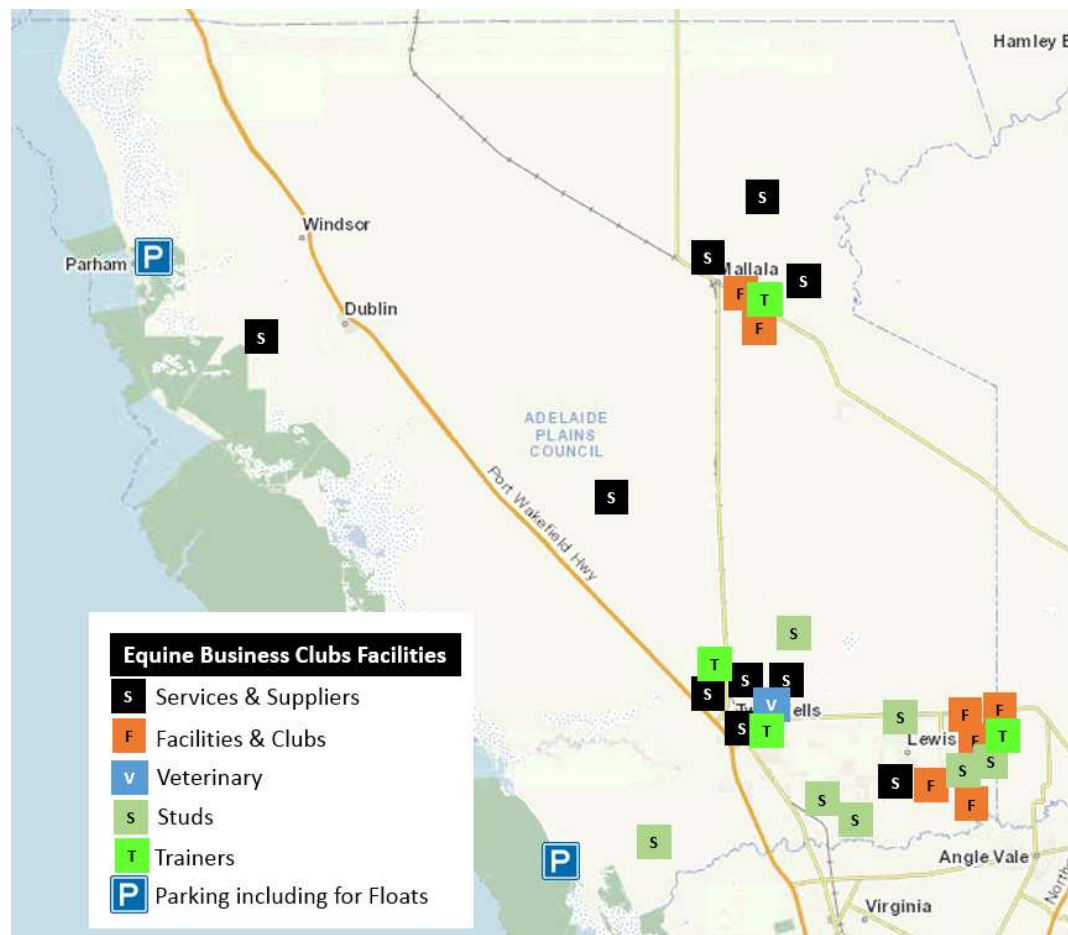
A covered International Equine Events area is flagged as a 'Game Changer' project.

The northern region has around 140 equine facilities and businesses including tourism. This underscores the value of the equine sector within Adelaide Plains.

⁶ australianhorseadventures.com.au/our-rides#the-grape-horse-adventure-barossa-valley-south-australia

Adelaide Plains

Adelaide Plains Council area is characterised by a range of equine based businesses, facilities and clubs. Lewiston, Mallala and Two Wells are concentrations of activity. Planned urban growth is impacting availability of land for equine purposes at Two Wells.



Facilities and Clubs

1. Lyrical Acres Agistment and Training Centre
2. Adelaide Northern Horse Riding
3. Mallala Equestrian Centre Arena
4. Reeves Plains Indoor Arena (not operating 2021)
5. Northern Districts Show Jumping Club
6. Mallala Show Jumping Club
7. Adelaide Plains Equestrian Club, Lewiston
8. Two Wells Equestrian & Pony Club, Lewiston
9. Two Wells Trotters and Trainers Association (relocating to Lewiston)

Services and Suppliers

1. A Stable Life - Equine Acceptance Therapy
2. David Jolly

3. Farrelly Chaff
4. Mallala Feed Barn
5. Moore Park
6. Lewiston Fodder & Agistment
7. R & J Rural Supplies
8. Stockfeed Supplements
9. Theo Adriaans
10. Two Wells Pet Food and Fodder
11. Complete Equine Dental Care
12. Trainers
13. Champion Horse Transport

Studs

1. Chapel Lodge
2. Kiarra Park Miniature Ponies
3. Lochfield Barn Miniature Pony Stud
4. Ah'Kem Arabians
5. Korunya Park Stud
6. Bloomfield & Zoontjens Equine Estate
7. Shellgrit Stables Natural Agistment

The Mallala Equestrian Centre⁷ is a feature within Adelaide Plains.

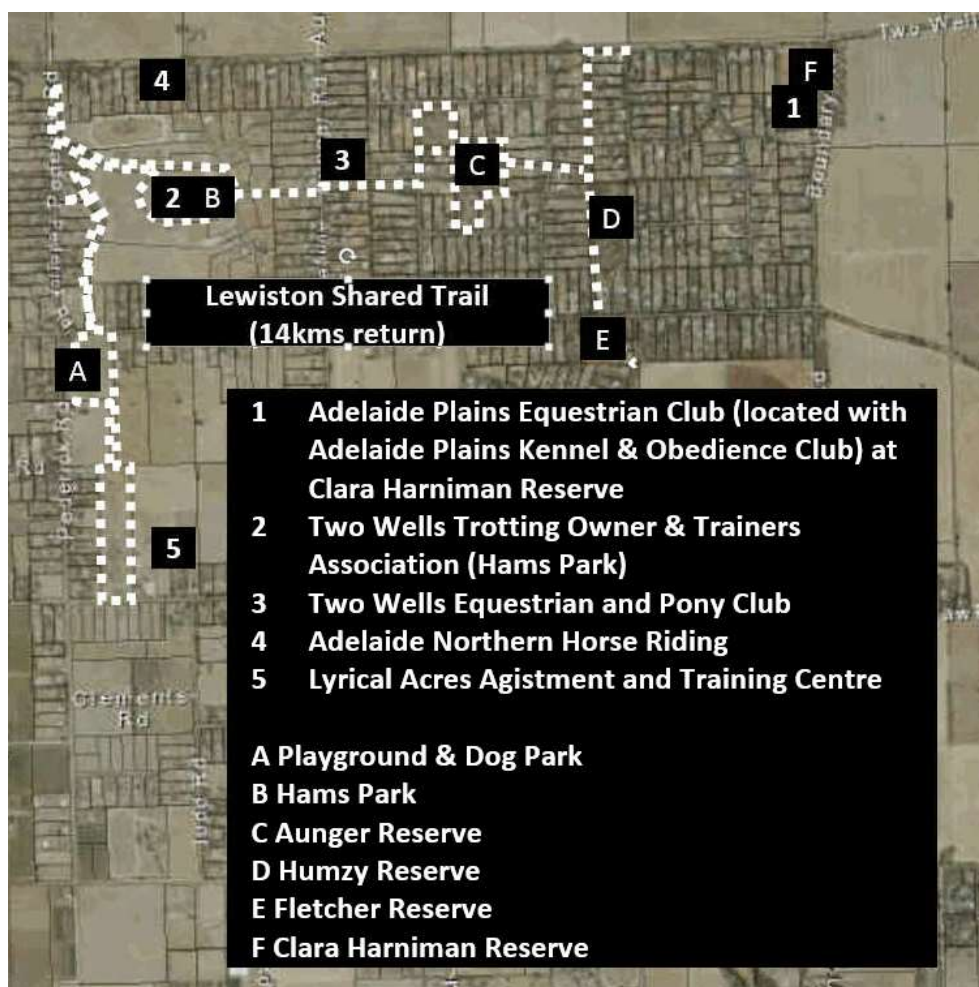
Facilities include:

- International indoor arena, measuring 70m x 30m
- Outdoor grass arena, measuring 100m x 60m
- Two outdoor practice/warmup sand arenas
- Stabling for 50 horses
- 20 day yards
- Powered camping facilities
- Upstairs members dining area overlooking the indoor arena
- Ground level seating for 700
- Ground level kitchen and canteen facilities



Equestrian groups use the centre for their annual championships. Groups include the Appaloosa and Quarter Horse Societies, the South Australian Riding Pony Studbook, Showhorse and Riding for the Disabled.

⁷ mallalaequest.com/Mallala_Equestrian_Centre/Welcome



At Lewiston, Council maintains a low-grade horse trail (14kms return). Hams Park is a trotting track



Lewiston Trail near Hams Park



Lewiston Trail near Humzy Reserve



Trail south of the Dog Park and Playground

Racing SA observes no thoroughbred racers based in Lewiston.

Adelaide Plains Council area is characterised by a range of equine based businesses, facilities and clubs. Lewiston, Mallala and Two Wells are concentrations of activity.

Informal engagement flagged lack of an after-hours vet means after hours call outs to Lewiston are costly and a barrier to using.

Tourism

A Horse SA event during 2020⁸ with tourism experts highlighted that within tourism 'assets' at national and state levels, horse riding has almost no online presence. Yet, 'tourism experiences' was a primary search term used online, and horse riding rated quite highly in general 'sentimental value' associated with experiences.

Equine tourism was recognised as an opportunity which may re-emerge post-pandemic.

Horses in Emergencies

Fire and flood present risk to people and their horses. A horses fact sheet⁹ is available from the State Emergency Service. Primary Industries and Resources SA also has guides¹⁰.



Anecdotally, many residents with horses do not own or have ready access to floats. They may also be on properties that are many years old, may/may not be CFS compliant, or with limited awareness about being prepared.

Household and business preparing ahead for what to do with horses in emergencies is critical.

⁸ Horse SA Annual Report 2020

⁹ [safecom-files-](#)

[v8.s3.amazonaws.com/current/docs/caring_for_your_horse_in_an_emergency_sa_ses_fact_sheet.pdf](#)

¹⁰ [pir.sa.gov.au/emergency_management/animal_safety_in_emergencies](#)

DESTINATIONS AND TRAILS

Proposed Roseworthy Centre

The Region is home to a state-of-the art Equine Health and Performance Centre at Adelaide University's Roseworthy Campus. The Centre has high level of expertise in equine medicine, surgery, sports medicine and reproduction. The Equine and Production Animal Health Centre has gained accreditation with the SA Veterinary Surgeons Board. Along with the already accredited Companion Animal Health Centre, this makes the Centre the only all domestic species Veterinary Hospital in SA.

The Roseworthy International Equine Centre is proposed by the University of Adelaide with support from Regional Development Australia and Light Regional Council.

The Centre is intended to:

- Underpin the competitiveness of the SA equine sector.
- Attract a range of national and international events.
- Support the SA sporting tourism sector and local economy
- Support education and research in equestrian disciplines, further capitalising on the world-class facilities already in place within the University of Adelaide's Equine Health and Performance Centre
- Provide education and training across all equestrian activities.

To cater to and support these broad goals it is anticipated that the Centre would include a multi-purpose indoor arena/stadium, outdoor arenas and a cross country track for the Olympic disciplines (dressage, show jumping, eventing), as well as for other disciplines such as endurance trail riding, camp drafting, rodeo, polo, polocrosse, carriage driving and vaulting.

A horse quarantine facility is also proposed, making it the first outside of Victoria and New South Wales. This would allow international horses to directly enter SA and to remain in training once they have arrived for thoroughbred racing, or for the SA Mitsubishi Motors Australian Three Day Event, which is Australia's premier equestrian competition.



The proposed facilities would also attract a broad range of clientele and visitors alike by serving as a hub and home for a variety of equine events, horse breeders and veterinary students from across Australia and the world.



Concept for Roseworthy International Equine Centre

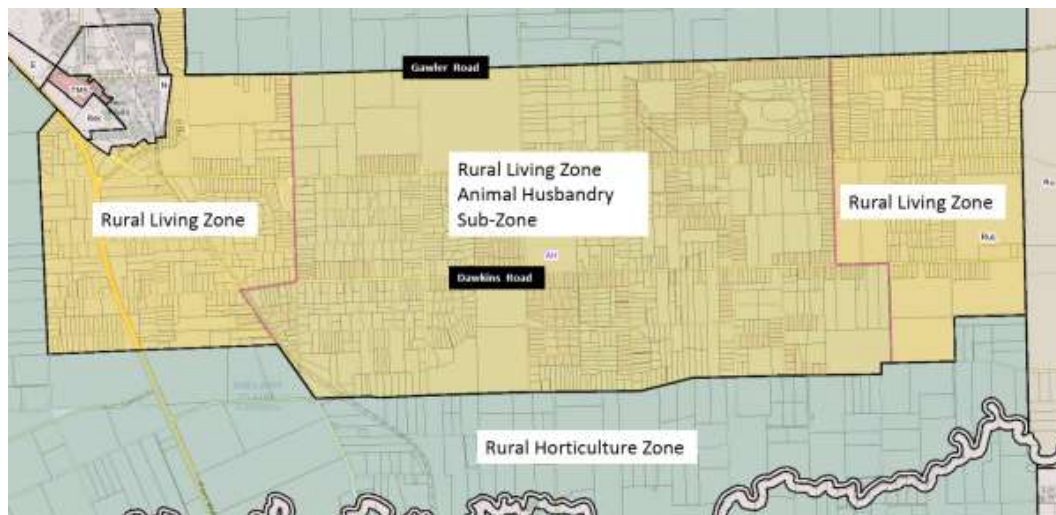
Office of Recreation, Sport and Racing provide business case advice for sport infrastructure such as proposed greater than \$2M.

A State level equine centre augmenting Roseworthy Campus presents opportunities for a wider range of horse activities in the region, including Adelaide Plains.

RDA Barossa discussions with the Adelaide University are continuing, including regarding funding for a business case.

Lewiston/Two Wells Rural Living/Animal Husbandry Area

Lewiston and Two Wells are long established as large rural living areas with an animal husbandry focus, several horse clubs, and shared trails.



The Lewiston/Two Wells Rural Living/Animal Husbandry Area

Equine opportunities:

- The offer of a Rural Living lifestyle in proximity to metropolitan Adelaide
- Residential allotments generally greater than 2.5 acres being suited to having one horse (or more with Council approval).

Challenges:

- Residents limited understanding how to manage their land and overgrazing being widespread
- Several overgrazed properties together presents dust risks
- Residents on rural living lots need education on land management. Simple mowing is not enough. Guidelines for rural living would be good for including in a welcome pack e.g. farmstyle.com.au/
- Statutory controls in the Environment and Food Production Area precluding further new rural living allotments.

Anecdotal feedback is that Lewiston's shared trails

- Are highly valued, well used and linking to the Lewiston playground is excellent
- Work well with cyclists and dog walkers' co- operating.

Feedback is that:

- More float parking is needed to enable people from outside the region to get to the Trails
- The dog park has used space previously used for float parking.
- Regular slashing is important for safety
- Trail bikes are an issue
- Would like to see the Trails linked to Two Wells



South Australia's Premier Rural Living (Animal Husbandry) Zone

Informal engagement opportunities include:

- Better connections with Roseworthy Campus
- Augmented trails connecting a wider area and with a wider range of features, potentially making use of parks and drainage reserves subject to more investigation
- Yards at Hams Park
- A standardised manure management plan in conjunction with the horticulture sector and growers properties
- Potential for equine facilities to be multi use, including refuges in bush fire.

The Lewiston/Two Wells Rural Living Area offers opportunity to augment horse based opportunities and facilities, adding to the lifestyle.

Horse Based Public Art

'Fenced' by Roger Noakes - near Bordertown Racetrack 2022



Horse Art as part of Brighton Sculpture Festival 2022

Public art is one way to augment the land use character and animal based experiences, such as in Lewiston associated with the parks and trails. Grants from time to time present as opportunities.

Horse themed public art sensibly sited, planned, and considered is an option to augment the horse and animal purpose of the Animal Husbandry Area.

Horse Adventure Parks

Horse adventure parks¹¹ offer opportunities for different horse based experiences.



Extreme Trail in USA

Horse adventure parks offer destination and adventure appeal. Establishing in Lewiston for example would augment the range of experiences in close proximity to extensive rural living lots, established horse clubs, and existing shared trails. Appropriate design would be needed to enable safe adventure whilst managing risks.

Parking for Intra/Intestate Horse Movement

Equestrian SA observes the need for float parks as part of a network to enable equestrian participants to travel for intrastate or interstate competitions.

Horse clubs and facilities – be it within Lewiston or at Mallala - may be suited to this role arising from shared horse interests and making use of existing facilities. Informal arrangements on rural living or farms could – if not already do - play this role.

The potential for campgrounds at Mallala, Parham and other locations would need investigating.

The Tourism and Economic Development Strategy flags the Parham Campground for increased visitor use associated with horse riding. This is a different function than the campground being used for overnight parking by riders with the vehicle, float and horses.

The level of parking demand for intrastate/interstate horse movement would need clarifying as part of considering any particular role for Council.

¹¹ gut-heinrichshof.de/extreme-trail

Kidman Horse Trail/Mt Crawford

The Kidman Trail starts at Kapunda to the east of Adelaide Plains.

The Kidman Trail¹² is a multi-use horse riding, cycling and walking trail that traverses 269 kilometres of roadsides, forest tracks, private land and unmade road reserves with trail markers indicating route. Kidman trail connects to Mt Crawford, a State level hub of horse riding experiences.



Kidman Trail extends to Kapunda

Trail enthusiasts enjoy “seeing the world in a different way” through the Fleurieu Peninsula, Adelaide Hills, Murraylands, Barossa and Clare Valley tourism regions. The Kidman Trail provides a scenic trail that highlights the natural beauty, cultural history and major points of interest along the Mount Lofty Ranges. Trailheads providing information on horse yarding, campsites and float parking are installed along the route. Similar trails are being established in Gippsland¹³.

East west trails connecting from Kapunda through Adelaide Plains presents opportunities to connect to regional trails, augmenting visitor experiences

¹² southaustraliantrails.com/trails/kidman-trail/

¹³ abc.net.au/news/2022-01-01/horse-parking-spaces-rail-trail-riders-toora-gippsland/100657946

Proposed Trail Strategy

Council is seeking resources to develop a strategy to identify designated recreational, cycling and walking shared use trails and improve access for all abilities.

The intent is to establish accessible trails which link with adjacent councils to provide community benefits including provision of healthy, outdoor, family activity; educational opportunities; and coastal conservation and rehabilitation.

Developing the trail strategy will enable long term economic benefits of interconnecting recreational trails. This will provide Adelaide Plains Council connectivity across 'Regional Trails' with high experiential value.

The regional trails will:

- Enable connectivity access from Metropolitan Adelaide through to access to regional walking trails in neighbouring councils including Barossa 'Riesling Trail' and Yorke Peninsula's 'Walk the Yorke'
- Attract interstate and intrastate visitors.
- Generate significant economic benefits to the region by increasing turnover in existing businesses and generating opportunities for new businesses (accommodation, sale and hire of equipment, guided walks, **horse agistment**, transport, and complementary attractions and experiences).
- Meet the increasing demand for recreational walking, cycling and **horse riding** opportunities.
- Make a significant contribution to the lifestyle, health and social well-being of the region and South Australians.
- Educate the public about the Indigenous, European and natural history of the region.
- Educate the public about coastal conservation.
- Revegetate and restore native coastal vegetation adjacent to the trails.

The trail strategy will draw on the 2016 Open Space Directions¹⁴ finding:

- Opportunities exist to establish and strengthen the provision of trails and linear connections within and across the District Council of Mallala including regional walking, bike and **horse riding** trails (e.g. along the Gawler River, Light River, the coastline, rural areas). Within the towns there is potential to improve connections through improved pathways and linear open spaces.
- There is a need for **horse trails and bridleways** within open spaces to support rural living and horse ownership across the District as well as in Lewiston.
- Plan for and establish a pathway connection around Lewiston that links the various open spaces. This could be used by **horses** as well as for walking and bike riding with a network of trail loops and connections around this rural area.
- Create one or two **longer horse riding trail loop** opportunities across the District, particularly around Lewiston and between towns, e.g. Lewiston to Reeves Reserve to Mallala.

A trail strategy is important to foster increased trail experiences, including for horse riders

¹⁴ DC Mallala, *Open Space Plan, Directions Report 2016*

Trail Opportunities

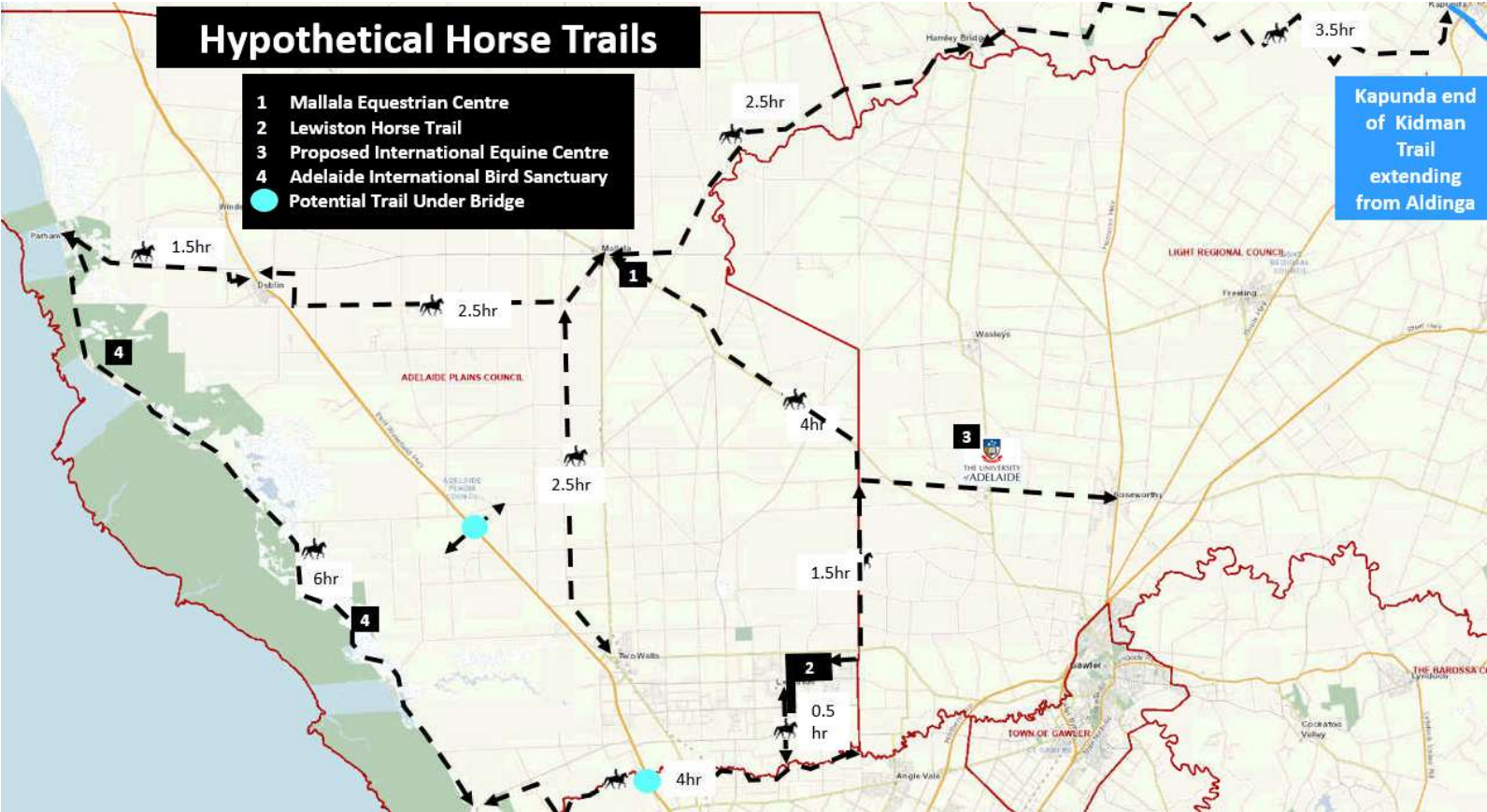
Opportunities based on hypothetical horse trails:

- Opportunity for equine tourism trail connections – including accommodation/food/beverage - from Barossa through Lewiston, Mallala, Dublin and the coastal settlements. Need to investigate:
 - Accommodation options and facilities/services to cater for the horses.
 - Potential for a premium trail experience with accommodation of high quality (rather than campsites), along the Kidman Trail and then extending to the coast from Kapunda. Segment/leg options based on terrain, accommodation, etc.
- An example premium experience
 - australianhorseadventures.com.au/our-rides#the-grape-horse-adventure-barossa-valley-south-australia
 - globetrotting.com.au/horse-riding-holidays/the-grape-horse-adventure-barossa-valley-australia/
- Need to define infrastructure required to cater for horses at a 'stop' (overnight stay, lunch/meal, rest, etc), tie up rails, road crossings etc
- Perhaps a start-up business could be established closer to the coast, with options to ride east or west and experience great countryside and tourism attractions?
- Links with related businesses i.e farrier, vet, feed

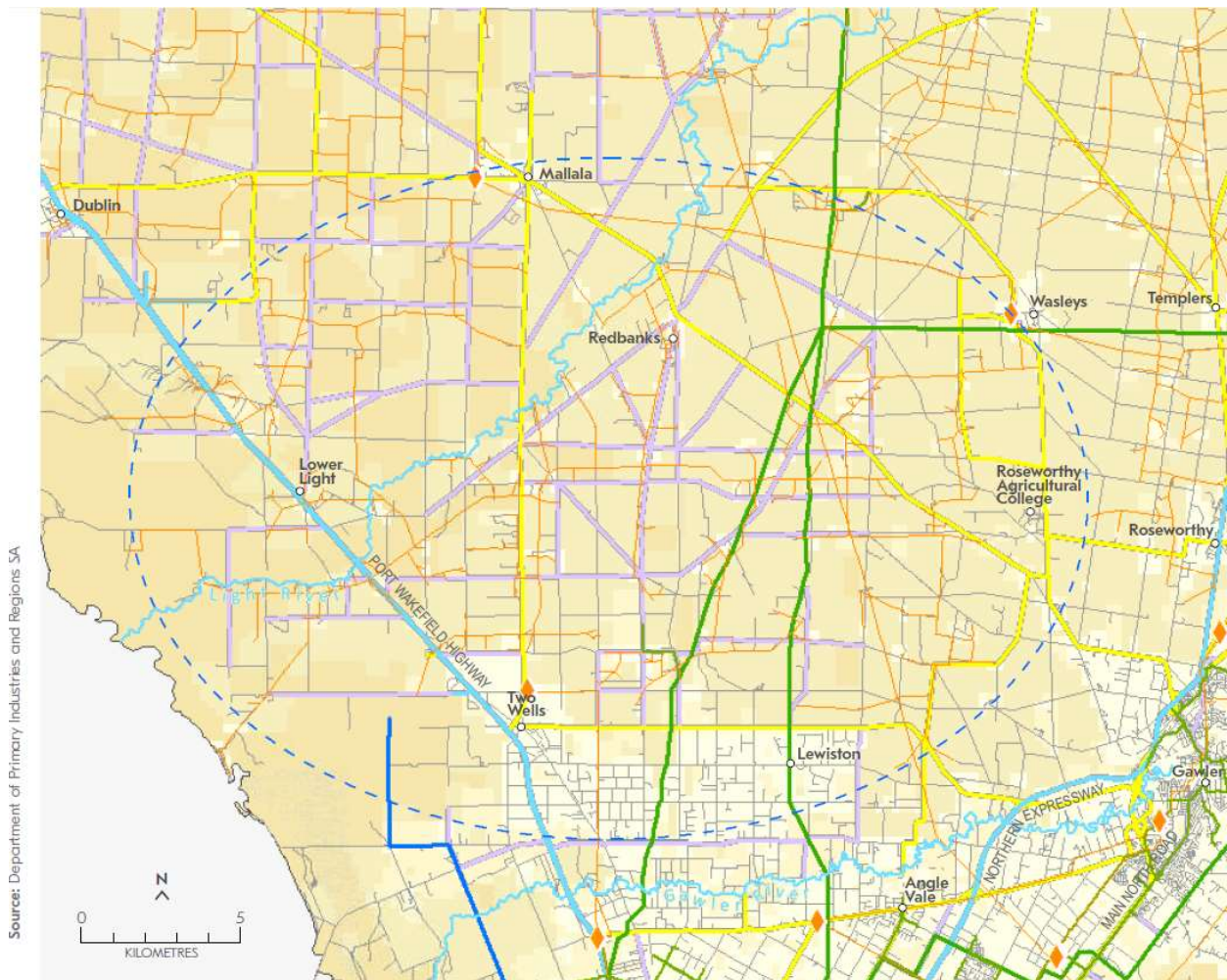


Quieter roads within Adelaide Plains less used by vehicles and freight may present for increased use for recreation – including for horses. Photo January 2022

Hypothetical Horse Trails



The purpose of the Hypothetical Horse Trail Map is to show what trails connecting from the Kidman Trail through Adelaide Plains to the Coast ‘might’ look like. Times are based on a horse walking at 6.5km/hour, and using quieter routes and near waterways. Many challenges, including crossing main roads



Roads highlighted Purple Are Approved for Higher Mass Limits. Base Map from SA Water NAIS Call for Proposals Investment Prospectus 2017

Challenges based on hypothetical horse trails:

- On roads, how much traffic is too much?
 - Analysis of road hierarchy and traffic data can help identify routes
 - Commodity routes – including during harvest – and higher mass limit roads will need considering
 - Dirt road verges are an issue and not safe for horse riding
 - Need additional signage, but sometimes slow traffic signs ignored.
- Would like trails to be 100m off the road similar to northern expressway bike lanes
- Crossing DIT managed roads
 - Port Wakefield Highway presents particular challenges for horses to cross. Under bridges?
- Understanding horse infrastructure requirements (see **Appendix** Guidelines)
- Understanding guidelines for trails on private property
- Questions about demand for trails. Conversely, if the trail is there, people will use it, including from wider regions
- In Adelaide International Bird Sanctuary, noting the bird sanctuary goal, main locations for riding are at Parham and Pt Gawler
- At destinations, safe places to tie up horses to enable them to stay
- Finding ways to entice horse riders to stay longer at the coast and thereby to spend locally. Maybe communication is needed. If organisations are aware there is a place to stop (i.e. breakfast or lunch) they will. Organisations such as PPSSC could be advised riders are coming and then set up BBQ for them.

Trails SA is the peak body for shared use trails across SA, including horse riding¹⁵.

Opportunities to realise shared trails including for horse based experience need investigating.

Trails are likely to be shared, e.g. with walkers, cyclists. Whilst legal to ride on road aside from certain Freeways, level and nature of traffic impacts actual horse use.

Off road shared trails are preferred. The potential role of quieter roads for recreation activity, including horses, needs consideration.

¹⁵ trailssa.thedistillery.co/activities/horse-riding/

COASTAL DESTINATIONS AND TRAILS

Land Care and Control

Extensive coastal land areas are under the care and control of the State Government principally through the Department of Environment and Water. Some coastal land areas are under the care and control of Adelaide Plains Council (see State Government/Council Managed Coastal Land Map).



State Government/Council Managed Coastal Land

The 2016 Open Space Directions report¹⁶ identified the need to manage horse use of the beaches and the impact of horse float parking.

DEW has care and control of the Adelaide International Bird Sanctuary. Adelaide Plains Council has care and control of public areas in townships. Working together is essential.

¹⁶ apc.sa.gov.au/council-services/development/strategicprojects

Adelaide International Bird Sanctuary Management Plan

The need to plan for and manage impacts associated with horses is captured in Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan 2020¹⁷. This contains the following references.

- ‘Other recreational activities such as **horse riding**, fishing, crabbing, cockling and camping also have potential to cause disturbance. Disturbance will be minimised by regulating access and promoting minimal impact behaviours through liaison with local residents, signs, and ranger patrols.’
- ‘**Horse riding** will be confined to designated areas.’
- **Horse-riding and horse float parking** may be authorised within designated areas. It will be necessary to work with horse riders and the Adelaide Plains Council to develop strategies for the safe management of horse float parking.
- ‘Based on a minimal impact code, provide information for visitors to help them ‘tread lightly’. This will include information focused on beach access, **horse riding**, boating, fishing, crabbing, exercising dogs, and vehicle access.’

Horses can bring weeds and can impact birds, noting bird sanctuary the AIBS National Park principle purpose. DEW advise there is limited capacity to change AIBS National Park Management Plan.

Discussions with DEW affirm a strategy to focus horse activity around Parham and Pt Gawler. This recognises their historical equine role.

All Day Horse Experiences

Horses on Council Managed Beach and Waters		
Council	Permitted	Float Park
Port Adelaide Enfield	5 – 8am daily	Beach end Bower Road, Semaphore Park
Charles Sturt	4 – 8am daily. Allowed from 100m south of Henley Jetty and from 100m north of Grange Jetty Must apply for a permit and have Public Liability insurance	General car park at Beach end of Burbridge Road, with ramp to beach General car park at Point Malcolm Semaphore, Military Road, Semaphore Park, with ramp to beach

Metropolitan coasts provide horse opportunities early each day. Adelaide Plains coastal settlements provide all day horse experience opportunities.

¹⁷ Department for Environment and Water Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan 2020

Coastal Trail Opportunities

Opportunities:

- The coast is a great opportunity for rider experiences
- A shared trail such as Middle Beach to Parham could be similar to 'Walk the Yorke' that can be used by walkers, cyclists etc
- Where horses can be ridden within AIBS and expectations for rider behaviour needs investigation
- Trails elsewhere traverse public and private land. Could a network of trails in part on private land provide a better trail?
- Riders would like clear policies from Council

Challenges:

- Having a coordinated approach to coastal float parking to avoid unnecessary impacts
- Impact of horses on flats disturbing shore birds resting or feeding. This is a factor DEW monitor
- Faeces not collected
- Horses and vehicles conflicting on roads
- Pt Gawler:
 - Safety as isolated from other people and informal surveillance
 - Trail bike riders can behave with no respect for horse riders (DEW advise there should be NO motor bikes in AIBS).

Opportunities to realise trails and opportunities for horse based experience, in particular at Parham and Pt Gawler need further work. Trails are likely to be shared, e.g. with walkers, cyclists.

Float Parking

Horses have been and continue to utilise foreshore areas within Adelaide Plains. In particular, people take horses to Parham and Port Gawler, park their float and take the horses in coastal areas for exercise.



Horse float parking occurs at Pt Gawler's main car park.

Riders are able to park at Pt Gawler. At Parham, horse float parking has led to issues associated with faeces management and health, access and amenity. Issues were centred on the boat ramp and shelter shed car parks. Issues were brought to the attention of Council in 2015.



No Horse Float Parking at Parham's Boat Ramp Car Park and Shelter Shed Car Parks



Float Parking currently provided within the Main Street Road Reserve

Pt Gawler car park is being upgraded. At Parham, investigations and discussions about the appropriate location and approach to float parking and associated horse measures are ongoing.

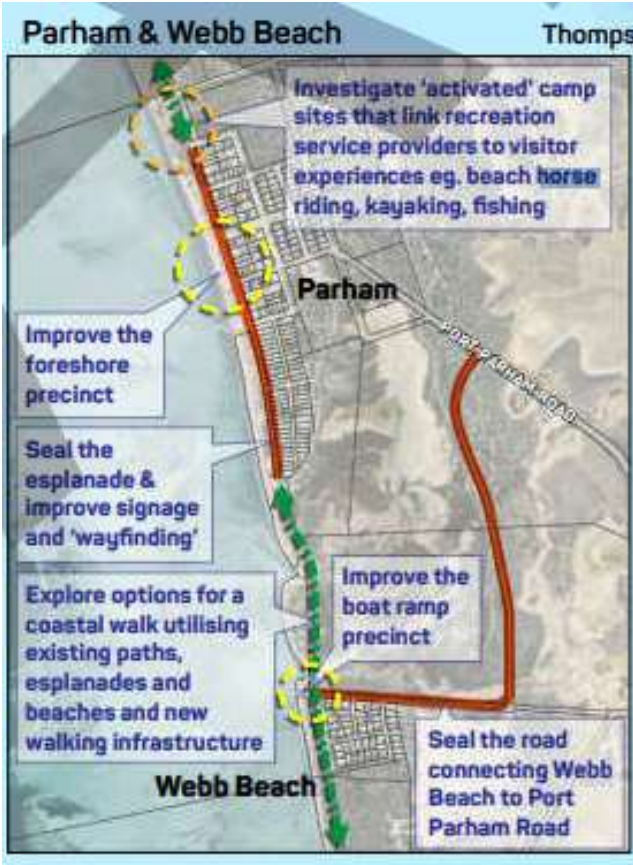
PLANNING CONTEXT

Council Strategic Plan

Equine reference Strategic Plan 2021 – 2024	
Trails	<p>Council maintains about 10 kilometres of low-grade horse trail in Lewiston, incorporating Hams Park, Lewiston Wetlands, Camel Reserve and Fletcher Reserve.</p> <p>Trails were mentioned (walking and horse riding) as opportunities to provide better experiences of the coast and as an important component of recreation for the Lewiston community.</p> <p>There is potential for a stormwater solution for the Gawler River to open up new and regionally significant recreation and tourism opportunities facilitated by improved community access to the river corridor.</p>
Ideas From Research and Consultation	<ul style="list-style-type: none"> Investigate opportunities to provide dedicated spaces for motorbikes and safe and sustainable horse trails;
Key Council Services that Contribute to Our Community's Enviably Lifestyle	<ul style="list-style-type: none"> Community infrastructure planning (Footpaths, cycle paths, horse trails, walking trails, open space, community facilities and other sporting facilities)

<p>Council's Strategic Plan 2021 – 2024 recognises the value of the equine industry and flags opportunities associated with:</p> <ul style="list-style-type: none"> Regional trails along the Gawler River Trails in Lewiston Coastal experiences
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Council's Tourism and Economic Development Strategy

Equine references Tourism and Economic Development Strategy
<p>More opportunities to spend</p> <p>The coast is a location for recreational pursuits of fishing, crabbing, kayaking, camping, walking and horse riding. At the moment these activities are self-guided and are independent 'packed lunch' day visits that don't generate local spending</p>

<p>MARKETING AND BRANDING</p> <p>Target Markets</p> <p>Outdoor and rural life active breaks - walking, cycling, horse trails, bike, dog friendly</p>
<p>Horse based tourism opportunities are part of the Tourism and Economic Development Strategy adopted on 28 March 2022.</p>

State Sport & Recreation Infrastructure Plan

The State Sport & Recreation Infrastructure Plan 2020-40¹⁸ includes:

- 'The State Government also understands the importance of recreational infrastructure to support activities such as walking, cycling, **horse riding**, canoeing, scuba diving and snorkelling and has invested \$11.8 million towards natural assets including walking paths and trails across the Fleurieu Peninsula and Glenithorne National Park.'
- 'Equestrian facilities - Several proposals were received in this area and SA does not currently have a state equestrian facility. Partners varied across the projects and ranged from equestrian, polo, pony club, horse racing and tertiary institutions. The establishment of one state centre is supported however stakeholders need to resolve which facility best service the community and deliver economic benefit.'

The Plan represents the state's sport and recreation infrastructure priorities at this point in time, however the document will be nimble and allow for an ongoing pipeline of projects to be developed. The focus of the future is for well-planned, strategic projects that deliver economic, health and tourism benefits for all within the community.

The Plan provides a strategic response to the funding and provision of sport and recreation facilities and feeds into the 20 Year State Infrastructure Plan developed by Infrastructure SA to assist the South Australian Government to plan, identify and prioritise major infrastructure across the State.

The Office for Recreation, Sport and Racing will continue to collect information of projects over \$2 million with information on these submissions provided to relevant stakeholders.

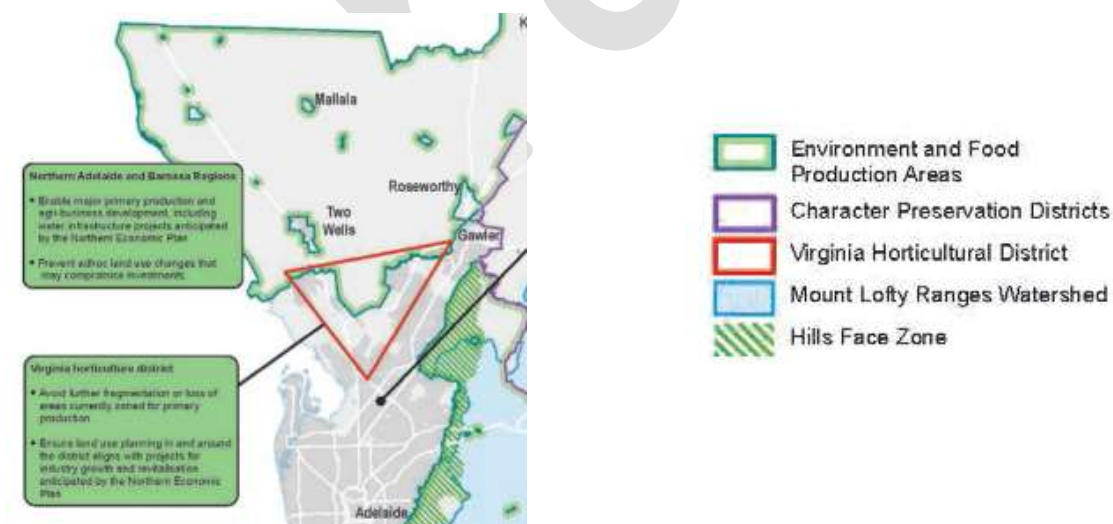
Office of Recreation, Sport and Racing lead the State Sport and Recreation Infrastructure Plan and having grants for clubs and facilities orsr.sa.gov.au/funding.

The proposed Equine Centre at Roseworthy will require State level peak bodies to resolve whether this proposal meets their shared objectives

¹⁸ orsr.sa.gov.au/infrastructure/south_australias_sport_and_recreation_infrastructure_plan

30 Year Plan for Greater Adelaide

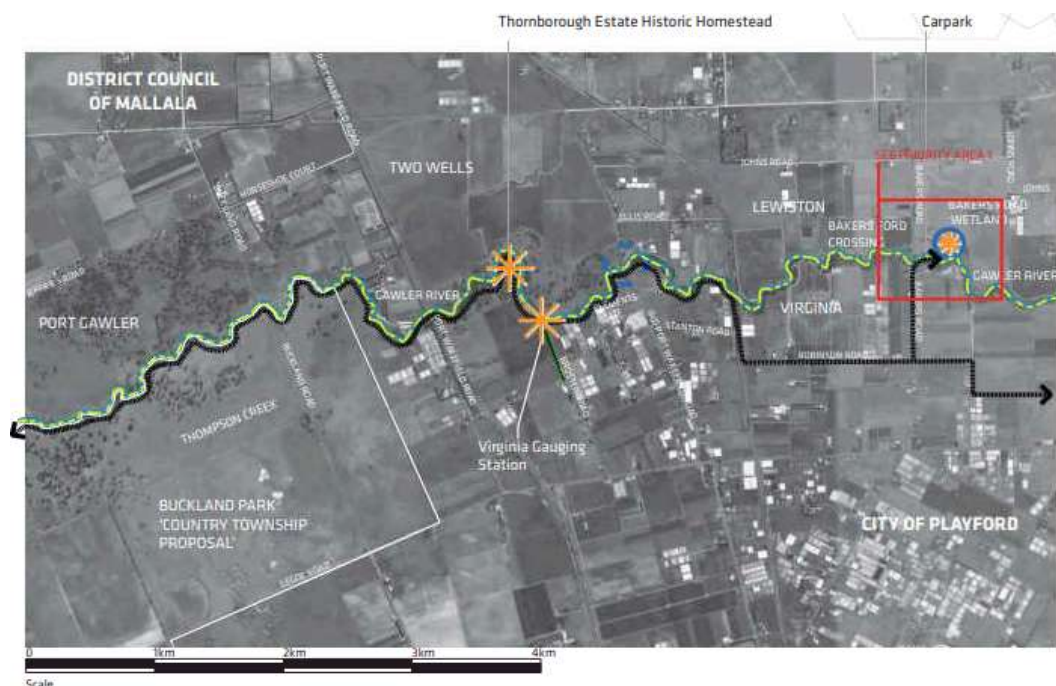
30 Year Plan Equine Related References
P57. Maintain and protect primary production and tourism assets in the Environment and Food Production Areas, while allowing for appropriate value-adding activities to increase investment opportunities (Refer to Map 5).
P58. Ensure that the Environment and Food Production Areas, Character Preservation Districts and planning policies work in an integrated way to: <ul style="list-style-type: none"> • protect key primary production assets and opportunities • facilitate local operating and investment conditions that support primary production and related agri-business development • enable timely business adjustment and climate change adaptation by primary producers.
P59. Enable major new primary production and agri-business development across the Northern Adelaide and Barossa regions and in the Mount Barker-Murray Bridge corridor and prevent ad hoc land use changes that may compromise those investments.
P60. Ensure land use planning in and around the Virginia horticulture district aligns with projects for industry growth and revitalisation anticipated by the Northern Economic Plan.
<p>Tourism</p> <p>P63. Provide for sustainable tourism development across Greater Adelaide by:</p> <ul style="list-style-type: none"> • protecting, enhancing and promoting the qualities that attract tourism and are of value to the whole community • providing appropriate support infrastructure for tourism • facilitating sustainably designed tourism accommodation in suitable locations • facilitating tourism-related developments such as restaurants, specialty retail accommodation and other value adding activities.



The 30 Year Plan for Greater Adelaide¹⁹ envisages the equine industry within the broader agricultural and tourism sectors. The Plan contains no direct references to equine or horse.

¹⁹ Department of Planning, Transport and Infrastructure, *The 30-Year Plan for Greater Adelaide 2017 Update*

Gawler River Open Space Strategy



Recommended Actions

- Develop a shared-use recreational trail along the Gawler River from Buckland Park 'Country Township' to Old Port Wakefield Road,
- Ensure that the Buckland Park 'Country Township' proposal establishes a 50m-100m wide linear reserve along Gawler River.

The 2009 Gawler River Open Space Strategy envisages 'Establish a continuous shared-use recreational trail along the length of the Gawler River which caters for walkers, cyclists and horse riders.'

Private owners own the land to the centre line of the Gawler River. This impacts the potential for horse trail and recreational outcomes.

REGULATORY CONTEXT

Statutory Planning System

Planning and Design Code

In the SA statutory planning system, horse keeping means 'the keeping or husbandry of horses where more than 1 horse is kept per 3ha of land used for such purposes.' If a site is less than 3HA, keeping a horse is 'development' and a development application is required.

Towns and settlements generally comprise lots less than 3HA where the keeping of a horse is 'development'. Some lots are greater than 3HA.

Establishing horse related businesses, be it a farrier, vet, therapy or feed store - involve changing the use of land and in some cases, erecting structures and buildings that are 'development'. Where these are 'development', a development application is to be lodged.

Development applications are assessed regarding the policies – including the zones - in the Planning and Design Code²⁰. Various equine studies (**Appendix – Studies**) have informed the current SA Planning System.



Summary of Zones in Adelaide Plains

²⁰ code.plan.sa.gov.au/

Lewiston Animal Husbandry Area

The Lewiston Animal Husbandry area is a Subzone of the Rural Living Zone.

The prime purpose of the Zone is 'Large-scale horse keeping and dog kennelling in association with detached dwellings on large allotments'²¹.

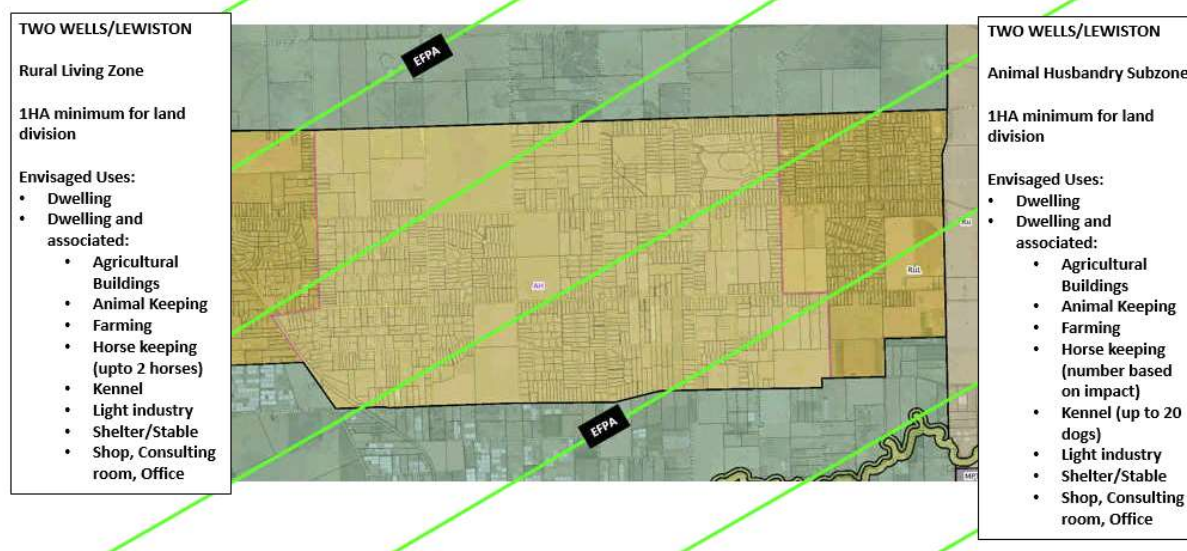
This zone/sub-zone has been in place in the Mallala Development Plan and now Planning and Design Code for many years, and the character of the area is largely influenced by the many dog kennels, dog breeding and horse keeping land uses.



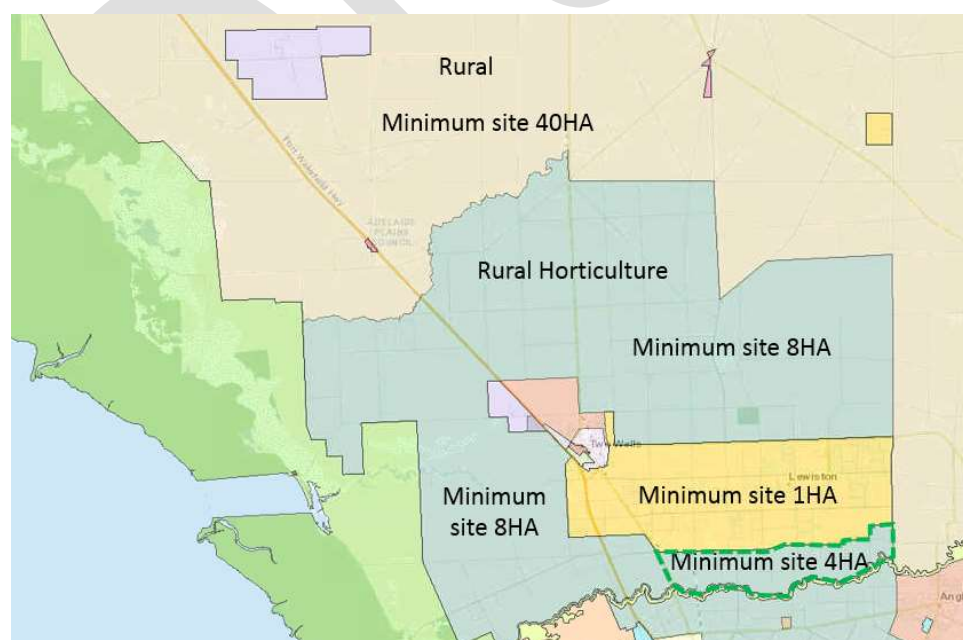
Lewiston Animal Husbandry Sub-Zone

²¹ Planning and Design Code 2021

The Animal Husbandry Subzone can be developed with large-scale horse keeping and dog kennelling in association with dwellings. The prime difference from Rural Living is the Animal Husbandry Zone unlike the Rural Living Zone, does not limit horses to two/lot, and also explicitly provides for up to 20 dogs/lot (as Deemed to Satisfy).



For the division of land, the Two Wells/Lewiston Rural Living Area has a minimum site area of 1HA, the area south to the river being 4HA, and the balance of the Rural Horticulture Zone being 8HA minimum. The Rural Zone is 40HA.



Minimum Site Areas for Development – Including Horse Keeping – SA Planning Policy Atlas June 2021

Environment and Food Production Area



The vast majority of land in Adelaide Plains is impacted by the EFPA

The vast majority of Adelaide Plains is impacted by the Environment and Food Production Area (EFPA). *The Planning, Development and Infrastructure Act 2016* allows subdivision for housing²² in the EFPA where it is directly associated with 'primary production'.

Advice received is that 'primary production' does not include horse keeping or dog kennels as these uses, while agricultural in nature, do not result in the 'production' of a naturally occurring food or consumable item.

This means, for example, subdivision for a dwelling with horse keeping triggers the EFPA whereas the same division for dwelling with primary production would not.

²² Section 7(18) of the *Planning Development and Infrastructure Act 2016* nominates that for the purposes of the EFPA, "'residential development' means development primarily for residential purposes but does not include— (a) the use of land for the purposes of a hotel or motel or to provide any other form of temporary residential accommodation for valuable consideration; or (b) a dwelling for residential purposes on land used primarily for primary production purposes."

This presents a fundamental problem for the development of land in Zones where the Code envisages subdivision for dwellings with horse keeping or dog kennelling, such as the Rural Living Zone and Animal Husbandry Sub-Zone.

The Rural Living Zones impacted include Two Wells/Lewiston, Fischer, Mallala and Barabba.

ZONES WHICH ENVISAGE SUBDIVISION FOR A DWELLING WITH HORSE KEEPING OR DOG KENNELING		
Zone	Dwelling with Horse Keeping	Dwelling with Dog Keeping
Animal Husbandry Sub Zone	Yes	Yes
Rural Living	Yes	Yes
Rural Horticulture	Yes	Less certain
Rural	Yes	Less certain

The State Planning Commission outcomes of its 2021 review of the EFPA are available²³. Adelaide Plains Council made a submission to the 2021 review which this Paper draws on. The submission is available.

²³

plan.sa.gov.au/our_planning_system/instruments/planning_instruments/environment_and_food_production_areas

Observations about Horse Related Development

Based on initial inquiries with Council planning officers, there is:

- low interest from the community to establish sizable equine based businesses
- steady inquiries (including residential) about whether a property can be used for horses
- the Planning and Design Code seems appropriate but a review to confirm would be prudent

Horse SA observations about councils generally – not particular to but also including Adelaide Plains – involve:

Perceptions about:

- Limited clarity about and ability to get a simple and timely answer on how many horses you can have on a property – this can impact buying and investment decisions
- Should a neighbour not like horses and complain there will be little council support
- Success of an application will be dependent on whether the person you are dealing with ‘likes’ horses
- Flood plain and insurance considerations regarding whether flood risk infrastructure is satisfactory with increasing built development

Opportunities include a council that provides clarity and certainty for purchasers / owners of horse keeping numbers and requirements would likely be viewed positively

Individuals and businesses seeking to undertake horse related ‘development’ are encourage to work with Council’s planning officers to understand the process, information required, and any particular matters influencing a horse related development.

The Planning and Design Code seems appropriate but a review to confirm would be prudent.

Providing easy to access information for purchasers about horse keeping on residential properties and in agribusinesses appears an opportunity.

The Environment and Food Production Area not allowing subdivision for housing associated with horse keeping (or dog kennelling), where it is consistent with zoning policy, requires immediate review and clarification, noting this rests with the State Planning Commission.

The current statutory arrangements are limiting investment for envisaged horse related development, in particular in the Animal Husbandry Subzone, and Rural Living Zone, causing confusion within the community.

Riders

Horses are 'vehicles' for the purpose of road rules²⁴ and can be ridden on Council roads. Drivers are obligated to drive with caution. Road includes the road surface and verge areas. The road or verge does not need to be 'signed'.



Hayman Road near Boundary Road, Lewiston mid 2022

Horse riders

Under the Australian Road Rules, a horse is considered a vehicle and therefore is permitted to be ridden on the road. If you see a horse and rider on or near a road you should:

- treat the horse as a potential hazard
- slow down and, when safe, pass with care
- stop your vehicle on the left side of the road and turn off the engine if the horse is unsettled or the rider signals this to you
- not accelerate or rev your engine near a horse
- not sound your horn or make unnecessary noise
- not throw objects or shout at a horse or rider.

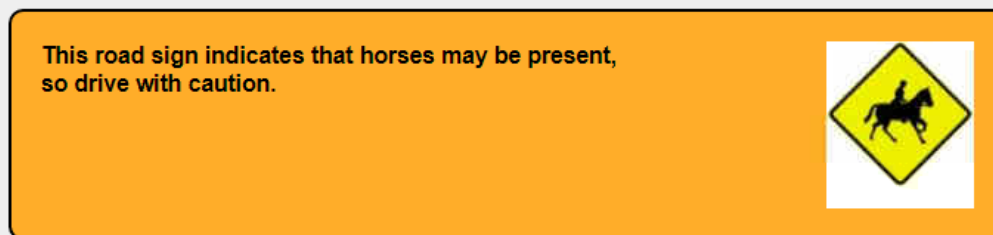


Image – Horses can be ridden on Council Roads

Horses can be ridden on Council roads. 'Horse Signs' assist drivers be aware and prepared for horses.

²⁴ mylicencence.sa.gov.au/road-rules/the-drivers-handbook/share-road

Roads By-Law

Under the *Roads By-Law 2019*, a person must not without the permission of Council:

- 'cause or allow any animal, to stray onto, graze, wander on or be left unattended on any road except where the Council has set aside a track or other area for use by or in connection with an animal of that kind and, then only if under the effective control of a person'
- 'lead, drive, exercise any animal in such a manner as to endanger the safety of any person'

Educating riders to keep their horse under control on public roads aligns with Council's *Roads By-Law 2019* and reassures drivers and local residents.

Local Government Land By-Law

Local government land in the Local Government Act ²⁵ means land owned by a council or under a council's care, control and management. This includes 'roads'. However, the Local Government Land By-Law excludes 'roads' from inclusion within Local Government land for the purpose of that By-Law.

The bylaw has certain powers with respect to animals and local government land. The By-Law defines 'animal' broadly, and by implication, includes horses.

In summary, the By-Law provides that a person must not on any local government land without the permission of Council:

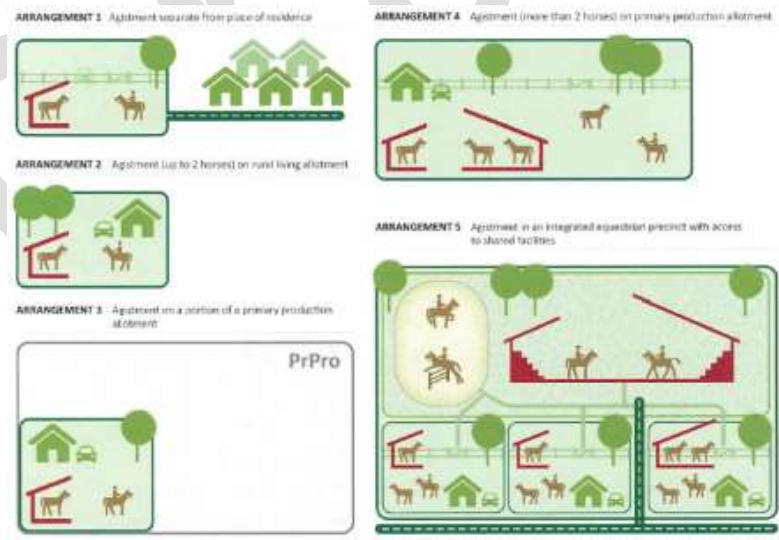
- Cause or allow any animal to stray onto, move over, graze or be left unattended
- Ride, lead or drive any horse, cattle or sheep, except on any track or car park on local government land that the Council has set aside (through the erection of signage) for the use by, or in connection with that animal
- Cause or allow any animal under his or her control to swim or bathe in any waters to which council has resolved this subparagraph will apply
- Allow any animal in that persons control, charge or ownership to damage Council property
- Release or leave any domestic animal

Other than roads, horses are not to be ridden on or left on Council land unless 'signed' for that purpose. This includes parks and drainage reserves.

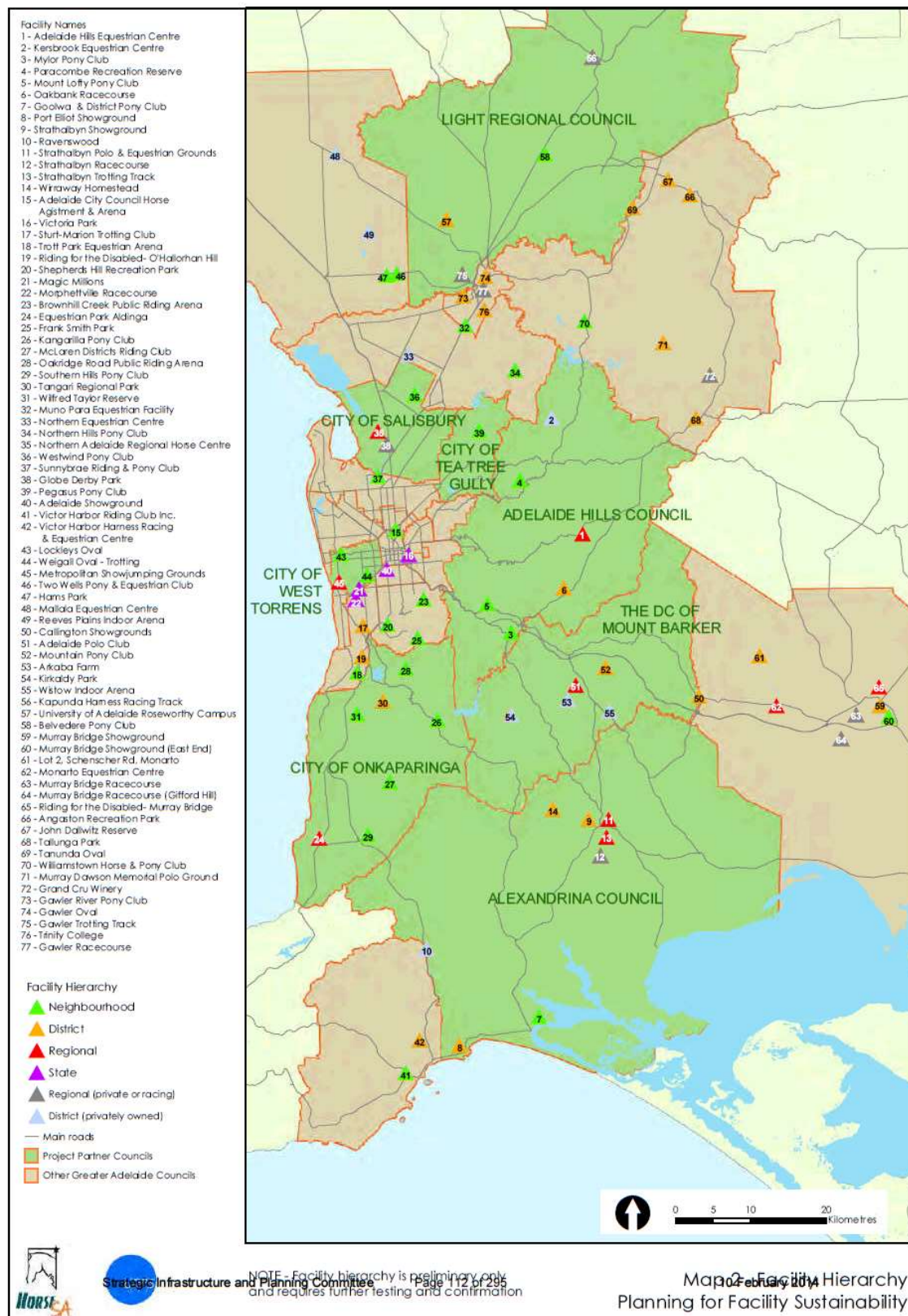
Educating riders to only ride horses on council land where 'signed' by Council and to keep their horse under control on local government land aligns with Council's *Local Government Land By-Law 2019*.

²⁵ Local Government Act 1999

Appendix - Studies

Study	Outcome
2018 Northern Food Bowl Protections Areas DPA	A preliminary review of this zoning Amendment led to refined minimum land areas for new allotments in the southern third of the Council area. This Amendment arose principally from the Northern Adelaide Irrigation Scheme enabling increased opportunity for horticulture. This spatially overlapped with interest in similar sized lots for horse based business. Note the 2021 Planning and Design Code maintained the equivalent land areas.
2014 Equestrian/Horse Keeping Precinct Study 1B	<p>The report recommended:</p> <ul style="list-style-type: none"> Investigating changing the Development Plan to enable establishment of an equestrian precinct in the Primary Production Zone Identify the area this new policy should apply, having regard to criteria, the Strategic Directions report, Broadacre Farming and Horticultural Studies
2014 Equestrian/Horse Keeping Precinct Study 1A	<p>Scope whether the establishment of an equestrian/horse keeping precinct is warranted for Council's area and whether certain parcels of land are suitable for use specifically.</p> <p>The study concluded that there appears to be a need for agistment properties larger than is allowable within existing rural living and animal husbandry zones, but smaller than allotments in the primary production zone. Such an equine precinct could meet the needs of those with a larger number of horses and requiring a higher standard of facility. The equine precinct should consider the possibility for facility sharing (i.e., separate Agistment areas as well as sharing trotting tracks, dressage arena etc).</p>  <p>Figure 5-1 Horse keeping arrangement</p>

<p>2014 Horse SA and Multiple Council's <i>Horse Riding Activities: Planning for Facility Sustainability in Greater Adelaide Metropolitan Area and near Regions</i></p>	<p>Section 6 of the report provides an overview of the key issues relating to planning for horse riding facilities. These include:</p> <ul style="list-style-type: none"> • Pressures from urban growth and competing uses • Ability to keep horses in proximity to facilities • Relationship of tenure arrangements and infrastructure • Pressure to relocate being felt by some existing facilities • Willingness and ability to travel to access facilities • Being part of a likeminded community • Perceptions of equity issues with other sport and recreation uses • The need to better integrate planning for horse riding facilities with other planning processes • Environmental sustainability • Biosecurity issues-risk from horses • Biosecurity-horse diseases • Climate change adaptation • Land use conflict with neighbouring properties • Economic benefits of horse riding activities • New ways of thinking about facility provision • Maintenance and infrastructure provision standards • Funding processes • Shared use facilities • Commitment and communication within horse community • Provision of a diversity of facilities <p>Given the level of horse activity within the district, Council needs to give strategic consideration as to how horse ownership and activity will be managed into the future. The report calls for better integration of horse riding activities into mainstream strategic or structure planning processes, including the identification of trails, the need to provide appropriately zoned land for agistment and setting aside land for facilities.</p>
<p>2014 Mallala <i>Strategic Directions Report</i></p>	<p>An Equestrian/Intensive Horse Keeping study a 'medium' priority</p>
<p>2013 Lewiston Community Study Phase 1</p>	<p>Need two community focal points, including a mixed use facility at Clara Harniman Reserve that could be developed in partnership with horse groups.</p>



Summary of trends in participation in horse riding activities

In 2010 7,900 people over the age of 15 years participated in organised and un-organised horse riding, equestrian and polocrosse activities (0.6% of population) in South Australia.

In 2001, 13,400 participants over the age of 15 years (1.1% of population) in South Australia.

Females more likely to participate than males, both in over 15 years and between 5 and 14 years age ranges

Horse riding, equestrian and polocrosse activities are the ninth most popular non-organised recreational activity in South Australia for those aged over 15 years.

Those living outside capital cities are 3.7 times more likely to participate in horse riding than those in capital cities

The limitations of the available data means that an accurate picture of current and future participation in horse riding activities is difficult to obtain

The apparent anomaly between what the data is showing regarding participation and what clubs and groups are reporting in terms of participation may be a reflection of the general population decline we are seeing in country South Australia and therefore reduced horse ownership and participation in these areas.

Participation Trends 2014**Summary of what groups say about participation in horse riding activities**

Of those groups that responded, the majority anticipate that their membership will either remain the same or increase.

Some clubs are already at capacity. For neighbourhood level clubs this is often due to available coaches rather than limitations of the facility per se.

The majority of clubs that are at capacity are located on the peri-urban fringe, where urban growth is continuing to occur. It is reasonable to conclude that demand for horse riding facilities will continue to also grow as the population grows. At the same time the availability of public land for horse riding facilities will reduce in these areas (if not adequately planned for).

There is a need to better collect data that focusses on facilities in addition to data about the clubs and groups that use them.

There is no set catchment from which members are drawn from for particular District, Regional and State facilities.

However there are some emerging themes such as pony club and riding club members come from the more immediate locality and there is less of a willingness to travel, while members of equestrian and showrelated groups appear to travel greater distances including interstate.

Horse Groups Summary 2014

Summary of strategic context

The ongoing provision of horse riding (and keeping) facilities in the Greater Adelaide region is likely to be impacted upon by the land use planning agenda being promoted by the 30 Year Plan for Greater Adelaide.

This urban growth on the city fringe is likely to place pressure on existing equestrian facilities as urban communities are located closer and closer to horse riding and keeping facilities, which may mean that some facilities are 'squeezed out'.

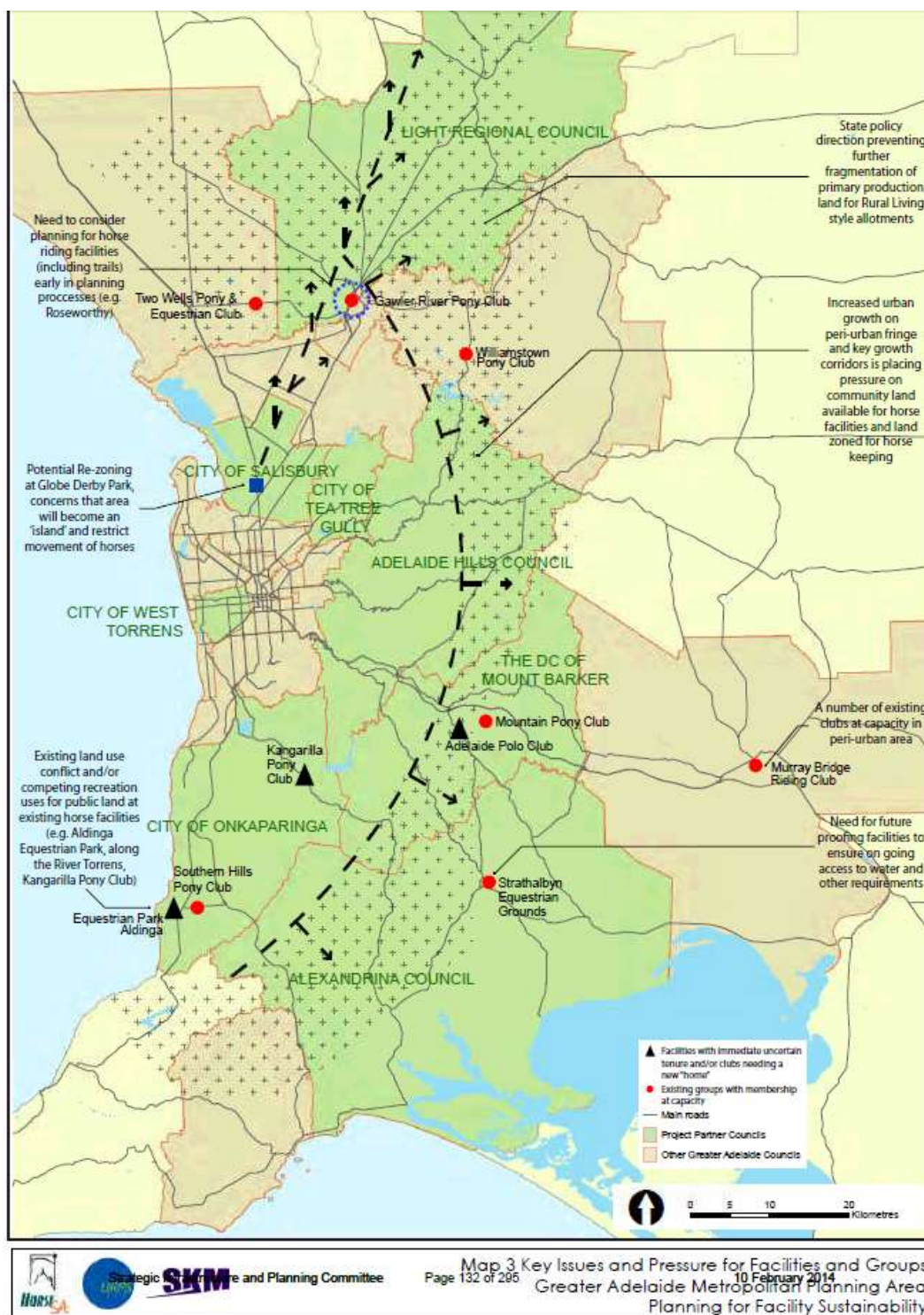
The 30 Year Plan also promotes avoiding the expansion or intensification of existing Rural Living Zones and fragmentation of primary production areas. These policies are significant when thinking about the future of horse riding facilities as Rural Living Zones are often preferred by horse owners and therefore there may be even fewer opportunities for those wanting to keep horses.

There are opportunities to provide trails for recreation as well as for connecting agistment with horse riding facilities.

It is reasonable to assume that population growth will place pressure on demand at existing facilities and drive demand for new facilities.

Facilities which provide activities for people with disabilities play an important therapeutic and recreation role.

Strategic Context 2014



Key Pressures 2014

Summary of key issues relating to planning for facilities

Increased urban growth means that some existing facilities are being encroached upon by residential development. This is particularly evident in the peri-urban area.

There is a perception that horse riding facilities and residential development are incompatible and therefore there can be pressure to relocate existing facilities as urban areas grow.

The ability to keep horses within easy distance from a facility has an immediate impact on club viability and in turn, facility sustainability. The location of agistment areas and facilities in proximity to one another is particularly important for local, neighbourhood level horse riding facilities such as pony clubs and riding clubs.

For the majority of pony clubs and riding clubs, members come from within a fairly small radius of the facility, on average approximately 20 kilometres. This means that relocating these types of facilities can result in clubs closing if located too far from their existing member base.

There is an absence of standards regarding the provision and maintenance of facilities. This means that the standard of facilities across the study area is variable. Without a consistent approach this variability in facility provision will remain.

Some groups and clubs have very limited ability to fund infrastructure improvements/maintenance. Many groups are reliant on funding to maintain, upgrade and provide infrastructure/facilities. Funding processes can appear difficult and onerous depending on the group and its available skills and experience.

Tenure arrangements impact on the ability/desire to make significant improvements to infrastructure at facilities. Some tenure arrangements mean there is less certainty regarding the ongoing future use of the facility. Therefore, there is a greater element of risk associated with investing in significant improvements.

There is a need to better integrate horse riding considerations into mainstream strategic or structure planning processes, including the identification of trails, the need to provide appropriately zoned land for agistment and setting aside land for facilities.

Horse riding facilities need to consider how to manage their ongoing environmental sustainability. This includes managing water use (horse facilities often require significant volumes of water for irrigation), weeds, dust and soil erosion and protecting drinking water quality and remnant vegetation.

Horse riding facilities should not be planned for sites known to be infected with Phytophthora in order to minimise the spread of this soil based disease.

The design and management of horse riding facilities needs to consider the impacts and opportunities presented by climate change.

The establishment of equestrian precincts in the peri-urban fringe where there is shared stabling and riding facilities is a direction to be investigated.

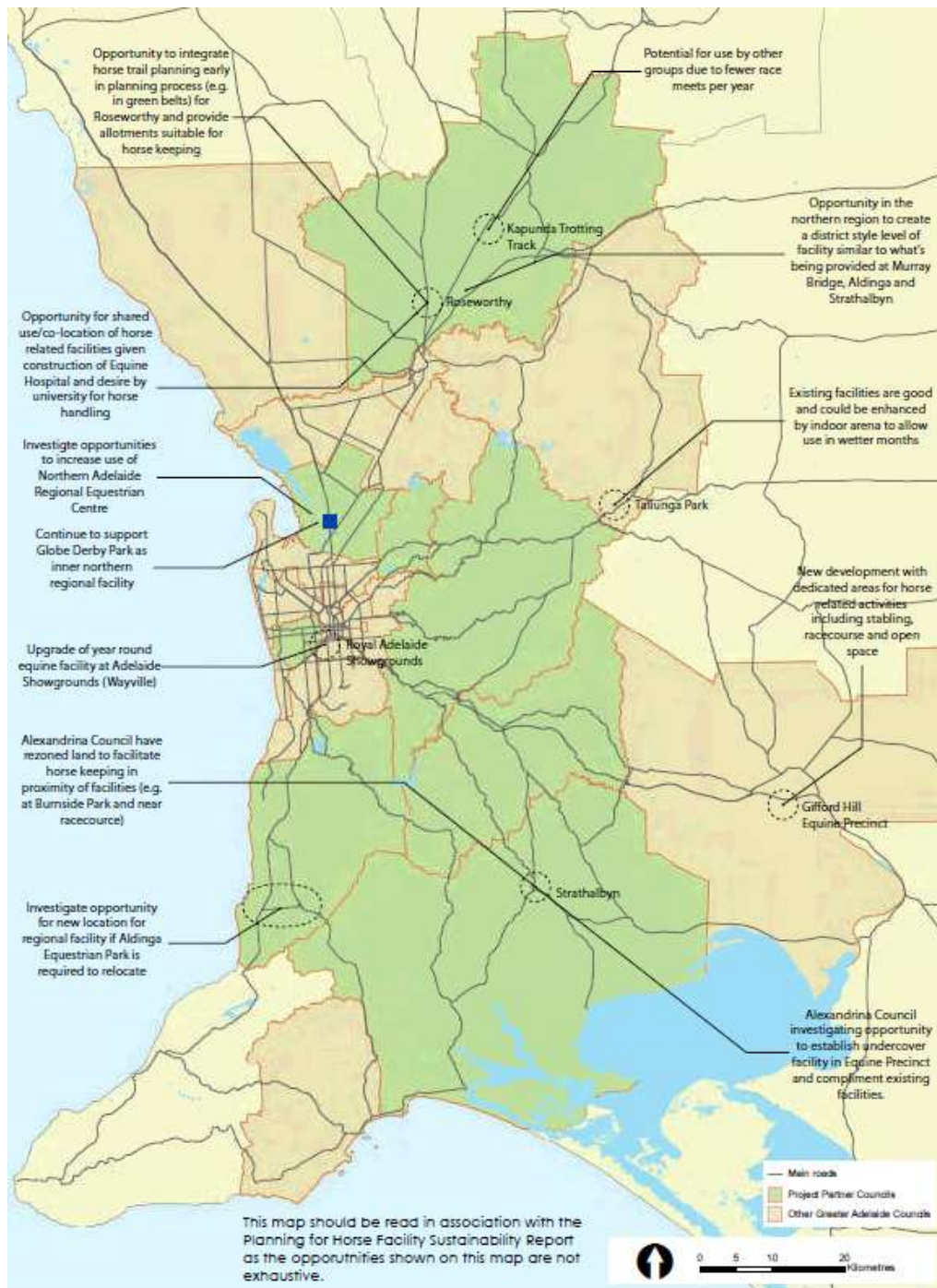
The sharing of facilities maximises the use of facilities while sharing the costs associated with construction and maintenance. The co-location or co-siting of facilities also has the added benefit of creating vibrancy that comes from a diversity of activities and users in one location. This sharing can be by horse only activities as well as with non-horse activities.

The use of facilities by multiple groups for different horse riding activities needs to be scheduled and managed accordingly.

Horse riding facilities should be provided which cater for a diversity of activities and levels of participation ranging from elite through to learning and are accessible for all members of the community.

There is a need to communicate about and commit to a shared vision for the delivery of horse riding facilities across the study area

Facilities Planning Issues 2014



Strategic Planning and Planning Committee

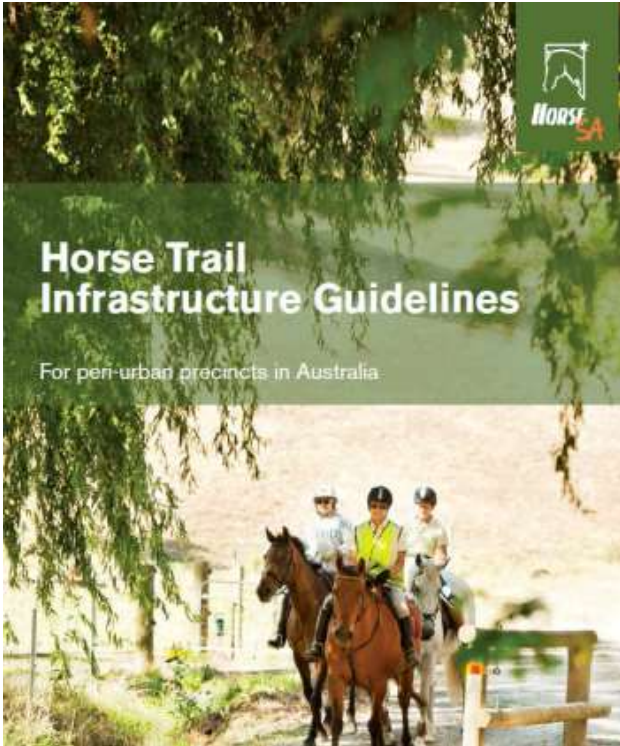
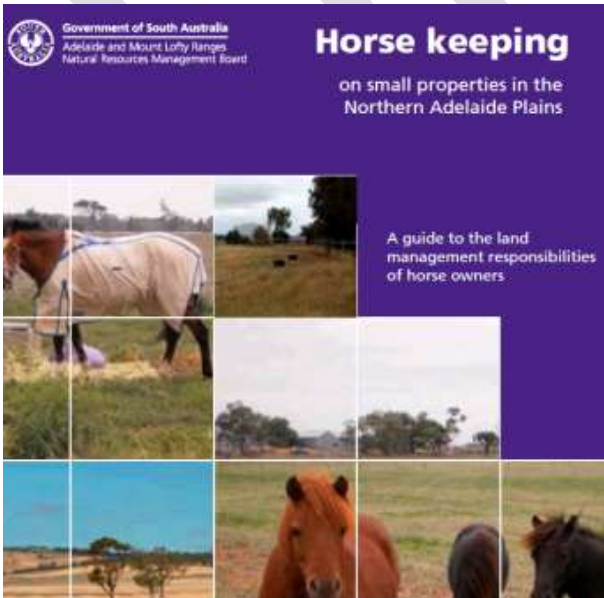
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Map 4 Future Opportunities
 Greater Adelaide Metro Planning Area
 Planning for Facility Sustainability

Summary of Opportunities 2014

Appendix - Guidelines






Various documents provide guidance relevant to horse based activity. These are summarised below.

Document	Audience and Purpose
	<p>Outlines how to establish horse trails for interested organisations, such as councils, government and peak bodies</p> <p>Topics:</p> <ul style="list-style-type: none"> - Trail user safety - Environmental management, such as buffer zones, water supply, creek crossing, horse wash down, manure management - Biosecurity, such as Phylloxera - Trail Infrastructure, such as trail surfaces, tie up rails, horse yards, mounting blocks, barriers, step overs, gates - Roads and Railway lines, including and roads, riding in rail corridors and crossings - Signage
	<p>Outlines land management responsibilities for horse owners</p> <p>Topics:</p> <ul style="list-style-type: none"> - How many horses - Property Design - Weeds - Pasture Plants - Soil - Sowing and Grazing - Manure - Stables, Yards and Exercise Areas

<p>Peri-urban horse keeping in South Australia <small>Hope for the management of stable yards and small horse properties</small></p>  <p><small>Horse SA</small></p>	<p>Outlines management responsibilities for stable yards and small horse properties in per-urban areas</p> <p>Topics:</p> <ul style="list-style-type: none"> - Stable Yard Infrastructure, including rooms, fences, yards - Horses Living Environments, including soil, waste, dust, pest animals, - Manure - Veterinary and Chemical - Deceased Horses
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14.6 PARHAM FLOAT PARKING COMMUNITY CONSULTATION OUTCOMES**Record Number:** D23/12051**Author:** Strategic Project Officer – Development and Community**Authoriser:** Director Growth and Investment

Attachments:

1. Consultation Report – Parham Float Park and Related Matters – 2022 [↓](#) 
2. Written Submissions [↓](#) 
3. Indicative Concepts – Main Street - East of Campground with Horse Access to Foreshore – North Parham Road Verge [↓](#) 
4. Draft Rider Information Sheet 2023 [↓](#) 
5. Background and Options Paper July 2022 [↓](#) 

EXECUTIVE SUMMARY

- Consultation around two sites for horse float parking at Parham and related matters was undertaken over July and August 2022, including a workshop and receiving written submissions.
- From engagement, the following was heard:
 - Establishing a float park west of the Social Club presents challenges as where the horses exit to the beach is also used as a boat ramp, and a car park. Horses riding along First Street also presents some risk associated with higher traffic levels, early morning sun, and several blind corners.
 - There is some support for the Main Street location due to direct beach access, less traffic and proximity to toilets. Most but not all residents nearby are open to this occurring.
 - Negotiating with the Department for Environment and Water (DEW) to establish a float park east of the Campground was raised during consultation due to direct beach access, near to toilets, and few nearby residents.
 - DEW's submission outlined being open to the east of Parham Campground (Figure 1) option subject to various matters being addressed. Note that a site in this general locality has previously been considered.
 - Council having a rider information sheet and beware horse signs was viewed positively.
 - Also viewed positively was managing horse club visits as events using the permit system under Local Government Act.
- The East of Campground Option is within the Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara (AIBSNP-WP). If Council is to establish a float park within AIBSNP-WP, a license would need to be granted by the Minister for Environment.
- DEW flagged the following matters that would need investigating prior to any licence being supported in DEW advice to the Minister for Environment:
 - Native vegetation
 - Vegetation survey to identify species potentially subject to the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)

- More detailed planning for horse access from East of Parham Campground to the foreshore
- Clarity around whether any licence to APC is exclusive or non-exclusive
- Consultation with Kaurua parks advisory committee
- Consulting other stakeholders.
- Taking into account what was heard from engagement on both float parking at Parham and the Council wide Equine Strategy, there is clarity that Parham has a valuable role to play for carefully managed horse activity.
- Seeking to continue to allow the historic level of horse activity through suitable float parking, pathways, a rider information sheet, club visit arrangements and signage should be sufficient to enable horses to continue to visit.
- Acknowledging ongoing illegal nail behaviour impacting Main Street, if Council is of a view to formalise Main Street, then the next steps involve implementing the concept plan through a detailed construction plan, and construction.
- Alternately, if Council is of a view to investigate East of Parham Campground, then further investigations and community engagement are needed.

RECOMMENDATION

“that Council, having considered Item 14.6 – *Parham Float Parking Community Consultation Outcomes*, dated 27 March 2023, receives and notes the report and in doing so:

- 1. Notes the Consultation Report – Parham Float Park and Related Matters – 2022, as presented in Attachment 1 to this Report;**
- 2. Notes the written submissions received in consultation, as presented in Attachment 2 to this Report; and**
 - a. Endorses in principle progressing a preferred permanent horse float parking site as presented in Attachment 3 to this Report being the corner of The Esplanade and Main Street, Parham**
or
 - b. Further investigate the suitability of the proposed site east of the Parham Campground and contained in this report and outlined as Figure 1 within this report**
- 3. Regarding the preferred horse float parking site in recommendation (3), delegates authority to the Chief Executive Officer to progress the preferred site, including further investigations, design work and any necessary consultation in accordance with Council’s Public Consultation Policy.**
- 4. Notes the draft Rider Information Sheet 2023, as presented in Attachment 4 to this Report will be finalised and communicated to horse riders and clubs.**

- 5. Notes that horse club visits by more than six horse floats will be managed as events using the permit system under the Local Government Act.”**

BUDGET IMPACT

Estimated Cost:	\$ 50,000 (construction budget)
Future ongoing operating costs:	In accordance with current service levels
Is this Budgeted?	Yes

RISK ASSESSMENT

The report outlines considerations informing decisions about establishing a permanent float park site. The report enables Council to consider the particular risks associated with the two main options, being Main Street and East of Parham Campground.

Establishing a rider information sheet and use of the permit system for club visits present no risks of note.

DETAILED REPORT**Purpose**

To advise Council of the outcome of the most recent consultation about horse float parking options at Parham in order to determine the next steps.

BackgroundBackground

Horse float parking at Parham has been a matter under consideration by Council since around 2015. Drawing on the chronology (see Appendix within **Attachment 5**), a summary of past decisions is as follows:

- 2015 – concerns at faeces management at the boat ramp and shelter shed car park lead to Council nominating Main Street as a temporary float park until a permanent site was found.
- 2016 and 2017 – investigations continued.
- 2018 – consultation about making Main Street permanent lead to Council determining to continue investigating alternate locations, including land under control of DEW.
- 2019 – Council determined to seek approval from DEW to establish a float park on DEW land north of the Campground within AIBSNP-WP.
- 2020 – land north of Campground investigated.
- 2021 – DEW express concern about land north of Campground for a float park and encouraged Council to consider alternatives, including near to the Port Parham Sports and Social Club.

The 2021 DEW advice lead to officers investigating site options in some detail, and in particular on Council controlled land. These investigations also sought to clarify where horses could be ridden, the behavior expected of riders, and managing horse club visits as events. These inform the potential siting and size of a float park. This work was brought to Council in April 2022 for consideration.

Consultation on Float Parking and Related Matters

Council, at its meeting on 26 April 2022, resolved to undertake consultation on two options for sites for float parking at Parham and related matters.

19.1 Parham Float Parking**Moved Cr Di Troia****Seconded Cr Boon****2022/111**

“that Council, having considered Item 14.5 – Parham Float Parking, dated 26 April 2022, receives and notes the report and in doing so:

- 1. Affirms the strategic value of horses for recreation and visitors on a day by day basis and for events and that a preferred option for float parking is needed;***

2. Notes the Background and Options – Parham Float Parking Paper in Attachment 1 to this Report includes:

- 1. Two float/car park options on Council land for further engagement to inform a preferred option:**
 - 1. Main Street western portion;**
 - 2. West of Social Club;**
- 2. A proposed upgrade to create a Levee Trail including for use by horses;**
- 3. A draft Rider Information Sheet;**
- 4. Information about Council's approach to horse events;**
- 5. An intent to install 'Beware Horse' signs;**
- 3. Authorises the Chief Executive Officer to undertake editorial to the draft Background and Options Parham Float Parking Paper in Attachment 1 to this Report to make it suitable to inform consultation; and**
- 4. Instructs the Chief Executive Officer to undertake public consultation in accordance with Council's Public Consultation Policy and to bring back a subsequent report to Council.**

CARRIED

Consultation was undertaken over July and August 2022, including a workshop and receiving written submissions. The 'Consultation Report – Parham Float Park and Related Matters – 2022' contained in **Attachment 1** documents the consultation undertaken. Written submissions form **Attachment 2**.

The consultation was informed by 'Background and Options – Horse Float Parking and Related Matters – Parham' (**Attachment 5**).

Consultation Outcome

The following summarises what was heard in consultation.

Proposal	What Heard
Float Park Site Options	<p>Establishing a float park west of the Social Club presents challenges where the horses exit to the beach is also used as a boat ramp, and a car park. Horses riding along First Street also presents some risk associated with higher traffic levels, early morning sun, and several blind corners.</p> <p>There is some support for the Main Street location due to direct beach access, less traffic and proximity to toilets. Most but not all residents nearby are open to this occurring.</p>

	<p>Negotiating with the Department for Environment and Water (DEW) to establish a float park east of the Campground was raised during consultation and was viewed positively due to direct beach access, near to toilets, and few nearby residents. Note that no detail of a site in this area was available during consultation and also noting that a site in the general location of the Parham Camp Ground has been previously considered as a potential horse float site.</p> <p>DEW's submission outlined being open to an east of Campground option subject to various matters being addressed, which will likely have cost implications. For ease of reference, DEW's submission is the first submission within Attachment 2.</p>
Adapting the Levee for a shared path, including for horses	<p>Whilst there is some openness to adapting the levee to a shared path, it was generally seen of limited value for horses. Undertaking modifications to increase the potential use by people presents some risk of direct overlooking into houses to the west. This matter would need addressing if to be progressed.</p> <p>The prime purpose of the levee to manage flood hazard needs to be maintained.</p>
Rider Information Sheet/Beware Horse Signs	Support with minor refinements.
Approach to Horse Events	Support to manage club visits as events using permit system under Local Government Act. Consider further other options around permit systems as resources permit.
Horse Beware Signs	General Support

In parallel with consultation, at its meeting on 22 August 2022, Council instructed the CEO to commence discussions about other leasable opportunities and to report back.

13.5 Motion Without Notice

Moved Cr Lush

Seconded Cr Keen

2022/288

“that Council instructs the Chief Executive Officer to commence discussions with the appropriate authorities in respect of leasable opportunities in and around Parham for the prospective development of a dedicated horse float parking area and to bring a report back at the appropriate juncture.”

CARRIED

DEW participated in the August workshop about the west of Social Club and Main Street options. At that workshop, participants suggested what is now called the East of Campground option. Council's decision of 22 August 2022 to commence discussions about leasable opportunities was conveyed to DEW and informed DEW's submission expressing conditional openness to a licence for a float park at east of Campground.

Other Float Park Options

The current temporary float parking location is at Main Street. The consultation was about continuing that permanently or looking to establish a new float park west of the Social Club. From consultation, establishing a float park east of Parham Campground was suggested. East of Parham Campground is within the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara (AIBSNP-WP).



Figure 1 – Concept Plan for East of Parham Campground

Preliminary investigations about how east of Parham Campground could be developed are shown above and within **Attachment 3**. This concept takes into account proposed adjustments to seal The Esplanade and calm traffic.



Figure 2 – Concept Plan for North Parham Road Verge

In parallel with investigating east of Parham Campground, investigations identified the verge of North Parham Road is some 19m wide. Noting this is a Council road reserve, the verge of North Parham Road could potentially be developed as a float park, see **Attachment 3**.

Both East of Parham Campground and North Parham Road verge require a pathway to be established crossing The Esplanade and vegetated dunes to the foreshore. Officer discussions have identified an indicative pathway network, designed with regard to proposed future sealing of The Esplanade, traffic calming, and the upgrade to the Campground. Refer to **Attachment 3**.

Informal advice was sought from the Native Vegetation Branch of DEW about East of Parham Campground and North Parham Road verge options. The advice is 'that the East of Parham Campground concept is the most appropriate area for any future infrastructure. This is mainly due to the reduced amount of clearance compared to the road reserve option and the likelihood that it's been cleared historically. Therefore, the next step is to engage an accredited consultant to undertake a vegetation assessment for submission to the NVC.'

Acknowledging the greater native vegetation value of North Parham Road verge, this option has not been further considered.

East of Parham Campground Option

If Council is to establish a float park within AIBSNP-WP, a license would need to be granted by the Minister for Environment.

The DEW submission flagged six matters that need investigating prior to any licence being supported.

Area of Investigation for East of Campground	Officer Comment
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Native vegetation	Informal advice from Native Vegetation Branch is more supportive of East of Campground than North Parham Road verge.
Vegetation survey to identify species potentially subject to the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)	Council would need to commission this survey.
More detailed planning for horse access from East of Campground to the foreshore	More detailed concept planning including impact on vegetation and input from horse groups would be needed.
Clarity around whether any licence to APC is exclusive or non-exclusive	Council would need to consider further.
Consultation with Kurna parks advisory committee	DEW would need to arrange for Council to be able to consult with the Kurna parks advisory committee.
Consulting other stakeholders	Council has not formally consulted about a proposal to establish a float park East of Campground, acknowledging establishing new access to the foreshore would be needed.

Rider Information Sheet

Whilst the question of where to have a long-term float park continues, horse riders visit Parham daily and clubs also visit.

Consultation affirmed the value of a rider information sheet and suggested refinements to use more positive language and remove the proposed (but not supported) levee trail. Consultation suggested the information sheet needs communication to riders and horse clubs to be effective. Suggestions also included signs communicating expectations of riders.

Submissions by bird groups on the Equine Strategy flagged that commercial horse training should be discouraged. The draft rider information sheet is to be updated about the shorebird role of coastal areas in order to increase horse riders understanding. Riders are also to be asked to keep a respectful distance from feeding birds and to ride in ways that minimise compression of the foreshore surface, such as by riding at walking pace and with faster pace minimised.

Officers intend to finalise the draft Rider Information Sheet (**Attachment 4**) and to update Council's website. Horse clubs will be updated accordingly. Pending final float park decisions, signage will be updated.

As resources permit, similar rider information at Port Gawler should be created in collaboration with DEW. At Port Gawler, the land ridden on is within AIBSNP-WP,

Horse Club Visits

The Background Paper released for consultation (**Attachment 5**) outlined that Council's approach is that where more than six (6) floats from a club are involved, a Permit under the *Local Government Act 1999* is needed.

Six was chosen to allow daily visits without a permit and where a larger number of floats are to visit, asking for a permit enables management of impacts (such as parking, manure). Asking for a permit also enables clubs to provide early advice to local groups, such as the Port Parham Sports and Social Club.

Submissions support using the permit system. Consultation flagged the potential for electronic booking systems, which are beyond current resources. These further options can be considered as resources permit.

Officers have been asking clubs envisaging more than six floats to apply for a permit. Feedback to date is that clubs are open to applying for permits for their visits, and cite that the permit expectation is not dissimilar to visiting a national park.

Equine Strategy Consultation

In parallel with consultation about float parking at Parham, consultation on a Council wide Equine Strategy has been underway. The Equine Strategy consultation led to numerous bird group submissions as well as a submission by DEW. These submissions are to be formally considered by Council.

For Parham, the main point in those submissions is to only allow what can be called the historical level of horse activity. It is noted that bird groups 'ideal' position is no horse activity.

The unsafe and illegal behaviour of nails being placed in the Main Street float park is still occurring. That behaviour is impacting the level of horse activity, with there being generally no more than one float a day. If this behaviour were not occurring, there would be a greater level of daily horse activity, akin to what is reasonable to consider as the historic level.

The float park concept plans envisage up to six regular floats at a time. This is considered to cater for what could be described as historic daily demand. Visits by horse clubs often involve 15 or more floats, and are to be managed through the permit system. Historically, there has been one to two club visits per annum.

This level of activity is considered to be the historic level. Acknowledging the number of horses in the northern region and the Australian Government's Wildlife Conservation Plan for Migratory Shorebirds aim to minimise threats to migratory shorebirds, continuing to allow horse activity at historic levels at Parham is considered reasonable.

Potential Next Steps on Float Parking Siting

The prime question before Council is where to locate a horse float park to provide for the historic level of horse activity. From investigations and engagement, Main Street or East of Campground are the main options.

	Potential Next Step	Rationale
Main St	<p>The next step involves physical works, including a solid surface, updated signage and suitable plantings (Concept Plan in Attachment 3).</p> <p>Undertaking such works would involve preparing a construction plan and in the process of preparing the construction plan, Council's Infrastructure and Environment officers would discuss detail design with adjacent residents and horse representatives. After discussions, this construction plan would be constructed.</p>	<p>From consultation, there is openness to Main Street continuing, albeit, East of Campground is preferred noting detailed exploration of this concept has not yet occurred.</p> <p>Main Street's current use is impacted by the unsafe nail behaviour. Council will soon install lighting and is looking at options – including with SAPOL – to address the illegal behaviour. Installing a solid surface would likely make placed nails easier to see and remove.</p>
East of Campground	<p>The next step involves preparing a more detailed concept plan including for the pathway to the foreshore (Concept Plan in Attachment 3).</p> <p>Investigations need to better understand how horse club visits could use East of Campground as well as park on The Esplanade and North Parham Road. Investigations to satisfy the Environment Protection and Biodiversity Conservation Act (Cwth) and Native Vegetation Act (State) are needed.</p> <p>East of Campground is remote from a large number of houses and has some risk of inappropriate behaviour with limited passive surveillance. Options for how</p>	<p>These investigations and engagement are necessary both for Council as proponent as well as DEW who are to advise the Minister for Environment whether to grant a license to Council to establish a float park.</p> <p>In the future, a development application would also need to be lodged.</p>

	<p>passive surveillance can be achieved would need investigating.</p> <p>A background paper drawing on the further investigations to inform engagement, and a detailed engagement program would need to be prepared. Key stakeholders include:</p> <ul style="list-style-type: none"> • DEW as land owner • Kurna Parks Advisory Committee • Adjacent residents • Residents within Parham • Mallala Lions Club as intended managers of the adjacent Camp Ground • Horse Clubs in Adelaide Plains. 	
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Discussion

Settling a long-term future for horse float parking at Parham is an ongoing challenge. Taking into account what was heard from community engagement on both float parking at Parham and the Council wide Equine Strategy, there is clarity that Parham has a valuable role to play for carefully managed horse activity.

Seeking to continue to allow the historic level of horse activity through suitable float parking, pathways, a rider information sheet, club visit arrangements and signage should be sufficient to enable horses to continue to visit.

It is within this context and informed by the float park engagement that the main long-term float parking options are either Main Street or East of Campground.

Conclusion

Progress has been made in seeking to identify a preferred long-term location for float parking.

Acknowledging ongoing illegal nail behaviour impacting Main Street, if Council is of a view to formalise Main Street, the next steps involve implementing the concept plan through a detailed construction plan, and actual construction.

Alternately, if Council is of a view to investigate East of Parham Campground, then further investigations and a suitable engagement plan are required.

References

Legislation

Local Government Act 1999

Council Policies/Plans

Public Consultation Policy

Consultation Report and Response to Submissions

– Parham Horse Float Parking and Related Matters

2022



Community Members at the workshop

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Council acknowledges that we are on the traditional country of the Kurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

Summary of Outcomes

Council consulted about two horse float parking options and a series of related measures at Parham. Using a variety of consultation methods, the following summarises what was heard.

Proposal	What Heard
Float Park Site Options	<p>Establishing a float park west of the social club presents challenges that where horses exit to the beach is also used as a boat ramp, and a car park. Horses riding along First Street also presents some risk associated with higher traffic levels, early morning sun, and several blind corners.</p> <p>There is some warmth to Main Street due to direct beach access, less traffic and proximity to toilets. Most but not all residents nearby are open this occurring.</p> <p>Negotiating with DEW to establish a float park east of the campground/south of North Parham Road was viewed positively due to direct beach access, near to toilets, and few nearby residents. If to be progressed, this option would need DEW to be open to it and investigation.</p>
Adapting the Levy for a shared path, including for horses	<p>Whilst there is some openness to adapting the levy to a shared path, it was generally seen of limited value for horses. Undertaking modifications to increase the potential use by people presents some risk of direct overlooking into houses to the west. This matter would need addressing if to be progressed.</p> <p>The prime purpose of the levy to manage flood hazard needs to be maintained.</p>
Rider Information Sheet	Support with minor refinements.
Approach to Horse Events	Support to manage club visits as events using permit system under Local Government Act. Consider further other options around permit systems as resources permit.
Horse Beware Signs/Other	General Support

Purpose

The purpose of this report is to outline consultation undertaken, submissions received and proposed responses to Parham Horse Float Parking and Related Matters.

Background

Council, at its meeting on 27 June 2022, resolved as follows:

‘that Council, having considered Item 14.5 – Parham Float Parking, dated 26 April 2022, receives and notes the report and in doing so:-

- 1. Affirms the strategic value of horses for recreation and visitors on a day by day basis and for events and that a preferred option for float parking is needed;*
- 2. Notes the Background and Options - Parham Float Parking Paper in Attachment 1 to this Report includes:*

i. Two float/car park options on Council land for further engagement to inform a preferred option:

1. Main Street western portion;

2. West of Social Club;

ii. A proposed upgrade to create a Levee Trail including for use by horses;

iii. A draft Rider Information Sheet;

iv. Information about Council’s approach to horse events;

v. An intent to install ‘Beware Horse’ signs;

3. Authorises the Chief Executive Officer to undertake editorial to the draft Background and Options Parham Float Parking Paper in Attachment 1 to this Report to make it suitable to inform consultation; and

4. Instructs the Chief Executive Officer to undertake public consultation in accordance with Council’s Public Consultation Policy and to bring back a subsequent report to Council.’

Consultation

Stakeholders included:

- Port Parham Sports and Social Club
- Parham and District Action Group
- National Parks and Wildlife Service
- Horse Clubs – APEC, Two Wells Pony Club, Gawler River, Dressage
- SA Wide Horse stakeholders, eg Horse SA, Equestrian SA, RDA
- Office of Recreation, Sport and Racing
- Local Parham residents

A plan for consultation was prepared which outlined the goals of consultation, relevant stakeholders, and the 'how' consultation tools to be used.

Goal	How
All stakeholders having access to float park options and related matters in easy to find form	<ul style="list-style-type: none"> • 'Formal Consultation' • Summary with Questions on Website • Website with Public Notice, 'Horse and Parham? What's Being consulted About' and a Comments Form (Appendix B). The Background Paper is available on request • Public Notice in Plains Producer • PADAG emailing their network
Enable discussion by key influencers about the options	Workshop midway through
Enable any resident or horse person to understand the options and make submissions	Direct mail owners Letter box nearby occupiers Email local and state wide horse related interests Attend workshop Make submissions
Ideally, identification of preferred float park siting, design and input on other topics	Questions on Comments Form

Consultation commenced 27 July and with submissions requested by 30 August. Several submissions came in after 30 August.

Response to Submissions*Float Parking Options*Proposal

The siting options to establish a permanent float park put to consultation are at Main Street West and West of the Port Parham Sports and Social Club.

East of Campground (DEW land) was raised and discussed at the Workshop, and several submitters commented on that.

Summary of Submissions

	Main St	West of Social Club	East of Campground (DEW land)
Positives?	<ol style="list-style-type: none"> 1. Easy direct access to beach 2. Central to horse area on beach 3. Low traffic 4. Reduced risks of accidents with horses 5. Nearby residents eyes on street 6. Away from town centre 7. Not need a lot of work 8. Ongoing use away from foreshore upgrade areas at playground/boat ramp 	<ol style="list-style-type: none"> 1. Clear area and not need a lot of work 2. Possible interaction/income stream for Social Club 	<ol style="list-style-type: none"> 1. Close to beach 2. Central to horse area on beach 3. Large area available 4. Low traffic levels 5. Close to toilets and water 6. Former sand quarry, solid base, minimal native growth. 7. Events park on North Parham Road 8. Few residents 9. Requires minimal clearing 10. Requires sand ladders to provide access over dunes

Risks?	<ol style="list-style-type: none"> 1. Some annoyance to residents 2. Potential conflict with children walking or riding to beach 3. Hard to drive when many vehicles parked between foreshore and Esplanade 4. High dust during summer, particularly when large numbers of floats. Dust impacting adjacent residences 5. Remote from toilet 6. Manure not collected at site 7. Manure not collected at beach 8. Rare occurrence of horse escaping 9. Vehicles across driveways 10. Diminish property values 11. How to manage more floats arriving than provided for in designated area? 12. Ongoing inappropriate behaviour of placing nails creating safety risk 	<ol style="list-style-type: none"> 1. Some annoyance to residents 2. Near relatively high traffic on First Street (many drivers exceed 40km/hr) 3. Low sun creates driving challenge along First St, exacerbated with horses 4. Access to beach via car park adds conflict with other users, e.g. residents, children at playground and visitors 5. Access to beach via boat ramp adds conflict with other users e.g. boat and jinker 6. Of limited benefits for horses 7. Risk of impeding CFS access to tank. Potential tank expansion 8. Need approval of PPSSC for overflow parking; Overflow parking at PPSSC damage running track surface 9. Access to beach passes residences 10. Emergency services use large area at PPSSC for helicopter retrieval. Only large area at Parham 11. Higher costs than Main Street 12. How to manage more floats arriving than provided for in designated area 13. Impact on butterfly 	<ol style="list-style-type: none"> 1. High dust levels when surface disturbed during summer 2. Owners not picking up manure at the site or on beach 3. Rare occurrences of escaping horses causing danger to public 4. People free camping 5. More snakes 6. Risk of asbestos and boggy surface 7. Horses less familiar in that part of Parham 8. Traffic sight line issue north east corner Esplanade/North Parham Road; higher traffic speeds generally than 40km zone
Practical proposals to improve?	<ol style="list-style-type: none"> 1. Stabilise surface to reduce dust, but possibly not needed 		<ol style="list-style-type: none"> 1. Vegetation area adjacent Esplanade to act as buffer from Campground

	<ul style="list-style-type: none"> 2. Don't allow horses to be tied up for long periods of time as horses dig ground and generate dust 3. Remove Sheoaks to increase parking area 4. Review whether water needed 5. Collect manure instructions/signs 6. Signage with fencing to direct riders across dune vegetation to the foreshore 7. Clear driveway expectations 8. Adjust proposed fence to enable reversing into garage facing Main St on SE corner Esplanade. 9. Establish float park further east along Main Street 10. Opportunity for shared trail in scrub to east 11. Add hitching rails 		<ul style="list-style-type: none"> 2. Needs Council to negotiate with DEW to secure land
	Main St	West of Social Club	East of Campground (DEW Land)
For Parham as a whole, which one is better?	8 submissions	1 submission	3 submissions
For your interests, which one is better?	6 submissions	3 submissions	1 submission (2 submissions supported a location 'outside of town' but did not specify East of Campground)

Horse SA advise drive through parking and a water tap is preferable. Horse SA are prepared to collaborate in education.

The Office for Recreation, Sport and Racing advise a float park is akin to a trail head. It should be in proximity to toilet/change room facilities designed using universal and child safe design principles. Drinking water and information shelter/maps should be available. Manure managed.

Comment

Establishing a float park west of the social club presents challenges that where horses exit to the beach is also used as a boat ramp, and a playground/car park. Horses riding along First Street also presents some risk associated with higher traffic levels, early morning sun, and several blind corners.

There is some warmth to Main Street due to direct beach access, less traffic and away from playground/boat ramps areas. Most but not all adjacent residents are open to this occurring. Dust management, manure management, avoiding vehicles parking across driveways, accommodating larger numbers of floats, and better information/signage needs more work.

Negotiating with DEW to establish a float park east of the campground/south of North Parham Road was viewed positively due to direct beach access, near to toilets/water, a former quarry with less conservation value and few nearby residents. If to be progressed, this option would need DEW to be open to it

Proposed Approach to Submissions

Work with DEW to properly consider the potential to establish a horse float park east of the camp ground, noting that should this not be possible, a modified concept for Main Street be prepared

*Levy Shared Path*Proposal

Upgrade the levee to enable shared use for recreation, such as walking, running, and by horses.

Summary of Submissions

	Levy Shared Path
Positives?	1. Concept of shared path somewhere along the coast, and to Webb Beach
Risks?	1. Overlooking into rear yards of houses to west 2. Risk of noise, mess and unwelcome return of motorbikes 3. Purpose of levy to protect against flood hazard cannot be reduced 4. Previous erosion damage not repaired 5. Beach is boggy/stony at southern end of levee 6. Don't go ahead with. Allow revegetation to continue to support levy function 7. Managing potential conflict between different users will need consideration 8. If poor surface, not good for animals 9. How will it be financed?
Practical proposals to improve?	1. Stabilise flood protection purpose 2. Design for all abilities

Comments

Whilst there is some openness to adapting the levy to a shared path, it was generally seen of limited value for horses and the paths beach access point being boggy. Undertaking modifications to increase the potential use by people presents some risk of direct overlooking into houses to the west. This matter would need addressing if to be progressed.

The prime purpose of the levy to manage flood hazard needs to be maintained.

Proposed Approach

Noting low support for establishing a float park west of the social club and risks, such as overlooking to the dwellings to the west, that progressing upgrading the levee with a shared path not be further progressed.

*Rider Information Sheet/Beware Horse Signs*Proposal

Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs

Summary of Submissions

1. Rider info sheet:
 - a. good overall
 - b. remove proposal for levee shared path
 - c. review to have more positive language
 - d. needs effective communication, e.g., on sign boards, available in Parham, on horse club websites
2. 'Beware Horse' signage should be meaningful, e.g. Picture of horse and 'Pass, Wide and Slow' words
3. Float Park signs should aid riders to easily find their way to where they can ride, direct riders to take manure away, and procedures/contacts in case of emergency
4. Need method of reporting poor behaviour, mostly on weekends when staff less available
5. Experienced no issues with rider or horse behaviour; experienced inappropriate behaviour from riders

Comments

The Rider information sheet is supported, and refinements suggested to improve. Installing horse signs is supported, provided more work is done.

Proposed Approach

Support with minor refinements.

*Approach to Horse Events*Proposal

Council considers granting permits for horse club events with regard to its Event Management Policy. What is important to consider in determining horse club events?

Submissions

1. Risk to public safety
2. Riders need to be aware of other users
3. Support concept of granting permits
4. Consider online calendar for booking and to enable others to know IF room to come to Parham
5. Event organisers must have experience in considering facilities

Comments

General openness to horse club visits provided properly managed. The permit system under the *Local Government Act 1999* provides a means to do that.

Proposed Approach

Support to manage club visits as events using permit system under Local Government Act. Consider further other options around permit systems as resources permit.

*Horse Beware Signs/Other*Summary of Submissions

1. Further signage showing where horses can be ridden
2. Update horse information on APC website
3. Horse poo on beach reduces cleanliness of beach. At odds with dog owners collecting their dogs poo
4. Do not wish a permanent horse park
5. Put a light near main street

Comments

The final siting of a float park will influence where further signage should be located. There is general support for updated horse information on the website. A light is to be installed at the Main Street float park.

Proposed Approach

General Support for horse beware signs

Appendix A – Workshop Output**WORKSHOP REPORT – PARHAM FLOAT PARKING & RELATED MATTERS**

16 August 2022



Council acknowledges that we are on the traditional country of the Kaurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

Scope

This report collates the outcomes of the workshop about Float Parking and Related Matters at Parham held on 16 August 2022

Purpose of Workshop

To enable discussion about float parking options & related matters.
To assist attendees informing submissions.

Attendees

APC/NPWS

1. Lynette Seccafien – Community Development Officer (Primary Facilitator)
2. David Bailey– Strategic Projects Officer (Co-facilitator)
3. Clarisse Semler-Hanlon – Communications Officer (note taker)
4. Brendon Schulz Manager Regulatory
5. Mike Ravno Assets Engineer
6. Kurtis Madigan Acting Senior Ranger (National Parks & Wildlife Service) NPWS
7. Councillor Keen (observer)
8. Councillor Lush (observer)

Present

9. Tracey
10. Thalia & Shane Degilio
11. Peter Sadler & Ali Sanger
12. Steve & Carmel Doecke
13. J Dawhirst
14. T Smith
15. Maxine Symes
16. Mara Hansson
17. Lorraine Volbrecht
18. Raelene & Peter Schwerdt
19. John & Terri Coles
20. Steve & Doris Woods
21. John R
22. Ken & Maxine Bell
23. Colin Makin
24. Andrew Toholkc
25. Samantha Cox
26. Kim Leach
27. Rebecca Black
28. Christine Tester
29. Alvin Jenkin

Welcome

Lynette welcomed attendees, outlined the purpose, Acknowledged Country, What we're expecting tonight, Rules around Safe space, and explanation of parking board. Council Members welcomed.

Photos - Clarisse checked and each table advised of no issues with photos being taken and used.

Background & Options Overview

David spoke to the below slides

Background and Options

1. Various float park sites considered since 2015
2. AIBS purpose limits available land for float park options
3. 'Council land', appears to be only two options (Main St and West of Social Club)
4. If to be formalised, need to understand what is best for town overall





PROPOSALS

- Dedicated parking for daily use for upto 6 floats at:**
 - Main St western end

OR

 - West of Club
- Levee Upgrade**
- Manage club visits as events via the permit process. Event parking for 15 - 20 floats at:**
 - Main St to East Tce

OR

 - At the Social Club subject to PPSC permission
- Rider Information Sheet outlining where horses can be ridden & expectations**
- Signs**





Area Horses Allowed

Horses can ride:

- on the tidal flats west of high tide mark, north to Fleetwing Road, south to Jarmyn Street and west to the Council boundary
- on Council roads

Horses can not ride in other parts of the Adelaide International Bird Sanctuary, other council land or in the defence area





Authority Informal Discussions

- 1.Planning Approval
- 2.Native Vegetation DEW
- 3.Coast Protection DEW
- 4.Crown Land DEW
- 5.PPSSC Lease

Points of clarity:

- Sometimes horse events 40 floats
- If parking for 6, what happens if 8 – 9 come?
- Challenge of horse parking within established township
- Horse parking at Main Street into the evening, with lights and associated noise. Mostly stay up to 2 hours and then go
- Limited proximity of toilets to Main Street
- Council budget \$50k to fund works
- West of Social Club:
 - Horse egress to beach via First St, or via South Tce. Access to beach via First St a risk with most traffic.

- Points of beach access a car park with playground OR the boat ramp car park. Both are busy at different times – in particular summer - with other activities
 - Fire Tank – important to be available and not impeded through float park structures or floats parking
- North Parham Road Land - 2015 consultation flagged float parking on what was then APC and is now DEW land south of North Parham Road, east of The Esplanade. Good beach access, remote from residents, and toilets nearby
- Levee Shared Path:
 - Risk of privacy loss in houses to the west
 - Risk of motorbike and car use
 - Horses damage surfaces
 - Can't impede primary flood purpose
 - Current levee being revegetated to assist flood purpose
 - Beach egress point boggy and unsafe, and stone bed at beginning of channel

Main Street West

Attendees asked what they liked and disliked

Likes – quiet street; good beach access; established; away from playground; overflow capacity; nearby residents ‘eyes’ on the street; quieter for animals; can expand via remove non-native trees.

Dislikes - don’t gravel as creates dust and contaminates poo for collection; hard surface more for smells to disperse; don’t fence as creates risk of car damage; no water; remote from toilet; current surface breaks up in summer; more residents near it; proximity to road intersection a risk; risk with cars parked between esplanade and high water mark; dust in summer; need to control dogs.



Table 1:	<p>Pros:</p> <ul style="list-style-type: none"> - Quiet street - Good beach access they only have to go across one road, safety for them - Finance a lot cheaper, pretty well established - Could have more area – other side of 3 main street driveway the trees could be cleared out. They’re not native trees. That could give a bit more area. - Less disturbance to people. - Don’t fix something that’s not broken. <p>Cons:</p> <ul style="list-style-type: none"> - No cons. We like it
Table 2:	<p>Pros:</p> <ul style="list-style-type: none"> - It is accessible - Leave it as it is - Against having gravel area fenced, the gravel still creates dust and there’s more dust coming off the road. If you want to gravel something, gravel the road. - The banks could be broken down on the sides, better accessibility in it – grass it with something that is going to withstand the summer. - Minimal development - There’s not the same restrictions as there is on the other site. We would hate to park somewhere where we’d be blocking a roadway. <p>Cons:</p>

	<ul style="list-style-type: none"> - Don't like the idea of fencing the area. Potential for people to back into the fence, which is then maintenance or doesn't get repaired it will become an eyesore. - By gravelling, the manure will have rocks in it which people won't want in their garden – compared to if it was a natural surface. Harder for smells to disperse if gravel rather than natural surface
Table 3:	<p>Pros:</p> <ul style="list-style-type: none"> - Away from playground - Shortest egress from beach - Overflow capacity on the main street - <i>Table 2:</i> there are some residents in that area pro-horses being there, so eyes on the ground for potential risks for both the animals and peoples vehicles – we're aware there has been malicious stuff done in that area <p>Cons:</p> <ul style="list-style-type: none"> - No water onsite. Equine person says they should be bringing their own anyway. - Distance from the toilets – unstable surface. Breaking up of the surface in summertime. - A lot of local residents near it. - Proximity to the road intersection is a concern. - Future concern is about parking management between esplanade and high water mark particularly crabbing season. Route if there's 12 cars parked in that area crabbing. People go crabbing anytime.
Table 4:	<p>Pros:</p> <ul style="list-style-type: none"> - Echo above. - Horse people seem to have dogs – are there any controls on that. - <i>Table 2 comment:</i> there are people within the community who like to freewalk their dog, for their own dogs safety if there's horses present the dogs should be on a lead. Alvin: it's now illegal to freewalk dogs in the area. <p>Cons:</p> <ul style="list-style-type: none"> - Dust issue in summer.
Table 5:	<p>Pros:</p> <ul style="list-style-type: none"> - Echo above. - Safer site, it was easier access to the beach. - Quieter for the animals – potentially. - Visibility for seeing horses crossing the road is easier in that direction. - Sun friendly, it's a better site for safety <p>Cons:</p> <ul style="list-style-type: none"> - They're nearer to caravan traffic – may or may not be. - There's some anxiety from residents in that area that needs to be acknowledged. - Is it further away from the facilities or is it equal distance? Probably equal distance.

West of Social Club

Attendees asked what they liked and disliked

Likes – quiet area; less residents; space available; water tank; potential income stream for PPSSC; less need to take floats along Esplanade; potential to use Levy trail;

Dislikes - difficult/longer for horses to access beach; First Street a busy road with most traffic; 'blinding' morning sun direct down First Street adds risk for drivers if people riding horses along First St; in summer, many people at beach, adding challenge for horses accessing beach via First St/car park or South Tce/boat ramp; East Tce/South Tce narrow with blind corner; manure dropped on longer journey to beach; need PPSSC permission for extra parking; risk if emergency vehicles can't access the village; may need to expand tank in the future; horse safety when emergency vehicles and sirens on; visually detract from Jinker Display; higher cost to develop; impact on bitter bush blue butterfly?; Risk of misuse of PPSSC grounds



Table 1:	<p>Pros:</p> <ul style="list-style-type: none"> - Echoes everyone else. <p>Cons:</p> <ul style="list-style-type: none"> - Tried to update oval and couldn't because of the bitter bush blue butterfly, will that affect this.
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Table 2:	<p>Pros:</p> <ul style="list-style-type: none"> - Quieter area - Less residents <p>Cons:</p> <ul style="list-style-type: none"> - Mostly covered. - Main concern higher cost to develop. - Parking obstruction – access road and fire tanks - The ground and extra path towards the water
Table 3:	<p>Pros:</p> <ul style="list-style-type: none"> - Potential income stream for the club from having people here. - There's no need to take floats along the Esplanade. Less impact on residents. - Potential for using trail along the levy. <p>Cons:</p> <ul style="list-style-type: none"> - Emergency access is a real concern. - Potential overuse/misuse of social club grounds.
Table 4:	<p>Pros:</p> <ul style="list-style-type: none"> - No comments. <p>Cons:</p> <ul style="list-style-type: none"> - Access to the beach. You're either down the main street – every other vehicle in town. East street south terrace fairly narrow – corner is blind corner. Once you get around them to south terrace it's still very narrow. And then you're accessing the beach via the boat ramp. - Fire tank issues. - Clash with the jinker display. Detract from the jinker display. - Track there was made for access to fire tank now being used a lot more.
Table 5:	<p>Pros:</p> <ul style="list-style-type: none"> - Space available. - Water tank here. <p>Cons:</p> <ul style="list-style-type: none"> - Water tank – if emergency vehicles can't access the village, it's a serious issue. - There might be the need in the future to expand the current water storage tanks for firefighting purposes, which may impact on the design. - Difficult/longer access to beach for the horses. - Not sun friendly (see above pro for Main Street). When you come up Esplanade corner it's blinding from 7am to 8am a lot of danger for a mishap if people riding horses. - Safety for horses when emergency services arrive and sirens are turned on. - On journey to the beach, horse manure may be dropped which becomes a problem to clean up. - Permission from the club for parking etc. - Have to find good egress to the beach – in summertime people are everywhere.

North Parham Road (East Of Campground)

(South east corner The Esplanade/North Parham Road – part of 10 North Terrace CR6220/969)

North Parham Road as a float park option was raised as part of the introduction. The following points were affirmed at the workshop:

- The land is NOT under APC care and control
- DEW would need to be open to its use
- The option would need proper investigation.

Kurtis Madigan Acting Senior Ranger NPWS outlined:

- North Parham Road land proclaimed and gazetted as a National Park
- DEW would have to be open to the land being a potential float park
- If National Parks to consider it, would have to put funds towards all user groups not one user group (i.e. walkers, bird watching etc).
- On question regarding leasing to Council, potentially yes but this is a decision for DEW.

The workshop plan was adjusted to better understand likes/dislikes from the perspective of attendees present.

Likes – large area; away from residents; near toilets; water available, short access to beach; larger for event parking; flat surface: away from main town/less overall resident anxiety; multiple roads for access; siting park 15 – 20 metres to east retains vegetation on east side of Esplanade as campground buffer;

Dislikes – Within National Park; risk of being camped at; risk of asbestos and boggy surface; risk of construction and development impacts; is it safe?; horses less familiar in that part of Parham; dog's tend to be off leash in that area and beach area; needs sand hill walk over; more vegetation than in 2015; traffic sight line issue north east corner Esplanade/North Parham Road; higher traffic speeds generally than 40km zone;

Table 1	<p>Pros:</p> <ul style="list-style-type: none"> - More area, bigger space. <p>Cons:</p> <ul style="list-style-type: none"> - It's National Parks - Not safe - Clash with campers and will they try to camp there as well? - If horse breaks away and goes through campground - Harder access to the beach - Will it have to be built up? - Any asbestos dumped down there?
Table 2	<p>Pros:</p> <ul style="list-style-type: none"> - Away from the residents, less impact to the community - Toilets - Water available - Short access to the beach

	<ul style="list-style-type: none"> - Safer water entrance down that end. Less mud, rocks etc. - Good flat surface - More space so more people can attend - More suitable if club events do happen. <p><i>Comment when horses come, we don't want to disturb residents. We come because it's nice to be able to go out in the water and cool down. It's going to be more in the mornings or evenings. It's not viable or good for the horses' health to come in the middle of the day when it's the hottest. If we're going to come down here it will be first thing or end of day. We take into consideration the tides as well.</i></p> <p>Cons:</p> <ul style="list-style-type: none"> - Reiterate Table 1. - Surface underneath once vegetation has been cleared – if that's a bog issue. - Campers breaking in? - Horses have always been a novelty for people down that end – people always approach, dogs run up down that end.
Table 3	<p>Pros:</p> <ul style="list-style-type: none"> - Equine rep strongly in favour of this site. - Close proximity to beach. - Close to toilets and water - Limited impact to local residents - Potential for overflow - Away from precinct development - Multiple alternate road accesses – minimise impact, options for emergency access - <p>Cons:</p> <ul style="list-style-type: none"> - When proposed in 2015 there was nothing there, now stuff has grown. - Need to provide sand hill walkover.
Table 4	<p>Pros:</p> <ul style="list-style-type: none"> - Likes covered <p>Cons:</p> <ul style="list-style-type: none"> - Sight issue on the corner with traffic. Since house built & fence put up, it's too high and you can't see around the corner properly. That needs to be sorted out regardless. - The 40km zone is just at the front of that so traffic along both North Parham and Esplanade are still at a higher speed. - If you move that block back 15-20metres to leave vegetation, would shield from campground. Is a bit of vegetation between that and the campground.
Table 5	<p>Pros:</p> <ul style="list-style-type: none"> - All the pros of main street site - Access via the north road or multiple roads. - Less traffic down that end - Easy access to beach with a few modifications - Reduced residential anxiety further out of the townships - Strong candidate if it was available. <p>Cons:</p> <ul style="list-style-type: none"> - Blind corner

Levee Shared Path

Attendees ask what they liked and did not.

Like – walking; could form part of start of walking trail to Webb Beach.

Dislike – impact on privacy of residents to the west; entrance at beach is boggy/stone area, some safety risk; can't impact levy's prime flood purpose; risk of motorbike use; impact on revegetation; horses mostly brought for the beach, thus the levee trail of limited horse benefit; risk of being in poor quality due to low maintenance; 2009 levee damage not restored, how can we expect this to be maintained?; if poor surface, not good for animals; expensive; increase parking demand.



Table 1	<p>Pros:</p> <ul style="list-style-type: none"> - It would be a nice area for walking and horses but it's close to residents <p>Cons:</p> <ul style="list-style-type: none"> - Entrance to the beach is very boggy - Car parking is an issue - The main issue is residential privacy
Table 2	<ul style="list-style-type: none"> - Didn't realise it was here, wasn't aware people rode horses on it. - doesn't care what it's used for. - If coming down here with a horse, coming here for the beach not for a trail. It may be more of a local knowledge of the area with a horse, or the odd person who might know about it but primarily coming down here for the beach.

Table 3	<p>Pros:</p> <ul style="list-style-type: none"> - Could form start of a walking trail as far as Webb Beach. A lot of board walk work would be required – but more pedestrian rather than horses. <p>Cons:</p> <ul style="list-style-type: none"> - Poor beach access, dangerous beach access - Would have to have signage saying “go this way/that way” and people won’t pay attention to signs and could be dangerous. - Adelaide Plains Council does not maintain facilities - Levee damaged in 2009 has not been restored, how can we expect this to be maintained? It’s going to be expensive. - Close to residents.
Table 4	<p>Pros:</p> <ul style="list-style-type: none"> - NA <p>Cons:</p> <ul style="list-style-type: none"> - Would be expensive - If make it useable, no way to stop motorbikes etc from using it and then it gets damaged further.
Table 5	<p>Pros:</p> <ul style="list-style-type: none"> - No particular comment. <p>Cons:</p> <ul style="list-style-type: none"> - Residential privacy is a big one and it’s unsuitable. - It’s made for protection, using it for something else is not ideal. - Doesn’t solve current problem for horse float parking. - Service impact for flora on and around levee. - Generally an unsafe surface for animals to be on.

Rider Info Sheet

Attendees asked to review the Rider Information Sheet.

1. The extent of 'not' type statements discussed. General preference for more positive language
1. The idea of a 'permit system' for horse riders raised. Potentially at no cost for users and for a 6 – 12 month period. Benefit is enables Council to know who is riding, as a tool to communicate rider expectations, and for communication should the need arise. David outlined permit system would have resource implications for Council that would need considering. Horse interested attendees requested to consider to inform their submission
2. Notes on Draft Info Sheets:
 - Review 'levee' trail
 - Question 24 hours? Daylight only
 - Question within 50m of other users. Suggest 25



Table 2	<p>How are you going to police a rider information statement?</p> <ul style="list-style-type: none">- would it be an idea that you work off of almost a permit system with no charge. So if people want to be riding down here, they have to log on to the APC website, put in their details. Whether it's a 6 month thing, so you have documented. Like if you go fishing in some locations you need your name, licence, car rego so you have people's details so if there is a problem the residents can come to the Council you have the details of their car rego. Not a case of if you want to use the area you have to pay, just something that people who want to use the area need to comply. For them to be able to do that they have to read through this sheet and tick an "I acknowledge" box. Then you have something to come back on for those people that aren't being respectful to the locals. Then there's accountability. They do it at Mount Crawford. Also good for an emergency perspective.- there are also people in the community who don't want horses here full stop and could be quite an issue in the end they could make false allegations against people
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	using the facilities, then Council has too much work. Then the onus is put on the person being accused.
Table 3	The last statement doesn't make sense to us: "carrying this sheet means you understand it".
Table 5	The communication being "you will not, not, not" is an unfriendly approach. Wording could be more welcoming.

Read The Room

Attendees were asked to indicate their preference for Main Street West or West of Social Club.

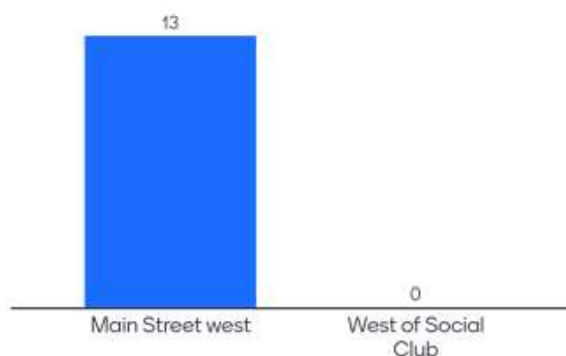
Noting 27 attendees excluding Councillors and officers and several attendees left during the workshop. 18 indicated support for Main street west (13 digitally and 5 via show of hands). some 5 – 8 did not indicate a preference

The risk of this method as an overly simple tool was acknowledged and this ‘reading’ is included in this report so that the facts of what happened are documented.

Go to www.menti.com and use the code 44911787

Which site do you prefer?

Mentimeter



Thermometer Line

Attendees were asked to arrange themselves from feeling optimistic on one side of the room to concerned on the other. Ask to share from one end, then the other, and in-between. Can say 'pass'.

Purpose to better understand where people attending are at and to give opportunity to share any final thoughts



1. Optimistic - discussed and questioned potential of business benefit to PPSSC from horse visits or horse club visits. Potential horse clubs to make contribution to PPSSC. If doing a club event coming down here, could ask social club to cater.
2. Optimistic – consensus of support about the North Parham Rd option to be given proper weight by Council. So many times in the past we have discussed and come up with a solution and it doesn't even get to Council. Please listen to what the people in the community are saying. Be fair to the community is here, the community has spoken.
3. Float sites all have impacts
4. Concerned at ongoing nail challenge at Main Street
5. Concerned that any site chosen at risk of immediate graffiti within days as happened in past with new sites
6. Concerned that with extra float traffic, will make roads busier than are now and create more potholes than now.

Next Steps

Lynette and David outlined

1. Workshop notes form part of Engagement Report
2. Attendees can make submissions including tonight. Comments form available. Attendees encouraged to document their points and observations in submissions, this aids both Council consideration including with DEW
3. Council to then consider – Attendees can preview agenda and watch online
4. If attendees want to be kept informed, advise David
5. David advised of a future information program at Parham about coastal hazard
6. PPSSC thanked for hospitality

Appendix B – Various Consultation Documents

**PUBLIC CONSULTATION
Parham Horse Float Parking
and Related Matters**

Council is inviting input on two options for a horse float park at Parham and related matters. Related matters include:

- Upgrading the eastern levee with a shared path able to be used by horses as well as other forms of recreation
- A Horse Rider Information Sheet
- Information about Council's approach to horse events
- Installing 'Beware Horse' Signs.

A Background and Options Paper and Comments Form are available on Council's website apc.sa.gov.au. Hard copies may be obtained, at no cost, from Council's Principal Office, 2a Wasleys Road, Mallala or the Two Wells Service Centre, 69 Old Port Wakefield Road, Two Wells.

A workshop will be held at the Port Parham Sports and Social Club on Tuesday 16 August, commencing at 7pm. Please RSVP to info@apc.sa.gov.au by 5pm, Monday 15 August.

Written submissions – preferably using the Comments Form – must be received by 9am on Tuesday 30 August 2022 and addressed to:

Adelaide Plains Council
Submission – Parham Horse Float Park
and Related Matters

By email: info@apc.sa.gov.au

Or by post: PO Box 18, MALLALA SA 5502

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. Please indicate in your submission if you wish your correspondence to remain anonymous for the purposes of a report to Council.

Enquiries may be directed to David Bailey, Strategic Projects Officer at info@apc.sa.gov.au or (08) 8527 0200.

James Miller
Chief Executive Officer

Horses & Parham? What's being consulted about



1 - Should a permanent horse float park be developed to the west of the Social Club or at Main Street west?



2 - How the Levee on the east side of Parham could be upgraded for use by horse riders as well as for activities such as walking

3 - We're also seeking input on a Riders Information Sheet, 'Beware Horse' signs, and Council's approach to horse club events



More Info? See Background and Options Paper and Comments Form apc.sa.gov.au, David Bailey via info@apc.sa.gov.au or 85270200 or RSVP for the 16 August Workshop at info@apc.sa.gov.au by 5pm Monday 15 August.

Comment preferably using the Comments Form by 9am Tuesday 30 August to info@apc.sa.gov.au

COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation – July 2022

If you need more information, refer to the Background and Options Paper under consultation on apc.sa.gov.au/

If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to **PO Box 18, MALLALA SA 5502.**

Name

Address

Email

Mobile

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives?
 - b. Risks?
 - c. Practical proposals to improve it?

2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives?
 - b. Risks?
 - c. Practical proposals to improve it?

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain?

4. Thinking about **your own interests**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either

Please explain?

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

- a. What you like?
- b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
- c. Anything else?

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club events, please explain?**

9. **Any other comments?**

10. **If you want to be advised of the outcome of consultation, please write YES**

¹ apc.sa.gov.au/our-council/policies



Government of South Australia
Department for Environment
and Water

DEW-D0019006

Yorke and Mid North Region
155 Main North Road
Clare SA 5453
www.environment.sa.gov.au

Mr James Miller
Chief Executive Officer
Adelaide Plains Council
PO Box 18
MALLALA SA 5502
Email: info@apc.sa.gov.au

Dear Mr Miller

Thank you for the invitation to provide comment on the Parham horse float parking options. I would like to commend the Adelaide Plains Council (the Council) and its administration for working collaboratively and pro-actively engaging with the Department for Environment and Water (DEW) regional staff. This approach leads to joint effort on matters of interest to both of our organisations. Furthermore, by working together with Council we hope to achieve and facilitate a safe and seamless transition for people between Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara (the Park) and adjacent townships.

Maintaining and enhancing recreational opportunities that promote a minimal impact code within and in the area surrounding the Park is key to the conservation and management of the habitat for fauna and flora.

Please find attached DEW's submission regarding the Parham Horse Float Parking consultation. I understand there was a recent workshop held with stakeholders to consider the options, including a block of land east of the campground that is currently within the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara. The attached submission will also discuss this option.

The Yorke and Mid North region look forward to continuing to work with the Council on matters of joint interest in the area.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'April McInerney'.

APRIL MCINERNEY

A/District Ranger, Yorke and Mid North Region, National Parks and Wildlife Service

14 / 09 / 2022

Encl: 1. Submission – Parham horse float parking

COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation – July 2022

If you need more information, refer to the Background and Options Paper under consultation on apc.sa.gov.au/

If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name: April McInerney, A/District Ranger Yorke, Department for Environment and Water

Address: 155 Main North Road, CLARE SA 5453

Email: april.mcinerney@sa.gov.au

Mobile: 0438 263 534

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives
 - i. The site is already utilised for horse float parking and has suitable holding capacity for current and future usage requirements.
 - ii. Native vegetation clearance from the block to construct the parking area is not required.
 - iii. Close to the beach area with suitable beach access opposite the parking area.
 - iv. Formalised parking and revegetation proposed at the site would reduce dust impacts on town residents.
 - b. Risks?
 - i. Neighbour complaints regarding dust and loss of privacy from formalised parking in the town as popularity of the area increases.
 - ii. Unrestrained horses on The Esplanade presenting a danger to drivers and residents.
 - c. Practical proposals to improve it?
 - i. Fencing along The Esplanade boundary to reduce the risk of unrestrained horses on the road.
 - ii. A possible management solution could include planting a hedge along the fence line of the neighbouring property as already proposed by Council.
2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives?
 - i. Reduction in dust complaints from residents as horse floats won't be driving on the dirt road along The Esplanade.

- ii. It is located close to the Sports and Social Club, which could result in economic opportunities for the Club after event activities held at Parham.
 - b. Risks?
 - i. Location on the main road into town and directly behind a big shed could be a risk if a horse was unrestrained and bolted onto the road. The increased speed limit at this location could be a problem in this situation.
 - ii. First Street is 100 metres further away from the beach and this could increase the number of horses being ridden down First Street, where the speed limit is higher.
 - iii. The South Terrace access provides access to the beach via the same car park as the main boat ramp and toilet. This may create difficult visitor/user interactions.
 - iv. Some native vegetation clearance may be required at this site, including the proposed potential extension.
 - v. Although larger shrubs are recommended to stay in place, horse manure and soil compaction surrounding these shrubs has potential to impact on the health and viability of existing vegetation.
 - c. Practical proposals to improve it?
 - i. The current Sports and Social Club parking area is already compacted and is underutilised when the Club is closed. Leasing arrangements aside there could be opportunities to revisit this option.
- 3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Park
 - ii. West of Social Club
 - iii. Either

Please explain?

- a) The Main Street West Float Park option is already utilised by horse riders and seems to work relatively well with only a few management issues needing to be addressed.
- b) The area requires the least amount of native vegetation clearance of the options provided.
- c) The location provides the easiest and safest beach access of the options provided.
- d) As horse riders mainly access in the early mornings, this parking option could be a good over flow parking option with easy beach access when horse floats aren't present. This secondary benefit would address the Parham Action Group's concerns regarding lack of parking that it identified in the 2021 Draft Community Plan.
- e) A suitable compacted car parking surface should reduce dust created from horses within the car park.
- f) Dust created from the towing horse floats through town is similar to Jinkers towing boats and caravans being towed to the camping area. Speed limits within the town and driver behaviour limits dust from vehicles whilst driving.
- g) The beach access from this location provides the smallest risk for visitor use conflict as the access is away from the boat ramp, playground and picnic area.
- h) The West of Social Club option does require some native vegetation clearance and where vegetation is retained it is likely to be negatively impacted over the longer term.
- i) Although the West of Social Club option could create economic opportunities for the Parham Sports and Social Club, this still exists if parking was on Main Street. Current leasing arrangements aside, the existing Club parking has potential to provide a suitable over flow parking option during horse riding event activities helping to connect the Club and the horse riding groups utilising the area.

4. Thinking about **your own interests**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain?

- a) From an environmental and conservation perspective, the Main Street option requires the least amount of native vegetation clearance.
 - b) The proposed plantings would improve the current site.
 - c) The short distance to the beach reduces the potential negative impacts to native vegetation from horse manure, dust and erosion that may result from horses accessing via south Terrace or an upgraded levee option.
5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

Please note - The option of a block on the corner North Parham Road and Esplanade, east of the campground (within the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara) was raised during the community workshop held on 16 August 2022. As a result, the Adelaide Plains Council resolved to investigate leasable opportunities in and around Parham for the development of a dedicated horse float parking area. The land parcel within the National Park provides a number of considerations and challenges as to its suitability that would require investigation.

Native vegetation

- a. The site identified was a shellgrit mine previously and has now recovered sufficiently to host good quality restored native vegetation, which is covered by the *Native Vegetation Act 1991*.
- b. The developer may need to comply with certain requirements or apply to the Native Vegetation Council for approval to clear native vegetation. More information can be found on this site - [Department for Environment and Water - Clearing Native Vegetation](#)
- c. The area is currently managed for conservation within the National Park boundary and the plant species diversity for that specific area has potential to fall within the Federal *Environment Protection and Biodiversity Conservation Act 1999* listing of Subtropical and Temperate Coastal Saltmarsh Plant Community. A vegetation survey would be required to confirm or refute this.
- d. Both the 'West of Social Club' and 'Main St West' options require significantly less native vegetation clearance requirements than this option and lay outside of the National Park.

Beach access

Any beach access point from this location would also need to be carefully considered with works likely to be required to reduce erosion risks and potential coastal flooding. The current access at this point is suitable for pedestrians but not for horses, unlike the other two options provided.

National Park land

The block east of the campground is location within the National Park and falls under the *National Parks and Wildlife Act 1972*. As such an arrangement would need to be negotiated with the State Government to allow the Council either exclusive or non-exclusive use of the land. Any licence or lease arrangement is subject to the Minister for Climate, Environment and Water's decision.

Consultation

- a. The National Park has recently come under co-management arrangements between the State Government and the Kaurua Nation. The Kaurua Parks Advisory Committee has been established under the *National Parks and Wildlife Act 1972* and will need to be consulted regarding the proposed land use within the National Park.
- b. Other key stakeholders will need to be consulted and may have conflicting views on native vegetation clearance and the land being used for horse float parking. The Council will need to consider how best to consult with these stakeholders.
6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
 - a. What you like?
 - i. If done correctly this has the potential to ‘help people develop deeper appreciation,’ and ‘promote a minimal impact code’ to an area that is of international significance. Currently there are a number of management issues of the surrounding vegetation in the area. Track consolidation, revegetation, amenity improvements and trail improvements would take pressure off the existing vegetation and concentrate visitor use to a manageable area. Having a trail that connects different vegetation types provides educational and outreach opportunities.
 - b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
 - i. In-principle, a shared path is a good idea to control access and enhance amenity. However, utilising the top of the levee needs careful consideration. The primary purpose of the levee (flood protection) takes precedence over any other use. The detailed design of the shared path should ensure the levee bank is not compromised. The Council could also consider any practical (and financial) implications should the levee require upgrade in future.
 - ii. Any access point onto the beach should also seek to avoid or minimise disturbance to shorebirds, dunes and native vegetation.
 - c. Anything else? No.
7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a ‘Rider Information Sheet’ and ‘Beware Horse’ road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**
 - a. Ensuring a seamless transition between Council and National Park with clear boundaries identifying where certain activities are permitted is essential. Due to the conservation and environmental significance of the area, ensuring recreational activities reduce impact and are guided by minimal impact code is extremely important.
8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. **IF you have comments about what is important to consider in determining horse club events, please explain?**
 - a. As the horse riding activities are likely to occur on both Council and National Park land, both Council’s and Department’s permitting team will need to work together to ensure that both our requirements are taken into account when a permit is issued.
9. **Any other comments?**
No

¹ apc.sa.gov.au/our-council/policies

10. If you want to be advised of the outcome of consultation, please write YES
Yes

COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation – July 2022

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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Ian BAKER

Address: 82 The Esplanade Parham

Email: is.baker@bigpond.com

Mobile: 0414 831 820

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives? *Away from the centre of town, close to the main riding area (the beach)*
 - b. Risks? *Some possible annoyance to residents.*
 - c. Practical proposals to improve it?

2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives?
 - b. Risks? *To close to the town centre and more difficult to access the beach for the horses. More chance of annoyance to residents in this area.*
 - c. Practical proposals to improve it?

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain?

The Main Street Option is the best option, for the reasons noted above.

4. Thinking about **your own interests**, underline which one is better?
- Main Street Western Part
 - West of Social Club
 - Either

Please explain?

My residence is on the corner of the Esplanade and Main Street. I have no major objections to the Horse Float Park being directly across the street from my house however if a fence is erected around the Park it will cause the following problems with parking at my residence:

- my visitors occasionally park on the Horse Float area and the fence may be an inconvenience*
- some people staying at my residence have large boat trailers which need to be reversed into my garage on Main St. This would be very difficult if a fence is erected as they need to use the Park to reverse into the garage.*

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

- What you like?
No comments or concerns regarding this item.
- What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
- Anything else?

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

From my experience so far there is no problem with the behaviour of either the riders or the horses

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club events, please explain?**

Safety issues would always need to be considered if there are a large number of horses around

9. Any other comments?

My main personal concerns are outlined in Item 4 above. The Horse Float Park would not cause any issues with me however the erection of the proposed fence may cause some problems.

- 10. If you want to be advised of the outcome of consultation, please write YES**

YES

¹ apc.sa.gov.au/our-council/policies

COMMENTS FORM



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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Deirdre Wood

Address 263 Alexander Ave Bibaringa 5118

Email deirdrewood@bigpond.com

Mobile 010566829 texts only

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives?
 - b. Risks?
 - c. Practical proposals to improve it?

2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives?
 - b. Risks?
 - c. Practical proposals to improve it?

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain?

4. Thinking about **your own interests**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain?

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**
6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
- a. What you like?
 - b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
 - c. Anything else?
7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**
8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club events, please explain?**

9. **Any other comments?**

My preferred options are the proposals adjacent the beach. If none of those are possible then the main street option. If that is not possible then West of the Social Club

10. **If you want to be advised of the outcome of consultation, please write YES YES**

¹ apc.sa.gov.au/our-council/policies

COMMENTS FORM



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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name: Alvin Jenkin

Address. PO Box 199 Dublin SA 5501 (residential 78 The Esplanade, Parham 5501)

Email: alvin_jenkin@bigpond.com

Mobile: 0427 973 051 (Landline preferred 08 8529 2504)

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:

- Positives?
 - Relatively close to foreshore, relatively low traffic levels
 - Access to beach central to horse exercise area
- Risks?
 - Area is residential and unsuitable for horses
 - Difficult access when many vehicles parked between foreshore and Esplanade
 - Floats parked across driveways (occurred again in the January event)
 - High dust levels when surface has been disturbed by horses during summer months
 - Owners not picking up manure either at the site or on the near foreshore
 - Rare occurrences of escaping horses causing danger to public
- Practical proposals to improve it?
 - Stabilise the surface to reduce dust levels
 - Clear and enforceable instructions to horse owners to pick up after their horses (I have to do it for my dog!)
 - Clear and enforceable instructions to horse owners not to park on driveways
 - Perhaps Council can do something to clearly identify driveways (which are currently just tracks between properties and the made road)
 - Not sure how to control parking at the end of main street. The demand for this increasing

2. Regarding the **West of Social Club float park option**, what do you consider are:

- Positives?
 - It is a clear area, not requiring a lot of work
- Risks?
 - Area is residential and unsuitable for horses
 - Near relatively high traffic area on First Street
 - Despite 40Kph limit, many drivers exceed this creating risks to horses/pedestrians
 - Access to foreshore is either along First Street and Car Park or South Terrace and Boat ramp. In either case access passes a number of residences creating disturbance, particularly if residents have dogs.
 - Access via car park creates significant risk to pedestrians, children, horses and riders. Horses should not be permitted anywhere near the playground.
 - First Street is east west, and sunrise and sunset results in visibility issues for drivers on first street which means that they may not see horses. This issue is a danger at the best of times, horses on first street would provide an additional hazard.
 - In the case of events, floats are likely to impede access to the CFS access track for emergency vehicles. Council committed several years ago to place signage on the access track to the effect "Emergency Vehicle Access Only". This has never happened.
 - Proposals to provide overflow parking on the Port Parham Sports and Social Club lease are unacceptable. It is difficult enough to maintain our running track without vehicles and horses disturbing the surface
- Practical proposals to improve it?
 - Don't use it

3. Thinking about the **Parham settlement as a whole**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either

Please explain?

Of these 2 options, Main street is preferred, however a much better option is the corner of North Parham Road and the Esplanade as submitted by the public meeting of 2015, when Main Street was submitted as a temporary location pending the preparation of the permanent location. Council has been remiss in not carrying out the commitment made at that meeting and subsequent submissions.

I have therefore taken the liberty of doing a similar analysis of the **North Parham Road Option**

- a. Positives?
 - Relatively close to foreshore, relatively low traffic levels
 - Access to beach central to horse exercise area
 - Close to toilets and water
 - Larger area available for float parking
 - Could be designed for dive through access (ie one way access through entry and exit points)

- Area is former sand quarry, has a solid base and minimal native growth. Regrowth is low impact.
 - Large events floats can be parked along North Parham Road,
 - There is no close settlement in the area
 - Representatives of Equine organisations consider this to be a very good option.
- b. Risks?
- Area requires minimal and sensitive clearing
 - Sand ladders required to provide access over sand dunes (discussion with horse clubs indicates that this is not an issue)
 - May be high dust levels when surface has been disturbed by horses during summer months
 - Owners not picking up manure either at the site or on the near foreshore
 - Rare occurrences of escaping horses causing danger to public
 - Potential for flooding (although this has not occurred in living memory)
 - Council has apparently ceded the land to AIBS despite commitments made in 2015.
- c. Practical proposals to improve it?
- Negotiate a lease over the area with Department of Environment and Water.
4. Thinking about **your own interests**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. North Parham Road
 - iv. Either

Please explain?

See comments above. If North Parham Road cannot be achieved, then Main Street is best option, although I am not happy about it.

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**
- See Comments/Analysis above
6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
- What you like?
 - The concept of a waking/cycling trail somewhere along the coast
 - What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
 - The levee is unsuitable for this purpose. Previous erosion damage to the levee has never been repaired, and the use as a trail will result in more erosion. Council does not seem to have a commitment to maintaining these assets, and I believe that the levee is now on DEW land, and they are even less likely to maintain.
 - People using the levee impinge on the privacy of residents at the southern end of Prime Street and The esplanade.

Access to the beach at the southern end of the levee leads into an area subject to bogging. This creates danger for the unaware, horses, cyclists, pedestrians etc.

- Anything else?
7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**
- Looks good to me, covers most areas of my concern.
 - We need a good method of reporting miss behaviour. Most occurs on weekends when council staff are not readily available, and it is difficult to obtain vehicle registration numbers without creating angst.
8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. **IF you have comments about what is important to consider in determining horse club events, please explain?**
- I strongly support the concept of granting permits. The Rider information sheet should overcome most concerns
 - Horse owners should understand that people live and work in Parham and should not restrict residents going about their normal activity. Apart from the disregard for property entry driveways, I have witnessed abuse from horse owners towards people driving jinkers and boats along Main Street and The Esplanade. These vehicles rarely exceed 20kph and do not create a risk to horses and pedestrians. Such abuse is unacceptable.
9. **Any other comments?**
- I am happy for the flats at Parham to be used for the exercising of horses, and the majority of horse owners are responsible in respecting our environment. Unfortunately the minority make it difficult for everyone.
10. **If you want to be advised of the outcome of consultation, please write YES**
- YES

¹ apc.sa.gov.au/our-council/policies

COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation – July 2022

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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name [REDACTED]

Address [REDACTED]

Email [REDACTED]

Mobile [REDACTED]

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives? None
 - b. Risks? It is immediately next door to two houses and across the street from others. There is potential for injury to children walking or riding bikes when going down Main Street to the beach
 - c. Practical proposals to improve it? Site it at the West of Social Club location.

2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives? It is a good distance from houses and pedestrians. It is a more rural setting. The street goes directly to the beach, so it would be a suitable route for horses and riders. This is a central location for the Horse Float Park.
 - b. Risks? None
 - c. Practical proposals to improve it? I support the levee upgrades.

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain? This is a non-residential area, the social club and history display are adjacent. It is further away from houses.

4. Thinking about **your own interests**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain? My house is in Main Street and it is a sanctuary to escape to from the stresses in Adelaide. Horse floats, more people and traffic would disrupt this. Property values will also be impacted.

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
- a. What you like? It is a pleasant route for all users.
 - b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting? Solar sensor lighting as appropriate.
 - c. Anything else?

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?** I support information and signage.

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club**

¹ apc.sa.gov.au/our-council/policies

events, please explain? Dates, times, duration and the number of attendees. Advise the Social Club so that they can prepare refreshments for purchase on the day.

9. Any other comments?

10. If you want to be advised of the outcome of consultation, please write YES. Yes

COMMENTS FORM



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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Terri Coles

Address Parham

Email terri@upm.net.au

Mobile 0417332211

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:

a. Positives:

Currently works well, shortest access/egress to and from beach flats. Reduced risk of incidents/accidents to horses, float, local residents, visitors/ tourists, that frequent Parham regularly.

b. Risks:

A large number of horse floats, creates higher risk of incident/accidents within the township.

Uncontrolled horses, dust, smell, not removing mess left after using area. Inappropriate parking of vehicles/horse floats. Excessive number of floats can cause breathing issues, with excessive dust/smell particularly in warmer months.

c. Practical proposals to improve it:

Your suggestion of fencing & aggregate base – possibility. HOWEVER, FROM THE MEETING 16/8/2022 COUNCIL NOTED THE REPRESENTATIVES FROM EQUESTIAN CLUBS – NOT NEEDED, put costs into club education and signage were required.

The beach cross over currently used at this location needs clear signage, for access and egress with fencing along this passage way to direct riders safely back & forth across the beach cross-over, this will stop horses wondering into the vegetation trying to grow.

Educating horse riders will then hopefully reduce riders returning from the beach flats not to encroach on locals, visitors, and tourists' activities from the carpark going south to first creek. Further signage in appropriate places. Council to ensure current informative available on their website. This will hopefully ensure rules and responsibilities to be aware of when visiting to

enjoy the experience of Parham. COUNCIL NOTED AT THE MEETING PARHAM 16/8/2022– WATER NOT REQUIRED – WE BRING OUR OWN, Water is also available from the shelter shed if needed.

2. Regarding the **West of Social Club float park option**, what do you consider are:

a. Positives

There is NO positives with this suggested location.

b. Risks

Being the main access and egress into and out of Parham, 24/7 very busy road daily, coming in and going out blind corner, restricted visibility up or down Main Street. Used by local residents, visiting caravaners, recreational boat users, professional fisherman with their Jinkers, and tourists as well as all Emergency Services.

Current council water tank used by SACFS on side dirt access road, adjacent to First Street, southern side of Information structure. Consultation with SACFS and council was undertaken to ensure this area is kept clear for bulk water carriers to feed multiple tankers filling and moving through. Only working point in township for refill of water supply when emergencies running.

Planning to upgrade further tank/s in this location due to restricted flows from SA Water holding tank for township. (Same State programme as Pinery, Long Plains, Carslake Road others within Adelaide Plains District from 19-20 Fires)

Emergency services regularly use Social Club carpark for Helo (retrieval teams) landings, and this is the only large area including the club itself able to be seconded by Emergency Services.

Extended excess/egress to beach flats from this location, via First Street dangerous for all users, via South Tce/Prime Street blind corner to Esplanade comes straight into boat ramp excess/egress area, roadway then north to crossover crossing over main entrance to carpark. Shell grit roads, dust, mess to be trodden on by all users, not wide enough for cars, people, bike riders and now horses. COUNCIL NOTED AS DISCUSSED IN MEETING PARHAM 16/8/22.

c. Practical proposals to improve it

No workable solution.

3. Thinking about the **Parham settlement as a whole**, underline which one is better?

- i. **Main Street Western Part**
- ii. West of Social Club
- iii. Either

Please explain?

Direct access/egress to beach flats, Calmer for horses and riders, more room for vehicles/floats, safer-reduced opportunity of accidents/incidents, for all sharing the same general area.

Least impact on the township peaceful environment, minimal disturbance with the visiting horse floats, residences, visitors and tourists

4. Thinking about **your own interests**, underline which one is better?
 - i. **Main Street Western Part**
 - ii. West of Social Club
 - iii. Either

Please explain?

This process is about the TOWNSHIP of PARHAM. 😊😊

Direct access/egress to beach flats, Calmer for horses and riders, more room for vehicles/floats, safer-reduced opportunity of accidents/incidents, for all sharing the same general area.

Least impact on the township peaceful environment, minimal disturbance with the visiting horse floats, residences, visitors and tourists.

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

Additional discussion was had AT THE COUNCIL MEETING IN PARHAM 16/8/2022 – THE OPTION OF PIECE OF LAND ADJACENT TO CARAVAN PARK NORTHERN END OF PARHAM. DEW ADVISED OF PROCESS TO PROCURE THIS PIECE.

This is the most ideal permanent location for horse riders, floats. Larger area for clubs, direct access to coastal flats northern end of caravan park, minimal impact on vegetation NOT growing there. Greatly reduced risk of accident/incidents, less impact on horses, riders, residents, tourists. Put a vegetation buffer, against the road verge for caravaners.

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
 - a. What you like?

NOT an option this is a purpose-built Levy Bank particularly towards the southern end to ensure protection for Residents from flooding. AS DISCUSSED IN THE MEETING AT PARHAM ON 16/8/2022.
 - b. What design features you think it would need e.g. type of surface, width, signs, landscaping, lighting?

Allow the natural vegetation to continue to regrow, supporting the purpose-built Levy Bank. AS DISCUSSED IN THE MEETING 16/8/2022
 - c. Anything else?

The change will significantly impact on Residents properties adjacent to this Levee, loss of privacy, noise, mess, smell, and the high possibility of returning motorbikes. Motorbikes now come along the Esplanade from down south. Finally, no vehicle accidents. COUNCIL NOTED AS DISCUSSED IN THE MEETING AT PARHAM 16/8/2022.

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

Page 21 of "Parham Horse Riders Information Sheet"

PLEASE REMOVE = NO 1C this is not an option.

Concerns raised at the COUNCIL NOTED AT MEETING AT PARHAM 16/8/2022 regarding NO 14-this needs to be addressed, the general public coming to Parham to ride how are they going to know & understand the use of nominated facilities – this specific notice needs to be on an "General Information Board" in the area nominated for use, as well as Adelaide Plains Council website.

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club events, please explain?**

This is not necessarily a workable option, my suggestion to use the Council website and set up a calendar for open booking, so all horse uses can see what is happening at any given time, to then assess if room to come to Parham, rather than "just turnup" and then the frustration of no room. THERE WAS GENERAL DISCUSSION ON THIS MATTER AT COUNCIL MEETING PARHAM 16/8/2022 – LOOKING FOR BETTER SOLUTION – PERMIT NOT WORKABLE.

9. Any other comments?

Council to take note of the views of both residents and equestrian riders given at MEETING AT PARHAM 16/8/2022.

In some previous situations there have been frustration when council goes through the process of "consultation" and then disregards the general view of the residents/rate payers.

- 10. If you want to be advised of the outcome of consultation, please write YES**

YES please 😊😊

¹ apc.sa.gov.au/our-council/policies

COMMENTS FORM



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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Andrew and Jane Farrelly

Address. po box 30 Mallala . 84 esplanade Parham

Email farrelly2@bigpond.com

Mobile 0427272346

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives? none
 - b. Risks? My side gate will be blocked. Dust and debris blowing around and through our place.
 - c.
 - d.
 - e. Practical proposals to improve it? Move it!!!
2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives? Everything
 - b. Risks? The only problem with the social club site is the traffic, more or less the same as the esplanade past our place, not that there is very much anyway, and not a problem when using the levee bank.
 - c.
 - d. Practical proposals to improve it?

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain?

4. Thinking about **your own interests**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club YES
 - iii. Either

Please explain?

By the social club is best for us, as we are sick of having dust blowing through our place, can't leave the windows open in the shack when there is a breeze as it blows straight through us . I like horses [it is our business] but just not there. it wouldn't be so bad just now and again and don't leave the horses tied up for long as they just dig the ground up when standing . We also use the side gate where the floats park.

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

What's wrong with the eastern end of main street or down the northern end by the base

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
 - a. What you like?
Sounds like a good plan . more or less joins the social club area . it is still only a short walk to the esplanade .
 - b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
 - c. Anything else?

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club events, please explain?**

9. **Any other comments?**

10. **If you want to be advised of the outcome of consultation, please write YES**

¹ apc.sa.gov.au/our-council/policies

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COMMENTS FORM

Parham Horse Float Park and Related Matters Consultation – July 2022

If you need more information, refer to the Background and Options Paper under consultation on apc.sa.gov.au/

If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Lorraine

Address 15 East Tce Parham

Email lorraine1@outlook.com

Mobile 0487395113

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:

- a. Positives?
- b. Risks?
- c. Practical proposals to improve it?

2. Regarding the **West of Social Club float park option**, what do you consider are:

- a. Positives?
- b. Risks?
- c. Practical proposals to improve it?

3. Thinking about the **Parham settlement as a whole**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either

Please explain? Because they just have to go over one road and they are at the Beach. If it is near the club it is a safety hazard because of the water tank for CFS and if a fire in the town the horses

4. Thinking about **your own interests**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either

Please explain?

safer

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

In main street
they can make more room if they want

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

- a. What you like? *for walking and running
But not for horses.*
- b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?
- c. Anything else?

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. **IF you have comments about what is important to consider in determining horse club events, please explain?**

9. **Any other comments?**

Put a light near main street.

10. **If you want to be advised of the outcome of consultation, please write YES**

Yes

¹ apc.sa.gov.au/our-council/policies

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To

/Who it may concern I have lived in parham now for 25 years and the horses have been coming here way before I came here.

They use to be aloud to go and park down near the beach but then some person shifted here and was dead against them on the beach for what reason I do not know so then they were shifted to Main Street.

The horses are not a problem there they come there and go over to the beach go for a walk in the water up and down the beach and then back again and leave they are there for no longer than a 1 hour. If the horses do a number 2 they all know that there are bags on the fence for them to put it in and Raylen puts it on her garden. If someone doesn't pick it up Raylen goes out and lets them know that is what they have to do. There is only one big day that there is about a dozen floats and it is in summer time. We don't think it is a good idea that they go over to near the club because of the cars and it is not safe for them to go walking down the road that the cars and motorbikes come in to the town on it IS JUST NOT SAFE. Where they are they just go over one road and there at the beach so why do you want to try and fix something that is not broken, just leave it where it is. By the way if it is left dirty near the club are the people that

are against where they ~~are~~ ^{are} will they
clean the poop up.

So Just Leave It

Where It Is

Please.

don't try and fix it if it
is not broken.

COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation – July 2022

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If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name John Coles

Address 20 Prime St Parham PO Box 905 Two Wells 5501

Email john@upm.net.au

Mobile 0428 122 334

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council,

Not Required

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives?
 - 1 Close to beach access
 - 2 Minimal disruptions to local traffic
 - 3 Safety to riders from local traffic viability due to morning and evening sun glare
 - 4 Local amenities available at fore shore boat ramp
 - 5 Reduced costs of surface preparation and establishment
 - 6 Agreeable to northern boundary adjoining land owners
 - 7 No impact on future upgrade proposal for playground and recreational precinct caused by horse movement
 - 8 Location highly recommended at discussion meeting by attending local community and horse owner – rider representatives.
 - b. Risks?
 - 1 Some local residents' negativity to location
 - 2 Proper clean-up of horse manure – etc on completion of attendance
 - 3 Uncontrolled parking of horse floats if attended by more than allowed in allocated parking area
 - c. Practical proposals to improve it?
 - 1 Removal of trees and bushes within the allocated area to increase practical usage.

2. Regarding the **West of Social Club float park option**, what do you consider are:

a. Positives?

1 Possible interaction with social club

1 Risks?

1 Horse rider and local traffic safety hazard due to sun glare direction in morning and evening

2 Traffic hazard due to location on main road throughfare to Parham

3 Possible restrictions for access to only available CFS fire fighting storage tanks in an emergency situation

4 As advised by local CFS members, access to the storage tank area by CFS vehicles in times of emergency or firefighting duties, can be rapid and fast moving with sirens activated causing undue stress to horses in this area

5 Allowance to be made for upgrade and additional area for future increase of storage tanks

6 Impractical routes to beach access for horses along either First St, main bitumen road , - The Esplanade or vi East Tce-South Tce with blind corner

7 Both these routes require horses to access the beach via the boat ramp which can cause other issues of boat launching and retrieval by jinkers and tractors etc

8 The boat ramp area can be highly used for bathing and relaxing by many families during hot weather causing a safety factor for the entry of horses

9 Higher establishment costs would be involved for this location

10 Not one local resident or horse rider representative voted for this location at the discussion meeting

11 Uncontrolled parking of horse floats if attended by more than allowed in allocated parking area causing traffic disruption

12 Proper clean-up of horse manure etc on completion of attendance is imperative due to location adjacent Welcome to Parham Interpretative Centre for attending visitors

13 Approval to be obtained from Social Club for overflow parking within their lease area.

b. Practical proposals to improve it?

1 None to mind as location impractical

3. Thinking about the **Parham settlement as a whole**, underline which one is better?

i. **Main Street Western Part**

ii. West of Social Club

iii. Either

Please explain?

This location has less impact on the community with short access to the beach.

As advised at the meeting by horse riders, they only require access to the beach and not any other areas within Parham.

4. Thinking about **your own interests**, underline which one is better?

- i. **Main Street Western Part**
- ii. West of Social Club
- iii. Either

Please explain?

It is important to consider the views of the local residents and people. Many reside here permanently and have to co-exist and or interact with the horse , rider and car-float attendances. This location has less impact on the community with short access to the beach. I encourage horses to Parham and look forward to their attendance in this location.

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

Preferred site would be opposite Caravan Park on East side of The Esplanade. This area is a disused Shell Grit quarry and was unanimously voted as the preferred location. This site has all the positives as stated in section 1.a.

Easier beach access to the firm fore shore and tidal ground area required and preferred eliminating possible injury to horses due to boggy surfaces.

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

- a. What you like?

1 None at this time

- b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?

1 Left natural as nature intended

- c. Anything else?

1 Parham should have a walking trail but this may not be the correct location. Perhaps along the foreshore would be a better location as many people come to see the unique beach and shore birds. This location along south end levee provides no privacy to the local residences as the height of the levee allows users to look into yards and areas of the dwellings eliminating any privacy of which they are entitled.

Also as stated at the meeting by horse riders, they have no interest in using this as a horse trail and are only interested in using the spacious area of the beach.

Southern access to the beach from this trail is not viable due to the boggy nature of the fore shore and beach area with possible injury to horses. Upon entering this area, they would need to travel north along the beach to reach harder base ground as required.

Establishing a walking trail in this area would also invite the illegal use of motor bike riders as they seem to evade the law and have no respect for the existing flora. All motor

bike riders are not irresponsible but the few abuse any established open area suited to them causing noise and disruption at any time of day or night to the local residents.

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

- 1 Rider information sheets must consider the requirements of both horse rider and road user.
- 2 Perhaps notification of attendance by horse- float parking users to an email address may be considered as to record volume of users and any misconduct.

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. **IF you have comments about what is important to consider in determining horse club events, please explain?**

- 1 Adequate parking requirements to be considered.
- 2 Notice given to any residents impacted by the event.
- 3 Volume of horses and riders to adhere to the established rules and regulations stated within the permit and any by laws in place.

9. Any other comments?

I encourage horses to Parham and look forward to their attendance in this location.

It is paramount that council listens and considers with action, the views as requested and given by the local residents and equestrian representatives. The information meeting was requested and implemented by council to ascertain the views as advised above. We look forward to the establishment of a horse- float parking area as advised by the majority.

We thank you for your time and effort in preparation etc for the proposal of a horse – float parking facility and in arranging a community meeting to gain local comments.

10. **If you want to be advised of the outcome of consultation, please write YES**

YES please advise of any outcome throughout this process regarding the above.

¹ apc.sa.gov.au/our-council/policies

From: [REDACTED]
Sent: Sunday, 4 September 2022 8:19 PM
To: Info <info@apc.sa.gov.au>
Subject: Parham Horse Float Park and Related Matter

Dear Sir/Madam

I am writing in regards to the submission of the Parham Horse Float Park and related issues as I have lived in this area for over 10 years now and do not wish to have a permanent horse float park.

It is bad enough when people are visiting with there horses and have no considerations for the locals trying to walk there dogs on a lead. I was even abused by a rider once to get my dog of the beach for no reason except there horse was not behaving for them. Might I add my dog was on a lead, walking right by my side and had no interest in the horse.


I also find it disrespectful that they allow there horses to poo on the beach and keep riding, and we are left with horse poo on our beautiful beach especially when we as dog owner pick up our dogs poo and dispose of it in a bag and into the bins.

Please for the locals don't take away the beautiful amazing clean beach we have.
My children love to play on the beach regularly and I would hate that there clean beach be taken away for them and their grand children when they arrive

Thank you for your time

Sent from my iPhone

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**Adelaide
Plains
Council**

Parham Horse Float Park and Related Matters Consultation – July 2022

If you need more information, refer to the Background and Options Paper under consultation on apc.sa.gov.au/

If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name PAT T ROD NEWELL
 Address 60 ESPRANADE PARHAM
 Email rodnewell@adam.com.au
 Mobile 0414 471814

A report to Council to consider submissions will be prepared upon the conclusion of public consultation.
 If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

- Regarding the **Main Street west float park option**, what do you consider are:
 - Positives? CLOSE TO BEACH AND A WALKING TRAIL COULD BE MADE IN SCRUBLAND TO EAST
 - Risks? LOWER AS IT IS AWAY FROM MAIN ROAD IN (FIRST ST)
 - Practical proposals to improve it? MAYBE MAKE A HARD SURFACE TO DISSUADE THE PHANTOM NAIL DROPPER, HITCHING RAILS LARGE MANURE PIT FOR RESIDENTS TO ACCESS
- Regarding the **West of Social Club float park option**, what do you consider are:
 - Positives? NONE
 - Risks? TOO FAR FROM BEACH
 - Practical proposals to improve it? ---
- Thinking about the **Parham settlement as a whole**, underline which one is better?
 - Main Street Western Part
 - West of Social Club
 - Either

Please explain?

COMMENTS FORM

4. Thinking about **your own interests**, underline which one is better?

i. Main Street Western Part ✓
 ii. West of Social Club
 iii. Either

Please explain?

5. Various float parking alternatives parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). If you have other alternatives that you consider realistic to consider, please explain?

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

a. What you like?

b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?

c. Anything else?

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?

I THINK HORSE OWNERS KNOW THE DANGERS, BY THEM + TO THEM

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about what is important to consider in determining horse club events, please explain? I THINK YOU WOULD NEED A BIG OVAL FOR THIS

9. Any other comments?

GOOD TO SEE COUNCIL EMBRACING THIS
 ALSO GOOD TO KEEP AN EYE ON LEVEES

10. If you want to be advised of the outcome of consultation, please write YES

YES

¹ apc.sa.gov.au/our-council/policies

2

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Parham Horse Float Park and Related Matters Consultation – July 2022

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If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name *TREVOR & MELVA RATSEH*

Address *29 AUGHEY ST TANUNDA 5352*

Email *tmratseh@optusnet.com.au*

Mobile *0413575007*

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:

- a. Positives? *none*
- b. Risks? *Have the neighbours been considered regarding Traffic noise, manure & smell?*
- c. Practical proposals to improve it? *move to a location outside of residential area but still close to the beach?*

2. Regarding the **West of Social Club float park option**, what do you consider are:

- a. Positives? *none*
- b. Risks? *Too close to a venue that is serving food, parking, traffic as on main road into Parham.*
- c. Practical proposals to improve it?
as above 1c.

3. Thinking about the **Parham settlement as a whole**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either
- iiii. *neither*

Please explain?

as above 1c

4. Thinking about **your own interests**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either
- iii neither

Please explain?

as above 1c

5. Various float parking alternatives parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). If you have other alternatives that you consider realistic to consider, please explain?

as above 1c

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

- a. What you like? *It is important that the levee be up graded to safe guard Parham from floods*
- b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting? *Why would you be considering lighting? I think that is unnecessary.*
- c. Anything else? *How is this project to be financed?*

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?

Who is going to police the horse behaviour if signs aren't adhered to?

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about what is important to consider in determining horse club events, please explain?

Will there be people in authority to control and manage these events?

9. Any other comments? *I am not against a Horse Float Park but I think NOT in the Townships area but maybe adjacent.*

10. If you want to be advised of the outcome of consultation, please write YES

YES

¹ apc.sa.gov.au/our-council/policies

From: Steve Woods <steview031946@gmail.com>
Sent: Tuesday, 30 August 2022 3:15 PM
To: Info <info@apc.sa.gov.au>
Subject: Parham Horse Float Pk. and Related matters. Attention David Bailey.

Dear David,

My wife and I attended the recent meeting at the Parham Club and we wish to put our views in writing.

Our option for the Float Park is the one that was proposed a few years ago and agreed to by the council at the time. It was the site adjacent to the camp ground on North Parham road. Whether it is sited on the corner or along the road a few metres. We have the opinion that it should not be in the township, near to homes.

As we live at the Southern end of Prime St., and the levee bank curls around our home on two sides, we are strongly opposed to the Levee Bank Trail. We have built a tall colour bond fence on our boundary for privacy to our backyard, but when walkers use the levee bank as a walkway, they are head and shoulders above the fence. On occasions when riders on horseback do use the levee bank as a trail, they literary tower over our fence. We lose any of the privacy we should have, to our backyard and bedrooms.

If the Levee bank is to hold up to horse traffic without any degradation to it's primary purpose of protecting the homes from flooding, it would have to involve a major, expensive upgrade. The necessary upgrade would encourage off-road motor bikes to use it , it is already a big problem here.

With kind regards,

Steve and Doris Woods.

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Parham Horse Float Park and Related Matters Consultation – July 2022

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If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name *Raeline Schwerdt*
 Address *3 main St Parham 5501*
 Email *raeschwerdt@bigpond.com*
 Mobile *0432181748*

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:

- a. Positives? *Easy access to beach and parking area*
Safety to riders. Easy to maintain. Quiet street
- b. Risks? *Trails gone on to long and person needs to be caught*
- c. Practical proposals to improve it?
Clear the Shooaks by 3 main St fence for more room for floats.

2. Regarding the **West of Social Club float park option**, what do you consider are:

- a. Positives? *None for this area, where Main St is, is clear*
- b. Risks? *Being on main road into our town. Where was horses enter beach. smell/dust near eating venue. CFS*
- c. Practical proposals to improve it? *water tank access.*

3. Thinking about the **Parham settlement as a whole**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either

Please explain?

Why spend tax payers money to move float area. when there would be other projects to spend around the area.

1

4. Thinking about **your own interests**, underline which one is better?

- i. Main Street Western Part
- ii. West of Social Club
- iii. Either

Please explain?

Why put the floats in any other area. They are not down here long enough for any problems.

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**

Not sure of float area near caravan park. People will try to park there to camp free. Snakes are frequent in this area. Cost involved

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:
- a. What you like?
 - b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?

- c. Anything else?

That end of beach is very boggy (quick sand) I went fishing that end and got into trouble and have never gone back there

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **If you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**

Rider information sheet to be put on all horse websites/groups

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. **If you have comments about what is important to consider in determining horse club events, please explain?**

I have been involved with many sporting carnival and there is a lot to be organised with amount of area to have event, parking, and facilities. Be interesting one.

9. **Any other comments?**

Very disappointed with amount of locals who attended. Leave float park where it is and we get on with tidying the front area and making it more welcoming to Parham

10. **If you want to be advised of the outcome of consultation, please write YES**

Yes.

¹ apc.sa.gov.au/our-council/policies



COMMENTS FORM

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Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name ANDREW & IRENE TOHOLKE
 Address 184 THE ESPLANADE, PARHAM
 Email tolka@tpg.com.au
 Mobile 0428 346 528.

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:

- a. Positives? EASY ACCESS TO BEACH, ROOM FOR EXPANSION.
- b. Risks? CLOSE TO RESIDENTS, DUST, MORE THAN 6 FLOATS WILL START TO OBSTRUCT RESIDENT ACCESS & GENERAL TRAFFIC.
- c. Practical proposals to improve it?

2. Regarding the **West of Social Club float park option**, what do you consider are:

- a. Positives? NOT MUCH.
- b. Risks? - ADJACENT MAIN ROAD INTO PARHAM (LOTS OF VEHICLES)
 - ACCESS TO BEACH DIFFICULT - VIA FIRST ST IS MAIN TRAFFIC THOUGH FAIR
 - VIA EAST TCE / SOUTH TCE IS VERY NARROW, BLIND
 LOCATED THAT BEACH ARE

- RESTRICTS ACCESS TO FIRE TANK FOR CFS VEHICLES.

c. Practical proposals to improve it? NO VIABLE OPTIONS DUE TO BEACH ACCESS ISSUES, TRAFFIC VOLUMES & FIRE TANK ACCESS RESTRICTIONS.

3. Thinking about the Parham settlement as a whole, underline which one is better?

i. Main Street Western Part

ii. West of Social Club

iii. Either

iv. NEITHER

Please explain?

AS WAS CLEARLY EVIDENT AT THE WORKSHOP ON 16/8/22 BOTH IN TOWN OPTIONS HAVE LITTLE SUPPORT.

4. Thinking about your own interests, underline which one is better?

i. Main Street Western Part

ii. West of Social Club

iii. Either

iv. NEITHER.

Please explain?

THE OCCASIONAL 1 OR 2 FLOAT VISITS ARE NOT GENERALLY AN ISSUE, LARGE GROUPS HOWEVER TEND TO DO WHAT EVER THEY WANT AND CAUSE PROBLEMS.

5. Various float parking alternatives parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). If you have other alternatives that you consider realistic to consider, please explain?

AS DISCUSSED AT WORKSHOP AT SOCIAL CLUB ON 16/8/22 SITE OPPOSITE CAMPGROUND AT NORTH END OF PARHAM IS A MUCH BETTER OPTION. EASY ACCESS TO BEACH, AWAY FROM RESIDENTS, SOME ISSUES WITH SPEED LIMITS & VISIBILITY AT ESPLANADE/NTH PARHAM RD

6. Regarding upgrading the levee to enable shared use for recreation, such as walking, running, and INTEREST by horses, please comment about:

a. What you like? NOTHING - LEVEE IS TO PROTECT SETTLEMENT FROM INUNDATION BY THE SEA, NOT FOR RECREATION.

PEOPLE ON LEVEE WILL OVERLOOK RESIDENTS CAUSING PRIVACY ISSUES.

b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting?

LEAVE AS IS

BEACH AT NORTH END NOT AS ROCKY AND HAS LESS PEDESTRIAN / VEHICLE (JUNKER) TRAFFIC

c. Anything else? HORSE PEOPLE DO NOT REALLY WANT IT AS IT IS TOO FAR TO USE IT AS ACCESS TO BEACH, BEACH IS VERY BOGGY AT THAT END. IF SURFACE IS UPGRADED IT WILL BE ~~USABLE~~ BY MOTORBIKES/VEHICLES - HOW WILL THIS BE PREVENTED/POICED.

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. IF you have comments on these, or other proposals to enable responsible horse behaviour, please explain?

RIDER INFORMATION SHEET PROVIDED AT WORKSHOP IS A GOOD START BUT NEEDS SOME WORK IN CONSULTATION WITH HORSE PEOPLE/RESIDENTS. HORSE SIGNS NEEDED.

8. Council considers granting permits for horse club events with regard to its Event Management Policy. IF you have comments about what is important to consider in determining horse club events, please explain?

IF THE FLOAT PARK AREA IS DESIGNED FOR 6 FLOATS AT ANYTIME AND A PERMIT REQUIRED FOR MORE THAN THIS WHAT HAPPENS WHEN 2 GROUPS OF 4 FLOATS TURN UP AT THE SAME TIME?

9. Any other comments?

10. If you want to be advised of the outcome of consultation, please write YES

YES

COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation – July 2022

If you need more information, refer to the Background and Options Paper under consultation on apc.sa.gov.au/

If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Trevor Applebee

Address 6 First Street, Parham 5501

Email tapplebe@bigpond.net.au

Mobile 0418836261

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives? ***Please see attached Pages***
 - b. Risks? Please see attached comments page 1
 - c. Practical proposals to improve it? ***Please see attached comments and suggestions***

2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives? ***No positives at this stage***
 - b. Risks? ***Please attached pages***
 - c. Practical proposals to improve it? ***No Suggestions***

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain? ***Much better for Residents and visitors and already an established area. Please see attached comments photo's etc..***

4. Thinking about **your own interests**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain? ***Much safer, resident friendly and viable, see comments attached***

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain?**
Space for parking can be provided for in Main Street by controlled well thought out plan

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

a. What you like? ***Somewhere to include all....***

b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting? ***Needs to have consultation with inclusion of all mobility challenges***

c. Anything else? ***Needs to have consultation with inclusion of all mobility challenges***

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **If you have comments on these, or other proposals to enable responsible horse behaviour, please explain?**
We need to remember that the 200 residents must have priority and any decisions need to be well thought out. See my comments as attached.

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. If you have comments about **what is important to consider in determining horse club events, please explain?**
As all events are attractive, organisers must have experience in considering facilities, residents and participants. I only need to be informed and considered if events are suitable for our small town...

¹ apc.sa.gov.au/our-council/policies

9. Any other comments?

Please see my comments photo's etc... As you will see or have seen I unequivocally support the Main Street proposal and consider the West of Social Club as very undesirable.

I am part of the local group for Parham and my general feeling is that the Main Street proposal is well supported. Making a divisive decision in the community must be avoided and is paramount as our small town evolves. Several very positive things are well evolved other than the horse management and it would be sad if this issue were to make the local community feel overpowered by just a hand full of people who have bullied and ignored feelings in the past.

10. If you want to be advised of the outcome of consultation, please write YES

YES

Comments question 1.

These are photos to show positives for main Street. As can be seen clear view on the Esplanade from all directions, simple non-invasive unfriendly signs could be placed easily. No residents on Beachside. I live in Parham and horses usually go to Beach first and then if trails are developed least impact on residents, visitors and environment can be achieved and maintained. It would also minimise any safety considerations for all.

I would see drawings as o.k. with review to consider if other management procedures can be implemented.



Comments question 2

The following comments and photos show that from many aspects the management of horses in our town would compromise our wellbeing, safety as well as the horse community. In early morning the road passing the West of Social Club is dangerous when horses are often here. On the entrance to Parham this road is the main thorough fair all hour's day and night and the West area is blocked from view on the entrance to Parham. There are several intersections near this area. Also, Horses would naturally head straight to the beach and as can be seen end of the street is the main desired safe access for residents, children and visitors. There is an existing play area, bbq and beach access for all mobilities, that are also going to be developed and enhanced in the near future and in the long term. To risk having horses in this area directly would be dangerous for all.

Other people have more details and other information on Fire track access, environment, bird sanctuary, etc... near the West area that will impact significantly on the West area proposal.



Parham entrance blocked veiw



Early morning into sunrise



West area to the left horses would ride straight to beach, the playground and pedestrian focused area





COMMENTS FORM



Parham Horse Float Park and Related Matters Consultation –July 2022

If you need more information, refer to the Background and Options Paper under consultation on apc.sa.gov.au/

If you want to discuss the matters, more information, or assistance making a submission, please contact David Bailey, Strategic Projects Officer, via info@apc.sa.gov.au or 85270200.

Please return this form by 9am Tuesday 30 August to info@apc.sa.gov.au or to PO Box 18, MALLALA SA 5502.

Name Chris Cocker

Address 18 East Tce Parham SA

Email ccocker@optusnet.com.au

Mobile 0407 217 472

A report to Council to consider submissions will be prepared upon the conclusion of public consultation. If you wish your correspondence to remain anonymous for the purposes of a report to Council, underline YES ANONYMOUS

1. Regarding the **Main Street west float park option**, what do you consider are:
 - a. Positives? Existing location and known already by horse owners Easy access to beach
 - b. Risks? Corner Traffic
 - c. Practical proposals to improve it? As indicated do surfacing

2. Regarding the **West of Social Club float park option**, what do you consider are:
 - a. Positives? Visibility
 - b. Risks? Further for horses to walk to beach and they would walk through main beach parking area and would have more traffic
 - c. Practical proposals to improve it?

3. Thinking about the **Parham settlement as a whole**, underline which one is better?
 - i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain? Existing location and known already by horse owners. Easy access to beach
Believe this would have less impact on community

4. Thinking about **your own interests**, underline which one is better?
- i. Main Street Western Part
 - ii. West of Social Club
 - iii. Either

Please explain? Existing location and known already by horse owners. Easy access to beach
Believe this would have less impact on community

5. **Various float parking alternatives** parking are considered unviable (see Background Paper – Appendix Options Considered Unviable in 2022). **If you have other alternatives that you consider realistic to consider, please explain? N/A**

6. Regarding **upgrading the levee** to enable shared use for recreation, such as walking, running, and by horses, please comment about:

- a. What you like? N/A
- b. What design features you think it would need .e.g. type of surface, width, signs, landscaping, lighting? N/A
- c. Anything else? N/A

7. Parham has around 200 residents and its roads are used for a variety of vehicles. Council is proposing a 'Rider Information Sheet' and 'Beware Horse' road signs. **IF you have comments on these or other proposals to enable responsible horse behaviour, please explain?**

Consider this a good idea

8. Council considers granting permits for horse club events with regard to its Event Management Policy¹. IF you have comments about **what is important to consider in determining horse club events, please explain? N/A**

9. **Any other comments?**

¹apc.sa.gov.au/our-council/policies

10. If you want to be advised of the outcome of consultation, please write YES

YES



Board of Management
Horse SA
82 Onkaparinga Valley Road
WOODSIDE SA 5244

14 August 2022

Mr David Bailey
Strategic Project Officer – Development and Community
Adelaide Plains Council
PO Box 18
MALLALA SA 5502

Dear David,

Re: Port Parham Horse Float Parking Proposal – Consultation Submission

Thank you for the opportunity to contribute to the Adelaide Plains Council's consultation about this potential facility at Port Parham. Due to time constraints, we are unable to attend the workshop in person, but provide the following points for your consideration:

1. Signage – signs should be meaningful, e.g., not only be an indication of a horse through a picture of a horse. The parking area may have users who are not horse owners and may not be aware of the need to drive slowly and carefully. Language such as, 'Pass Wide and Slow' should be included on any signs.
2. Waste management – signs should be erected which direct horse owners to take any manure/feed away with them (unless Council wants to install a suitable bin).
3. Spatial considerations – a park for floats should provide enough room for a float ramp to be lowered and the full body length of a horse to stand behind that, without a risk of other people/vehicles encroaching on that space.
4. Navigation – it would be preferable to have a drive-in, drive-out scenario with no need for backing a vehicle/float.
5. Facilities – a water tap should be nearby. This would be a crucial consideration.
6. Shared use – any shared paths should be wide enough to allow someone to safely pass a horse.

Horse SA would be pleased to collaborate with Council on space safety issues related to horse and float management at any proposed facility. We have developed related horse and road safety management materials which could be used as part of a community education/engagement program, or we could work with you to develop new resources specifically targeted to the local area.

Certainly, we would welcome discussions about potential co-branding of materials with the Adelaide Plains Council and would value the opportunity to work with you in meeting your community engagement and safety outcomes, should this proposal be implemented.



Thanks again for the opportunity to contribute, David, and please don't hesitate to get in touch as you move through the process. Alternately, we are happy to initiate further discussions, should that be agreeable to you.

With best wishes,



Dr Lisa McDonald
Chair, Horse SA

Tel: + 61 8 8431 0139
Mob: + 61 (0) 400 645 765

<https://www.horsesa.asn.au/>

From: Stephens, Justin (ORSR) <Justin.Stephens@sa.gov.au>
Sent: Wednesday, 24 August 2022 3:56 PM
To: David Bailey
Cc: Donnellan, Courtney (ORSR)
Subject: FW: Consultation About Horse Float Parking and Related Matters at Parham is Commencing
Attachments: Background and Options - Parham Float Parking and Related Matters - For Consultation - July 2022.pdf; Comments Form - Parham Float Park and Related Horse Initiatives - July 2022.docx; Public Consultation Notice - Parham Horse Float Parking and Related Matters - July 2022.pdf; Horses and Parham - Summary of Whats Being Consulted About - mid 2022.pdf

****CAUTION:** This email is from a person outside of Adelaide Plains Council. **Do not click on links or open attachments** - unless you recognise the sender and know the content is safe**

OFFICIAL

Hi David

I thank you for the opportunity to participate in the community engagement forum and provide comment on horse float parking in Parham.

The Office for Recreation, Sport and Racing (ORSR) recognises the important social, economic and tourism benefits that improved horse float access will provide to both locals and the greater South Australian community. It is important that we continue to adapt to the changing needs of our communities to ensure all South Australians enjoy the benefits of physical activity.

I ask that the Adelaide Plains Council take the following guiding principles into consideration in regards to the development of horse float parking:

1. Should a permanent horse float park be developed to the west of the Social Club or at Main Street west?
 - Trailhead facilities (vehicle/horse float parking area) should be located in close proximity to appropriate toilet/changeroom facilities. These amenities are to be designed using Universal and Child Safe Design Principles.
 - The provision of drinking water and information shelters/map dispensers at the trailhead should also be considered.
 - Horse manure in the parking area will need to be appropriately managed.
2. How the Levee on the east side of Parham could be upgraded for use by horse riders as well as for activities such as walking.
 - Strategies to minimise potential conflict with different trail user (e.g. horse riders, walkers, cyclists) will need to be identified and determined.
3. We're also seeking input on a Riders Information Sheet, 'Beware Horse' signs, and Council's approach to horse club events.
 - Directional signage to be provided at trail head to aid riders easily find their way to and along horse trails.
 - Information should be provided on procedures/contact phone numbers in the case of emergencies.

If you require any further information please contact David Nash, Manager Recreation and Sport Planning at ORSR on 7424 7624 or at david.nash@sa.gov.au.

I trust this information is of assistance to you.

Kind regards

Justin

Justin Stephens

Senior Manager, Sector Capability and Partnerships

Office for Recreation, Sport and Racing

T (08) 7424 7651 (47651) • M 0417 833 597 • E Justin.Stephens@sa.gov.au

27 Valetta Road, Kidman Park, SA 5025 • PO Box 219, Brooklyn Park, SA 5032 • DX 354

www.orsr.sa.gov.au | www.sasi.sa.gov.au | www.sportsvouchers.sa.gov.au

The general phone number for the Office for Recreation, Sport and Racing is **1300 714 990**



Government of South Australia
Office for Recreation, Sport and Racing



An Active State

We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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From: David Bailey <DBailey@apc.sa.gov.au>

Sent: Friday, 29 July 2022 2:38 PM

To: Donnellan, Courtney (ORSR) <Courtney.Donnellan@sa.gov.au>

Subject: Consultation About Horse Float Parking and Related Matters at Parham is Commencing

Hello Courtney

Good to chat earlier.

ORSR is invited to comment on float parking and related matters at Parham.

You may wish to consider the role of Parham for horses and to comment around how that is of benefit to the equine sector.

This is an open process and you can comment as you see fit 😊

Key dates are:

- **Submissions due 9am Tuesday 30 August**
- **Workshop Tuesday 16 August, 7pm Port Parham Sports and Social Club. RSVP by 5pm Monday 15 August**

Attached is

- Summary of What's Being Consulted About
- Background and Options Paper
- Comments Form
- Public Consultation Notice

I am contacting local horse clubs, residents of Parham, State level peak bodies, adjacent Councils and a notice has been placed in a local paper.

I'm happy to chat at anytime

Kind Regards,

David Bailey | **Strategic Project Officer – Development and Community**
Tuesday - Wednesday – Friday
P: 8527 0200 | E: dbailey@apc.sa.gov.au
PO Box 18, Mallala SA 5502 | www.apc.sa.gov.au



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From: David Bailey
Sent: Monday, 2 May 2022 3:20 PM
Subject: Heads up - Engagement About Horse Float Parking and Related Matters at Parham to Come

Hello

I am emailing you noting your interest in horses and horse float parking at Parham.

The main purpose is to give you a heads up that in the next few weeks, community and stakeholder engagement about two options for a horse float park and related matters will commence. Please note this is coming and we look forward to your participation.

When we have the details of engagement organised, you'll get background information as well as how to participate ☺

Any questions about the intended engagement, feel free to get in touch.

Kind Regards,

David Bailey | **Strategic Project Officer – Development and Community**

Tuesday - Wednesday - Friday

P: 8527 0200 | E: dbailey@apc.sa.gov.au

PO Box 18, Mallala SA 5502 | www.apc.sa.gov.au

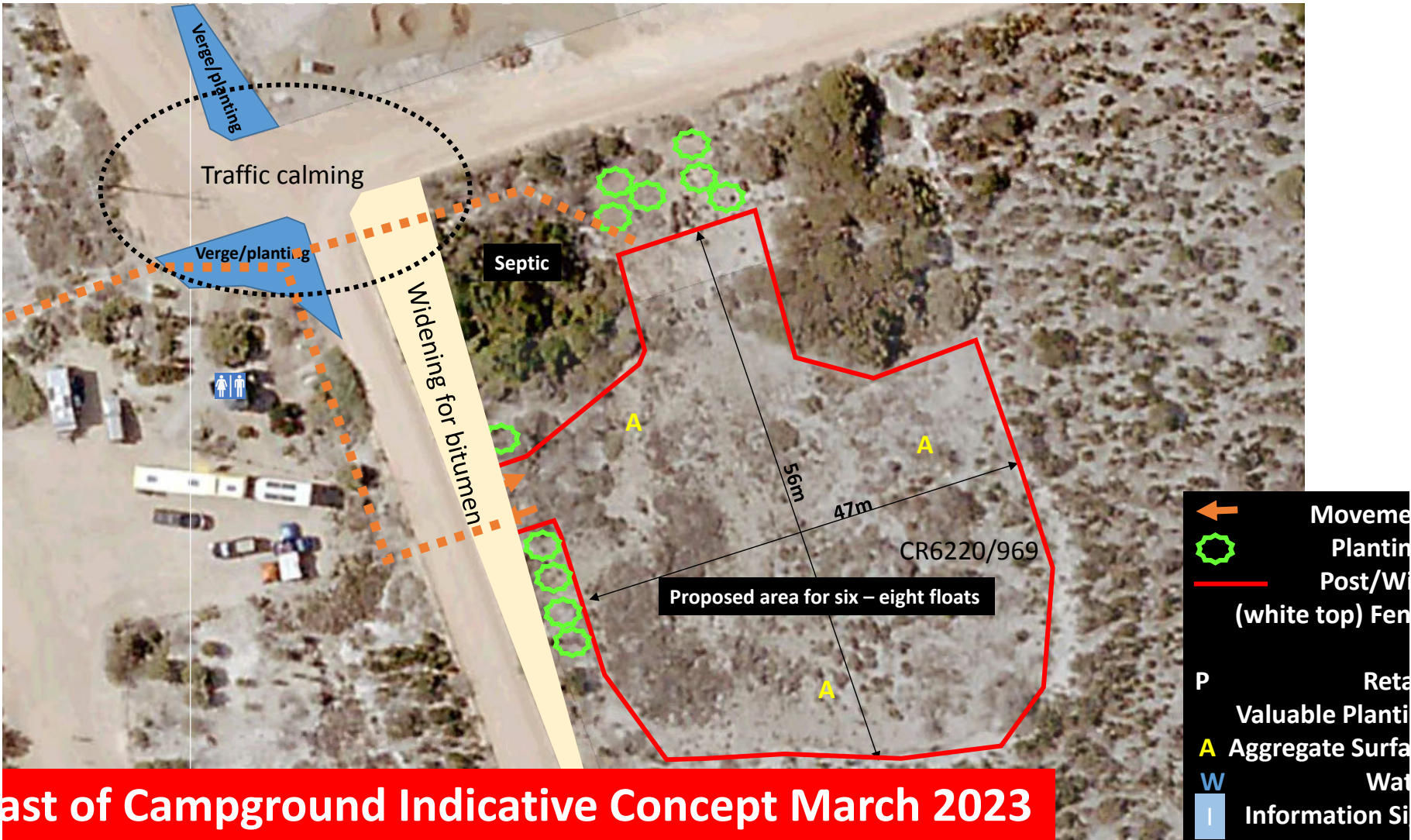


SOUTH AUSTRALIA'S NEW
PLANNING SYSTEM IS NOW LIVE

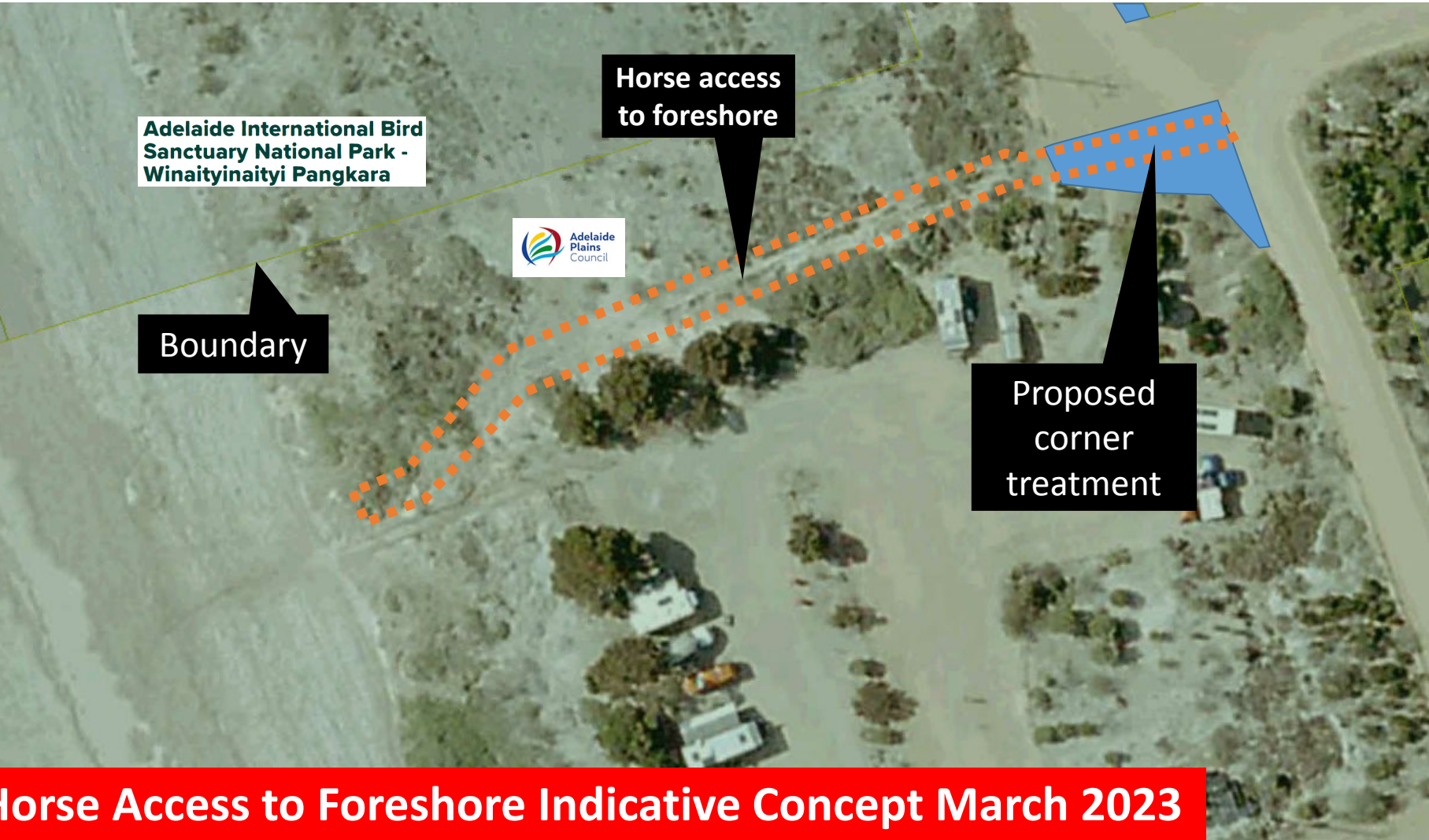


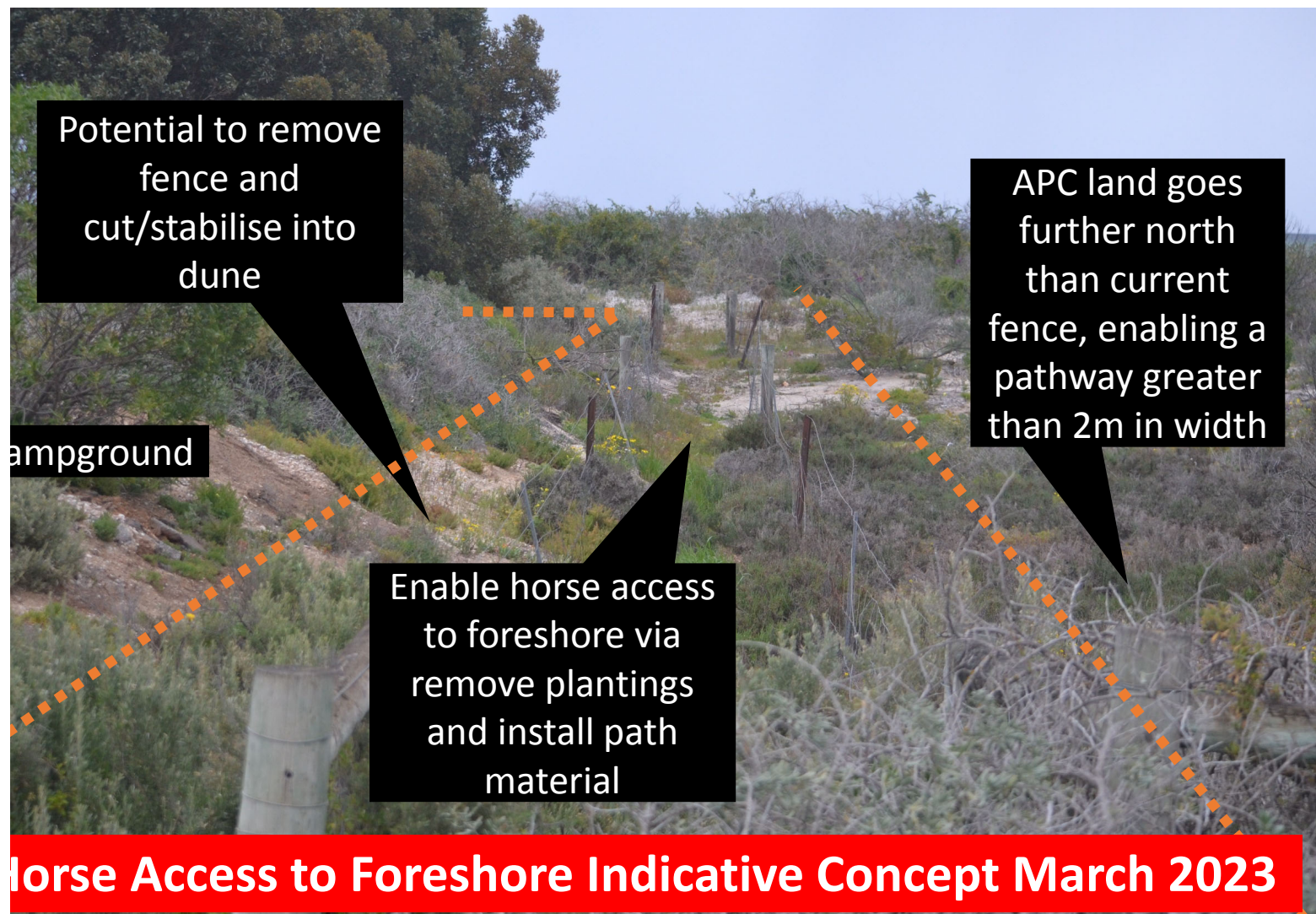
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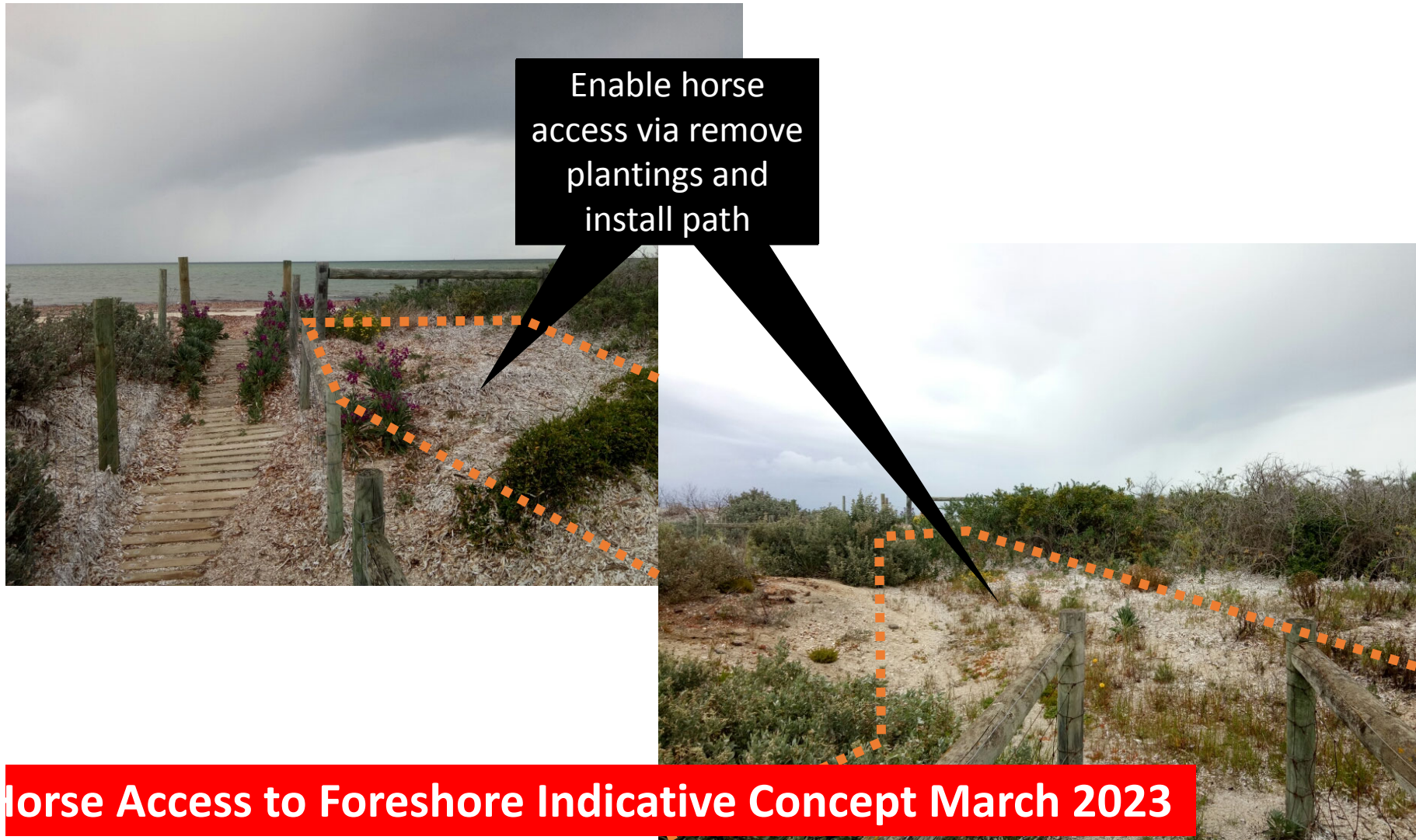


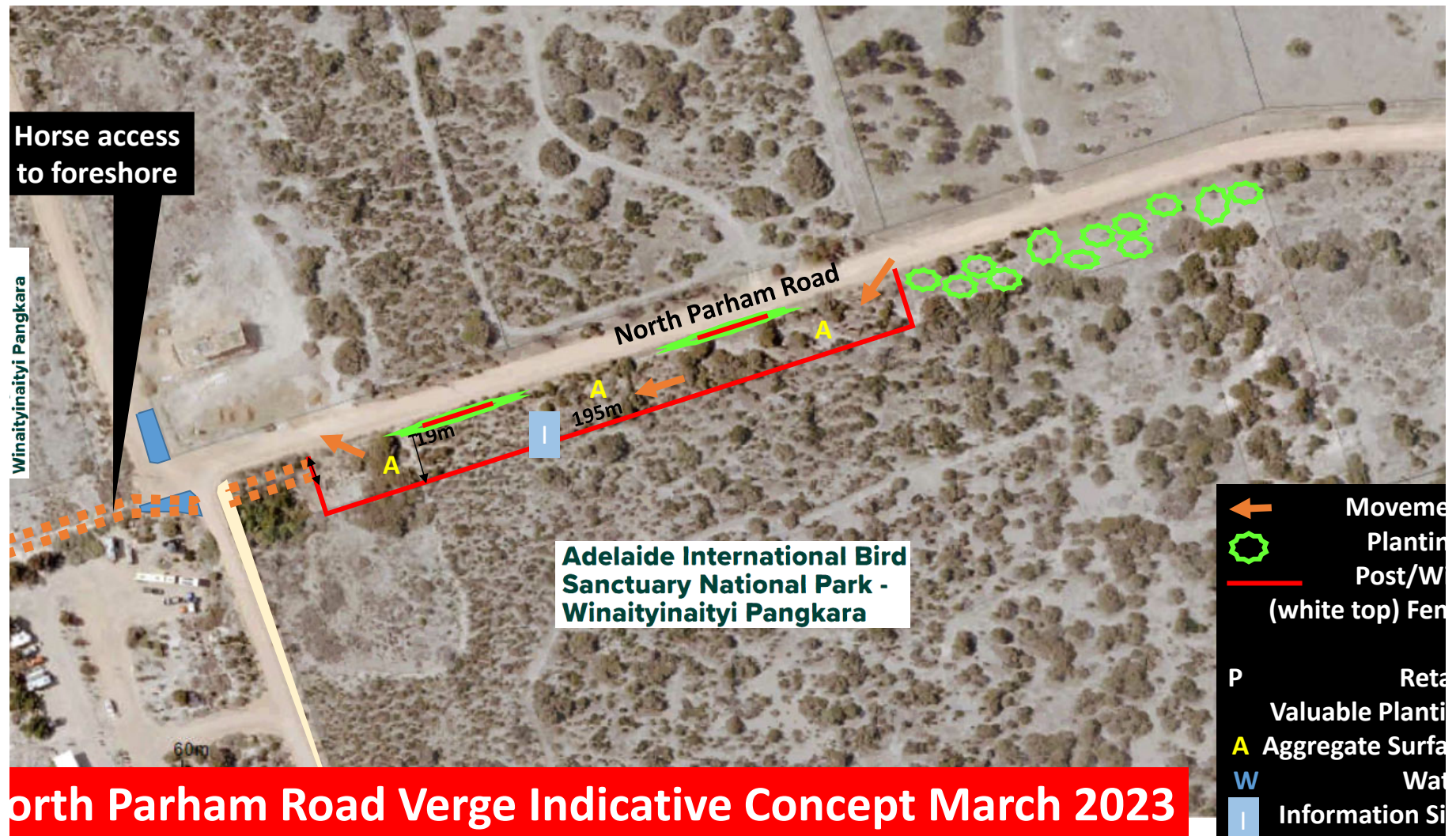


East of Campground Indicative Concept March 2023









DRAFT Riders Information Sheet 2023**PARHAM HORSE RIDERS INFORMATION SHEET**National Parks
and Wildlife Service
South Australia

Parham and Webb Beach offer horse enthusiasts the unique opportunity to experience part of Adelaide Plains valued coast.

Our coast is extremely important for many species of shorebirds, plants, and environmental conservation. 45 bird species that feed, roost, or breed on our coast are threatened species. The Adelaide Plains coastal region is a Wetland of National Importance.

It is important that horse owners are aware of Council's and National Parks and Wildlife Service conditions.

Riders and their horses are only allowed in the areas described. You are expected to keep our environment clean and safe by following these conditions.

Conditions for Riders and their Horses

1. Only use:
 - a. Foreshore tidal flats as shown on the attached map
 - b. Council roads
2. Do NOT use:
 - a. The dunes between the Esplanade and high-water mark. These are a Conservation area.
 - b. Any other land within the Adelaide International Bird Sanctuary or the Port Wakefield Proof and Experimental Establishment.
3. As threatened bird species feed from the foreshore, horses should:
 - a. Be kept a respectful distance from migratory birds when seen feeding on the foreshore flats on low tides.
 - b. Be ridden in a way to minimise compression of the foreshore surface, such as by being ridden at walking pace and with faster pace minimised.
4. Horses should be ridden at walking pace within 50m of all other foreshore users.
5. Horse riders should NOT interfere with the peace, comfort or convenience of other users of the tidal flats or local residents.
6. Horse access to and from the tidal flats is via Council roads and paths as sign posted.
7. Horses are NOT to eat any native vegetation
8. Riders should be alert to potential boggy locations and hazards to horses.
9. Floats are to be parked in the TBC float/car park. Do NOT park across driveways.
10. ~~24 hour~~ Riding during daylight hours is permitted in accordance with these conditions.
11. Manure and rubbish must be collected and taken with you.

12. Dogs must be on leash.
13. Respect the rights of other users as the tidal flats are available to the public.
14. Vehicles are limited to 40km/hr and only allowed on tidal flats under Council care and control.
Vehicles NOT allowed on the tidal flats under National Parks and Wildlife care and control.
15. Groups of riders with more than six floats require a separate Event Permit. Contact Adelaide Plains Council at least **two months three weeks** in advance of your proposed event.
16. Carrying this Information Sheet indicates that you understand and will adhere to the conditions.



BACKGROUND AND OPTIONS – HORSE FLOAT PARKING AND RELATED MATTERS - PARHAM



For Consultation - July 2022

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Equine Sector Engagement

During 2022, the opportunities for the future of the equine sector across Adelaide Plains are being explored in collaboration with the equine sector and other interests. More information is available and you can participate if you wish.

Please contact the Council.

Council acknowledges that we are on the traditional country of the Kurna people of the Adelaide Plains and pays respect to elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

Version	Comment
Consultation July 2022	To inform consultation
Council 26 April 2022	Attachment to Council Report

SCOPE

This document is about background and options for the parking of horse floats and horse related matters at Parham.

INTRODUCTION

This background document is provided to enable consideration of float park options, the levee trail, rider information sheet, Beware Horse signs, and the approach to horse club events.

Any preferred float park option will require more detailed planning, including seeking a Development Approval, which is likely to include native vegetation referral.

The proponent of the horse float park and related matters is Adelaide Plains Council.

This paper forms background to inform consideration of options by Council.

This includes with respect to informing discussions as part of stakeholder and community engagement.

Horses & Parham? What's being consulted about



1 - Should a permanent horse float park be developed to the west of the Social Club or at Main Street west?



2 - How the Levee on the east side of Parham could be upgraded for use by horse riders as well as for activities such as walking

3 - We're also seeking input on a Riders Information Sheet, 'Beware Horse' signs, and Council's approach to horse club events



More Info? See Background and Options Paper and Comments Form apc.sa.gov.au, David Bailey via info@apc.sa.gov.au or 85270200 or RSVP for the 16 August Workshop at info@apc.sa.gov.au by 5pm Monday 15 August.

Comment preferably using the Comments Form by 9am Tuesday 30 August to info@apc.sa.gov.au

CONTEXT

Tourism, Economic & Community Strategic Value

Parham foreshore is able to be ridden on 24 hours a day. The few metropolitan beaches able to be ridden on are limited to early in the morning.

Horses at Parham enables tourism and economic benefits as well as recreational and wellbeing benefits for residents of the Council area and wider region.

Within Adelaide Plains, residents with horses and horse based businesses tend to be concentrated (but not exclusively) around Lewiston/Two Wells, and Mallala.

There are greater than 5,600 equine businesses in South Australia and more than 30,000 horses¹.



The Port Gawler Car Park enables horse access, noted in proximity to the area of horse activity around Lewiston. Parham is around a 20 minute drive from Lewiston. Horse activity is also focussed around Mallala. Horses are located throughout the Council area and region across to the Barossa

¹ Horse SA via drive.google.com/file/d/1bWc4UYXSWQAFBMUNQrcea7cROV828B1j/view

Council's Tourism and Economic Development Strategy² outlines the intent of horse based experiences at Parham. The Strategy identifies a target market for tourism and includes 'Outdoor and rural life active breaks - walking, cycling, horse trails, bike, dog friendly'.



² Council adopted 28 March 2022

Adelaide International Bird Sanctuary Management Plan

The purpose of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara - National Park is to protect migratory shorebirds and their habitat.

The Park's Management Plan³ envisages horse use provided of minimal impact. The Plan states:

- 'Other recreational activities such as **horse riding**, fishing, crabbing, cockling and camping also have potential to cause disturbance. Disturbance will be minimised by regulating access and promoting minimal impact behaviours through liaison with local residents, signs, and ranger patrols.'
- '**Horse riding** will be confined to designated areas.'
- **Horse-riding and horse float parking** may be authorised within designated areas. It will be necessary to work with horse riders and the Adelaide Plains Council to develop strategies for the safe management of horse float parking.

'Based on a minimal impact code, provide information for visitors to help them 'tread lightly'. This will include information focused on beach access, **horse riding**, boating.

Float Parking on Council Roads and other Coastal Settlements

As parking legislation does not distinguish between different kinds of trailers, horse floats can be parked where vehicles can be parked. This means – provided other road rules are met - Council roads in Parham and Webb Beach can be parked on for floats.

The Port Gawler Car Park is available for float parking.

Planning and Design Code

Parham is a Rural Settlement Zone. The Desired Outcome for the Zone is:

- A small mixed-use settlement supporting a limited range of residential development, tourist, recreation and community facilities grouped together to serve the local community and visitors.
- Development contributes to and enhances the local context and development pattern comprising the settlement

Land uses that are explicitly envisaged in the Zone include carport, consulting room, detached dwelling, dwelling addition, light industry, office, outbuilding, shop, tourist accommodation, veranda and warehouse. Uses not listed, such as development of land for a car park or float park, are assessed based on how they perform.

Retail, light industry and warehousing are provided for up to 50 – 80 square metres in area.

³ environment.sa.gov.au/environment/docs/aibs-management-plan-2020.pdf

Where Horses can be ridden

The map in the draft Parham Rider Information Sheet (**Appendix – Draft Riders Information Sheet**) shows where horses can be ridden, including on a proposed Levee Trail (see below). This has been prepared with the Department of Environment and Water (DEW) regarding the Adelaide International Bird Sanctuary (AIBS).

National Parks and Wildlife guide where and how horses can use the Adelaide International Bird Sanctuary. Adelaide Plains Council guides where and how horses can use Council managed land, such as the foreshore flats. This guidance is by way of horse related signage.

PROPOSED Upgraded Levee Trail including for Horse Riders

The existing levee is on the east side of Parham. The northern portion is on Crown Land dedicated to Council and the southern portion on Crown Land for which Council has a license for the levee. A Council decision of 17 July 2017 is to transfer the northern land parcel to be under the care and control of DEW to form part of AIBS.



The Levee Trail Connects from near the Social Club to the Foreshore Flats

The existing levee can be used for walking, running and cycling currently, albeit, the levee top is not suited for people with limited abilities.

Investigations by Council and DEW officers have identified the potential to upgrade the levee in order to be a shared trail – including for horse riders. This would improve visitor and rider experience, encourage minimal impact and best practice and provide a safe and sustainable option for foreshore access for horse riders (consistent with the AIBS Management Plan).

Initial advice from DEW officers is that:

- Longer term, if the land came across to form part of the AIBS National Park, the expectations provided in the Rider Information Sheet are clear and ensure riders utilise the area in a way that is consistent with theme three of the AIBS Management Plan (minimal impact code for horse riders).
- The AIBS Management plan also seeks 'safe and seamless transition between park and adjoining townships.' Considering this, the proposed Levee Trail would provide that safe and seamless transition for horse riders and achieve synergies.

Council asset officers advise upgrade work to make the existing levee a suitable standard as a shared path including for horse riding can be achieved however costs are currently unknown.

To allow horse riding, Council would need to install signage to satisfy the current *Local Government Land ByLaw 2019*.

For horse riders irrespective of where a daily float park is sited, an upgraded Levee Trail provides a coastal landscape riding experience different to the foreshore flats. If West of Social Club is established for float parking, an upgraded Levee Trail provides a trail to the foreshore as an alternative to sharing with traffic on South Terrace or First Street.

For non-horse riding residents and visitors to Parham, an upgraded Levee Trail connecting the Social Club to foreshore provides an active lifestyle experience and supports a range of recreation options, be it walking, running or cycling.

Considering an upgraded Levee Trail along with Options for Float Parking as part of engagement enables input to be received about what residents/horse riders like about an upgrade Levee Trail and how the upgrade should be designed. This input can inform detail design work for the actual upgrade.

Should there be particular issues with an upgrade to form a Levee Trail, understanding these through engagement provides Council with an informed approach about how to proceed.

PROPOSED 'Beware Horse' Signs

Horses are 'vehicles' for the purpose of road rules⁴ and can be ridden on Council roads. Drivers are obligated to drive with caution. Subject to the final decision on float parking, it is proposed that several 'Beware Horse' signs be installed.

Horse riders

Under the Australian Road Rules, a horse is considered a vehicle and therefore is permitted to be ridden on the road. If you see a horse and rider on or near a road you should:

- treat the horse as a potential hazard
- slow down and, when safe, pass with care
- stop your vehicle on the left side of the road and turn off the engine if the horse is unsettled or the rider signals this to you
- not accelerate or rev your engine near a horse
- not sound your horn or make unnecessary noise
- not throw objects or shout at a horse or rider.

This road sign indicates that horses may be present, so drive with caution.



Horses can be ridden on Council Roads

⁴ mylicence.sa.gov.au/road-rules/the-drivers-handbook/share-road

Float Parking Demand and Events

Observations indicate 1 - 2 floats/day is current demand, and this typically recreational use during early daylight hours.

Inappropriate behaviour, such as nails on the ground (**Appendix – Nails Letter**) creating safety risks for horses and people, may have reduced demand.

A float park provides certainty for visitors, businesses and residents of Adelaide Plains and the wider region. A dedicated float park is anticipated to increase demand. A working figure of space for six floats has been adopted for Parham.

Horse Clubs conduct events at Parham involving numerous floats (more than six). The Adelaide Plains Equestrian Club (APEC) event of 30 January 2022 had 15 floats with several non-club floats also present.

Club events need a permit from Council encompassing where to park, time, date, insurance, cleanliness, and so on.

The proposed Riders Information Sheet (**Appendix – Draft Riders Information Sheet**) outlines that more than six floats, such as for a Club event, will need a specific permit. The club application and permit will nominate where event related floats will park.

A permanent float park needs to consider its role in club events



Image – Adelaide Plains Equestrian Club Event Parking January 2022

Approach to Horse Club Events

Horse clubs organise rides at Parham.

The *Local Government Act* obligates certain uses of public land as requiring a permit. Council's Event Management Policy⁵ guides officers in granting of permits for horse club events.

Should Main Street be formalised for daily parking at the western end, the formalised park and the eastern portion of Main Street's verge – subject to the permit process – lend themselves for event float parking.

Should west of the Social Club be formalised for daily parking, options for event parking include:

- Main Street verge subject to Council granting a permit.
- The Sports and Social Club lease land subject to Council granting a permit and the Social Club also permitting it.

Should west of the Social Club be formalised for daily parking, signage would need updating at Main Street to convey:

- Float Parking west of the Social Club
- No float parking at Main Street unless:
 - Associated with adjacent residents
 - Event Parking only with a permit from Council

Should Main Street be formalised for daily parking, signage would need updating at Main Street to convey:

- Float Parking only in the designated area
- No float parking elsewhere at Main Street unless:
 - Associated with adjacent residents
 - Event Parking only with a permit from Council

Cars and floats can park on Council roads provided other road rules are met. Roads such as the Esplanade can be used for event float parking. Due to their width, these roads would need to be managed as event spaces with traffic management – and related costs - by a horse club. Due to costs, using roads for event float parking is less viable.

Council's approach is that a Permit is needed where more than six (6) floats are involved.

Clubs seeking to hold a club ride are requested to provide the following information with an application for a permit:

- Date and time of event
- Anticipated numbers of participants
- Anticipated number of floats
- Proposed parking location (can be shown on a map)
- Proposed riding area (shown on a map)
- Plans for keeping the parking area safe and clean
- Plans for keeping the riding area safe and clean, including managing risk of horse bolting

⁵ apc.sa.gov.au/our-council/policies

- Plans for working responsibly with residents
- Plans for communicating with nearby residents
- Public liability insurance

Clubs applying are requested to apply at least three weeks in advance of the proposed event.

The Riders Information Sheet outlines expectations of riders.

The relevant form can be obtained via info@apc.sa.gov.au

Impact on Residents

In 2018, Council undertook consultation seeking written submissions on a proposal to use Main Street as a permanent float park (**Appendix** Chronology). This was not supported at the time.

The 14 residents who made submissions articulated risks. A proposed approach to managing these risks is below.

2018 Float Park Risk	Proposed Approach to Manage
Odours and mess as a result of horse urine and manure	Expect manure removal from float park and places ridden in Riders Information Sheet and signage Odour from urine and manure is anticipated to be limited as an outdoor area with wind and rain dispersing odour.
Damage to the ground resulting in loss of vegetation and subsequent dust issues	Concept design involves aggregate base with limited plant removals and some plantings to reduce risk of dust
Noise to residents	Parking of floats and riding of horses creates incidental noise. Riding of horses on Council roads and associated incidental noise does not require a Council permit. Early morning noise prior to 7am would need to be measured to determine compliance with EPA policy. If noisier than EPA policy, options would need to be considered, which may include not permitting float parking prior to 7am.
Inconvenience to residents with floats blocking access to driveways	The Rider Information Sheet expects this not to happen. The Main Street Concept delineates the adjacent driveway.
Safety issues with horses escaping and running down The Esplanade	A level of this risk will exist, notwithstanding riders caring for horses, such as via leads, and some fencing proposed in each concept. This is considered a low risk

Lack of space on event days with horse floats being parked outside the designated area	Council's approach is that where more than six floats are involved, such as for a Club event, this will need a specific permit. The club application and permit assessment process will identify where event floats will park.
Poor behaviour from some horse owners in riding on the pedestrian track and allowing their horses to graze on native vegetation.	<p>The Rider Information Sheet expects riders to not access the dunes between Esplanade and the tidal flats.</p> <p>It is accepted that allowing horses presents some risk of this happening, which will need to be monitored by Council and DEW.</p>

Riders feedback in 2018 about the permanent use of Main Street affirmed:

- Area is spacious
- Good location next to the toilets, beach and playground
- Safe access and egress for riders and horses
- Clean public toilets within easy walking distance
- Current location has minimal impact on residents
- Able to provide residents manure for their gardens and residents enjoy seeing the horses and bring their children to pat the horses.

Suggestions included:

- Levelling
- Extending to allow space for when the park is busy
- Fencing to keep floats away from the front of resident's properties and to prevent horses bolting
- Trees for shade and water.

This feedback and suggestions has informed consideration of options.

FLOAT PARK DESIGN FACTORS

The following design and legal factors influence a horse float park.

The Horse Trail Infrastructure Guidelines⁶ outline that parking for floats can form part of what is called a 'trailhead'. The US Forestry Service Equestrian Design Guide Book⁷ provides guidance.

Design Factors Influencing Float Park	
Factor	Comment
Use	A facility for daily float parking should be available for vehicles with other purposes at Parham. The proposed facility is intended to be a float/car park able to be used by a variety of vehicles. Over time, should use by different users limit the ability to park floats, time limits, for example, to enable float use can be introduced.
Horse Wellbeing	Horses are calmer when near other horses ⁸ . This lends support to float parking that enables multiple horses together
Size	A horse float typically occupies the space of about 5 cars considering the tow vehicle, float, tailgate in the down position, and horse manoeuvring.
Barrier	Horses depend on 'flight' as its primary means of survival ⁹ . Along with being calm with other horses, and under the care of riders, barriers assist. A post and wire fence, with a white top wire, wood or steel railing, or boulders may suit.
Surface	Aggregate is recommended due to being slip-resistant, doesn't allow water to pool, and is comfortable to stand or walk on. The Main Street sandy base is impacted by sharp turning dual axle floats
Noise	Vehicles, people activity such as opening and shutting doors, talking, and the horses themselves generate noise. The EPA noise guidelines for residential areas are 52dBA between 7am and 10pm, and 45dBA 10pm to 7am.
Drive-through	Parks that are angled 45 or 60 degrees are preferred as easier to navigate. Experience shows that this is true for horse and non-horse drivers
Slope	Ideally 1 -2 % and less than 4%. Land at Parham is typically flat
Illumination	For safe use

⁶ [orsr.sa.gov.au/ data/assets/pdf file/0015/18150/5519_HorseSA-Book_Web-1.pdf](https://orsr.sa.gov.au/data/assets/pdf_file/0015/18150/5519_HorseSA-Book_Web-1.pdf)

⁷ fs.fed.us/t-d/pubs/htmlpubs/htm07232816/page14.htm

⁸ [esc.rutgers.edu/fact sheet/the-basics-of-equine-behavior/](https://esc.rutgers.edu/fact_sheet/the-basics-of-equine-behavior/)

⁹ [esc.rutgers.edu/fact sheet/the-basics-of-equine-behavior/](https://esc.rutgers.edu/fact_sheet/the-basics-of-equine-behavior/)

INFORMAL ADVICE ABOUT FLOAT PARK STATUTORY APPROVALS

Adelaide Plains Council is the proponent of the float park. In that capacity, in order to be able to establish a float park, the Council is required to obtain various approvals. Each approval is under particular statutory legislation, involves different authorities considering their relevant criteria, and certain processes.

In order to gauge the prospects of statutory approvals, informal advice from relevant officers has been sought. This advice is NOT a formal approval. This advice is SUBJECT TO Council lodging the relevant application, the full range of information, and a proper assessment being undertaken.

Informal Advice about float park with aggregate, post/wire fence, & retaining larger shrubs		
Approval	Authority	Advice
Development Approval	Council Assessment Panel or Accredited Assessment Manager under delegation ¹⁰	<p>Council development assessment officers indicate no major likely issues associated with the assessment of a development application seeking approval for a float park west of the Social Club or at Main Streets western end.</p> <p>This assumes supportive advice from statutory referral to the Native Vegetation Council and Coast Protection Council. The need for statutory referral will be determined at the time of application.</p> <p>A development application would be subject to statutory public notification processes.</p>
Native Vegetation	Native Vegetation Council ¹¹	Informal discussions with Department of Environment and Water Native Vegetation officers indicate no major likely issues with a float park west of the Social Club or at Main Streets western end.
Coast Protection	Coast Protection Board ¹²	<p>Informal discussions with Department of Environment and Water Coast Protection officers indicate:</p> <ul style="list-style-type: none"> • No major likely issues with a float park west of the Social Club or at Main Streets western end. • Prudent for Council to have suitable arrangement with NPWS about level of horse activity on coastal areas and National Park enabled by a float park • A float park would be subject to inundation risk from a 1 in 100 storm surge event. Council as Asset owner needs to understand this risk
Crown Land	Minister for Environment	Informal discussions with Department of Environment and Water Crown Land officers indicate no major likely issues with a float park west of the Social Club or upgrading the levee (both of which are sited on Crown Land ¹³).

¹⁰ apc.sa.gov.au/our-council/meetings-of-council/committeesofcouncil/council-assessment-panel

¹¹ environment.sa.gov.au/about-us/boards-and-committees/native-vegetation-council

¹² environment.sa.gov.au/topics/coasts/coast-protection-board

¹³ environment.sa.gov.au/topics/crown-land/crown-land-tenure

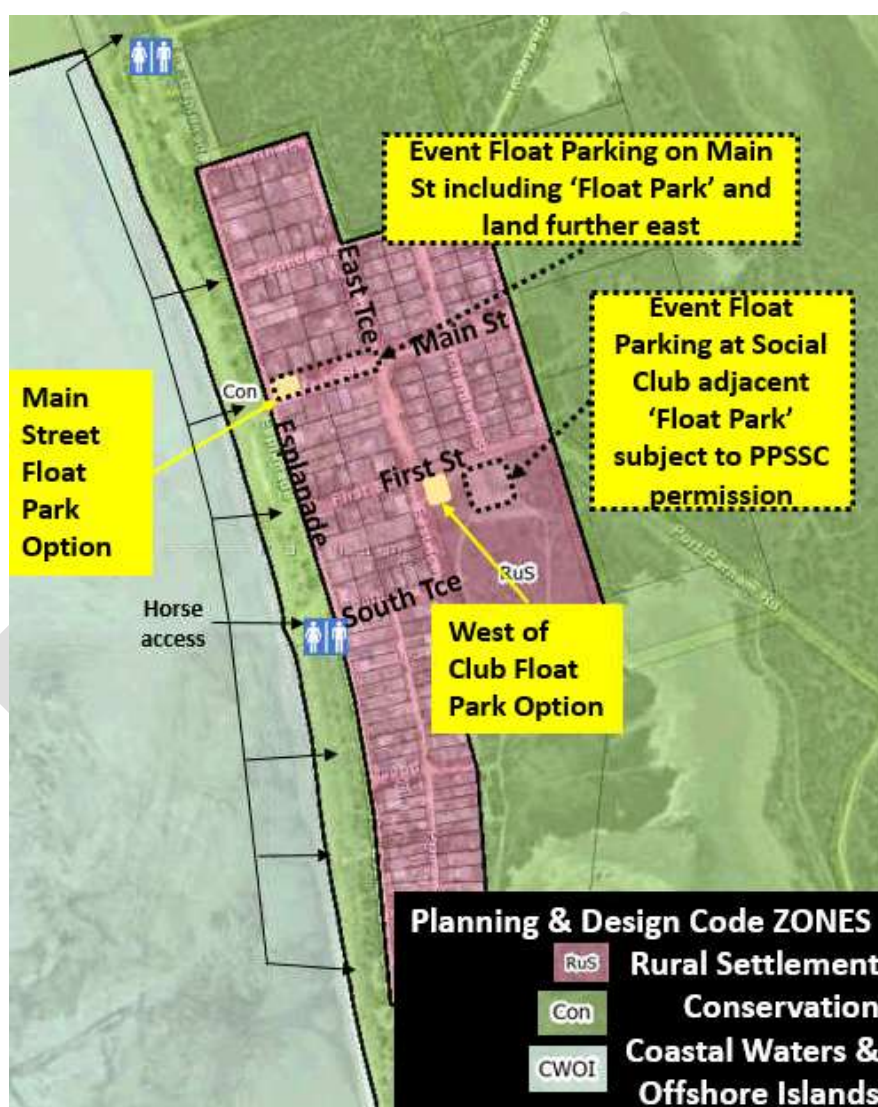
PROPOSED FLOAT PARK OPTIONS

Various options have been considered in the past (**Appendix - Chronology**).

Main Street is the current site and was established for a temporary period. More recently, DEW land within the Adelaide International Bird Sanctuary north of the campground was not supported by DEW. This was principally due to the extent of impact on native vegetation.

Analysing land under Council care and control, there are two options:

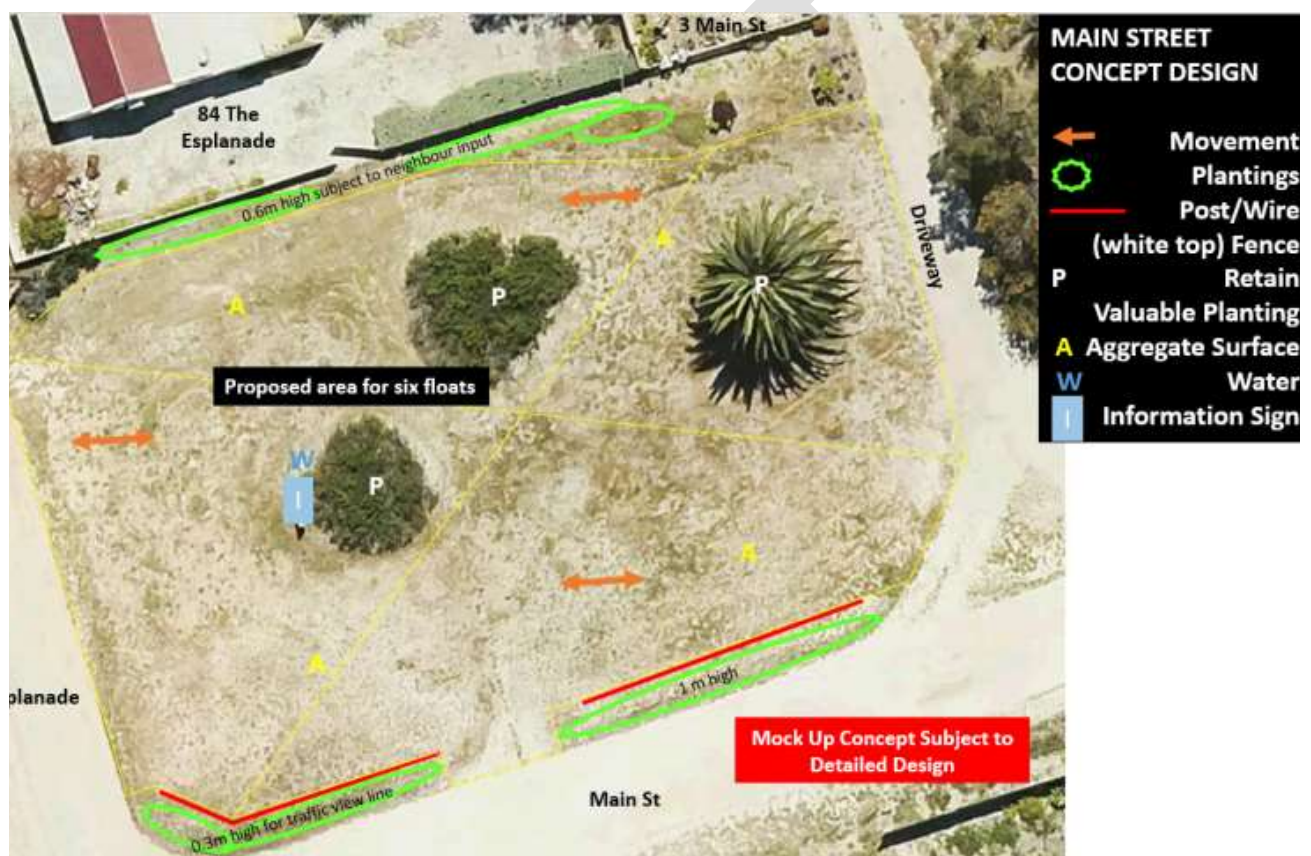
1. **Main Street western portion**
2. **West of the Sports Social Club**

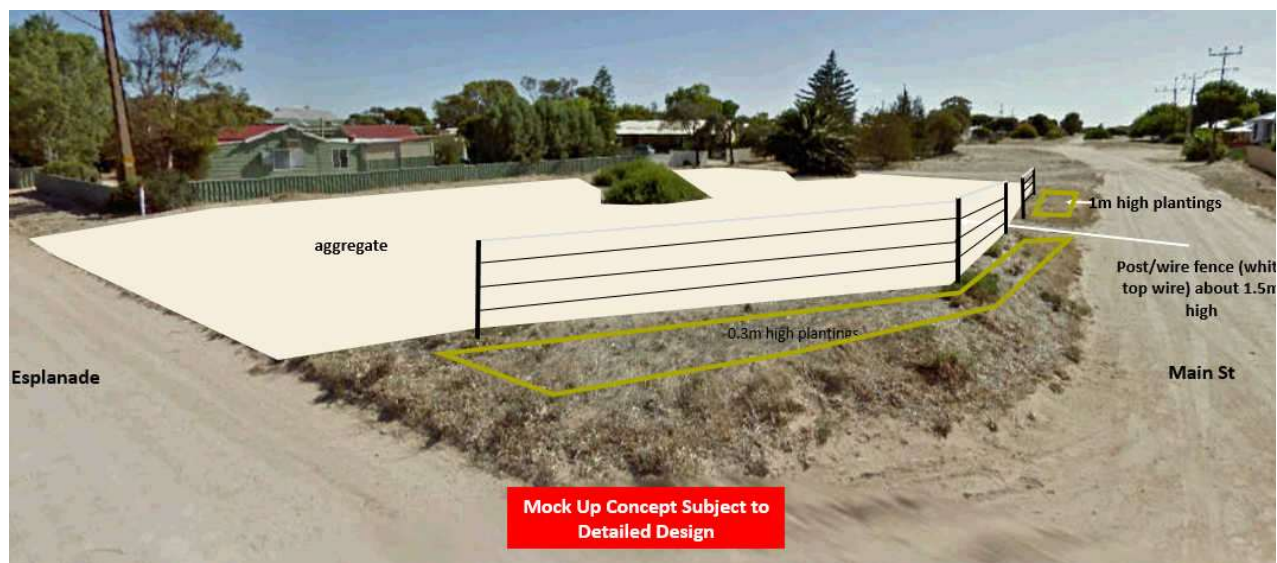


Location of Options Considered in Parham

Main Street Western Portion Concept

1. Accommodate up to 6 floats
2. Horse access to the foreshore direct across the Esplanade
3. Install aggregate surface to reduce risk of dust
4. Partially fence with post/wire to reduce risk of horses bolting. Riders are responsible for their horses so the risk is considered low
5. Retain larger shrubs/palm. Horticultural advice has informed this.
6. Low plantings to the perimeter based on horticultural advice
7. Update information sign and install water
8. Vehicle access/egress from the east or west
9. If needed in the future, could be expanded further east
10. Status of Land – Road Reserve





Sign June 2021

West of the Social Club Concept

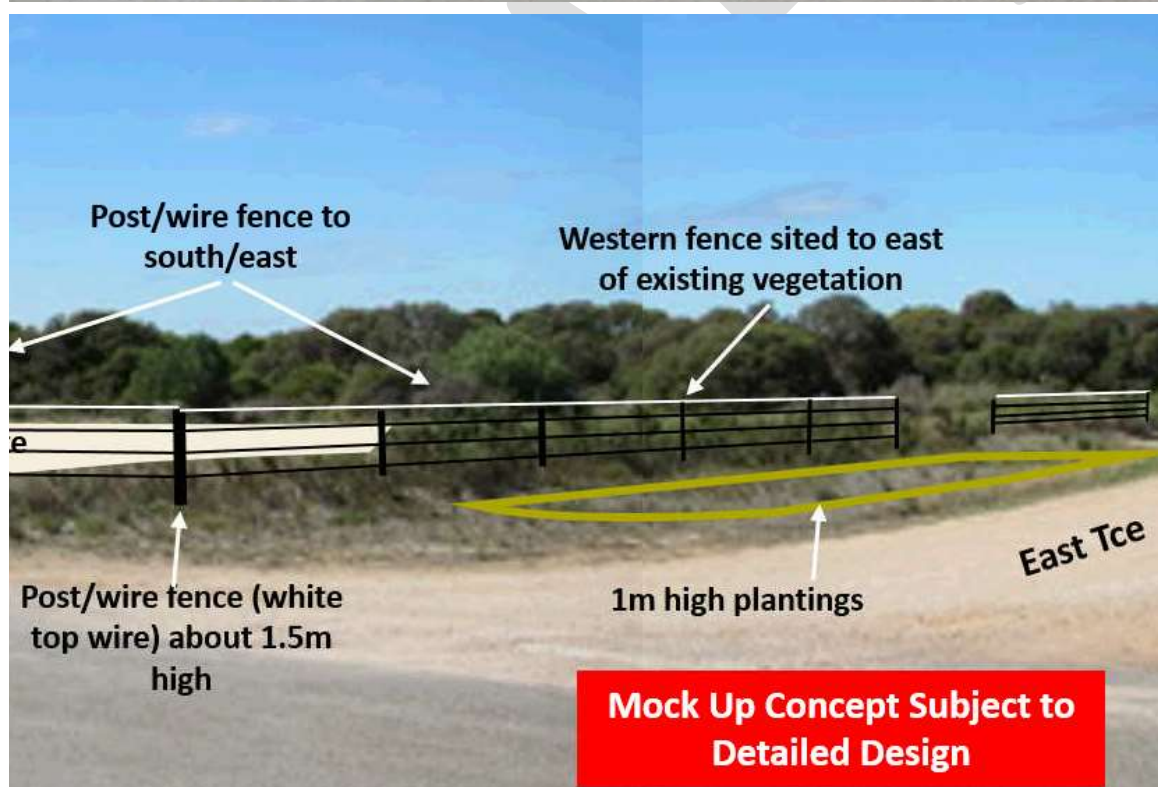
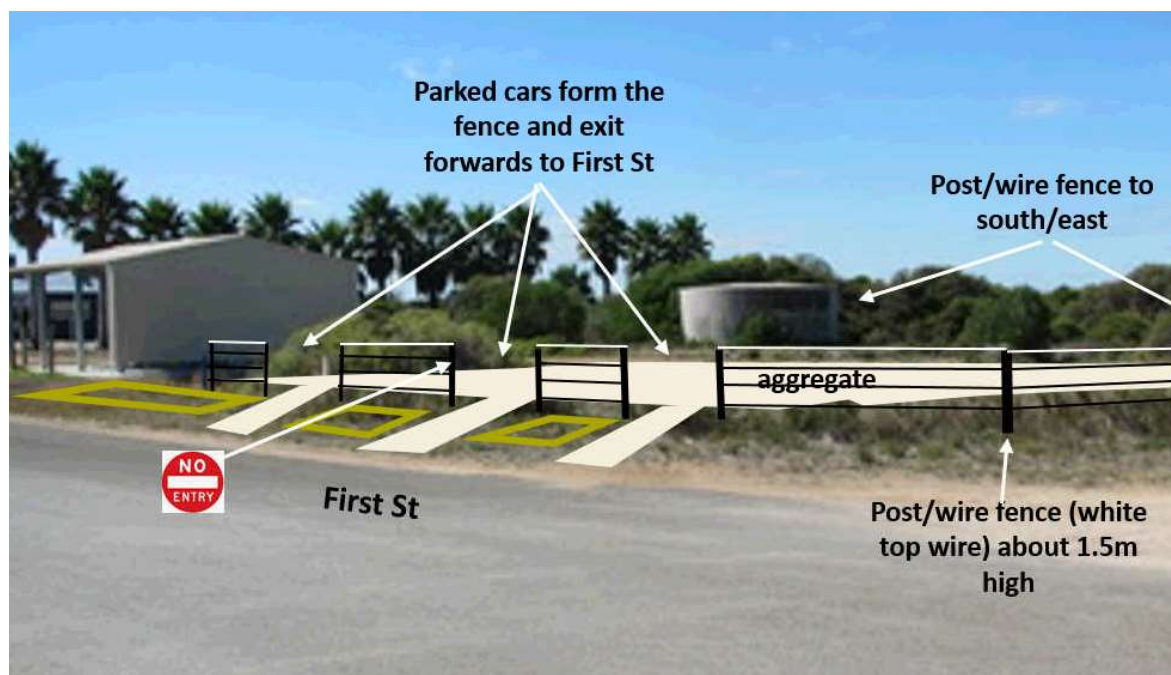
1. Accommodate up to 6 floats
2. Horse access to the foreshore would be via East and South Terrace, or First Street, or if upgraded, the levee path
3. Replace low level vegetation with an aggregate surface to reduce risk of dust
4. Partially fence with post/wire to reduce risk of horse bolting. Riders are responsible for their horses so the risk is considered low. Fence adjacent First St with gaps so that the front of vehicles forms the fence and vehicles can egress in a forwards direction.
5. Retain larger shrubs. Horticultural advice has informed this.
6. Low plantings to the perimeter based on horticultural advice. Western fence sited to the east of existing vegetation
7. Install information sign and water
8. Vehicle access from the east and egress to the west or north onto First Street
9. If needed in the future, expand to the east for further six floats
10. Status of Land – Council Road Reserve and 'Community Facilities' Community Land¹⁴ (Crown Land CR5755/727¹⁵).
11. Presented as option 20 June 2016 Council Report



¹⁴ The land that the Community Facilities Management Plan relates to is held for the following purposes:

- To provide community facilities for use by the community for a range of activities.
- To support the provision of diverse services to the community.
- To facilitate the provision of broadband internet, telecommunications and other essential services and the location of associated infrastructure.

¹⁵ environment.sa.gov.au/topics/crown-land/crown-land-tenure/dedication



APPENDIX PROPOSED Riders Information Sheet**PARHAM HORSE RIDERS INFORMATION SHEET**

National Parks
and Wildlife Service
South Australia



Parham and Webb Beach offer horse enthusiasts the unique opportunity to experience part of Adelaide Plains valued coasts.

It is important that horse owners are aware of the changing landscape and Council's and National Parks and Wildlife Service conditions.

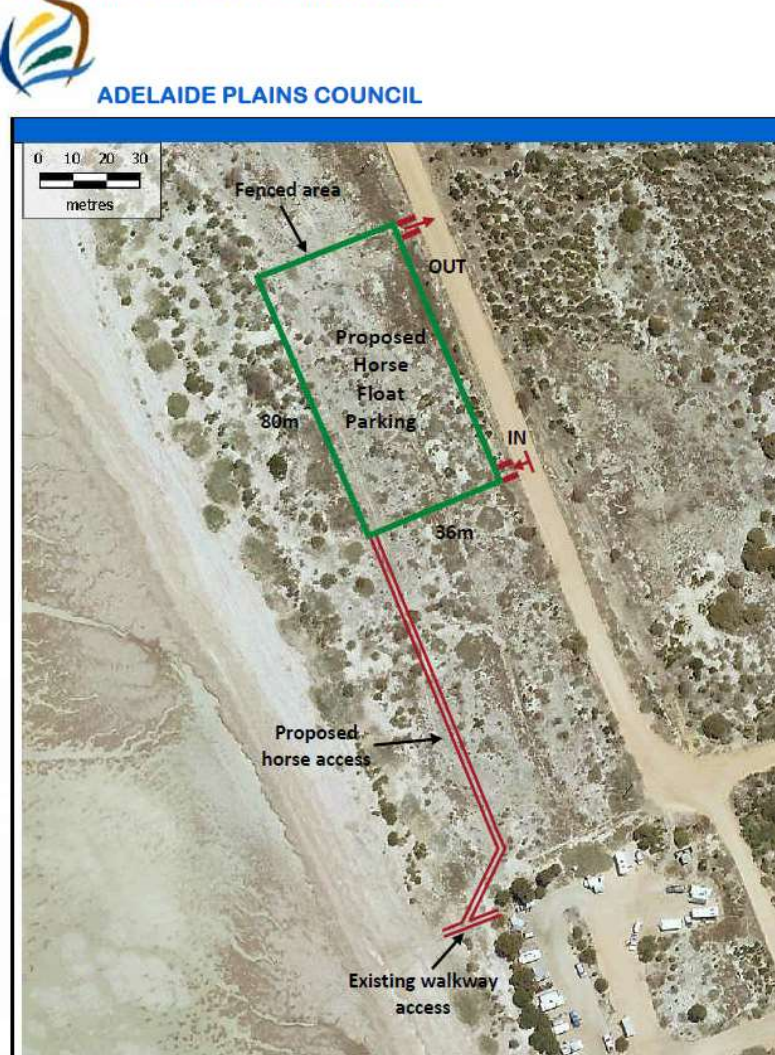
Horses are only allowed in the areas described. You are expected to keep our environment clean and safe by following these conditions.

Conditions



1. Riders only use:
 - a. Foreshore tidal flats as shown on the attached map
 - b. Council roads
 - c. The approved horse riding Levee Trail
2. Horses or riders are NOT to use:
 - a. The dunes between the Esplanade and high water mark. These are a Conservation area.
 - b. Any other land within the Adelaide International Bird Sanctuary or the Port Wakefield Proof and Experimental Establishment.
3. Horse access to and from the tidal flats is via Council roads and paths as sign posted.
4. Horses are NOT to eat any native vegetation
5. Floats are to be parked in the TBC float/car park. Do NOT park across driveways.
6. 24 hour access is permitted in accordance with these conditions.
7. Horses should be ridden at walking pace within 50m of all other foreshore users.
8. Horse riders should NOT interfere with the peace, comfort or convenience of other users of the tidal flats or local residents.
9. Manure and rubbish must be collected and taken with you.
10. Dogs must be on leash.
11. Respect the rights of other users as the tidal flats are available to the public.
12. Vehicles are limited to 40km/hr and only allowed on tidal flats under Council care and control. Vehicles NOT allowed on the tidal flats under National Parks and Wildlife care and control.
13. Groups of riders with more than six floats require a separate Event Permit. Contact Adelaide Plains Council at least three weeks in advance of your proposed event.
14. Carrying this Information Sheet indicates that you understand and will adhere to the conditions.



APPENDIX Options Considered Unviable in 2022



Option	Comment
<p data-bbox="300 392 738 421">Proposed Horse Float Parking, Parham</p>  <p data-bbox="300 421 395 521">ADELAIDE PLAINS COUNCIL</p> <p data-bbox="531 600 643 622">Fenced area</p> <p data-bbox="722 678 770 701">OUT</p> <p data-bbox="643 745 754 857">Proposed Horse Float Parking</p> <p data-bbox="563 835 611 857">80m</p> <p data-bbox="722 947 770 969">36m</p> <p data-bbox="643 1014 691 1037">IN</p> <p data-bbox="563 1149 675 1193">Proposed horse access</p> <p data-bbox="643 1417 754 1440">Existing walkway access</p>	<p data-bbox="1106 376 1273 465">DEW land North of Camp Ground</p> <p data-bbox="1106 499 1289 622">Discussions with the DEW were undertaken over 2020 and 2021.</p> <p data-bbox="1106 656 1313 813">This land is within the Adelaide International Bird Sanctuary and a Conservation Zone.</p> <p data-bbox="1106 846 1305 1003">Extent of impact on native vegetation was a factor in DEW not supporting.¹⁶</p>



¹⁶ See Horse Float Parking report [apc.sa.gov.au/ data/assets/pdf file/0016/1035610/Agenda-Ordinary-Council-Meeting-27-September-2021.pdf](https://apc.sa.gov.au/data/assets/pdf_file/0016/1035610/Agenda-Ordinary-Council-Meeting-27-September-2021.pdf)

	<p>2 East Terrace</p> <p>Whilst 'Community Land' Council resolved on 17 July 2017 to transfer the southern portion to become part of AIBS.</p> <p>Resurfacing impacts biodiversity noting Native Vegetation officers informally open.</p> <p>Would require reconsidering Council 2017 decision</p>
	<p>Third Creek Reserve</p> <p>Under Council care and control, and outside AIBS.</p> <p>Within a Conservation Zone.</p> <p>Comprises native vegetation, unmade roads, and remote from the foreshore.</p>

	<p>North Parham Road APC Land.</p> <p>Risks include drivers ignoring one way; riders leave untidy due to absence of informal surveillance; manure presents weed risk; horses denude verge; extended journey length for residents.</p>
	<p>PPSSC Lease Land</p> <p>Option F Presented 21 Dec 2015 Report¹⁷</p> <p>‘Community Land’ with a ground lease to Port Parham Sports and Social Club Inc. (Lease 1 Nov 2018 to 31 October 2028)</p> <p>Potential club parking</p> <p>Southern area used for annual fun day.</p>

¹⁷ Council agendas and minutes from 2013 onwards are available via apc.sa.gov.au/

	<p>SE Cnr Nth Parham Rd/Esplanade</p> <p>Part of AIBS</p> <p>Presented 21 Dec 2015 Report</p>
 <p>Adjacent the Department of Defence gates north of the Parham settlement.</p>	<p>West of Fleetwing</p> <p>DEW Land</p> <p>Presented 21 Dec 2015 Report</p>

 <p>This option looks to utilize the existing shellgrit pit to the east of the Parham settlement, or adjacent Crown Land.</p>	<p>Between North Parham and Port Parham Roads</p> <p>Land privately owned or part of AIBS Presented 21 Dec 2015 Report</p>
 <p>Extension of Shelter Shed carpark</p>	<p>APC foreshore land north of Shelter Shed Car Park</p> <p>Presented 21 Dec 2015 Report</p> <p>Coastal Dunes</p>

 <p>Existing residential sized allotment on the Esplanade at Parham, owned by Council.</p>	<p>42 Esplanade</p> <p>APC land</p> <p>Presented 21 Dec 2015 Report</p> <p>Two to three floats.</p> <p>Parking lessens recreation</p> <p>Early morning use in proximity to housing bringing noise impacts</p>
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APPENDIX Chronology

2015	
27 January	Concerns at horse float parking and faeces management - in particular at boat ramp car park and shelter shed car park - brought to Council Meeting
May	Community Meeting run by Council. General agreement to restrict float parking in and around Boat Ramp/Shelter Shed to complement the establishment of a designated parking area (refer Council report 21 December 2015)
21 Dec	<p>Council decision to:</p> <ul style="list-style-type: none"> • Install No Horse Float Parking signs at Boat Ramp car park and Shelter Shed Car Park • Adopt as a temporary measure Main Street until an ultimate site location determined. • Councillors and staff visit various sites to progress a permanent option. <p>Note this report references PPSSC being open at the time to float parking immediately south of Clubrooms. The Council decision was to consider a variety of options</p>
2016	
15 Feb	Council members and staff visited various sites
20 June	Council decision to continue the use of Main Street between the Esplanade and East Tce for float parking until the end of 2016, prior to a further report on establishing a more permanent float park.
2017	
20 Mar	Council decision noted report that discussions held with local community and horse clubs and that prior to a permanent option being chosen, administration will soon commence consultation.
2018	
19 March	Council decision to commence consultation.
May	<p>Consultation about making Main Street temporary park permanent.</p> <p>(Below is the summary from Council report of 16 July 2018)</p> <p><i>'The majority of Parham residents who lodged a submission, do not support the temporary horse float park area at Main Street. Those providing positive feedback on the parking area were generally users of the horse float parking area and largely non residents, many of whom are members of horse riding groups.</i></p> <p><i>Approximately 50% of submissions provided positive feedback in relation to the horse float parking area and 50% provided negative feedback. The majority of Parham residents that responded to the public consultation opposed the establishment of the horse float park area at Main Street as a permanent parking facility. Reasons cited include:-</i></p> <ul style="list-style-type: none"> • <i>Issues with odours and mess as a result of horse urine and manure</i> • <i>Damage to the ground resulting in loss of vegetation and subsequent dust issues</i>

	<ul style="list-style-type: none"> • Noise and inconvenience to residents with floats blocking access to driveways • Safety issues with horses escaping and running down The Esplanade • Lack of space on event days with horse floats being parked outside the designated area • Poor behaviour from some horse owners in riding on the pedestrian track and allowing their horses to graze on native vegetation. <p>The majority of those providing positive feedback on the parking area were generally users of the horse float parking area and largely non-residents, many of whom are members of horse riding groups. Benefits of the parking area listed in the consultation submissions include:-</p> <ul style="list-style-type: none"> • Area is spacious • Good location next to the toilets, beach and playground • Safe access and egress for riders and horses • Clean public toilets within easy walking distance • Current location has minimal impact on residents • Able to provide residents manure for their gardens and residents enjoy seeing the horses and bring their children to pat the horses. <p>Suggestions to improve the current location given in the consultation responses include levelling the area, extending the area to allow extra space for when the park is busy and putting fencing around the parking area to keep the floats away from the front of resident's properties and to prevent the risk of horses bolting (running free). Trees for future shade and fresh water would also be welcomed by horse riders in a permanent park facility.'</p>
28 May	Council decision about follow up asbestos contamination including an inspection routine at Esplanade/Main Street and foreshore
16 July	Following consultation, Council resolved for review of alternatives including discussions with DEW
15 October	In caretaker, Council update report about discussions with DEW, including DEW flagging the possibility of using land north of the campground
2019	
25 Feb	<p>Council decision to seek report, with accompanying proposed policy in relation to the management of horses on the coastal beaches of the Adelaide Plains Council. The Policy should take into account:</p> <ol style="list-style-type: none"> 1. Consistency with the Adelaide International Bird Sanctuary Management Plan 2. The ability to safely park horse floats in the proximity of areas allowed for exercising of horses 3. The health and safety of the general public, horses and handlers 4. The potential impact on flora and fauna in coastal areas.
May	Council resolved to seek State Government approval for float park at Section 631 Esplanade (DEW land)
2020	
2020	Section 631 investigated with DEW and nearby landowners

2021	
Mar	Letter to Residents About Metal Nails
Jun	DEW express concern with Section 631 Esplanade and encourage consideration of alternatives
27 September	Report to Council advise officers will investigate alternative locations
2022	
26 April	Report to Council on Parham Float Parking

APPENDIX Nails Letter

This letter was hand delivered to residents surrounding the Main Street Park and also displayed at the Port Parham Sports & Social Club



**Adelaide
Plains
Council**

2a Wasleys Road
Mallala SA 5502
PO Box 18
Mallala SA 5502

Tel – 08 8527 0200
Fax – 08 8527 2242
info@apc.sa.gov.au
apc.sa.gov.au

Our Reference: d21/14639

31/03/2021

To the resident
Parham

To whom it may concern

Council has received several reports of metal nails and other objects being intentionally left in the designated horse float area on the corner of Main Street and the Esplanade in Parham. These objects can cause significant harm to pedestrians and animals and damage vehicle tyres. Council is seeking the assistance of nearby residents to help monitor the horse float area, and if any resident observes person(s) placing nails, objects or other materials in the horse float area or on other public land to contact Council immediately. Significant penalties apply for littering and matters may also be referred to the police in regards to intention to deliberately harm animals, persons and property

If any items are observed in the area please contact council on 8527 0200 for removal.

Yours faithfully,

James O'Connor
Community Safety Officer.

14.7 SHORT TERM STAFF ACCOMMODATION**Record Number: D23/11093****Author: Director Growth and Investment****Authoriser: Chief Executive Officer****Attachments: Nil****OVERVIEW**

The purpose of this report is to provide Council with a further update of investigations into the potential use of the Council owned building at 65 Old Port Wakefield Road (Former Two Wells RSL) to accommodate Council staff.

RECOMMENDATION

“that Council, having considered Item 14.7 – *Short Term Staff Accommodation*, dated 27 March 2023, receives and notes the report and in doing so:-

- 1. Determines not to proceed with the conversion of 65 Old Port Wakefield Road, Two Wells (former Two Wells RSL building) to provide short term staff accommodation.**
- 2. Instructs the Chief Executive Officer to continue to progress the Short-Term Staff Accommodation Project, through further costings of the purchase and location of a transportable building within the existing Two Wells Service Centre Car Park.”**

Background

Council’s office staff are currently accommodated within the Two Wells Service Centre, Two Wells Library, Two Wells Annex (transportable building adjacent the Library) Mallala Principal Office and Mallala Depot. There is very limited capacity within existing Council administrative buildings to accommodate any new staff and limited ability to add new areas of staff accommodation within existing buildings. This means that the accommodation of staff as the organisation grows will, in the short term, likely be via temporary office space, either converted from an existing Council building not currently used for staff accommodation or the hire of a temporary accommodation building(s). This issue was outlined to Council in a report dated 25 July 2022. A copy of the July 2022 report is available to view [here](#).

At the August 2022 Ordinary Meeting, a report was presented to members regarding the potential use of the building at 65 Old Port Wakefield Road to accommodate Council office staff. A copy of the August 2022 report is available to [view here](#).

Council resolved:

“that Council, having considered Item 13.6 – Short Term Staff Accommodation – 65 Old Port Wakefield Road Two Wells, dated 22 August 2022, receives and notes the report and in doing so:

- 1. Reallocates \$94,000 from the ‘Council Chamber and Meeting Rooms Audio/Video Upgrade’ Project to the Short Term Staff Accommodation Project***
- 2. Instructs the Chief Executive Officer to progress the Short Term Staff Accommodation Project, including:***
 - a. Preparation of building plans and lodgement of a development application for a change of land use and***
 - b. Obtaining quotes for the proposed and necessary building work and***
- 3. Acknowledges that further reports may be presented to Council in due course regarding additional budget allocations (if necessary) and/or progress of the Short Term Staff Accommodation Project.”***

Discussion

Since the reallocation of funds to this project further visual and structural assessment of the building has been undertaken to investigate potential building issues and initial quotes have been obtained for necessary building work.

The further assessments has revealed vastly more significant termite damage to the building wall frames particularly in the eastern walls of the building, as seen by the members during our recent tour of the building, significant moisture issues within the floors, mould within the wall cavities and the need for additional structural support within the roof area.

Initial costs of the restoration and necessary work to use the building for staff accommodation exceed the nominated project budget and would be approximately \$135,000, excluding Council employee time, plus a contingency for any further damage or structural deficiencies not yet observed which could be extensive. (Noting that this quote for works is now several months old.)

Given the outcomes of the further assessment of the building, a cost was also sought for a different option to accommodate staff growth in the form of the purchase of a transportable office building that could be located adjacent the Two Wells Service Centre. A quote was sought to purchase a building, site it on the Two Wells Services Centre site, purchase associated toilet facilities and connect necessary services. Indicative costs of this work were \$125,000 (including GST) and with a transportable building the option exists to sell the building, at a likely return of at least 50% of purchase costs, when the building is no longer required.

Should the building at 65 Old Port Wakefield Road not be converted to temporary staff accommodation it is considered that its most likely use going forward is the weatherproof storage of Council event materials and supplies.

Conclusion

Further investigations have occurred around the potential for the building at 65 Old Port Wakefield Road to accommodate Council office staff. Based on the investigations to date it is recommended that Council do not proceed with the modification of 65 Old Port Wakefield Road to accommodate Council staff due to the likely cost of renovation work to repair damage within the building.

Rather it is recommended that the strategy to accommodate Council staff until a more substantial Community Hub/Civic Centre is discussed, designed and built that additional staff in Two Wells are catered for through the purchase of a transportable office building to be located adjacent the existing Two Wells Service Centre in the car parking area.

ReferencesCouncil Policies/Plans

Strategic Plan 2021-2024

Annual Business Plan and Budget

15 REPORTS FOR INFORMATION

15.1 COUNCIL RESOLUTIONS - STATUS REPORT

Record Number: D23/11913

Author: Governance Administration Officer

Authoriser: Director Corporate Services

Attachments: 1. Resolution Register [↓](#) 

RECOMMENDATION

“that Council, having considered Item 15.1 – *Council Resolutions - Status Report*, dated 27 March 2023, receives and notes the report.”

Purpose

The purpose of this report is to provide Council with an update in relation to the status of ongoing Council Resolutions.

Discussion

Council Resolutions Status Report is presented as a standing monthly Agenda Item and provided for Members' information and monitoring. Provided for as **Attachment 1** to this Report is a 'Resolution Register' showing all ongoing (yet to be completed) resolutions of Council with up to date commentary regarding progress and status. Any items that have been completed since the last Council Resolutions Status Report are also included, and marked as 'Completed'.

Conclusion

The Council Resolutions Status Report is a transparent and efficient reporting tool, ensuring that Council Members and the community are regularly updated in relation to the implementation of Council decisions.

References

Legislation

Local Government Act 1999

Local Government (Procedures at Meetings) Regulations 2013

Council Policies/Plans

Strategic Plan 2021-2024 Proactive Leadership

Resolution Register - March 2019 - January 2023 - Ongoing						
Meeting Date	Item Number	Title	Resolution Description	Resolution Number	Status/ Comments ('Deferred, Ongoing, Forward Agenda, Agenda, Completed')	Responsible Department
25-Mar-19	12.2	Infrastructure and Environment Committee Meeting - 13 March 2019	"that Council endorses resolution 2019/020 of the Infrastructure and Environment Committee, and in doing so instructs the Chief Executive Officer to have particular regard to the financial impact of relevant design specifications, in assessing Eden and Liberty development applications, until a policy is adopted."	2019/119	I&E Committee Forward Agenda - 2023	Infrastructure and Environment
24-Feb-20	14.7	Two Wells District Tennis Club Lease Request	"that Council, having considered Item 14.7 – Two Wells District Tennis Club Lease Request, dated 24 February 2020, receives and notes the report and in doing so: 1. Authorises the Chief Executive to seek the assistance of Norman Waterhouse Lawyers and to negotiate and finalise the Lease Agreement between Council and the Two Wells District Tennis Club Inc for the lease of a portion of land within Crown Reserve 5753, Folios 647, adjacent to the Two Wells Netball Club on Old Port Wakefield Road, Two Wells 2. Authorises, pursuant to section 44 of the Local Government Act 1999, the Mayor and Chief Executive Officer to execute the lease agreement between the Adelaide Plains Council and the Two Wells District Tennis Club and 3. In accordance with section 166(1)(j) of the Local Government Act 1999, Council, being satisfied that the whole of a portion of land within Crown Reserve 5753, Folios 647, adjacent to the Two Wells Netball Club on Old Port Wakefield Road, Two Wells, is being used by an organisation which, in the opinion of Council, provides a benefit or service to the local community, grants a discretionary rebate of 100% of the rates imposed, effective from the 2020/21 rating year."	2020/055	Ongoing. Tennis Club has executed the lease. APC Mayor and CEO to execute upon receipt of Ministerial consent. Most recent follow up with DEW on 15 November 2022 and 24 November 2022. Development approval was granted on 19 August 2022. The matter is progressing. Further meeting held on 15 March 2023.	Corporate Services
23-Nov-20	14.6	Mallala Resource Recovery Centre - Twelve Month Closure Review	"that Council, having considered Item 14.6 – Mallala Resource Recovery Centre – Twelve Month Closure Review, dated 23 November 2020, instructs the Chief Executive Officer to bring back a report to Council exploring future land use/disposal options in relation to the former Mallala Resource Recovery Centre site."	2020/407	I&E Committee Forward Agenda - 2023	Infrastructure and Environment
27-Sep-21	14.6	Outcome of Public Consultation - Draft Lease Portion of Mallala Oval to Mallala and Districts Lions Club	"that Council, having considered 14.6 – Outcome of Public Consultation – Draft Lease Portion of Mallala Oval to Mallala and Districts Lions Club, dated 27 September 2021, receives and notes the report and in doing so: 1. Authorises the Chief Executive to negotiate and finalise the Lease Agreement between Council and the Mallala and District Lions Club for the lease of a portion of land Allotment 20 DP 95617, Mallala (known as the Mallala Oval) and comprised in Certificate of Title Volume 6163 Folio 218, to the Mallala and District Lions Club. and 2. Authorises, pursuant to section 44 of the Local Government Act 1999, the Mayor and Chief Executive Officer to execute the lease agreement between the Adelaide Plains Council and the Mallala and District Lions Club upon the necessary approvals being granted."	2021/352	Ongoing. The Lease Agreement between Council and the Mallala and District Lions Club has been prepared and reviewed by the Mallala and District Lions Club. Execution of Agreement to occur in the near future.	Corporate Services
27-Sep-21	21.1	Sale of Land for Non-Payment of Rates	"that Council, having considered Item 21.2 – Sale of Land for Non -Payment of Rates, dated 27 September 2021, receives and notes the report and in doing so: 1. Authorises the Chief Executive Officer to take action pursuant to Section 184 of the Local Government Act 1999 to recover outstanding rates in accordance with Rates Arrears and Debtor Management Policy from properties listed in Attachment 1 to this Report 2. Pursuant to Section 38 and 44 of the Local Government Act 1999 authorises the Chief Executive Officer and the Mayor to execute the necessary documents in relation to the sale of the respective properties (if any) under common seal and 3. Authorises the Chief Executive Officer or his delegate to call for Expressions of Interest from Licensed Real Estate Agents/Auctioneers to undertake the Auction of those properties that proceed to Public Auction (if any) to recover outstanding rates pursuant to Section 184 of the Local Government Act 1999."	2021/364	Ongoing. Auctioning of 8 properties are scheduled. However, if the overdue rates are paid in full before the auction date, the auction will be called off	Finance

8-Nov-21	4.1	Outcome of Public Consultation - Wasleys Bridge Closure or Load Limit Reduction	<p>“that Council, having considered Item 14.9 – Outcome of Public Consultation – Wasleys Bridge Closure or Load Limit Reduction, dated 25 October 2021, and in doing so, instructs the Chief Executive Officer to:</p> <ol style="list-style-type: none"> 1. In accordance with the provisions of Section 32 of the Road Traffic Act 1961, apply a load limit of 6.5 tonnes, emergency vehicles, Council vehicles and service vehicles exempted, to Wasleys Road Bridge (Light River), Barabba 2. Relinquish the Bridge Renewal Program – Round 5 funding of \$107,500 and 3. Apply for Bridge Renewal Program – Round 6, with Council’s contribution to be confirmed upon determination of the application.” 	2021/387	Ongoing. Load limit applied, funding application ongoing	Infrastructure and Environment
26-Apr-22	14.5	Parham Float Parking	<p>“that Council, having considered Item 14.5 – Parham Float Parking, dated 26 April 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Affirms the strategic value of horses for recreation and visitors on a day by day basis and for events and that a preferred option for float parking is needed; 2. Notes the Background and Options – Parham Float Parking Paper in Attachment 1 to this Report includes: <ol style="list-style-type: none"> a. Two float/car park options on Council land for further engagement to inform a preferred option: <ol style="list-style-type: none"> i. Main Street western portion; ii. West of Social Club; b. A proposed upgrade to create a Levee Trail including for use by horses; c. A draft Rider Information Sheet; d. Information about Council’s approach to horse events; e. An intent to install ‘Beware Horses’ signs; 3. Authorises the Chief Executive Officer to undertake editorial to the draft Background and Options Parham Float Parking Paper in Attachment 1 to this Report to make it suitable to inform consultation; and 4. Instructs the Chief Executive Officer to undertake public consultation in accordance with Council’s Public Consultation Policy and to bring back a subsequent report to Council.” 	2022/111	Forward Agenda - early 2023. Public consultation concluded on 30 August 2022	Development and Community
23-May-22	14.4	Draft Hart Reserve Master Plan - Feedback and Endorsement	<p>“that Council, having considered Item 14.4 – Draft Hart Reserve Master Plan – Feedback and Endorsement, dated 23 May 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Adopts ‘Option 1’ as the Hart Reserve Master Plan as presented at Attachment 1 to this Report; and 2. Instructs the Chief Executive Officer to undertake detailed investigation into the cost of a skate park (‘Option 2’) within Hart Reserve and bring back a report in relation to those investigations.” 	2022/133	Ongoing. Detailed investigations underway.	Development and Community
23-May-22	21.4	Heritage Survey Review	<p>“that Council, having considered Item 21.4 – Heritage Survey Review, dated 23 May 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Notes the Heritage Review Report in Attachment 1 to this Report includes: <ol style="list-style-type: none"> a. The Local Heritage Assessment Sheets identifying 34 properties as being of local heritage value; b. The Buckland Park State Heritage Assessment identifying the property as being of State heritage value; 2. Endorses in principle commencing an Amendment to the Planning and Design Code: <ol style="list-style-type: none"> a. To formally designate as local heritage places the 34 properties identified in Attachment 1 to this report; b. With early commencement of the Amendment to enable the buildings being listed on an interim basis to prevent risk of demolition during consultation. 3. Endorses in principle nominating the Buckland Park Station complex of buildings to the SA Heritage Council for consideration as a potential State heritage place; 4. Authorises the Chief Executive Officer to commence the statutory processes: <ol style="list-style-type: none"> a. To initiate an amendment to the Planning and Design Code including engagement with property owners under the Planning, Development and Infrastructure Act 2016; b. To nominate the Buckland Park Station complex of buildings to the SA Heritage Council for consideration as a potential State heritage place, noting the Department of Environment and Water are the lead agency for engagement with property owners, under the Heritage Places Act 1993; 5. Notes administration intent to include an allocation of up to \$10,000 in the draft budget for 2023/24 for the purpose of a local heritage incentives and advisory service.” 	2022/151	Ongoing.	Development and Community

27-Jun-22	14.1	Council Accommodation and Services Review - Preliminary Report	<p>“that Council, having considered Item 14.1 – Council Accommodation and Services Review – Preliminary Report, dated 27 June 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Adopts the Discussion Paper prepared by Holmes Dyer (Attachment 1); and 2. Instructs the Chief Executive Officer to prioritise community and stakeholder engagement in relation to the review of Council Accommodation and Services, including holding targeted workshops, following the Council Elections in November 2022.” 	2022/163	Agenda 27 March 2023.	Corporate Services
27-Jun-22	12.3	Infrastructure and Environment Committee Meeting	<p>“that Council endorses resolution 2022/011 of the Infrastructure and Environment Committee and in doing so:</p> <ol style="list-style-type: none"> 1. Instructs the Chief Executive Officer to engage a suitably qualified consultant in accordance with Council's Procurement Policy to undertake stage 2 requirements of the PLEC application and 2. Acknowledges that an allocation of \$30,000 will be incorporated into the appropriate quarterly budget revision in the 2022/2023 Financial Year.” 	2022/174	Ongoing	Infrastructure and Environment
27-Jun-22	12.3	Infrastructure and Environment Committee Meeting	<p>“that Council endorses resolution 2022/012 of the Infrastructure and Environment Committee and in doing so:</p> <ol style="list-style-type: none"> 1. Instructs the Chief Executive Officer to engage a suitably qualified consultant in accordance with Council's Procurement Policy to deliver a community waste education program; and 2. Acknowledges that an allocation of \$15,000 will be incorporated into the appropriate quarterly budget revision in the 2022/2023 Financial Year.” 	2022/175	Ongoing	Infrastructure and Environment
27-Jun-22	14.4	Adelaide Plains Growth Strategy	<p>“that Council, having considered Item 14.4 – Adelaide Plains Growth Strategy, dated 27 June 2022, receives and notes the report and in doing so instructs the Chief Executive Officer to:</p> <ol style="list-style-type: none"> 1. Commence consultation on the draft Growth Strategy and Background Paper presented as Attachments 1 and 2 to this report, in accordance with Council's Public Consultation Policy; 2. Refine the draft Growth Strategy and Background Paper presented as Attachments 1 and 2 to this report based on 2021 Census data when available, with changes to comprise editorial matters but not changes to policy; and 3. Report back to Council following completion of the consultation process.” 	2022/185	Ongoing.	Development and Community
27-Jun-22	14.6	Request to Paint Two Wells Oval Water Tank	<p>“that Council, having considered Item 14.6 – Request to Paint Two Wells Oval Water Tank, dated 27 June 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Approves the Two Wells Football and Netball Sporting Club to undertake painting of a mural on the water tank at the Two Wells Oval, subject to the artwork proof being reviewed and approval prior to painting commencement; and 2. Notes, and instructs the Chief Executive Officer to advise the Two Wells Football and Netball Club, that the tank will be decommissioned in the short to medium term. Recycled water options are being perused, once recycled is established the existing water tank will no longer be required and decommissioned.” 	2022/187	Ongoing. CEO has notified the Club, awaiting artwork proofs prior to painting commencing	Infrastructure and Environment
25-Jul-22	13.1	Two Wells Scout Facility Relocation - Lease - Outcome of Public Consultation	<p>“that Council, having considered Item 13.1 – Two Wells Scout Facility Relocation – Lease – Outcome of Public Consultation, dated 25 July 2022, instructs the Chief Executive Officer to seek the consent of the Minister for Climate, Water and Environment to:</p> <ol style="list-style-type: none"> 1. Change the current dedication of Allotment 103 comprised in Crown Record Volume 5753 Folio 647 from 'Recreation Purposes' to a dual dedication of 'Recreation and Community Purposes' to accommodate the proposed Two Wells Scout Hall relocation; and 2. Enter into a Lease Agreement with The Scouts Association of Australia SA Branch prior to any development occurring on the proposed lease area, being portion of Allotment 103 comprised in Crown Record Volume 5753 Folio 647, as per map outlined in blue within Attachment 5 to this report.” 	2022/237	Ongoing. Lease agreement finalised - Council execution to be arranged in due course.	Corporate Services
25-Jul-22	13.7	Draft Equine Strategy	<p>“that Council, having considered Item 13.7 – Draft Equine Strategy, dated 25 July 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Endorses the Draft Equine Strategy and Background Paper as presented in Attachments 1 and 2 to this Report to be released for the purposes of undertaking consultation as envisaged in the Council's Public Consultation Policy; and 2. Delegates authority to the Chief Executive Officer to undertake editorial but not policy changes as necessary.” 	2022/245	Ongoing. Agenda 27 March 2023	Development and Community

22-Aug-22	20.1	Crown Land, Two Wells - August 2022	<p>“that Council, having considered Item 20.1 – Crown Land, Two Wells – August 2022, dated 22 August 2022:</p> <ol style="list-style-type: none"> 1. Resolves that, having due regard to the relevant principles underpinning Council’s approach to procurement set out in Council’s Procurement Policy, it is appropriate to engage Alinea Group to undertake the next tranche of the market engagement exercise on the basis of the matters set out within the Report to Council 2. Appoints Alinea Group to undertake Stages 1 -4 of the transaction strategy as set out within the Letter of Offer to Council dated 10 June 2022 and presented as Attachment 2 to this Report, being a detailed market engagement and expression of interest campaign, including preparation of a land development concept plan which will largely reflect Council’s previously adopted guiding principles for the subject land 3. Acknowledges that the necessary budget revisions will occur at the 2022/2023 first quarter budget review (with a forecast budget variation of \$180,000) and 4. Acknowledges that appointment of an appropriate consultant for Stages 5 -8 (being request for detailed plans and transaction management to contractual close) will be determined by resolution at an appropriate time in the future and in accordance with Council’s Procurement Policy.” 	2022/267	Ongoing. EOIs considered by Council at special meeting held on 6 February 2023.	Growth and Investment
22-Aug-22	20.1	Crown Land, Two Wells - August 2022	<p>“that Council, having considered Item 20.1 – Crown Land, Two Wells – August 2022, dated 22 August 2022:</p> <ol style="list-style-type: none"> 1. Acknowledges that it is not sustainable or realistic for the Chief Executive Officer (nor his Executive) to drive delivery of this project in the absence of commensurate resourcing being made available, while simultaneously managing primary workload duties and 2. Authorises the Chief Executive Officer to adequately resource the significant workload associated with catalysing and activating town centre investment and expansion in Two Wells, consistent with Council’s responsibilities pursuant to Section 6 and 7 of the Local Government Act 1999, with the necessary budget revisions to occur at the 2022/2023 first quarter budget review (with a forecast budget variation of \$180,000).” 	2022/268	Ongoing. New positions will be reflected in the CEO’s Organisation Review.	Growth and Investment
22-Aug-22	11.3	Infrastructure and Environment Committee Meeting	<p>“that Council endorses resolution 2022/024 of the Infrastructure and Environment Committee and in doing so:</p> <ol style="list-style-type: none"> 1. Instructs the Chief Executive Officer to progress with centre median lighting for stage 2 design, noting that community consultation will be a necessary first step in the process prior to arriving at a final determination and 2. Acknowledges that further reports will be presented to Council on the progress of the Undergrounding of Power – Two Wells Main Street.” 	2022/276	Ongoing. Consultation closes 27 February 2023. Outcome of consultation to be presented to Council.	Infrastructure and Environment
22-Aug-22	11.3	Infrastructure and Environment Committee Meeting	<p>“that Council endorses resolution 2022/025 of the Infrastructure and Environment Committee and in doing so instructs the Chief Executive Officer to undertake the necessary process to enable the development of CR6249/280 (Attachment 3) for stormwater and passive recreation uses.”</p>	2022/277	Ongoing. Crown land assessing the request.	Infrastructure and Environment
22-Aug-22	13.5	Motion Without Notice	<p>“that Council instructs the Chief Executive Officer to commence discussions with the appropriate authorities in respect of leasable opportunities in and around Parham for the prospective development of a dedicated horse float parking area and to bring a report back at the appropriate juncture.”</p>	2022/288	Forward Agenda - early 2023	Development and Community
22-Aug-22	13.6	Short Term Staff Accommodation - 65 Old Port Wakefield Road Two Wells	<p>“that Council, having considered Item 13.6 – Short Term Staff Accommodation – 65 Old Port Wakefield Road Two Wells, dated 22 August 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Reallocates \$94,000 from the ‘Council Chamber and Meeting Rooms Audio/Video Upgrade’ Project to the Short Term Staff Accommodation Project 2. Instructs the Chief Executive Officer to progress the Short Term Staff Accommodation Project, including: <ol style="list-style-type: none"> a. Preparation of building plans and lodgement of a development application for a change of land use and b. Obtaining quotes for the proposed and necessary building work and 3. Acknowledges that further reports may be presented to Council in due course regarding additional budget allocations (if necessary) and/or progress of the Short Term Staff Accommodation Project.” 	2022/289	Agenda 27 March 2023	Development and Community
22-Aug-22	13.7	Draft Two Wells Walking Cycling Plan	<p>“that Council, having considered Item 13.7 – Draft Two Wells Walking Cycling Plan, dated 22 August 2022, receives and notes the report and in doing so:</p> <ol style="list-style-type: none"> 1. Endorses the Draft Two Wells Walking Cycling Plan as presented in Attachment 1 to this report to be released for the purposes of undertaking consultation as envisaged in the Public Consultation Policy and 2. Delegates authority to the Chief Executive Officer to undertake editorial but not policy changes necessary.” 	2022/290	Ongoing	Development and Community

22-Aug-22	14.3	Tourism and Economic Development Opportunity	"that Council, having considered Item 14.3 – Tourism and Economic Development Opportunity, dated 22 August 2022, receives and notes the report and in doing so acknowledges the opportunity to pursue tourism and economic development-related investment along the coastal foreshores for campground activity to occur and instructs the Chief Executive Officer to bring back a further report on the matter following the expiration of caretaker period and post the November 2022 Local Government Elections."	2022/294	Ongoing.	Executive Office
26-Sep-22	18.1	Motion Without Notice	"that the Chief Executive Officer bring back a report to the first meeting of the new elected body setting out all relevant background and information regarding the Gawler River Floodplain Management Authority, including risks posed (financial, legal, reputation, operational) in either remaining or withdrawing from the subsidiary."	2022/326	Completed.	Executive Office
19-Dec-22	15.5	Update on Parham Campground and Road Closure	"that Council, having considered Item 15.5 – Update on Parham Campground and Road Closure, dated 19 December 2022, receives and notes the report and in doing so: 1. Acknowledges the Public Mapping System data anomaly and that the resultant issues are through no fault of Adelaide Plains Council; 2. Resolves to enter into an interim Licence Agreement with the Minister for Climate, Environment and Water to continue upgrade works and operation of the Parham Campground on portion of Section 631 CR 6202/438, effective from 10 January 2023; 3. Resolves to enter into a long-term Lease Agreement with the Minister for Climate, Environment and Water to operate the Parham Campground on portion of Section 631 CR 6202/438, with provision for the site to be managed by a third party; and instructs the Chief Executive Officer to execute the documents specified above, on behalf of Council, in accordance with Section 44 of the Local Government Act 1999."	2022/406	Ongoing – Interim Licence Agreement was executed on 10 January 2023. Upgrade works expected to be completed by late March 2023. Department of Environment and Water (DEW) have instructed the Crown Solicitors Office to prepare a Lease, - which is currently being reviewed by DEW and will be forwarded to Council for review thereafter	Corporate Services
19-Dec-22	15.5	Update on Parham Campground and Road Closure	"that Council, having considered Item 15.5 – Update on Parham Campground and Road Closure, dated 19 December 2022: 1. Endorses the action of the Chief Executive Officer to proceed with the closure of portion of The Esplanade from North Parade Road to North Terrace, Parham, comprising part of the Parham Campground, in accordance with Section 5 of the Roads (Opening and Closing) Act 1991; and 2. Resolves to exclude the portion of The Esplanade being closed, from North Parham Road to North Terrace, Parham, from classification of Community Land pursuant to Section 193(4a) of the Local Government Act 1999 prior to the Final Plan being approved by the Surveyor-General under the Roads (Opening and Closing) Act 1991 and Certificate of Title issued."	2022/407	Ongoing. Surveyor is arranging a site visit over next few weeks to survey the area for the mains water lines easement to SA Water	Corporate Services

19-Dec-22	15.5	Update on Parham Campground and Road Closure	<p>“that Council, having considered Item 15.5 – Update on Parham Campground and Road Closure, dated 19 December 2022 instructs the Chief Executive Officer to formally advise the Mallala and Districts Lions Club (the Club) that:</p> <p>1. The Section 222 Permit executed by Council and the Club on 4 July 2022 is no longer valid as the majority of the Parham Campground is located on the Adelaide International Bird Sanctuary National Park;</p> <p>2. Negotiations for the management of the Parham Campground by the Club be deferred:</p> <p>a. until Council has executed a long-term Lease Agreement with the Minister for Climate, Environment and Water; and</p> <p>b. subject to the closure of portion of The Esplanade between North Parham Road and North Terrace, Parham being finalised under the Roads (Opening and Closing) Act.”</p>	2022/408	<p>Ongoing. Interim licence for Lions Club pending Council execution. Upgrade works due to complete on 17 March 2023. Lions Club to commence campground operation fOngoing – Interim Licence executed as per 2022/406 above pending execution. The Road Closure process is still in progress and pending a site survey via Alexander Symonds – Surveying Consultants to determine compliance with the SA Water easement.rom 2 April 2023.</p>	Corporate Services
19-Dec-22	15.6	Regional Public Health Planning and Regional Public Health Plan	<p>“that Council, having considered Item 15.6 – Regional Public Health Planning and Regional Public Health Plan, dated 19 December 2022, receives and notes the report and in doing so appoints Councillor Alana Bombardieri and Darren Starr, General Manager – Development and Community as Council’s representatives on the Regional Public Health Advisory Group for the term of this Council or until further reviewed and changed.”</p>	2022/409	Ongoing.	Development and Community
19-Dec-22	15.8	Mid North Community Passenger Network Advisory Committee – Appointment of Member	<p>“that Council, having considered Item 15.8 – Mid North Community Passenger Network Advisory Committee – Appointment of Member, dated 19 December 2022, receives and notes the report and in doing so appoints Councillor Kay Boon as an Elected Member representative on the Mid North Community Passenger Network Advisory Committee until the end of the current term of Council.”</p>	2022/412	Ongoing.	Development and Community
16-Jan-23	5.1	State Government Initiated Expert Panel Planning Review – Update	<p>“that Council, having considered Item 5.1 – State Government Initiated Expert Panel Planning Review – Update, dated 16 January 2023, receives and notes the report and in doing so endorses the attached draft submission (Attachment 1) as its submission to the Expert Planning Panel subject to the inclusion of the following:</p> <p>*Potential for conflicts between rural, agriculture and horticultural land uses; and</p> <p>*Operation of buffer and exclusion zones within the Planning and Design Code.”</p>	2023/004	Ongoing.	Development and Community
30-Jan-23	14.2	Growth Strategy Community and Stakeholder Consultation	<p>“that Council, having considered Item 14.2 – Growth Strategy Community and Stakeholder Consultation, dated 30 January 2023, receives and notes the report and in doing so:</p> <p>1. Notes the submissions received in consultation, as presented in Attachment 1 to this Report;</p> <p>2. Endorses refinements to the Draft Growth Strategy and Action Plan and Background Paper as contained in the Response to Submissions within the Growth Strategy Consultation Report presented in Attachment 2 to this report;</p> <p>3. Notes the refined Growth Strategy and Background Paper will be brought forward for Council adoption.”</p>	2023/012	Ongoing.	Development and Community

30-Jan-23	14.3	Hart Reserve Skate Park Investigation	<p>“that Council, having considered Item 14.3 – Hart Reserve Skate Park Investigation dated 30 January 2023, receives and notes the report and in doing so:</p> <p>1. Approves the skate park design elements presented as Attachment 2 to this report into the adopted Hart Reserve Option 1 Master Plan.</p> <p>2. Instructs the Chief Executive Officer to Proceed with detailed design plans and documentation for the construction of a new skate park in consultation with community members and key stakeholders; and</p> <p>3. At the conclusion of the public consultation process that a report be presented to Council.”</p>	2023/013	Ongoing.	Infrastructure and Environment
30-Jan-23	15.2	Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2	<p>“that Council, having considered Item 15.2 – Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2, dated 30 January 2023, receives and notes the report and in doing so acknowledges that the Chief Executive Officer intends to channel Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2 through Council’s Audit Committee prior to Council considering same at its 27 February 2023 meeting.”</p>	2023/015	Completed. Tabled at 13 February 2023 Audit Committee Meeting. Agenda 27 February 2023 Ordinary Council Meeting.	Executive Office
30-Jan-23	15.2	Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2	<p>“that Council, having considered 15.2 – Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2, dated 30 January 2023, acknowledges that a determination regarding the provision of a financial contribution by Council towards the Business Case work being undertaken by the Department for Environment and Water will be made at the 27 February 2023 meeting of Council.”</p>	2023/016	Completed.	Executive Office

Resolution Register - February 2023 - All						
Meeting Date	Item Number	Title	Resolution Description	Resolution Number	Status/ Comments ('Deferred, Ongoing, Agenda, Completed')	Responsible Department
27-Feb-23	3.1	Confirmation of Minutes - Ordinary Council Meeting - 30 January 2023	"that the minutes of the Ordinary Council Meeting held on 30 January 2023 (MB Folios 17732 to 17741 inclusive) be accepted as read and confirmed."	2023/032	Completed.	Corporate Services
27-Feb-23	3.2	Confirmation of Minutes - Special Council Meeting - 6 February 2023	"that the minutes of the Special Council Meeting held on 6 February 2023 (MB Folios 17742 to 17747 inclusive) be accepted as read and confirmed."	2023/033	Completed.	Corporate Services
27-Feb-23	7.1	Mayor's Report	"that Council, having considered Item 7.1 – Mayor's Report – February 2023, dated 27 February 2023, receives and notes the report."	2023/034	Completed.	Corporate Services
27-Feb-23	12.1	Minutes of the Special Audit Committee Meeting Held 31 January 2023	"that Council receives and notes the minutes of the Minutes of the Special Audit Committee Meeting held 31 January 2023."	2023/035	Completed.	Corporate Services
27-Feb-23	12.2	Minutes of Adelaide Plains Council Historical Committee meeting held 7 February 2023	"that Council receives and notes the minutes of the Adelaide Plains Council Historical Committee meeting held 7 February 2023."	2023/036	Completed.	Corporate Services
27-Feb-23	12.3	Minutes of the Audit Committee Meeting Held 13 February 2023	"that Council receives and notes the minutes of Minutes of the Audit Committee Meeting held 13 February 2023 as presented at Attachment 1 to this Report."	2023/037	Completed.	Corporate Services
27-Feb-23	12.3	Minutes of the Audit Committee Meeting Held 13 February 2023	"that Council endorses resolution 2023/010 of the Audit Committee and in doing so acknowledges the progress made to complete the activities identified for the Audit Committee during the 2022/2023 Financial Year."	2023/038	Completed.	Finance
27-Feb-23	12.3	Minutes of the Audit Committee Meeting Held 13 February 2023	"that Council endorses resolution 2023/011 of the Audit Committee and in doing so adopts the revised Rating Policy as presented at Attachment 2 to this Report."	2023/039	Completed.	Finance
27-Feb-23	12.3	Minutes of the Audit Committee Meeting Held 13 February 2023	"that Council endorses resolution 2023/012 of the Audit Committee and in doing so adopts the revised Disposal of Land and Other Assets Policy as presented at Attachment 3 to this Report, subject to the removal of the following clauses:- • 6.1.6 Council will not dispose of Land to any Council Member, or employee of the Council who has been involved in any process related to a decision to dispose of the Land and/or the establishment of a reserve price.; and • 6.2.5 Council will not dispose of Assets to any Council Member or employee of the Council unless the purchase is via a public tender process or a public auction, and the tender submitted or bid made is the highest."	2023/040	Motion lapsed for a want of a seconder.	
27-Feb-23	12.3	Minutes of the Audit Committee Meeting Held 13 February 2023	"that Council endorses resolution 2023/012 of the Audit Committee and in doing so adopts the revised Disposal of Land and Other Assets Policy as presented at Attachment 3 to this Report, subject to the insertion of the word "to" following the word "due" at clause 6.2.3.7."	2023/041	Completed.	Finance
27-Feb-23	12.3	Minutes of the Audit Committee Meeting Held 13 February 2023	"that Council endorses resolution 2023/013 of the Audit Committee and in doing so adopts the revised Credit Card Policy as presented at Attachment 4 to this Report."	2023/042	Completed.	Finance

27-Feb-23	13.1	Gawler River Floodplain Management Authority Meeting held on 16 February 2023	"that Council receives and notes the minutes of Gawler River Floodplain Management Authority Meeting held on 16 February 2023."	2023/043	Completed.	Corporate Services
27-Feb-23	14.1	Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2	"that Council, having considered Item 14.1 – Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2, dated 27 February 2023, receives and notes the report."	2023/044	Completed.	Corporate Services
27-Feb-23	14.1	Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2	"that Council, having considered Item 14.1 – Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2, dated 27 February 2023, notes that the Chief Executive Officer has acted with diligence and prudence in channelling resolution 2022/326 through the 19 December 2022 meeting of Council (extensive background and context), the 30 January 2023 meeting of Council (status update and presentation by GRFMA Chair and Executive Officer) and the 13 February 2023 Audit Committee meeting (sounding board and risk analysis) to enable Council to make an informed and responsible decision on matters concerning the GRFMA, including consideration of risks posed in either remaining or withdrawing from the subsidiary."	2023/045	Completed.	Corporate Services
27-Feb-23	14.1	Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2	<p>"that Council, having considered Item 14.1 – Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2, dated 27 February 2023, notes the resolutions adopted by the Audit Committee at its meeting held on 13 February 2023 and in doing so:-</p> <ol style="list-style-type: none"> 1. Acknowledges that the Chief Executive Officer has engaged Mr Michael Kelledy of Kelledy Jones Lawyers and Mr Drew Jacobi of Southfront Engineers to provide input and strategic advice on the matter. 2. Is cognisant of the various resolutions and policy positions adopted by both the Council and Gawler River Floodplain Management Authority (GRFMA) that may influence financial risk and liability on the Council. 3. Notes that Council had previously attempted to withdraw from the GRFMA in 2017 citing concerns regarding:- <ul style="list-style-type: none"> i. the GRFMA Charter and associated inequalities regarding funding contributions of constituent councils ii. the lack of a Stormwater Management Plan for the catchment iii. a lack of exploration into upstream flood mitigation infrastructure options (i.e. raising of Bruce Eastick Dam) 4. Acknowledges that considerable work has been done since Council began lobbying the GRFMA in 2017 to see action taken on addressing 2(i), 2(ii) and 2(iii) above." 	2023/046	Completed.	Corporate Services
27-Feb-23	14.1	Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2	<p>"that Council, having considered Item 14.1 – Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2, dated 27 February 2023, endorses the position of the Audit Committee that the Council is under a legal obligation to make informed and responsible decisions as it relates to 'risks posed in either remaining or withdrawing from the subsidiary', and, at this juncture, Council is not in a position to comply with this obligation. The consideration of risk issues, therefore, will not be reconsidered until the following bodies of work are substantially completed:-</p> <ul style="list-style-type: none"> • GRFMA Charter Review • Stormwater Management Plan • DEW Business Case." 	2023/047	Ongoing.	Corporate Services
27-Feb-23	14.1	Gawler River Floodplain Management Authority – Overview and Risk Assessment - Report 2	<p>"that Council, having considered Item 14.1 – Gawler River Floodplain Management Authority – Overview and Risk Assessment – Report 2, dated 27 February 2023, having duly considered the Gawler River Floodplain Management Authority Chairperson's correspondence dated 10 February 2023 and request for a financial contribution toward the Department for Environment and Water-led Business Case, resolves to allocate an amount not exceeding \$52,000 in Council's draft 2023/2024 Annual Business Plan and Budget. This allocation is premised upon:-</p> <ol style="list-style-type: none"> 1. All constituent councils contributing an equal amount towards the Business Case (i.e. not a lesser amount derived from the inequitable capital contributions under the current Charter). 2. An understanding that the State Government is unwavering in their position that a financial contribution by local government is required in order to progress and further the Business Case. 3. Benefits to be derived in completing the Business Case to inform future flood mitigation priorities and costs." 	2023/048	Ongoing.	Corporate Services





27-Feb-23	14.2	Policy Review – Community Engagement Strategy (Forums across Adelaide Plains Council)	“that Council, having considered Item 14.2 – Policy Review – Community Engagement Strategy (Forums across Adelaide Plains Council), dated 27 February 2023, receives and notes the report and in doing so adopts the revised Community Engagement Policy – Public Forums, as presented as Attachment 1 to this report.”	2023/049	Completed.	Corporate Services
27-Feb-23	14.3	Call for Motions – Australian Local Government Association – National General Assembly 2023	“that Council, having considered Item 14.3 – Call for Motions – Australian Local Government Association – National General Assembly 2023, dated 27 February 2023, receives and notes the report and in doing so acknowledges the relevant timeframes and policy requirements in order to submit Notices of Motion to the Australian Local Government Association (ALGA) National General Assembly.”	2023/050	Completed.	Corporate Services
27-Feb-23	14.4	2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan Development Framework	“that Council, having considered Item 14.4 – 2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan Development Framework, dated 27 February 2023, receives and notes the report and in doing so:- 1. Endorse the budget parameters and assumptions set out in Table 1 within this Report for the purpose of preparing the draft 2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan; and 2. Endorse the schedule set out in Table 2 within this Report as the process to be undertaken in the preparation of the 2023/2024 Annual Business Plan, Budget and 2024-2033 Long Term Financial Plan, subject to any date changes that the Chief Executive Officer determines necessary.”	2023/051	Completed.	Finance
27-Feb-23	14.5	Hart Reserve - Detailed Design Update (50% Stage)	“that Council, having considered Item 14.5 – Hart Reserve - Detailed Design Update (50% Stage), dated 27 February 2023, receives and notes the report and in doing so:- 1. Endorses the design direction of the 50% Hart Reserve detailed design plans presented as Attachment 1 to this report. 2. Instructs the Chief Executive Officer to progress detailed design documentation to 90% and undertake an itemised schedule of costs. 3. Notes that at the completion of the 90% detailed design phase, a further report be presented to Council outlining a public consultation strategy for Council’s approval.”	2023/052	Ongoing.	Infrastructure and Environment
27-Feb-23	14.6	Wells Township – Community Waste Water Management System (CWMS) – Feasibility Study	“that Council, having considered Item 14.6 – Two Wells Township – Community Waste Water Management System (CWMS) – Feasibility Study, dated 27 February 2023, receives and notes the report and in doing so:- 1. Receives and notes the Two Wells Feasibility Study as presented at Attachment 1. 2. Instructs the Chief Executive Officer to pursue the Local Government Association, CWMS Management Committee for funding to enable the next steps to implement a CWMS for Two Wells township, comprising the development of a concept design, design report, financial analysis and costs.”	2023/053	Ongoing - Discussions with LGA occurring.	Infrastructure and Environment
27-Feb-23	14.6	Wells Township – Community Waste Water Management System (CWMS) – Feasibility Study	“that Council, having considered Item 14.6 – Two Wells Township – Community Waste Water Management System (CWMS) – Feasibility Study, dated 27 February 2023, instructs the Chief Executive Officer to bring back a report:- 1. Outlining the outcome of the funding request, and 2. In the event that funding is successful map out a consultation strategy for Council approval.”	2023/054	Ongoing.	Infrastructure and Environment

27-Feb-23	14.7	Two Wells Community Fund Committee – Membership Appointment and Terms of Reference	<p>that Council, having considered Item 14.7 – Two Wells Community Fund Committee – Membership Appointment and Terms of Reference, dated 27 February 2023, receives and notes the report and in doing so:</p> <p>1. Appoints</p> <p>1.1 John Dawkins as the Committee’s Independent Chairperson until 30 June 2024 (as per Terms of Reference clause 3.3);</p> <p>1.2 Council’s General Manager Development and Community as Council’s representative to the Two Wells Community Fund Committee and the General Manager Infrastructure and Environment as the ‘Alternate Member’ until 30 June 2024 (as per Terms of Reference clauses 3.1 and 3.4); and</p> <p>2. Acknowledges the appointment of Ruth Vagnarelli as Hickinbotham’s representative to the Two Wells Community Fund Committee and Gillies Wilson as Hickinbotham’s ‘Alternate Member’ until 30 June 2024 (as per Terms of Reference clauses 3.2 and 3.4).</p> <p>3. In exercise of the power contained in Section 44 of the Local Government Act 1999, the Council hereby delegates this 27th day of February 2023 to the person occupying the office of General Manager Development and Community and in their absence the General Manager Infrastructure and Environment as the ‘Alternate Member’ of the Council:</p> <p>3.1 The power pursuant to Section 137 of the Local Government Act 1999 to expend the funds of the Council that have been paid into the Community Fund pursuant to the Development Deed between the Council and Hickinbotham Developments (Two Wells No.1) Pty Ltd, Hickinbotham Agricultural Projects Pty Ltd and Hickinbotham Developments (Two Wells No.4) Pty Ltd (collectively referred as “the Developer”) dated 7 November 2012 (the Deed) up to a maximum amount of \$10,000 in any one transaction;</p> <p>3.2 The power pursuant to Section 36(1)(c) of the Local Government Act 1999 to approve expenditure from the Community Fund or actually make such expenditure for the purpose of funding the provision of community facilities or community programs up to a maximum of \$25,000 per particular facility, program or project.</p> <p>4. The powers delegated in paragraph 2 are subject to the following conditions:</p> <p>4.1 The delegate/s must, in exercising all of the delegated powers, have regard to the decisions of the Community Fund Committee established pursuant to the Deed;</p> <p>4.2 The delegate/s must, before exercising the delegated power in paragraph 2.2, obtain the approval of the Developer.”</p>	2023/055	Completed. All Committee Members (and proxies) have been advised of their reappointment to the Committee.	Development and Community
27-Feb-23	14.7	Two Wells Community Fund Committee – Membership Appointment and Terms of Reference	“that Council, having considered Item 14.7 – Two Wells Community Fund Committee – Membership Appointment and Terms of Reference, dated 27 February 2023, and in doing so adopts the revised Two Wells Community Fund Committee’s Terms of Reference as presented as Attachment 2 to this report.”	2023/056	Completed. All Committee Members (and proxies) have received a copy of the Committee’s revised Terms of Reference.	Development and Community
27-Feb-23	15.1	Council Resolutions – Status Report	“that Council, having considered Item 15.1 – Council Resolutions – Status Report, dated 27 February 2023, receives and notes the report.”	2023/057	Completed.	Corporate Services
27-Feb-23	15.2	Capital Works and Operating Program Monthly Update – February 2023	“that Council, having considered Item 15.2 – Capital Works and Operating Program Monthly Update – February 2023, dated 27 February 2023, receives and notes the report.”	2023/058	Completed.	Infrastructure and Environment
27-Feb-23	15.3	2022 Community Survey Results	“that Council, having considered Item 15.3 – 2022 Community Survey Results, dated 27 February 2023, receives and notes the report.”	2023/059	Completed.	Corporate Services
27-Feb-23	15.4	Thompson Beach Vehicle Access	“that Council, having considered Item 15.4 – Thompson Beach Vehicle Access, dated 27 February 2023, receives and notes the report.”	2023/060	Completed.	Development and Community
27-Feb-23			“that the meeting be extended by 30 minutes.”	2023/061	Completed.	Corporate Services
27-Feb-23	15.4	Thompson Beach Vehicle Access	“that Council, having considered item 15.4 – Thompson Beach Vehicle Access, dated 27 February 2023, instructs the Chief Executive Officer to bring back a report addressing the intention of Council to undertake public consultation on the possible seasonal closure of Thompson Beach for vehicle access.”	2023/062	Ongoing.	Development and Community
27-Feb-23	18.1	Motion on Notice - Councillor Lush - Tourism Workshop	“that the Chief Executive Officer facilitate a workshop for the information of Elected Members on the Tourism and Economic Development opportunities embodied within potential campgrounds in the Adelaide Plains Council area.”	2023/063	Ongoing. Workshop scheduled for April 2023.	Executive Office
27-Feb-23	18.1	Motion on Notice - Councillor Lush - Tourism Workshop	Amendment to Motion 2023/063 “that the Chief Executive Officer facilitate a workshop for the information of Elected Members on the Tourism and Economic Development opportunities embodied within potential campgrounds in the Adelaide Plains Council area.”	2023/064	Completed. Amendment to motion.	Executive Office

27-Feb-23	18.2	Motions without Notice	"that Council, instructs the Chief Executive Officer to go back out to public consultation regarding the Two Wells Main Street Median Strip design, and once consultation closes, to bring back a report updating Council on the results from the public consultation, design changes, costing, and when council intends to start work on the Two Wells Main Street Median Strip upgrade."	2023/065	Motion withdrawn.	
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15.2 CAPITAL WORKS AND OPERATING PROGRAM MONTHLY UPDATE - MARCH 2023**Record Number:** D23/11659**Author:** Director Infrastructure and Environment**Authoriser:** Chief Executive Officer

Attachments:

1. Capital Projects 2022-2023 [↓](#) 
2. Operating Projects 2022-2023 [↓](#) 
3. Local Roads and Community Infrastructure Program Projects [↓](#) 
4. Local Government Partnership Program Projects [↓](#) 

RECOMMENDATION

“that Council, having considered Item 15.2 – *Capital Works and Operating Program Monthly Update - March 2023*, dated 27 March 2023, receives and notes the report.”

Purpose

The purpose of this report is to provide an update in relation to the status of the Infrastructure and Environment Department 2022-2023 Capital Works and Operating Program, for Council Members' information and monitoring.

Background

Council has adopted a significant Capital Works Program for delivery in 2022-23 totalling just over \$6million, with an additional \$6.8million allocated to Local Roads and Community Infrastructure, and Local Government Partnership Program and Two Wells Levee projects. Management have established a project management framework for managing and monitoring projects to ensure that every effort is made to deliver the projects on time and within budget.

Attachment 1 provides a list and status of the 2022-2023 Capital projects, and **Attachment 2** provides a list and status of the 2022-2023 Operating projects.

Additionally, **Attachment 3** provides a list of Local Roads and Community Infrastructure projects, and **Attachment 4** provides a list of Local Government Partnership Program projects. Council Members are advised that a further round will be opening up in July 2023 under the Local Roads and Community Infrastructure Program with an amount of \$345,459 being made available. Management envisage workshopping potential projects mid-year.

Further to this, Management provides the following update of some of the activities and projects carried out by the Infrastructure and Environment Department over the last month.

DiscussionRe-Sheeting Program

Council's re-sheeting program is progressing as scheduled. The resheet team are currently undertaking re-sheeting on Verner Road, Leilete Road, Torelete Road and Trim Road.

Civil

The civil team is currently carrying out maintenance activities such as sealed road maintenance, illegal dumping clean-up and actioning customer requests.

Additionally, Glover Road part of the Local Roads and Community Infrastructure Program construct and seal projects is nearing completion with the seal being the last remaining item. The construction team has now mobilised to Middle Beach Road and will begin with the forming of the road to construct the road pavement.

Horticulture

The horticulture team is currently carrying out routine maintenance activities within parks, gardens and oval precincts.

Conclusion

This report is provided as a standing monthly update for Council's information.

ReferencesLegislation

Local Government Act 1999

Council Policies/Plans

Strategic Plan 2021-2024

Long Term Financial Plan 2023-2032

Infrastructure and Asset Management Plans

Annual Business Plan and Budget 2022-2023

Public Consultation Policy

CAPITAL PROJECT PROGRESS REPORT 2022-2023 - MARCH 2023

Budget No	Project Name	Total Budget	YTD Actual Spend	Available to Spend	Project Commenced (Y/N)	Estimated Project Start Date	Estimated Project Completion Date	Project Completed (Y/N)	Percentage of Completion
72858	Streetscape - Cameron Terrace - Dublin Road to Feltwell Road	39,000	23,316	15,684	Yes	Sep-22	Dec-22	Yes	100%
72859	Streetscape - Railway Avenue - Balaklava Road to Lindsay Street	25,000	17,186	7,814	Yes	Sep-22	Dec-22	Yes	100%
72860	Streetscape - Carmel Street - Balaklava Road to End of Seal	37,000	16,020	20,980	Yes	Sep-22	Nov-22	Yes	100%
72861	Streetscape - Calagora Street - Lisieux Street to Carmel Street	32,000	25,000	7,000	Yes	Sep-22	Nov-22	Yes	100%
74015	Pram Ramp renewal to DDA compliant	10,000	14,888	(4,888)	Yes	Aug-22	Nov-22	Yes	100%
72862	Kerbing - Balaklava Road - Lisieux Street to Aerodrome Road	240,000	-	240,000	No	Feb-23	Jun-23	No	0%
72863	Sealed Road - Dawkins Road and Williams Road - Intersection Upgrade	100,000	40,831	59,169	Yes	Oct-22	Mar-23	No	50%
72864	Sealed Roads - Gawler River Road - Germantown Road to Boundary Road	341,497	352,817	(11,320)	Yes	Oct-22	Mar-23	Yes	100%
72865	Sealed Roads - Bethesda Road - Hayman Road to Dawkins Road	45,904	62,186	(16,282)	Yes	Oct-22	Mar-23	Yes	100%
72866	Sealed Roads - Port Gawler Rd - Port Wakefield Road to Old Port Wakefield Rd	72,308	73,628	(1,320)	Yes	Oct-22	Mar-23	Yes	100%
72867	Sealed Roads - Port Parham Road - Port Wakefield Road to Beach Road	259,859	270,114	(10,255)	Yes	Oct-22	Mar-23	Yes	100%
72868	Resheet - Crabb Road - Port Wakefield Road to Kidman Road	113,756	81,097	32,659	Yes	Aug-22	Aug-22	Yes	100%
72869	Resheet - Feltwell Road - End of Seal to Hill Road	77,303	58,780	18,523	Yes	Aug-22	Aug-22	Yes	100%
72870	Resheet - Germantown Road - Simpkin Road to Verner Road	189,253	93,177	96,076	Yes	Dec-22	Mar-23	No	100%
72871	Resheet - Gilks Road - Lawrie Road to End	15,087	7,050	8,037	Yes	Dec-22	Mar-23	No	100%
72872	Resheet - Hamley Bridge Road - Barabba Road to Kain Road	142,897	98,369	44,528	Yes	Nov-22	Nov-22	Yes	100%
72873	Resheet - Harvey Road - Simpkin Road to Pratt Road	27,073	21,835	5,238	Yes	May-23	Jan-23	Yes	100%
72874	Resheet - Leilete Road - Dawkins Road to Coats Road	15,972	4,354	11,618	Yes	Nov-22	Apr-23	No	20%
72875	Resheet - Light Beach Road - Wylie Road to McEvoy Road	67,207	64,748	2,459	Yes	Aug-22	Sep-22	Yes	100%
72876	Resheet - Long Plains Road - Port Wakefield Road to Dublin Road	150,429	122,709	27,720	Yes	Sep-22	Oct-22	Yes	100%
72877	Resheet - Nairn Road - Hall Road to Powerline Road	50,294	31,162	19,132	Yes	Nov-22	Nov-22	Yes	100%
72878	Resheet - North Parham Road - Gilberts Road to Saltbush Road	83,463	70,843	12,620	Yes	Oct-22	Nov-22	Yes	100%
72879	Resheet - Secombs Road - Port Wakefield Road to Prices Road	60,997	50,133	10,864	Yes	Sep-22	Sep-22	Yes	100%
72880	Resheet - Stanley Road - Pritchard Road to Secombs Road	35,312	24,291	11,021	Yes	Aug-22	Sep-22	Yes	100%
72881	Resheet - Torelete Road - Dawkins Road to Coats Road	15,964	6,199	9,765	Yes	Nov-22	Apr-23	No	20%
72882	Resheet - Trim Road - Williams Road to Russell Road	13,685	8,547	5,138	Yes	Dec-22	Apr-23	No	20%
72883	Resheet - Verner Road - Day Road to Boundary Road	69,434	6,939	62,495	Yes	Feb-23	Mar-23	No	50%
72884	Resheet - Wasley Road - Pratt Road to Big Rabbit Road	43,847	-	43,847	No	Apr-23	May-23	No	0%
72847	Parham Playground - Shade shelter, Mallala Playground - New element	90,000	79,626	10,374	Yes	Jul-22	Sep-22	Yes	100%
72852	Various locations - Signage - wayfinding and information	35,000	-	35,000	No	Jul-22	Jun-23	No	0%
72885	Various locations - Reserve and Street furniture Upgrade	20,000	4,113	15,887	No	Jul-22	Jun-23	No	0%
72886	Renewal of various street and reserve furniture	70,000	5,244	64,756	No	Jul-22	Jun-23	No	0%
72887	Streetscape and Water Sensitive Urban Design	50,000	29,664	20,336	Yes	Jul-22	Feb-23	Yes	100%
72888	Council Boundary Signs - Allocation	60,000	-	60,000	No	Jan-23	Jun-23	No	0%
72889	Stage 1 - Hart Reserve Masterplan - Implementation	400,000	96,251	303,749	Yes	Jul-22	Jun-23	No	15%
72853	Parham Short Stay Facility Upgrade (2021/2022)	200,000	175,773	24,227	Yes	Jul-22	Apr-23	No	100%
72890	Two Wells Tennis/Netball court surface renewal	300,000	98,160	201,840	Yes	Jul-22	Mar-23	No	70%
72891	Dublin Playground Upgrade	130,000	-	130,000	No	Jul-22	Jun-23	No	0%
72892	Mallala playground irrigation renewal	50,000	39,668	10,332	Yes	Oct-22	Nov-22	Yes	100%
72893	Renewal of lighting, paths and bike racks various sites (funding application)	100,000	-	100,000	No	Jul-22	Jun-23	No	0%

72894	Lewiston Wetlands Playground - Toilet Block	130,000	61,235	68,765	Yes	Jul-22	Jun-23	No	50%
72854	Dublin Institute/ Hall - Toilets	80,000	59,353	20,647	Yes	Jul-22	Oct-22	Yes	100%
72895	Mallala - Replacement of Property Pumps	15,000	9,791	5,209	Yes	Jul-22	Mar-23	Yes	100%
72896	Middle Beach CWMS	10,000	-	10,000	No	Jul-22	Jun-23	No	0%
72897	Mallala Treatment Plant (Chamber Protection Coating)	60,000	8,400	51,600	Yes	Jul-22	May-23	No	10%
72898	Pump Station & Pump Replacements	10,000	6,700	3,300	Yes	Jul-22	Mar-23	Yes	100%
72899	Middle Beach - Tidal Drainage System	15,000	-	15,000	No	Feb-23	Jun-23	No	0%
72900	Wasleys Bridge - Repairs (funding application)	200,000	229	199,771	No	Jul-22	Jun-23	No	0%
72901	Salt Creek Bridge - Repairs	170,000	-	170,000	No	Jul-22	Jun-23	No	0%
72902	Two Wells Main street - Eastern End Car Parking and WSUD	300,000	-	300,000	No	Jul-22	Jun-23	No	0%
72903	Longview Road and Gameau Road - Traffic calming devices	60,000	-	60,000	No	Feb-23	Jun-23	No	0%
80072	Two Wells Levee	2,015,000	31,365	1,983,635	Yes	Jul-22	Jun-23	No	5%
75100	Plant and Equipment Program	1,106,100	1,013,332	92,768	Yes	Jul-22	Jun-23	No	90%
		8,050,641	3,365,123	4,685,518					

OPERATING PROJECT PROGRESS REPORT 2022-2023 - MARCH 2023

Budget No	Project Name	Total Budget	YTD Actual Spend	Available to Spend	Project Commenced (Y/N)	Estimated Project Start Date	Estimated Project Completion Date	Project Completed (Y/N)	Percentage of Completion
80020	Installation of single lane roundabout	500,000	-	500,000	No	Mar-23	Jun-23	No	0%
80011	Two Wells Main Street Upgrade – Detailed design work	49,253	30,940	18,313	Yes	Jul-22	Jun-23	No	0%
80079	Street/Verge Tree Planting	20,000	18,714	1,286	No	Mar-23	Apr-23	No	0%
80080	Parham - Old Playground Block (Sell or Develop Site)	5,000	-	5,000	No	Jul-22	Jun-23	No	0%
80082	Roadside Vegetation Management Plan	100,000	48,468	51,532	Yes	Jul-22	Jun-23	No	70%
80083	Two Wells - Liberty and Eden Estates, Recycled Water Costs (parks & reserves)	59,000	-	59,000	No	Jan-23	Jun-23	No	0%
80084	Donaldson Road - Design (Reserve corridor)	10,000	-	10,000	No	Jul-22	Jun-23	No	0%
80085	Mallala Stormwater Flood Plain Management Plan	65,000	-	65,000	No	Jul-22	Jun-23	No	0%
33000/820	Implement Regional/Council DAIP Initiatives	15,000	-	15,000	No	Jul-22	Jun-23	No	0%
80086	Parham Campground - Formalise Land	5,000	300	4,700	Yes	Jul-22	Jun-23	No	20%
80088	Thompson Beach Esplanade and Webb Beach Road - Construct and Seal Design	34,000	-	34,000	Yes	Jul-22	Jun-23	No	5%
		862,253	98,422	763,831					

LOCAL ROAD AND COMMUNITY INFRASTRUCTURE PROGRAM - ROUND 3 (Due by 30 June 2023)

Budget No	Project Name	Total Budget	YTD Actual Spend	Available to Spend	Project Commenced (Y/N)	Estimated Project Start Date	Estimated Project Completion Date	Project Completed (Y/N)	Percentage of Completion
72855	Glover Road (Williams Road to Germantown Road) - Construct and Seal	465,418	102,014	363,404	Yes	Sep-22	May-23	No	80%
72856	Buckland Park Road (Port Wakefield Road to Halstead Road West) - Construct and Seal	280,500	204,496	76,004	Yes	Jan-23	Feb-23	Yes	100%
		745,918	306,510	439,408					

LOCAL GOVERNMENT INFRASTRUCTURE PARTNERSHIP PROGRAM (DUE BY 31 DECEMBER 2023)

Budget No	Project Name	Total Budget	YTD Actual Spend	Available to Spend	Project Commenced (Y/N)	Estimated Project Start Date	Estimated Project Completion Date	Project Completed (Y/N)	Percentage of Completion
72806	Aerodrome Road (Hall Street to Farrelly Road)	650,000	856,454	- 206,454	Yes	Jul-22	Jan-23	Yes	100%
72807	Barabba Road (Redbanks Road to Mallala Road)	1,020,000	1,000,534	19,466	Yes	Jan-22	Aug-22	Yes	100%
72809	Middle Beach Road (End of Seal to Start of Seal)	2,390,000	117,527	2,272,473	Yes	Mar-23	Dec-23	No	0%
		<u>4,060,000</u>	<u>1,974,515</u>	<u>2,085,485</u>					

15.3 LOCAL GOVERNMENT ADVICE - ESSENTIAL SERVICES COMMISSION OF SOUTH AUSTRALIA

Record Number: D23/10515

Author: Director Finance

Authoriser: Chief Executive Officer

Attachments:

1. Local Government Advice – Adelaide Plains Council – Advice [↓](#) 
2. Local Government Advice – Adelaide Plains Council – Attachment [↓](#) 

RECOMMENDATION

“that Council, having considered Item 15.3 – *Local Government Advice - Essential Services Commission of South Australia*, dated 27 March 2023, receives and notes the report.”

Purpose

The purpose of this report is to provide for Council information Local Government Advice (the Advice) issued by the Essential Services Commission of South Australia (ESCOSA) which suggested eight (8) steps to maintain ‘current sustainable financial position’ in to the future.

Background

The ESCOSA, South Australia’s independent economic regulator and advisory body, has been given a role by the State Government to provide advice on material changes proposed by local councils in relation to elements of their strategic management plans (SMP) and on the proposed revenue sources, including rates, which underpin those plans.

One of the main purposes of the Advice is to support councils to make ‘financially sustainable’ decisions relating to their annual business plans and budgets in the context of their;

- a) long-term financial plans (LTFP); and
- b) infrastructure and asset management plans (I&), both required as part of a council’s SMP.

Financial sustainability is considered to encompass intergenerational equity, as well as program (service level) and rates stability in this context.

The other main purpose is for the ESCOSA to consider ratepayer contributions in the context of revenue sources, outlined in the LTFP.

In addition, the ESCOSA has discretion to provide advice on any other aspect of a council’s LTFP or I& it considers appropriate, having regard to the circumstances of that council.

Adelaide Plains Council was included in the first cycle of the Advice which was received by the Council on 28 February 2023.

The Council is obliged under the *Local Government Act 1999* (the Act) to publish this Advice and its response, if applicable, in its 2023-24 Annual Business Plan (including any draft Annual Business Plan) and subsequent plans until the next cycle of the scheme.

However, Council do not need to publish the attachment to the advice, *nor the Council is compelled under the Act to follow the Advice.*

Discussion

ESCOSA has found that, in general, Council's 'current financial position is sustainable on balance, with a small operating surplus achieved historically and growing surpluses forecast. However, there are some significant risks to the income and expense forecasts'.

Eight (8) key Advice findings for the Adelaide Plains Council have been categorised under four (4) themes. They are;

Governance considerations

1. Review Council's LTFP annually (including its 10-year projections and all relevant assumptions (including for inflation) to better inform its decision-making and any relevant consultation processes.

Budgeting considerations

2. Review the rateable property growth forecasts in its budget projections each year to ensure that they remain current and do not create a need for additional rate increases to generate the same level of projected revenue.
3. Report its actual and projected cost savings in the annual budget, to provide evidence of constraining cost growth and achieving efficiency across its operations and service delivery.
4. Improve the transparency and consistency of borrowing assumptions in its LTFP, particularly in the calculation of 'net lending/borrowing' as per the Uniform Presentation of Finances.

Refinements to asset management planning

5. Consider including bridges, and plant and equipment assets in new or existing asset management plans to support the prioritisation of renewal expenditure in its LTFP.
6. Review the assumptions underpinning Council's I& to ensure those plans incorporate a more accurate picture of required asset expenditure and better align with the allocations in the LTFP as necessary, including the estimate for asset lives and valuations feeding into the forecast rates of asset consumption and depreciation expenses.

Containing rate levels

7. Review and consider limiting future increases above inflation on its average residential rates (for which average rate levels are high) to help reduce any emerging affordability risk in the community.
8. Consult directly with its community about future rate increases and service levels (for example through a community survey or discussion forum).

Please refer to **Attachment 1** for the Advice received for the Council and **Attachment 2** for additional information underpinning the Advice.

Mr John Comrie of JAC Comrie Pty Ltd will be in attendance to provide Council Members with a briefing in regards to the ESCOSA findings.

➤ Next Step

In order to receive the feedback from the Council's Audit Committee, a report will be presented to the 3 April 2023 meeting of the Audit Committee together with Council managements' draft response for eight (8) findings.

Thereafter, Council Members will have a further opportunity at the April Ordinary meeting to receive the feedback from the Audit Committee before considering adopting Council managements' draft response as Council response to ESCOSA findings.

If the draft management response is adopted, it will be part of Council's draft/adopted Annual Business Plan and Budget until the next cycle of the scheme in 2026.

Conclusion

The ESCOSA has concluded their review of Adelaide Plains Council's financial sustainability and concluded that in general Council is currently sustainable financially with some significant risks to the income and expense forecasts.

Eight (8) steps have been suggested by the ESCOSA to ensure that the Adelaide Plains Council;

- annually reviews its long-term financial plan;
- manages its costs and growth profile efficiently;
- renews its asset base to meet sustainable service levels; and
- constrains the extent of further rate increases.

References

Legislation

Local Government Act 1999

Council Policies/Plans

2022-23 Annual Business Plan and Budget (adopted July 2022)

2022-23 to 2031-32 Long Term Financial Plan (adopted February 2022)

Infrastructure and Asset Management Plan (adopted in October 2021)

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Advice

Local Government Advice

Adelaide Plains Council

February 2023

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Enquiries concerning this advice should be addressed to:

Essential Services Commission
GPO Box 2605
Adelaide SA 5001

Telephone: (08) 8463 4444
Freecall: 1800 633 592 (SA and mobiles only)
E-mail: advice@escosa.sa.gov.au
Web: www.escosa.sa.gov.au

The Essential Services Commission is an independent statutory authority with functions in a range of essential services including water, sewerage, electricity, gas, rail and maritime services, and also has a general advisory

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Glossary of terms

ABS	Australian Bureau of Statistics
AMP	Asset management plan (also called an IAMP)
Commission	Essential Services Commission, established under the <i>Essential Services Commission Act 2002</i>
CPI	Consumer Price Index (Adelaide, All Groups)
Council	Adelaide Plains Council
CWMS	Community Wastewater Management System
ESC Act	<i>Essential Services Commission Act 2002</i>
F&A	Local Government Advice: Framework and Approach – Final Report
FTE	Full Time Equivalent
IAMP	Infrastructure and asset management plan (also called an AMP)
LG Act	<i>Local Government Act 1999</i>
LGA SA Financial Indicators Paper	Local Government Association of South Australia, Financial Sustainability Information Paper 9 - Financial Indicators Revised May 2019
LGGC	Local Government Grants Commission
LGPI	Local Government Price Index
LTFP	Long-term financial plan
Regulations	<i>Local Government (Financial Management) Regulations 2011</i>
RBA	Reserve Bank of Australia
SACES	The South Australian Centre for Economic Studies
SEIFA	Socio-Economic Indexes for Areas
SMP	Strategic management plan
SG	Superannuation Guarantee
The scheme or advice	Local Government Advice Scheme

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1 The Commission's key advice findings for the Adelaide Plains Council

The Essential Services Commission (**Commission**) finds the Adelaide Plains Council's (**Council's**) current financial position sustainable with a small operating surplus achieved historically and growing surpluses forecast. The Council's projected improvement to its financial performance is reliant on a period of service consolidation, at a minimum, and continued rate increases above inflation.

The Commission suggests the following steps to ensure that the Adelaide Plains Council annually reviews its long-term financial plan, manages its costs and growth profile efficiently, renews its asset base to meet sustainable service levels, and ultimately, constrains the extent of further rate increases:

Governance considerations

1. **Review** its long-term financial plan annually (including its 10-year projections and all relevant assumptions (including for inflation)) to better inform its decision-making and any relevant consultation processes.

Budgeting considerations

2. **Review** the rateable property growth forecasts in its budget projections each year to ensure that they remain current and do not create a need for additional rate increases to generate the same level of projected revenue.
3. **Report** its actual and projected cost savings in its annual budget, to provide evidence of constraining cost growth and achieving efficiency across its operations and service delivery.
4. **Improve** the transparency and consistency of borrowing assumptions in its long-term financial plan, particularly in the calculation of 'net lending/borrowing' as per the Uniform Presentation of Finances.

Refinements to asset management planning

5. **Consider** including bridges, and plant and equipment assets in new or existing asset management plans to support the prioritisation of renewal expenditure in its long-term financial plan.
6. **Review** the assumptions underpinning its asset management plans to ensure those plans incorporate a more accurate picture of required asset expenditure and better align with the allocations in its long-term financial plan as necessary, including the estimate for asset lives and valuations feeding into the forecast rates of asset consumption and depreciation expenses.

Containing rate levels

7. **Review** and consider limiting future increases above inflation on its average residential rates (for which average rate levels are high) to help reduce any emerging affordability risk in the community.
8. **Consult** directly with its community about future rate increases and service levels (for example through a community survey or discussion forum).

2 About the advice

The Essential Services Commission (**Commission**), South Australia's independent economic regulator and advisory body, has been given a role by the State Government to provide advice on material changes proposed by local councils in relation to elements of their strategic management plans (**SMPs**) and on the proposed revenue sources, including rates, which underpin those plans.¹

One of the main purposes of the Local Government Advice Scheme (**advice or the scheme**) is to support councils to make 'financially sustainable' decisions relating to their annual business plans and budgets in the context of their long-term financial plans (**LTFPs**) and infrastructure and asset management plans (**IAMPs**)² – both required as part of a council's SMP.³ Financial sustainability is considered to encompass intergenerational equity,⁴ as well as program (service level) and rates stability in this context.⁵ The other main purpose is for the Commission to consider ratepayer contributions in the context of revenue sources, outlined in the LTFP.⁶ In addition, the Commission has discretion to provide advice on any other aspect of a council's LTFP or IAMP it considers appropriate, having regard to the circumstances of that council.⁷

The first cycle of the scheme extends over four years from 2022-23 to 2025-26, and the Commission has selected 15 councils for advice in the first scheme year (2022-23), including the Adelaide Plains Council (**Council**).

This report provides the Local Government Advice for the Adelaide Plains Council in 2022-23.

The Council is obliged under the *Local Government Act 1999* (**LG Act**) to publish this advice and its response, if applicable, in its 2023-24 Annual Business Plan (including any draft Annual Business Plan) and subsequent plans until the next cycle of the scheme.⁸ It does not need to publish the attachment to the advice (these will be available with the advice on the Commission's website⁹), nor is it compelled under the LG Act to follow the advice. The Commission thanks the Adelaide Plains Council for providing relevant information to assist the Commission in preparing this advice.

2.1 Summary of advice

Historically, the Adelaide Plains Council's community has had strong rateable property growth accompanied by strong infrastructure growth and increasing contributions from ratepayers and government grants. In general, the Commission finds the Council's current financial position sustainable, on balance, with a small operating surplus achieved historically and growing surpluses forecast. However, there are some significant risks to the income and expense forecasts.

The Adelaide Plains Council cost base is expected to rise rapidly in the short term, driven by further growth projections, with the Council anticipating an average of 150 new properties each year to

¹ Amendments to the *Local Government Act 1999* (s122(1c) to (1k) and (9)) specify the responsibilities for the Commission and local councils for the Local Government Scheme Advice. The Commission must provide advice to each council in accordance with the matters outlined in s122(1e), (1f) and (1g).

² Commonly referred to as asset management plans.

³ The objectives of the advice with reference to a council's LTFP and IAMPs are presented under LG Act, s122(1g). LG Act s122(1) specifies the requirements of a council's SMP, including the LTFP and IAMPs.

⁴ 'Intergenerational equity' relates to fairly sharing services and the revenue generated to fund the services between current and future ratepayers.

⁵ Commission, *Framework and Approach – Final Report*, August 2022, pp. 2-3, available at www.escosa.sa.gov.au/advice/advice-to-local-government.

⁶ LG Act s122(1f)(a) and (1g)(a)(ii).

⁷ LG Act s122(1f)(b) and (1g)(b).

⁸ LG Act s122(1h).

⁹ The Commission must publish its advice under LG Act s122(1i)(a).

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2031-32. This cost growth will become embedded into the underlying cost base of the Council. In addition, the Council has factored this growth into its additional rate revenue estimates. Therefore, the future sustainability of the Council is strongly linked to its expectations regarding the further development of the community.

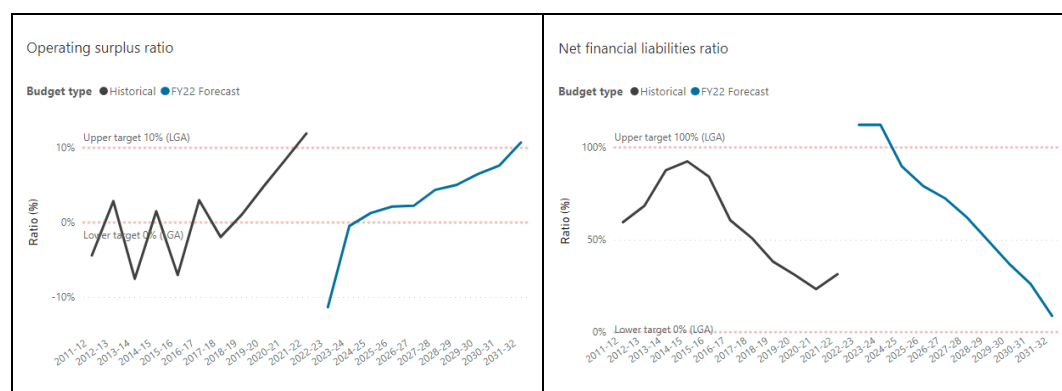
In the short term (to 2023-24), the Adelaide Plains Council is estimating that its capital expenditure will significantly increase with annual operating deficits accordingly. The Council's longer-term projections from 2024-25, comprise a decline in capital expenditure from these levels and an improving financial sustainability outlook, because operating revenue growth outpaces expense growth, with:

- ▶ continued rate increases on the community, above the rate of forecast inflation
- ▶ lower longer-term average cost growth than it has experienced over the past 10 years, and
- ▶ a moderate level of new borrowings of \$4.5 million in the 2022-23 adopted budget.

The Commission considers that there may be opportunities to achieve greater savings and efficiencies in the Council's recurrent budget and encourages it to review and report on this. This includes a review of the asset-related assumptions feeding into its estimated depreciation expenses. In general, a focus on managing its growth-related assumptions and consulting with its community about rate contributions and service levels, should help the Council to identify and act upon opportunities to reduce affordability risk to the community.

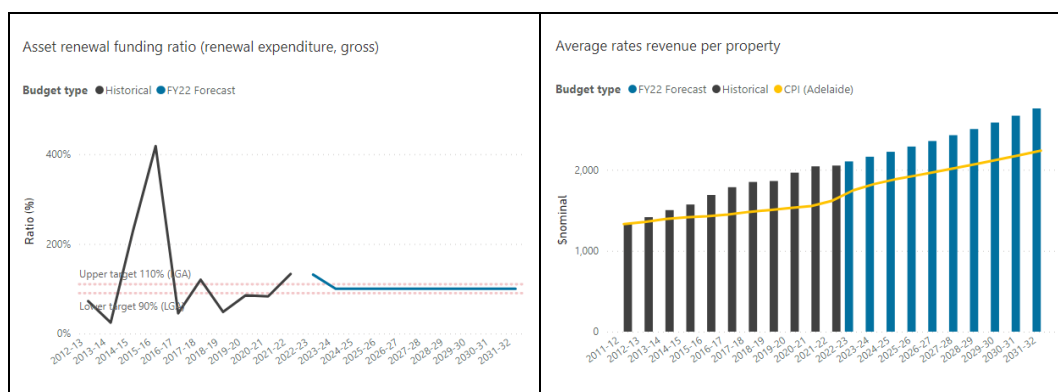
The charts below of the Adelaide Plains Council's past and projected operating surplus ratio, net financial liabilities ratio, asset renewal funding ratio, and average rate revenue per property, together support these findings.

The 'heat map' diagram over the page summarises the Commission's findings with reference to whether the Council has met the suggested Local Government Association (LGA) target ranges for the three main financial sustainability indicators¹⁰ and the level of cost control and affordability risk identified for the Council over time.



¹⁰ The suggested LGA target range for the ratios are discussed in more detail in the attachment.

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Summary of the Adelaide Plains Council's financial sustainability performance and the Commission's risk assessment

Financial sustainability indicators:	Last 10 years from 2011-12 (Actual performance)	2021-22 estimate	Next 10 years from 2022-23 (Council forecasts)
Operating surplus ratio (target 0-10%)	Operating deficits —>	Improved performance —>	Operating deficits Surpluses projected from 2024-25 —>
Net financial liabilities ratio (target 0-100%)	Ratio met historically —>		Exceeds target Ratio projected within target from 2024-25 —>
Asset renewal funding ratio (target 90-110%)	Volatility in renewal works spending & some years below target range —>	Ratio below target range	Higher renewal works spending in 2021-22 and 2022-23 and ratio within target range for remaining projections —>
Identified Risks:			
Cost control risk	Operating expenses per property average growth 3.1% p.a. to 2021-22 (CPI 2.0%) —>	Budget pressures (2022-23)	On average, operating expenses growth in line with forecast CPI —>
Affordability risk	High rates revenue per property average growth of 4.4% p.a. to 2021-22 (CPI 2.0%) —>	Projected rate revenue per property average growth above forecast CPI (CPI 2.8%) —>	

- Ratio outside suggested LGA target range or higher risk
- Ratio close to suggested LGA target range or medium risk
- Ratio within suggested LGA target range or lower risk

2.2 Detailed advice findings

The next sections summarise the Commission's more detailed observations and advice findings regarding the Adelaide Plains Council's material changes to its 2022-23 plans, its financial sustainability (in the context of its long-term operating performance, net financial liabilities, and asset renewals expenditure) and its current and projected rate levels.

In providing this advice, the Commission has followed the approach it previously explained in the Framework and Approach – Final Report (F&A). The attachment explores these matters further.¹¹

¹¹ The attachment will be available on the Commission's website with the Advice.

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2.2.1 Advice on material plan amendments in 2022-23

The Adelaide Plains Council has not proposed any amendments to the forward projections in its 2022-23 LTFP, nor is there an updated 2021-22 LTFP to use as a basis of comparison. The Council's Audit Committee considered updating the previous LTFP at its meeting on 12 April 2021, however the Council choose to defer this until various strategic documents were updated and initiatives costed, such as the IAMPs and Tourism and Economic Development Strategy.¹²

As such, the Commission provides commentary on the most recent material changes (identified by the Commission) arising from the 2022-23 budget,¹³ as follows:

- ▶ Reduction in 'project operating expenses' by \$1.0 million due to the deferral of some projects to 2023-24, for example the Two Wells Main Street – Underground Powerlines, and the Relocation of the Two Wells Waste Transfer Station.¹⁴
- ▶ Reduction in total capital expenditure by 9.5 percent to \$8.1 million. The changes in the budget reflect an increase in asset renewals expenditure of \$0.4 million to \$4.6 million; offset by a decrease in new asset expenditure of \$1.3 million, to \$3.5 million.
- ▶ Reduction in new borrowings to \$4.5 million, compared to \$10.3 million proposed in the LTFP.

The Commission also notes significant cost increases in the 2022-23 budget (compared to the 2021-22 unaudited estimates) for 'employee' expenses and 'materials, contracts and other' expenses, by 18.1 percent and 24.0 percent, respectively.

The Council states this is to strengthen its internal capacity to respond to significant increases in economic development opportunities and residential growth within the district. The Commission notes that the Council experienced growth of 4.9 percent in rateable property numbers in 2021-22 (with 254 more properties), following 1.2 percent average annual growth in the preceding 9 years.¹⁵ Further, the Council noted how it has been accumulating significant new assets which must be managed, including \$5 million per annum in donated assets over the last three years.¹⁶

Additionally, as there was a period where the Council's LTFP was not updated, it is not clear whether the community understands the potential implications of the LTFP, the importance of the Adelaide Plains Council's forecasts of rateable property growth and economic activity in supporting the outcomes of LTFP, or the risks to ratepayers and the Council if these forecasts do not occur. An annual review of the LTFP should cover the Council's assumptions concerning growth as well as inflation and other relevant factors.

Therefore, the Commission would encourage the Council to:

¹² Adelaide Plains Council, *Ordinary Council Meeting Agenda – 27 April 2021, Item 14.1 Draft 2021/2022 Annual Business Plan and Budget for Public Consultation*, p. 76, available at https://www.apc.sa.gov.au/_data/assets/pdf_file/0024/883014/Agenda-Ordinary-Council-Meeting-27-April-2021.pdf.

¹³ Adopted by the Council in July 2022. The Commission has taken this approach as the Council's prior LTFP (the pre-2022-23 LTFP) was not updated since the 2018-19 LTFP was adopted on 9 July 2018.

¹⁴ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 73, available at https://www.apc.sa.gov.au/_data/assets/pdf_file/0021/931611/2022-2023-Annual-Business-Plan-and-Budget.pdf.

¹⁵ Based on the compound average annual growth rate formula (which is the adopted approach to calculating average annual growth rates throughout the Commission's advice).

¹⁶ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 9.

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1. **Review** its long-term financial plan annually (including its 10-year projections and all relevant assumptions (including for inflation)) to better inform its decision-making and any relevant consultation processes.

2.2.2 Advice on financial sustainability

Operating performance

The Adelaide Plains Council has run a mix of operating surpluses and operating deficits¹⁷ historically but the average from 2011-12 to 2020-21 is a small surplus of 0.1 percent. Growth in the average expenses per property has been 3.1 percent per annum over this period, higher than average Consumer Price Index (CPI) growth (of 1.7 percent per annum),¹⁸ and led by growth of 5.8 percent per annum, on average, in 'materials, contracts and other' expenses.

In the last four years, the operating surplus ratio has averaged 6.9 percent per annum.¹⁹ The ratio is not forecast to meet the suggested LGA target range (with a surplus) until 2024-25 (when it will be 1.5 percent), and then it progressively trends towards the upper level of the suggested LGA target range by 2031-32 (then reaching 10.7 percent).²⁰

Looking forward to 2031-32, following the step change in costs in 2022-23, the Council has estimated a reduction in the rate of growth in operating expenses (to average 2.5 percent per annum, which is lower than the Reserve Bank of Australia (RBA)-based forecast inflation of 2.8 percent²¹). In combination with higher rate increases (which are discussed more in section 2.2.3 below), the Council's operating performance gradually improves, resulting in a positive operating surplus ratio from 2024-25. In future years, this might provide an opportunity for the Council to restrict further rate increases to reduce the extent of the surpluses forecast.

Average operating expenses per rateable property are projected to be stable in nominal terms, therefore declining in real terms by the amount of inflation. At the same time, average operating income per property is forecast to increase by 2.5 percent (nominally), still below the impact of forecast inflation. These projections indicate the importance of the forecast growth in rateable properties in minimising the impact of rising costs on households. The reduced costs and revenue per property in real terms is reliant on the Council's assumed average growth of 2.4 percent per annum (to 2031-32) in rateable properties, which is notably higher than historical growth of 1.5 percent per annum (10 years to 2021-22).

If this forecast growth does not occur, the operating expenses per rateable property will rise, if the Council cannot reverse the increases in costs in the short-term (if contracts are locked in), and this could place further pressure on rate levels. Also, the Commission notes the LTFP was last updated 12 months ago (in February 2022) and the economic environment facing the Adelaide Plains Council

¹⁷ This means the Council's operating expenses (including depreciation) have exceeded operating income (including rates and other revenue sources but excluding capital grants, subsidies, and contributions).

¹⁸ CPI (All groups). Average annual growth in the LGPI published by the South Australian Centre for Economic Studies was similar (at 1.9 percent), available at <https://www.adelaide.edu.au/saces/economic-and-social-indicators/local-government-price-index>.

¹⁹ The operating surplus ratio is defined as: Operating Surplus (Deficit) ÷ Total Operating Income. The general target is to achieve, on average over time, an operating surplus ratio of between zero and 10 percent (Local Government Association of South Australia, *Financial Sustainability Information Paper 9 - Financial Indicators Revised*, May 2019 (**LGA SA Financial Indicators Paper**), p. 6).

²⁰ Adelaide Plains Council, *2023-2032 Long Term Financial Plan*, February 2022, p. 20, available at https://www.apc.sa.gov.au/_data/assets/pdf_file/0029/1113995/Long-Term-Financial-Plan-2023-2032.pdf.

²¹ The forecast average annual growth in the CPI from 2022-23 to 2031-32 is estimated to be 2.8 percent based on the RBA forecasts for the CPI (Australia-wide) to June 2025 (and the Commission's calculations of average annual percentage growth) and the midpoint of the RBA's target range (2.5 percent) from 2025-26.

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may have become less favourable since then. This further emphasises the value of the Council being flexible and responsive in managing its growth-related costs. Therefore, the Commission has found that it would be appropriate for the Council to:

2. **Review** the rateable property growth forecasts in its budget projections each year to ensure that they remain current and do not create a need for additional rate increases to generate the same level of projected revenue.
3. **Report** its actual and projected cost savings in its annual budget, to provide evidence of constraining cost growth and achieving efficiency across its operations and service delivery.

Net financial liabilities

The Adelaide Plains Council has consistently used borrowing and other financing options to supplement any annual shortfall of funds, and over time, this has been within the suggested LGA target range for the net financial liabilities ratio.²² The Council's net debt has historically averaged \$4.5 million annually, or 72.6 percent of its net financial liabilities. On 30 June 2022, net debt was \$2.6 million, or 53.5 percent of net financial liabilities.

In its 2022-23 LTFP, the Council is projecting to initially increase borrowings, in part to fund its relatively large capital expenditure programme in 2022-23. The projections show that the ratio will decrease from a peak of 112.2 percent (exceeding the suggested LGA target) in 2022-23 to 8.9 percent to 2031-32. The reduction is projected to come from a progressive repayment of borrowings financed via higher operating income.

As noted in section 2.2.1 (above) the Council's 2022-23 budget materially reduces its borrowing requirements to \$4.5 million (compared to \$10.3 million in the LTFP). This appears to be related to cash flow inconsistencies identified in the Council's Uniform Presentation of Finances (included in the LTFP).

To address this, the Commission has found it would be appropriate for the Council to:

4. **Improve** the transparency and consistency of borrowing assumptions in its long-term financial plan, particularly in the calculation of 'net lending/borrowing' as per the Uniform Presentation of Finances.

Asset renewals expenditure

In 2021-22, the Adelaide Plains Council spent more on new and upgraded assets than on the renewal and rehabilitation of its existing stock. Between 2011-12 and 2020-21, its spending on new or upgraded assets averaged \$1.9 million per annum, compared with \$1.7 million on the renewal of its asset base.

Historically, the Adelaide Plains Council's expenditure on asset renewals has been highly volatile but on average, higher than the level recommended by its AMPs. Between 2011-12 and 2020-21, the average asset renewal funding ratio (IAMP-based) was 125 percent which is above the suggested LGA target range of 90 percent to 110 percent.²³

²² The net financial liabilities ratio is defined as: Net financial liabilities ÷ Total operating income. This ratio measures the extent to which a council's total operating income covers, or otherwise, its net financial liabilities. The suggested LGA target range is between zero and 100 percent of total operating income, but possibly higher in some circumstances (LGA SA Financial Indicators Paper, pp. 7-8).

²³ The IAMP-based method is the current industry standard whereby asset renewal/replacement expenditure is divided by the recommended expenditure in the IAMP (or AMP). Ideally, this will show the extent to which a council's renewal or replacement expenditure matches the need for this expenditure, as recommended by the plan. The suggested LGA target range for the ratio is 90 to 110 percent (LGA SA Financial Indicators Paper, p. 9).

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In 2021-22 and 2022-23, the ratio is estimated to be high (around 130 percent) before returning to 100 percent consistently from 2023-24 (with asset renewal expenditure then projected to align with the AMP-recommended expenditure). The Council's spending on renewal assets is projected to average \$2.9 million per annum to 2031-32 (in nominal terms).

In the short term, one of the reasons the Council is spending more on the renewal of its assets, is that expenditure has been added to the LTFP that is outside of the AMPs. For example, the Council has advised that AMPs have not been prepared for bridge assets (\$1 million renewal in LTFP; 80 percent being grant funded), and plant and fleet assets (\$0.7 million renewals in LTFP). For this reason, the Commission would encourage the Council to:

5. **Consider** including bridges, and plant and equipment assets in new or existing asset management plans to support the prioritisation of renewal expenditure in its long-term financial plan.

Even with the projected spending on asset renewals aligned with its AMP requirements from 2023-24, the Council's depreciation expenses, which represent the rate of asset consumption, are projected to continue to exceed its renewal spending. Renewal spending is forecast to account for 82 percent of depreciation expenses on average to 2031-32.²⁴ One area that might be leading to higher depreciation expense forecasts, relative to annual asset renewal expenditure needs, is the Council's recent accumulation of new assets. Another risk that arises when depreciation expenses exceed spending on asset renewals is that the asset lives are assumed to be shorter (in the depreciation calculation) than occurs in practice. The implication of projecting higher than necessary depreciation expenses is that higher operating income (and potentially higher rates revenue) is required to generate an operating surplus for the Council.

Therefore, it would be appropriate for the Council to:

6. **Review** the assumptions underpinning its asset management plans to ensure those plans incorporate a more accurate picture of required asset expenditure and better align with the allocations in its long-term financial plan as necessary, including the estimate for asset lives and valuations feeding into the forecast rates of asset consumption and depreciation expenses.

Further, the Council is budgeting for higher capital expenditure on new or upgraded works that is larger than the \$3.8 million per annum average over the last 10 years. Practically and logistically, this maybe challenging to achieve.

2.2.3 Advice on current and projected rate levels

The Adelaide Plains Council has a history of high rate rises with average annual growth of 4.4 percent in rate revenue per property between 2011-12 and 2021-22. As a result, its residential rates are relatively high.²⁵ The Council implemented a 6.2 percent increase to its rates in 2022-23, higher than previously consulted upon (3.25 percent).²⁶ And the 2022-23 LTFP forecasts an average increase of \$655 to

²⁴ The Council's asset renewal funding ratio by the depreciation-based method (where asset renewal/replacement expenditure is divided by depreciation expenses) is forecast to average 87 percent to 2031-32. This ratio shows the extent to which capital expenditure on the renewal and replacement of assets matches the estimated rate at which these assets are used or consumed.

²⁵ Refer to Councils in Focus rates data for 2019-20 available at https://councilsinfocus.sa.gov.au/councils/adelaide_plains_council. The Commission is not relying on these rate comparisons for its advice; the data source provides just one indicator, among many, which has informed its advice on the appropriateness of the rate levels.

²⁶ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 49.

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existing rates by 2031-32 (to \$2,758), which represents an increase of approximately \$200 above the Council's assumed inflation growth.²⁷

Residential ratepayers (contributing approximately 57 percent of general rates revenue) are estimated to pay an average increase of 5.5 percent. Lower increases were levied on primary production ratepayers (4.0 percent), which account for approximately 34 percent of general rates revenue.

The Council has forecast average rate revenue per property growth of 3.1 percent to 2031-32, which is higher than RBA-based average forecast inflation growth (2.8 percent). Given that the Council has assumed high growth in rateable properties over this period, the total rates revenue growth will be higher – averaging 5.6 percent per annum. As stated, this revenue estimate relies on growth of 150 properties per annum being achieved.

Affordability risk for the increases currently appears moderate. The Commission notes that the Adelaide Plains Council area has a high Socio-Economic Indexes for Areas (SEIFA) ranking with relatively strong access to economic resources and higher capacity to pay for higher rate levels than some other areas.²⁸ However, the current economic environment is putting more pressure on most communities' capacity to pay for further rate increases, including Adelaide Plains. Further, it is not evident that the Council has tested the support for the rate increases through community consultation (for example, with a survey or discussion forum about rate increases and service levels). Given that residential rates are already comparatively high in the Council area,²⁹ the Commission considers that it would be appropriate for the Adelaide Plains Council to:

7. **Review** and consider limiting future increases above inflation on its average residential rates (for which average rate levels are high) to help reduce affordability risk in the community.
8. **Consult** directly with its community about future rate increases and service levels (for example, through a community survey or discussion forum).

2.3 The Commission's next advice and focus areas

In the next cycle of the Scheme, the Commission will review and report upon the Adelaide Plains Council's:

- ▶ ongoing performance against its LTFP estimates (including review of growth assumptions)
- ▶ progress in improving the accuracy and consistency in its LTFP, and alignment of capital expenditure estimates included in its plans.
- ▶ actions to address any misalignment between the capital expenditure and depreciation estimates in its LTFP and various AMPs, and
- ▶ how it has sought to reduce any affordability risks.

²⁷ The Council's projected CPI inflation is 2.25 percent plus an allowance of 0.25 percent to fund new assets/programs (Adelaide Plains Council, *2022-23 to 2031-32 Long Term Financial Plan*, February 2022, p. 6). This is different to the CPI line in charts throughout this Advice which are based on RBA forecasts and then, a return to long run averages from 2025-26 (with growth of 2.5 percent per annum).

²⁸ The Adelaide Plains Council area is ranked 65 among 71 South Australian 'local government areas' (including Anangu Pitjantjatjara and Maralinga Tjarutja Aboriginal community areas and 'unincorporated SA') on the Australian Bureau of Statistics Socio-Economic Indexes for Areas Index of Economic Resources (2016), where a lower ranking (eg, 1) denotes relatively lower access to economic resources in general, compared with other areas, available at <https://www.abs.gov.au/ausstats/subscriber.nsf/log?openagent&2033055001%20-%20lga%20indexes.xls&2033.0.55.001&Data%20Cubes&5604C75C214CD3D0CA25825D000F91AE&0&2016&27.03.2018&Latest>.

²⁹ See footnote 25.



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Advice

Local Government Advice - Attachment

Adelaide Plains Council

February 2023

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The Essential Services Commission is an independent statutory authority with functions in a range of essential services including water, sewerage, electricity, gas, rail and maritime services, and also has a general advisory

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A The Commission's approach

In providing the Advice for the Adelaide Plains Council (**Council**), the Essential Services Commission (**Commission**) has followed the approach it previously explained in the Framework and Approach – Final Report (**F&A**).¹

The Commission has considered the Council's strategic management plan (**SMP**) documents (as in the box below), with a particular focus on its performance and outlook against three financial indicators: the operating surplus ratio, the net financial liabilities ratio and the asset renewal funding ratio.² Analysis of these three indicators captures financial and service sustainability, in addition to cost control and affordability risk.³

- ▶ 2022-23 Annual Business Plan and Budget (adopted July 2022)
- ▶ 2022-23 to 2031-32 Long Term Financial Plan (adopted February 2022)
- ▶ Strategic Asset Management Plan (adopted October 2021)
- ▶ Transport Asset Management Plan (approved October 2021)
- ▶ Open Space Asset Management Plan (approved October 2021)
- ▶ Buildings and Land Asset Management Plan (approved October 2021)
- ▶ Stormwater Asset Management Plan (approved October 2021)
- ▶ Community Wastewater Management System Asset Management Plan (approved October 2021)

The Council does not yet have asset management plans (**AMPs**) for bridges, and plant and fleet, but the Commission notes that most of its asset base is covered by its existing AMPs.

Given that the Commission must, in providing advice, have regard to the objective of councils maintaining and implementing their infrastructure and asset management plans (**IAMPs**) (usually termed AMPs) and long-term financial plans (**LTFPs**),⁴ it has also considered the Council's performance in that context. Findings regarding the content of the Adelaide Plains Council's AMPs, and the alignment between its LTFP and AMPs,⁵ are discussed in section C.3.

The Commission has reviewed the Council's template data which contains its 2022-23 LTFP forecasts for 2022-23 to 2031-32, as well as its historical financial data and rateable property and staffing (Full

¹ Commission, *Framework and Approach – Final Report*, August 2022, available at www.escosa.sa.gov.au/advice/advice-to-local-government.

² The indicators are specified in the *Local Government (Financial Management) Regulations 2011*. Since 2011, each council has been required to refer to these three indicators in its plans, annual budget, mid-year budget review and annual financial statements. The councils can adopt their own target range for each ratio, but the Commission has adopted the previously suggested Local Government Association (**LGA**) target ranges as a basis for its analysis, which were established and agreed during the development of the LGA Financial Sustainability Papers (2006-2011).

³ The F&A listed 29 analytical questions that the Commission has answered in assessing the Adelaide Plains Council's performance against these indicators to determine affordability, cost control and other sustainability risks.

⁴ *Local Government Act 1999 (LG Act)* s122(1g)(a)(i).

⁵ As required under s122(1b) of the LG Act.

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Time Equivalent (**FTE**) numbers from 2011-12 onwards.^{6,7} All charts and tables in the Advice are primarily sourced from these datasets. In addition, the Commission has reviewed the Council audit committee reports, and other public information, as appropriate.

The Commission has reported estimates in nominal terms, for consistency with the Council's plans and actual rate levels, but it has compared estimated inflation impacts to these trends as a guide to identify 'real' rather than 'inflationary' effects. In the charts, the Consumer Price Index (**CPI**) line shows the cumulative growth in the CPI (Adelaide) series from 2011-12, and then projections of this series from 2022-23 based on the Reserve Bank of Australia (**RBA**) (Australia-wide) inflation forecasts (to the June quarter 2025), and the midpoint of the RBA target range (2.5 percent) thereafter.

Finally, in formulating this Advice, the Commission has had regard to the circumstances of the Adelaide Plains Council, including its location as a regional council, income level (\$14.8 million) and the size of its rates base (more than 5,600 ratepayers⁸).

⁶ Sourced from the Local Government Grants Commission (including data reported by the Office of the Valuer-General) and Council's data.

⁷ The Council's estimates for the 2021-22 financial year, relied on at the time of preparing this advice, were unaudited.

⁸ Based on the estimated number of property assessments in 2022-23.

B Material plan amendments in 2022-23

The Adelaide Plains Council's 2022-23 LTFP was adopted in February 2022 and is used as a basis for assessing the Council's material plan amendments. The Commission notes the Council does not have an updated 2021-22 LTFP to use as a comparison. As such, the Commission considers it appropriate to provide commentary on the most recent material changes (identified by the Commission) arising from the 2022-23 budget (adopted in July 2022). This approach has been taken as the Council's prior LTFP (the pre-2022-23 LTFP) was not updated since the 2019-20 LTFP was adopted on 27 June 2019.⁹ The Commission's finding regarding the reviews of its LTFP are discussed in section B.4 below.

B.1 Revisions to operating expenses

The Adelaide Plains Council has proposed, in its 2022-23 LTFP, 27 operating programs and initiatives targeted to achieve the objectives of its Strategic Plan 2021-2024 and the IAMPs.¹⁰ These costs represent 9.0 percent of the Council's total operating costs (including depreciation) over the next 10 years, of which 75.3 percent of these costs are related to additional labour resources.

The Council has made some downward revisions to its 2022-23 budget by deferring certain projects (totalling about \$1.0 million) into 2023-24, for example the Two Wells, Main street - Underground Powerlines, and the Relocation of the Two Wells Waste Transfer Station.¹¹ This change contributes to the improvement in the operating budget deficit in 2022-23, to a \$1.0 million deficit, compared to a \$1.7 million deficit estimated in the LTFP.

The Council has also budgeted for significant cost increases in 2022-23 compared to the estimated actuals in 2021-22, with:

- ▶ an increase in 'employee' expenses by 18.1 percent, which appears to be driven by an additional 10 FTEs over the two-year period between 2021-22 and 2022-23; and
- ▶ an increase in 'materials, contracts and other' expenses by 24.0 percent.¹²

The Council states that 'employee' expenses have increased since 2020-21 to strengthen its internal capacity to respond to significant increases in economic development opportunities and residential growth within the district.¹³ The Commission notes that the Council experienced growth of 4.9 percent in rateable property numbers in 2021-22 (with 254 more properties), following 1.2 percent average

⁹ Adelaide Plains Council, *Special Council Meeting Agenda – 27 June 2019, Item 4.2 Adoption of 2019/2020 Annual Business Plan, Budget and 2020-2029 Long Term Financial Plan and Declaration of Rates for 2019/2020*, p. 19, available at https://www.apc.sa.gov.au/_data/assets/pdf_file/0032/356387/Agenda-Special-Council-Meeting-27-June-2019.pdf.

¹⁰ These costs are referred by the Council as 'net operating project expenses' or 'non-recurrent expenses' which are expenses where a program or activity does not make up part of the Council's regular core services or there is a finite funding life required. Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 25, available at https://www.apc.sa.gov.au/_data/assets/pdf_file/0021/931611/2022-2023-Annual-Business-Plan-and-Budget.pdf.

¹¹ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 73. The Commission has compared the Council's budget for 'materials, contracts, and other' expenses (\$5.0 million); the net cost of two CWMS (\$0.2 million); and growth initiatives (\$0.9 million) in its analysis. The Council's 2021-22 unaudited estimates were reported to the Commission in its Excel Template.

¹² This category includes costs associated with kerbside waste collection, disposal and street sweeping, information technology, general and infrastructure maintenance, utilities, insurances and legal, motor vehicle costs, marketing and advertising, and staff training. Additionally, this category captures costs associated with the Council's growth initiatives (\$0.9 million in 2022-23) and the costs of operating two Community Wastewater Management Systems (CWMS) (\$0.4 million in 2022-23).

¹³ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 19.

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annual growth in the preceding 10 years.¹⁴ Further, the Council noted that it has been accumulating significant new assets which must be managed, including \$5 million per annum in donated assets over three years.¹⁵

The Council has identified a range of external inflation influences on its 2022-23 budget estimates including estimated Adelaide CPI growth of 2.25 percent in 2022-23 based on the 2021-22 Mid-Year Economic and Fiscal Outlook of the Government of South Australia and that prices for its 'materials, contract and other' expenses have increased by 3.47 percent (exclusive of kerbside waste collection charges).¹⁶ Given the current inflationary environment, the Commission notes that it is important for the Council to review its inflation assumptions annually as part of its LTFP projections, in accordance with the finding in section B.4 below.

B.2 Revisions to capital expenditure

The Adelaide Plains Council has estimated a total capital expenditure program in 2022-23 of \$8.9 million (as per its current LTFP). However, the Council has revised down its capital expenditure in the 2022-23 adopted budget by 9.5 percent, to \$8.1 million. The change in the budget reflects an increase in asset renewals expenditure of \$0.4 million, to \$4.6 million (representing 56.9 percent of the total capital expenditure budget), offset by a decrease in new asset expenditure of \$1.3 million, to \$3.5 million (representing 43.1 percent of the total capital expenditure budget).

The Council has generally aligned its 2022-23 asset renewal budget to its adopted AMPs; however, some renewals, such as for plant and equipment and bridges, are included in the budget or identified outside of the AMPs. Additionally, new asset expenditure for the sealing of Middle Beach Road (of \$2.4 million) is also included in the budget or identified outside of the AMPs.¹⁷ The asset renewals expenditure is further discussed in section C.3.

B.3 Revisions to new borrowings

The Adelaide Plains Council has revised down new borrowing requirements in its 2022-23 budget to \$4.5 million, compared to \$10.3 million proposed in the LTFP. This material revision appears to be driven by some inconsistencies in its cash flow modelling in the LTFP, as well as the Council's net lending /borrowing calculation in the Uniform Presentation of Finances published in its LTFP. The Council's borrowings contribute to the performance of the net financial liabilities ratio and is discussed in section C.2.

B.4 Review of LTFP

The Commission's advice on material plan amendments has been limited to one financial year, as previous years LTFP were unavailable (as a basis of comparison). For this reason, the Adelaide Plains Council has not provided a written statement explaining any material amendments; but has also not proposed any material amendments to its LTFP or AMPs (or a reference in its plans to these amendments). The Commission has provided guidance on these matters under its Guideline for information provision, prepared for the purposes of section 122(1e) of the LG Act.¹⁸

¹⁴ Based on the compound average annual growth rate formula (which is the adopted approach to calculating average annual growth rates throughout the Commission's advice).

¹⁵ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 9.

¹⁶ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 16.

¹⁷ The Council will receive capital grants in 2022-23 under the Local Government Infrastructure Partnership Scheme to seal Middle Beach Road (or 50 percent of \$2.4 million). Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p.42.

¹⁸ Commission, *Guideline for information provision under the Local Government Advice Scheme 2022-23*, August 2022, pp. 3-4, available at www.escosa.sa.gov.au/advice/advice-to-local-government.

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The Commission notes that under s122(4)(a) of the LG Act, a council must undertake a review of its LTFP (and any other elements of its strategic management plans prescribed by the regulations), on an annual basis. In addition, under s122(4)(b), a council must undertake a comprehensive review of its strategic management plans within 2 years after each general election of the council (s122(4)(b)).

The Adelaide Plains Council has indicated that its Audit Committee had considered updating the previous LTFP at its meeting on 12 April 2021; however, the Council had decided to defer updating the LTFP until various strategic documents were updated and initiatives costed, such as the IAMPs and Tourism and Economic Development Strategy.¹⁹

While the Commission does not have an administrative role in relation to compliance with the LG Act, it would encourage the Council to:

1. **Review** its long-term financial plan annually (including its 10-year projections and all relevant assumptions (including for inflation)) to better inform its decision-making and any relevant consultation processes.

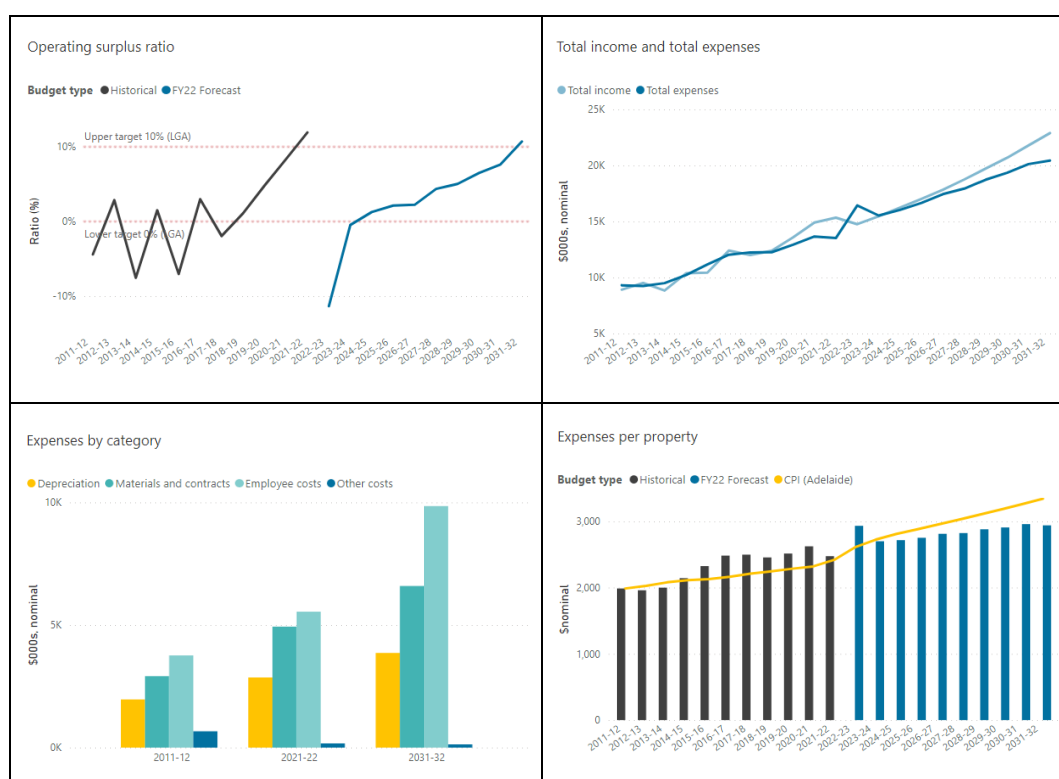
¹⁹ Adelaide Plains Council, *Ordinary Council Meeting Agenda – 27 April 2021, Item 14.1 Draft 2021/2022 Annual Business Plan and Budget for Public Consultation*, p. 76, available at https://www.apc.sa.gov.au/_data/assets/pdf_file/0024/883014/Agenda-Ordinary-Council-Meeting-27-April-2021.pdf.

C Financial sustainability

C.1 Operating performance

The Adelaide Plains Council has run a mix of operating surpluses and operating deficits historically but the average from 2011-12 to 2020-21 is a small surplus of 0.1 percent.

In the last four years, the operating surplus ratio²⁰ has averaged 6.9 percent per annum. In the forward years, the Council is projecting initial operating deficits (totalling \$1.7 million over 2022-23 and 2023-24); however, over the long-term, the operating surplus ratio progressively trends toward the upper level of the suggested LGA target range (of 10 percent) by 2031-32 (see the top left chart below). The improvement to its projected operating performance is attributable to budgeting for continued rate increases (including growth in rateable properties) and relatively slower expenses growth (see the top right chart below).



As further discussed in section D, the Council is projecting average annual rates revenue growth of 5.5 percent to 2031-32, which is set to outpace inflation²¹ and expense growth.

²⁰ The operating surplus ratio is defined as: Operating Surplus (Deficit) ÷ Total Operating Income. The general target is to achieve, on average over time, an operating surplus ratio of between zero and 10 percent (Local Government Association of South Australia, *Financial Sustainability Information Paper 9 - Financial Indicators Revised*, May 2019 (LGA SA Financial Indicators Paper), p. 6).

²¹ The forecast average annual growth in the CPI from 2022-23 to 2031-32 is estimated to be 2.8 percent based on the RBA forecasts for the CPI (Australia-wide) to June 2025 (and the Commission's calculations of average annual percentage growth) and the midpoint of the RBA's target range (2.5 percent) from 2025-26.

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Average expense growth of 2.5 percent per annum is marginally below forecast inflation growth;²² however, this excludes the 2022-23 forecast step-up in costs (discussed in section B). This long-term trend marks a shift from the Council's past performance (with average annual expense growth of 4.4 percent in the 10 years to 2020-21, and 3.1 percent on a 'per property' basis). This compared with average annual inflation growth of 1.7 percent over this period.²³

The higher historical operating expense growth was primarily due to an average annual increase of 7.1 percent in 'materials, contract and other' expenses,²⁴ and 4.5 percent in depreciation expenses. 'Employee' expenses (contributing approximately 41 percent of total operating expenses) also increased at an average rate of 3.6 percent (see bottom left chart on the previous page). While these costs increased at a rate above inflation, the Commission notes the Council's rateable properties have increased on average by 1.2 percent per annum over the same period.

'Employee' expenses are forecast to increase by an average of 5.5 percent per annum, higher than forecast inflation. The LTFP stated that it applied an indexation of 2.5 percent per annum; in addition, the Council has projected a growth in FTEs on average of 2.8 percent per annum (or two FTEs per annum).

The Adelaide Plains Council has also stated that it will look to deliver quality services in the most cost effective and efficient manner.²⁵ This is a prudent approach, noting it's improving long-term financial sustainability outlook does rely on more 'cost constraint' than it has demonstrated in the past. Apart from the significant increase in 'employee' expenses and 'material, contracts and other' expenses in 2022-23, the Council's long-term trends appear broadly in-line with RBA-based inflation forecasts of 2.8 percent per annum to 2031-32. On a per rateable property basis, operating expenses are relatively stable (in nominal terms) indicating that scale effects are forecast to help constrain cost growth (see bottom right chart on the previous page).

Growth in rateable properties is a key factor in the Council's long-term operating performance, where it has assumed an average increase of 2.4 percent per annum (to 2031-32), which is notably higher than 1.5 percent per annum (2011-12 to 2021-22, which includes the 4.9 percent increase in 2021-22).

If this forecast growth does not occur but the cost trajectory is maintained, the operating costs per rateable property will rise. Also, the Commission notes, the LTFP was last updated 12 months ago (in February 2022) and the economic environment facing the Adelaide Plains Council may have become less favourable. This further emphasises the value of cost flexibility to the council in managing growth.

The Commission has found that it would be appropriate for the Council to:

2. **Review** the rateable property growth forecasts in its budget projections each year to ensure that they remain current and do not create a need for additional rate increases to generate the same level of projected revenue.
3. **Report** its actual and projected cost savings in its annual budget, to provide evidence of constraining cost growth and achieving efficiency across its operations and service delivery.

C.2 Net financial liabilities

The Adelaide Plains Council has consistently used borrowing and other financing options to supplement any annual shortfall of funds and, over time, this has been within the suggested LGA target

²² See footnote 21.

²³ CPI Adelaide (All groups) for the period 2011-12 to 2020-21.

²⁴ This also includes the increase in the solid waste levy over the past 10 years which has impacted councils' waste management costs.

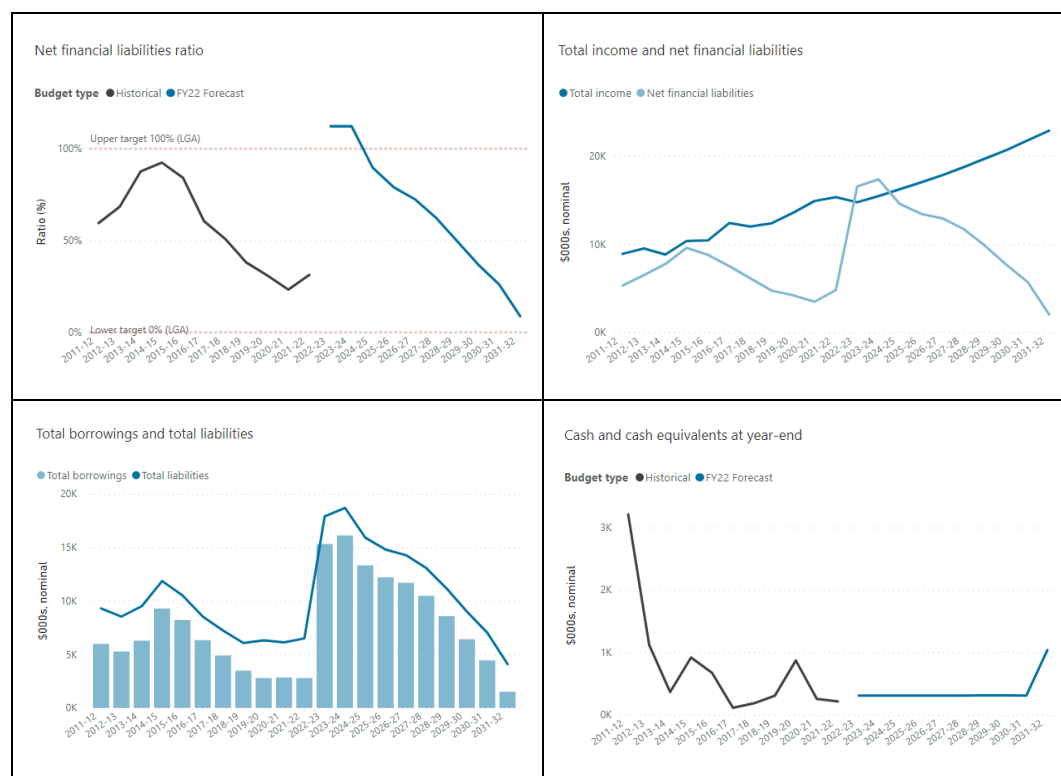
²⁵ Adelaide Plains Council, *2022/2023 Annual Business Plan and Budget*, July 2022, p. 18.

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range for the net financial liabilities ratio of between zero and 100 percent.²⁶ The Council's net debt has historically represented, on average, 72.6 percent (or \$4.5 million annually) of its net financial liabilities and, on 30 June 2022, the Council has reported net debt of \$2.6 million (or total borrowings of \$2.8 million, and a cash balance of \$0.2 million) representing 53.5 percent of net financial liabilities. The Commission has reviewed the historic fluctuations in this ratio and has broadly observed the Council's change in borrowings (a key driver of this ratio) is driven by:

- ▶ the shortfall funding requirements arising from its net cash flow deficits (after capital expenditures)
- ▶ additional repayment of borrowings arising from the Council's surplus funds from its cash balances or the net cash flow surpluses it generated, and
- ▶ the debt and repayment terms associated with the Council's long-term investment in CWMS and other assets. For example, the Council has an outstanding fixed rate long-term debt for the Mallala²⁷ CWMS assets of \$1.8 million on 30 June 2022.

The charts below provide a representation of the Council's net financial liabilities ratio (included in the LTFP) and the key drivers.



²⁶ The net financial liabilities ratio is defined as: Net financial liabilities ÷ Total operating income. This ratio measures the extent to which a council's total operating income covers, or otherwise, its net financial liabilities. The suggested LGA target range is between zero and 100 percent of total operating income, but possibly higher in some circumstances (LGA SA Financial Indicators Paper, pp. 7-8).

²⁷ The Adelaide Plains Council was formerly known as the District Council of Mallala.

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As discussed in section B.3 (above), the Council has revised down the borrowing requirements in its 2022-23 budget to \$4.5 million, compared to \$10.3 million proposed in the LTFP. This material revision changes the Council's forecast borrowings and net financial liabilities profile depicted in the charts above. The key reason for this appears to be related to cash flow inconsistencies identified in the Council's Uniform Presentation of Finances (included in the LTFP)²⁸ which result in the incorrect calculation of the Council's net lending/borrowing, in effect overstating its borrowing requirements in 2022-23.²⁹ These inconsistencies include:

- ▶ incorrect reporting for 'less Amounts received specifically for New and Upgraded Assets', and
- ▶ omission of 'net operating project expenses' which have been included in both the Council's Statement of Comprehensive Income and Uniform Presentation of Finances in the 2022-23 Budget documents.

Broadly, because of this and the material revisions noted in section B, the Commission estimates the budget borrowings will reduce the net financial liabilities ratio from 112.2 percent to approximately 73 percent in 2022-23. Under the LTFP, the Council is forecasting a progressive repayment of borrowings and higher operating income which will reduce the net financial liabilities ratio to 8.9 percent by 2031-32; however, this amortisation profile will need to be updated to reflect the Council's revised level of borrowings.

For these reasons, the Commission has found that it might be appropriate for the Council to:

4. **Improve** the transparency and consistency of borrowing assumptions in its long-term financial plan, particularly in the calculation of 'net lending/borrowing' as per the Uniform Presentation of Finances.

C.3 Asset renewals expenditure

During 2011-12 to 2020-21, the Adelaide Plains Council has spent a more on new and upgraded assets than the renewal and rehabilitation of its existing stock, averaging \$1.9 million per annum on new or upgraded assets, compared with \$1.7 million on the renewal of its asset base. The Council's accumulation of infrastructure reflects the demands of property growth (of 1.5 percent on average per annum over this period).

The Council's expenditure on asset renewals has been highly volatile but over the long term, higher than the level recommended by its AMPs. Between 2011-12 and 2020-21, the average asset renewal funding ratio (IAMP-based) was 125 percent which is above the suggested LGA target range of (90 to 110 percent).³⁰ In 2016-17, the annual ratio was 418 percent, reflecting a spike in capital expenditure, followed by lower expenditure over the next five years (with the ratio then averaging 76 percent).

In 2021-22 and 2022-23, the ratio is estimated to be high (around 130 percent) before returning to 100 percent consistently from 2023-24 (with asset renewal expenditure then projected to align exactly with

²⁸ Regulation 5(1) of the *Local Government (Financial Management) Regulations 2011* requires that a LTFP must include (among other things) a summary of proposed operating and capital investment activities presented in a manner consistent with the note in the Model Financial Statements entitled Uniform Presentation of Finances.

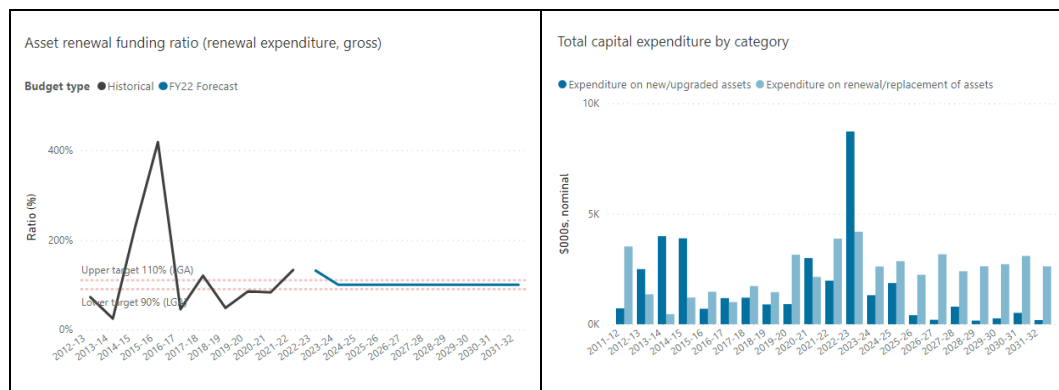
²⁹ However, the correct accounting is applied in the Council's Uniform Presentation of Finances published in its annual business plan. Adelaide Plains Council, *2022-23 Annual Business Plan and Budget*, July 2022, p. 70.

³⁰ The IAMP-based method is the current industry standard whereby asset renewal/replacement expenditure is divided by the recommended expenditure in the IAMP (or AMP). Ideally, this will show the extent to which a council's renewal or replacement expenditure matches the need for this expenditure, as recommended by the plan. The suggested LGA target range for the ratio is 90 to 110 percent (LGA SA Financial Indicators Paper, p. 9).

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AMP-recommended expenditure). The Council's spending on renewal assets is projected to average \$2.9 million to 2031-32 (in nominal terms).

The charts below provide a depiction of these spending trends.



Since the preparation of the Council's AMPs (adopted in October 2021), it is projecting that the renewal and new asset expenditure in the LTFP will generally align to its AMPs. However, the Council has advised that AMPs have not been prepared for bridges, and plant and fleet assets, and some expenditure has been included in the LTFP and identified outside of the AMPs. Additionally, some new and upgraded expenditure has been excluded from the LTFP but included in the AMPs. For example, expenditure included in the LTFP and identified outside of the AMPs include:

- ▶ bridge renewals – \$1.0 million (in 2022-23)
- ▶ plant and fleet renewals – \$4.9 million (over the period 2022-23 to 2030-31)
- ▶ new 'strategic' land acquisition – \$4.0 million (in 2022-23), and
- ▶ new transport expenditure for the sealing of Middle Beach Road – \$2.4 million (in 2022-23).³¹

The Commission notes that there can be legitimate budget reasons for adjusting capital expenditure from year to year, as well as additional inflation impacts, but encourages the Council to review this area to determine if there can be better alignment. However, given these differences, the Commission would encourage the Council to improve the alignment between the AMPs and LTFP, and therefore finds it appropriate to for the Council to:

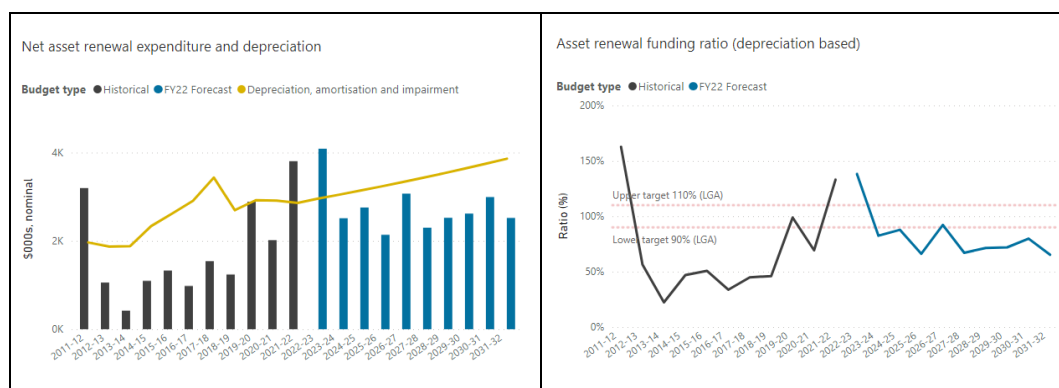
5. **Consider** including bridges, and plant and equipment assets in new or existing asset management plans to support the prioritisation of renewal expenditure in its long-term financial plan.

Asset renewals expenditure can also be assessed with the asset renewal funding ratio based on the depreciation approach.³² Between 2012-13 and 2020-21, depreciation expense growth outpaced renewal capital expenditure by \$11.0 million, and this has resulted in an average asset renewal funding ratio (depreciation-based) of 53.3 percent. The charts below depict these trends.

³¹ The Council is expected to receive capital grants of \$1.2 million (50 percent) in 2022-23 under the Local Government Infrastructure Partnership Scheme to seal Middle Beach Road.

³² The Council's asset renewal funding ratio by the depreciation-based method (where asset renewal/replacement expenditure is divided by depreciation expenses). This ratio shows the extent to which capital expenditure on the renewal and replacement of assets matches the estimated rate at which these assets are used or consumed.

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A high-level review of the Council's asset base over the five-year period to 2020-21 indicates the Council has grown its assets through both renewal asset expenditure and new asset investment (relative to depreciation), as:

- ▶ total capital expenditure has exceeded total depreciation expense by 12.1 percent; however, renewal capital expenditure is lower than total depreciation expense by 36.3 percent
- ▶ total assets received free of charge have totalled \$14.6 million (from 2016-17 to 2020-21) or an average of \$2.9 million per annum, and
- ▶ the overall asset base has continued to grow from a carrying value of \$100.8 million to \$121.1 million (on 30 June 2021), representing an average increase of 4.7 percent per annum (see more on this point below).

Over the 10-years to 2031-32, the Council's depreciation expenses are again forecast to outpace renewal capital expenditure on average by 19 percent, resulting in the asset renewal funding ratio (depreciation-based) averaging 81.1 percent per annum.

There may be legitimate reasons why depreciation expenses are higher than renewal expenditure. The risk that arises when depreciation expenses exceed spending on asset renewals is that the asset lives are assumed to be shorter (in the depreciation calculation) than occurs in practice. The implication of projecting higher than necessary depreciation expenses is that higher operating income (and potentially higher rates revenue) is required to generate an operating surplus for the Council.

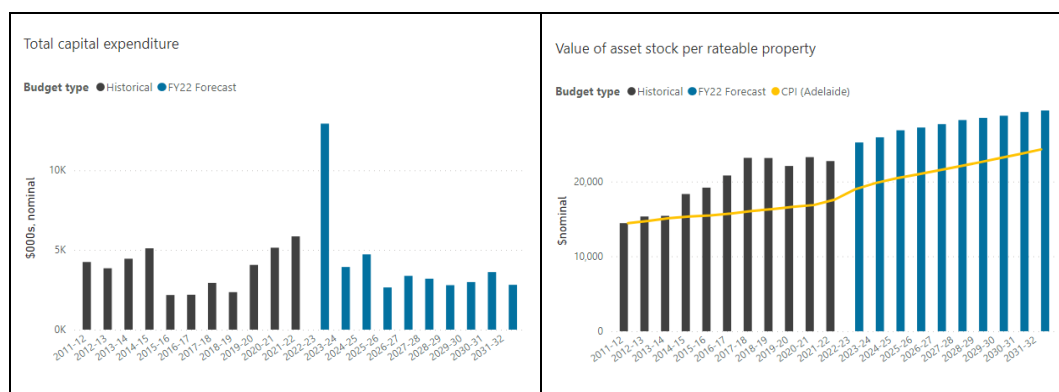
Therefore, it would be appropriate for the Council to:

6. **Review** the assumptions underpinning its asset management plans to ensure those plans incorporate a more accurate picture of required asset expenditure and better align with the allocations in its long-term financial plan as necessary, including the estimate for asset lives and valuations feeding into the forecast rates of asset consumption and depreciation expenses.

In 2022-23, the Council has budgeted a relatively large capital program of \$8.1 million (\$4.6 million on asset renewals and \$3.5 million on new and upgraded works), and this compares to an average total capital expenditure of \$3.8 million per annum over the last 10 years (see the left chart over the page). Practically and logistically, the increase in capital expenditure may be challenging to achieve, even though the projects incorporate grant funding and developer contributions.³³

³³ For example, the Council will receive capital grants in 2022-23 under the Local Government Infrastructure Partnership Scheme to seal Middle Beach Road (or 50 percent of \$2.4 million).

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As the above right chart indicates, the growth in the value of asset stock per property was 5.4 percent in the Adelaide Plains area over the 10 years to 2020-21. This reflects a combination of capital expenditure and asset accumulation by the Council (including those assets provided by developers), as well as asset revaluations over this period.

The Council's forward projections indicate that the value of the assets per property will increase at a much lower rate to 2031-32 - by an average of 1.4 percent per annum - which is lower than the RBA-based forecast rate of inflation (2.8 percent per annum). Notwithstanding that the spike in capital expenditure in 2022-23 does not yet appear to be reflected in the future asset value estimates, these projections, as they stand, would contribute to the Council's sustainability into the future and reflect a period of asset and service consolidation accompanying higher growth. Nonetheless, the Council's annual review of its LTFP from 2023-24 might also need to incorporate further revisions to the asset value estimates.

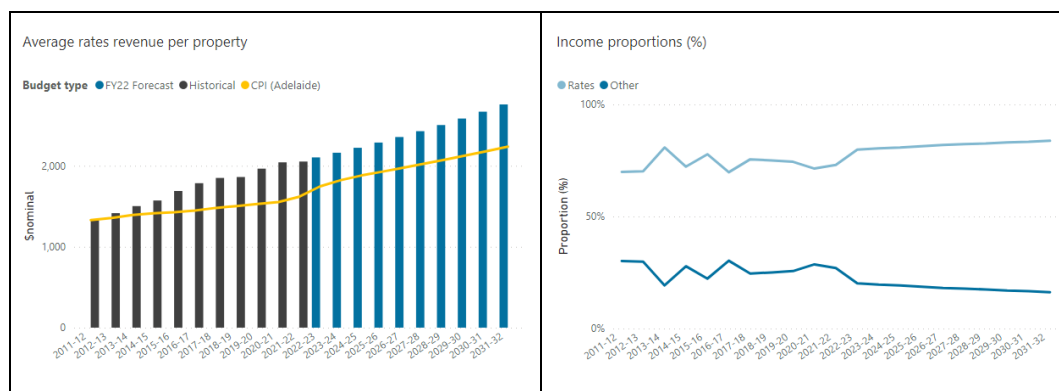
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D Current and projected rate levels

D.1 Historical rates growth

The Adelaide Plains Council's rate revenue per property has increased on average by 4.9 percent per annum (or \$79 per annum),³⁴ to reach an estimated \$2,043 per property in 2020-21 (see the left chart below).³⁵ This has exceeded CPI growth of an average of 1.7 percent per annum over this period, but also encompasses 1.2 percent average annual growth in rateable property numbers.³⁶ Current rate levels partially reflect its recent history of spending growth, predominantly on the costs associated with renewing and upgrading its community infrastructure and accumulating new assets, as was discussed in the previous section.

Based on external data, the Commission notes that the Adelaide Plains Council has relatively high average rates, reflecting its relatively high-rate levels for residential categories, but relatively low non-residential rates.³⁷ Arguably, the residential rates are more indicative of some metropolitan council levels, rather than rural council levels.



D.2 Proposed 2022-23 rate increases

The Adelaide Plains Council has budgeted for an average rates increase of 6.2 percent applying to ratepayers in 2022-23, which will provide for an estimated increase in net general rates revenue of 9.0 percent (including growth).³⁸ This represents a higher increase than the Council's projection in the LTFP of 2.5 percent or 5.3 percent (including growth).³⁹ The Commission also notes that the Council's

³⁴ From 2011-12 to 2020-21.

³⁵ These estimates are based on the Council's Excel Template data which include total general rates revenue and other service charges.

³⁶ CPI Adelaide (All groups). Average annual growth in the Local Government Price Index (LGPI) published by the South Australian Centre for Economic Studies was similar (at 1.9 percent). Available at <https://www.adelaide.edu.au/saces/economic-and-social-indicators/local-government-price-index>.

³⁷ Refer to Councils in Focus rates data for 2019-20 available at https://councilsinfocus.sa.gov.au/councils/adelaide_plains_council. The Commission is not relying on these rate comparisons for its advice; the data source provides just one indicator, among many, which has informed its advice on the appropriateness of the rate levels.

³⁸ This year-on-year increase compares the 2022-23 adopted budget to the 2021-22 adopted budget (Adelaide Plains Council, 2022/2023 Annual Business Plan and Budget, July 2022, p. 50).

³⁹ The Council noted a 2.25 percent increase in general rates for 'business as usual' plus 0.25 percent to fund new assets / programs, plus 2.75 percent to allow for growth. This results in a total increase to existing rates of 2.50 percent or 5.25 percent when growth is considered (Adelaide Plains Council, 2022-23 to 2031-32 Long Term

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rateable properties has increased by 4.9 percent in 2021-22 (to 5,460 rateable properties), the largest annual increase in the last 10 years, being a key driver of its large revenue increase in 2022-23.

Different rate categories are subject to varying changes, with residential ratepayers to pay an average increase of 5.5 percent (or \$95 per property) on 2021-22 budget levels (which accounts for 57.2 percent of general rates revenue). Primary production (mostly farmland) ratepayers will pay an average increase of 4.0 percent (or \$101 per property) on 2021-22 budget levels (which accounts for 34.3 percent of general rates revenue). Vacant land ratepayers will experience the largest increase – an average increase of 10.4 percent (or \$131 per property); however, these ratepayers account for approximately 1 percent of general rates revenue.

In terms of income from other charges incurred by ratepayers, these include the Regional Landscape Levy, waste collection,⁴⁰ and CWMS charges, increasing by 2.5 percent, 6.7 percent, and 4.8 percent, respectively. These three charges account for approximately 10 percent of the Council's total expected rates revenue in 2022-23.

D.3 Projected further rate increases

Over the forward years of its LTFP, the Council is projecting average growth in total rates revenue per rateable property of 3.1 percent per annum from 2023-24 to 2031-32. In total, the LTFP effectively projects a cumulative increase of \$655 per existing ratepayer (to \$2,758) by 2031-32, an increase of approximately \$200 above the Council's assumed inflation growth over this period (see previous chart on the left side).⁴¹ This increase partially reflects the Council's assumption in its 2022-23 budget of an additional 0.25 percent above inflation to fund new assets/programs.⁴²

The Commission notes that rate revenues are a key driver for the Council's projected financial performance but notes that it also relies on additional sources of funding such as 'grants, subsidies and contributions', statutory charges and user charges. Over the long-term (in 2031-32), grant income and user charges are projected to account for a lower percentage of total operating income, at 9.8 percent (down from 21.5 percent in 2021-22) and 0.9 percent (down from 1.4 percent in 2021-22), respectively. By implication, the Council projects higher contributions from rate revenue and statutory charges, at 83.8 percent (up from 73.0 percent in 2021-22) and 4.9 percent (up from 3.4 percent in 2021-22), respectively.

D.4 Affordability risk

Affordability risk among the community for the current and projected rate levels appears to be moderate. The Commission notes that the Adelaide Plains Council area has relatively high socioeconomics based on its Socio-Economic Indexes for Areas (SEIFA) ranking, which indicates that on average, the community has relatively higher access to economic resources than many other council areas.⁴³

Financial Plan, February 2022, p. 6, available at

https://www.apc.sa.gov.au/_data/assets/pdf_file/0029/1113995/Long-Term-Financial-Plan-2023-2032.pdf.

⁴⁰ The Commission notes the increase in the solid waste levy over the last 10 years, which has impacted waste management costs in the local government sector.

⁴¹ The CPI forecasts in the chart are based on RBA forecasts and then a return to long term averages (2.5 percent per annum), which are different to Council's inflation forecasts (as was discussed in section B.1).

⁴² Adelaide Plains Council, *2022-23 to 2031-32 Long Term Financial Plan*, February 2022, p. 6.

⁴³ The Adelaide Plains Council area is ranked 65 among 71 South Australian 'local government areas' (including Anangu Pitjantjatjara and Maralinga Tjarutja Aboriginal community areas and 'unincorporated SA') on the Australian Bureau of SEIFA (2016), where a lower ranking (eg, 1) denotes relatively lower access to economic resources in general, compared with other areas, available at <https://www.abs.gov.au/ausstats/subscriber.nsf/log?openagent&2033055001%20->

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However, the current economic environment is putting more pressure on most communities' capacity to pay for further rate increases, including Adelaide Plains. Further, it is not evident that the Council has tested the support for the rate increases through community consultation (for example, with a survey or discussion forum about rate increases and service levels). Given that residential rates are already so comparatively high in the Council area and more increases above inflation are projected to 2031-32, the Commission considers that it would be appropriate for the Adelaide Plains Council to:

7. **Review** and consider limiting future increases above inflation on its average residential rates (for which average rate levels are high) to help reduce affordability risk in the community.
8. **Consult** directly with its community about future rate increases and service levels (for example, through a community survey or discussion forum).

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16 QUESTIONS ON NOTICE

Nil

17 QUESTIONS WITHOUT NOTICE

18 MOTIONS ON NOTICE

Nil

19 MOTIONS WITHOUT NOTICE

20 URGENT BUSINESS

21 CONFIDENTIAL ITEMS

Nil

22 CLOSURE