NOTICE OF MEETING

Notice is hereby given that the next ordinary meeting of Council will be held on Tuesday 23 January 2018 in the Council Chambers, 43 – 51 Tanunda Road, Nuriootpa, commencing at 9.00am.

Martin McCarthy
CHIEF EXECUTIVE OFFICER
THE BAROSSA COUNCIL

AGENDA

1. THE BAROSSA COUNCIL

1.1 Welcome by Mayor - meeting declared open
1.2 Present
1.3 Leave of Absence
   Cr Leonie Boothby
   Cr Christopher Harms
1.4 Apologies for Absence
   Nil
1.5 Minutes of previous meetings – for confirmation:
   Ordinary Council meeting – Tuesday 19 December 2017 at 9.00am
   Confidential Council meeting – Tuesday 19 December 2017 at 10.41am
   Confidential Council meeting – Tuesday 19 December 2017 at 10.45am
1.6 Matters arising from previous minutes
   Nil
1.7 Notice of Motion
   Nil
1.8 Questions on Notice
Nil

2. MAYOR
2.1 Mayor’s report - attached

3. COUNCILLORS’ REPORTS
3.1 Nil

4. CONSENSUS AGENDA
4.1 MAYOR
Nil

4.2 EXECUTIVE SERVICES
4.2.1 Call for Notices of Motion – Local Government Association of South Australia – Ordinary General Meeting 13 April 2018

4.3 CORPORATE & COMMUNITY SERVICES
4.3.1 ACTING DIRECTOR
Nil

4.3.2 MANAGER FINANCIAL SERVICES
Nil

4.3.3 MANAGER COMMUNITY AND CULTURE
Nil

4.4 WORKS AND ENGINEERING
4.4.1 DIRECTOR’S REPORT
4.4.1.1 Legatus Group – 2030 Regional Transport Plan – Final Report

4.5 DEVELOPMENT & ENVIRONMENTAL SERVICES
4.5.1 FOOD
4.5.1.1 Food Recalls
4.5.1.2 Food Premises Inspections

4.5.2 NATURAL RESOURCES
4.5.2.1 South Para Biodiversity Project Inc. Committee
4.5.2.2 Review of the Barossa Water Allocation Plan
4.5.2.3 Adelaide and Mount Lofty Ranges Natural Resources Management Board

4.5.3 DEVELOPMENT AND ENVIRONMENTAL SERVICES - DIRECTOR
4.5.3.1 Gawler River Floodplain Management Authority

4.5.4 GENERAL INSPECTOR
5. CONSENSUS AGENDA ADOPTION
  5.1 ITEMS FOR EXCLUSION FROM CONSENSUS AGENDA
  5.2 RECEIPT OF CONSENSUS AGENDA
  5.3 DEBATE OF ITEMS EXCLUDED FROM CONSENSUS AGENDA

6. VISITORS TO THE MEETING/ADJOURNMENT OF MEETING
  6.1 VISITORS TO THE MEETING
      9.30am  Presentation – Youth Grant Certificates to Emma Dowling, Amity Hansen, Lauren Ball, Cody Bahnisch and Alex Griffiths
  6.2 ADJOURNMENT OF COUNCIL MEETING

7. DEBATE AGENDA
  7.1 MAYOR
      Nil
  7.2 EXECUTIVE SERVICES
      7.2.1 CHIEF EXECUTIVE OFFICER
      Nil
  7.3 CORPORATE AND COMMUNITY SERVICES
      7.3.1 ACTING DIRECTOR
          7.3.1.1 Minutes of Audit Committee Meeting and Appointment of Independent Member

7.3.2 FINANCE
      7.3.2.1 Monthly Finance Report (as at 31 December 2017)
      7.3.2.2 Long Term Financial Plan 2018/19 to 2027/28 and Annual budget & Business Planning Timetable 2018/19

7.3.3 MANAGER COMMUNITY AND CULTURE
      Nil

7.4 WORKS AND ENGINEERING
      7.4.1 DIRECTOR’S REPORTS
          7.4.1.1 Remedial Civil Works – Collins Street - Angaston

7.5 DEVELOPMENT AND ENVIRONMENTAL SERVICES
      7.5.1 DIRECTOR’S REPORT
          7.5.1.1 Joint Planning Arrangement Pilot Project – Next Steps
8. CONFIDENTIAL AGENDA

8.1 DIRECTOR – WORKS AND ENGINEERING SERVICES

8.1.1 Tender – Springton Roads Upgrade Civil Works Construction – Tender Number – T0050-2017

9. REPRESENTATIVES ON COUNCIL COMMITTEES REPORTS

Nil

10. OTHER BUSINESS

Nil

11. NEXT MEETING

11.1 Tuesday 20 February 2018 commencing at 9.00am

12. CLOSURE
# Mayors Report to Council

**12th December 2017 to 15th January 2018**

## DECEMBER 2017

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>14/12/2017</td>
<td>GRFMA Board Meeting City of Playford</td>
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<tr>
<td>15/12/2017</td>
<td>Lyndoch Christmas Party</td>
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<tr>
<td>19/12/2017</td>
<td>Council Meeting</td>
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<tr>
<td>19/12/2017</td>
<td>Bush Gardens Christmas lunch</td>
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<tr>
<td>21/12/2017</td>
<td>BBBfm interview with local Mayors</td>
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<tr>
<td>28/12/2017</td>
<td>Commitment celebration for Chinese couple at Carrick Hill</td>
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</tbody>
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## JANUARY 2018

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>05/01/2018</td>
<td>New Waste Contract, photo of 4 Mayors</td>
</tr>
<tr>
<td>09/01/2018</td>
<td>Light Pass re resident complaint</td>
</tr>
<tr>
<td>11/01/2018</td>
<td>TDU Jersey Competition judging</td>
</tr>
<tr>
<td>11/01/2018</td>
<td>Light Pass – follow up from previous visit</td>
</tr>
<tr>
<td>12/01/2018</td>
<td>Women’s TDU start and finish – Lyndoch &amp; Mengler Hill</td>
</tr>
</tbody>
</table>

**NB.** I was invited to participate in the Commitment Ceremony for Lin Wang and Yu Hou as Mayor – not as a Celebrant. They had previously been married in China.
4.2  CONSENSUS AGENDA – CHIEF EXECUTIVE OFFICER

4.2.1  CALL FOR NOTICES OF MOTION – LOCAL GOVERNMENT ASSOCIATION OF SOUTH AUSTRALIA – ORDINARY GENERAL MEETING 13 APRIL 2018

B6259

The Local Government Association of SA (LGA) has issued a call for notices of motion to the LGA Ordinary General Meeting to be held on Friday 13 April 2018 as per the circular attached. Notices are required by 2 March 2018.

RECOMMENDATION
That Report 4.2.1 be received and noted.
2018 LGA Ordinary General Meeting - Notices of Motion and Appointment of Delegates - Circular 2.3

To
Chief Executive Officer
Corporate Services Staff
Elected Members
Governance Officers

Date
10 January 2018

Contact
Astrid Crago
Email: astrid.crago@lga.sa.gov.au

Response Required
Yes

Summary
The 2018 LGA Ordinary General Meeting will be held on Friday 13 April at the Adelaide Town Hall, King William Street, Adelaide. This circular provides information about council Notices of Motion and appointment of voting delegates.

Notices of Motion
Pursuant to Clause 25 of the LGA Constitution: "Any ordinary member may give the LGA notice of a motion it proposes to move at a General Meeting." Notices of Motion must be received by the LGA no later than 42 days prior to the meeting.

The completed 2018 LGA Ordinary General Meeting - Council Notice of Motion form is due by COB Friday 2 March 2018.

Members are encouraged to seek assistance and advice from the LGA on the development of proposed notices of motion prior to submission. This can include advice on endorsed policy positions, current projects, resource implications and any other relevant factors in support of a motion. Note: further guidance on submitting a Notice of Motion will be provided to councils shortly.

Late notices of motion on urgent matters may be submitted, however, councils are reminded that Clause 25.5 of the LGA Constitution provides for the absolute discretion of the LGA President to determine that a late notice of motion may be dealt with at the following general meeting ie, October 2018.

Voting Delegates
Clauses 36 & 37 of the LGA Constitution outline the qualifications and appointment of voting delegates. Unless contrary advice is provided to the LGA the nominated Council voting delegate, as notified for the LGA Annual General Meeting held in November 2017, remains the same.

Councils may appoint new voting delegates by completing and returning the 2018 LGA Ordinary General Meeting - Appointment of Council Delegate form by COB Friday 30 March 2018. Those councils retaining their existing delegate can confirm this in writing by email.

In summary forms/advice should be emailed to the LGA at lgaas@lga.sa.gov.au as follows:
- Notices of Motion: Friday 2 March 2018
- Voting delegates: Friday 30 March 2018

For further information contact Astrid Crago, Administration Coordinator at astrid.crago@lga.sa.gov.au.
4.4.1 CONSENSUS AGENDA – DIRECTOR WORKS AND ENGINEERING

Author: Manager Engineering Services

4.4.1.1 LEGATUS GROUP – 2030 REGIONAL TRANSPORT PLAN – FINAL REPORT B7486

The Legatus Group, through transport engineering consultants HDS Australia, has prepared a Final Report of the 2030 Regional Transport Plan for Council consideration. Refer attached 18/2607 and 18/2608.

The Legatus Group is the trading name of the Central Local Government Region which is a regional subsidiary established under the Local Government Act 1999 (SA).

The Barossa Council, along with the other member regional Council's, were consulted in the preparation of the Plan, which included input from other external stakeholder groups such as the Regional Development Australia (RDA) Barossa.

The Plan identifies the regions significant road infrastructure vital for the region’s businesses and industries, and for the community’s ability to access jobs and services. Overall vehicle movements within the region are expected to significantly increase with projected population growth, as well as industry expansion and higher numbers of tourists visiting the area. Freight routes in the region are currently experiencing increasing numbers of vehicles along with increasing loads per vehicle. Road maintenance and improvement is a substantial component of the Legatus Group' Councils' operations and expenditure.

The 2030 Regional Transport Plan will help plan and prioritise road works on a regional scale and identify opportunities for efficiencies through cooperation, collaboration and partnerships, especially in terms of grant funding. The Plan will inform the regional priorities for Special Local Roads Program (SLRP) funding.

RECOMMENDATION:
That Report 4.4.1.1 be received and noted.
Legend

- Regionally Significant Community Access Route
- DPTI Route
- Local Route
- Key Town (>3000)
- Important Centre (1000 - 3000)
- Large Community (200 - 1000)
- Small Community (50 - 100)
- Concentration Point (>100)

Services:
- 5 services
- 4 services
- 3 services
- 2 services
- 1 service
- 0 services

Prepared by
277 Magill Road
Trinity Gardens SA 5068

John C Olson
FIEAust
Chartered Professional Engineer
Member No. 516304

Telephone: 08 8333 3760
Email: sa@hdsaustralia.com.au

Approved

Date

Legatus Group
2030 Regional Transport Plan

Regional Community Access Routes
The Barossa Council

Drawing No.
2030TP-C-C-02
Legend

- Regionally Significant Community Access Route
- DPTI Route
- Local Route
- Key Town (>1000)
- Important Centre (100 -1000)
- Large Community (50 - 100)
- Small Community (5 - 50)
- Concentration Point (>10)

Key:

- Orange: 5 services
- Yellow: 4 services
- Blue: 3 services
- Green: 2 services
- Magenta: 1 service
- Red: 0 services

Clare and Gilbert Valleys Council
Prepared by
277 Magill Road
Trinity Gardens SA 5068
Telephone: 08 8333 3760
Email: sa@hdsaustralia.com.au

Legatus Group
FIEAust
Chartered Professional Engineer
Member No. 516004
Approved
Date

Regional Community Access Routes
2030 Regional Transport Plan
Clare and Gilbert Valleys Council
Drawing No. 2030TP-C-C-04
Legend

- Regionally Significant Community Access Route
- DPTI Route
- Local Route
- Key Town (>1000)
- Important Centre (1000 - 3000)
- Large Community (500 - 1000)
- Small Community (50 - 100)
- Concentration Point (>100)

Service Levels:
- 5 services
- 4 services
- 3 services
- 2 services
- 1 service
- 0 services

Green
Blue
Yellow
Magenta
Orange
Red
Legend

- Regionally Significant Community Access Route
- DPTI Route
- Local Route
- Key Town (>1000)
- Important Centre (500 - 1000)
- Large Community (100 - 500)
- Small Community (50 - 100)
- Concentration Point (>100)

5 services
4 services
3 services
2 services
1 service
0 services

Regional Council of Goyder

Prepared by
277 Magill Road
Trinity Gardens SA 5068
Telephone: 08 8333 3760
Email: sa@hdsaustralia.com.au

John C Olson
FIEAust
Chartered Professional Engineer
Member No. 516304

Approved

Date

Legatus Group
2030 Regional Transport Plan

Regional Community Access Routes
Regional Council of Goyder

Drawing No.
2030TP-C-C-07
Legend

- Regionally Significant Community Access Route
- DPTI Route
- Local Route
- Key Town (>1000)
- Important Centre (100 - 1000)
- Large Community (50 - 1000)
- Small Community (10 - 50)
- Concentration Point (>100)

- Green
- Blue
- Yellow
- Magenta
- Orange
- Red

5 services
4 services
3 services
2 services
1 service
0 services
Legatus Group

2030 REGIONAL TRANSPORT PLAN

Final Report

HDS Australia Pty Ltd
277 Magill Road
Trinity Gardens SA 5068

telephone +61 8 8333 3760
email sa@hdsaustralia.com.au

www.hdsaustralia.com.au

December 2017
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APPENDICES

A. 2030 Regional Transport Plan – Regional Routes (as at 15 December 2017), A4 Size

ENCLOSURES

1. 2030 Regional Transport Plan – Demand Modelling Working Paper
2. 2030 Regional Transport Plan – Regional Routes (as at 15 December 2017), A3 Size
**REFERENCES** *(downloadable from the Legatus Group website “Resources” page or relevant SA Government website)*

4. Strategic Infrastructure Plan for South Australia, Office for Infrastructure Development, State Government of SA, April 2005
5. Strategic Infrastructure Plan for South Australia – Regional Overview, Office for Infrastructure Development, State Government of SA, May 2005
6. The 30-Year Plan for Greater Adelaide, Department of Planning and Local Government, 2010
10. Development Plan, Barunga West Council, Consolidated, 19 March 2015
11. Development Plan, Clare and Gilbert Valleys Council, Consolidated, 10 January 2013
12. Development Plan, Copper Coast Council, Consolidated, 9 June 2016
15. Development Plan, Light Regional Council, Consolidated, 8 December 2016
16. Development Plan, Mount Remarkable (DC), Consolidated, 5 September 2013
17. Development Plan, Northern Areas Council, Consolidated, 12 February 2015
18. Development Plan, Orroroo Carrieton Council, Consolidated, 22 November 2012
19. Development Plan, Port Pirie (RC), Consolidated, 10 January 2013
20. Development Plan, Wakefield Regional Council, Consolidated, 6 February 2014
23. Strategic Plan: 2013-2016, District Council of Mallala
25. Strategic Plan 2015-2025, District Council of the Copper Coast
27. Strategic Plan 2009-2014, District Council of Orroroo Carrieton
28. AusLink White Paper – Building our National Transport Future, Department of Transport and Regional Services, June 2004
29. Melbourne – Adelaide Corridor Study, Department of Transport and Regional Services, July 2006
30. Road Classification Guidelines in South Australia, Local Roads Advisory Committee, July 2008
31. Heavy Vehicle Access Framework, Department for Transport Energy and Infrastructure, October 2011
32. South Australian Tourism Plan 2020, South Australian Tourism Commission, 2014
35. Adelaide Rail Freight Movements Study – Final Report, Department of Infrastructure, Transport, Regional Development & Local Government, June 2010
36. A Functional Hierarchy for SAs Land Transport Network, Department of Planning, Transport and Infrastructure, June 2013
37. The Integrated Transport and Land Use Plan, Department of Planning, Transport and Infrastructure, July 2015
41. Strategic Infrastructure Plan for South Australia – 2010 Discussion Paper, Department for Transport, Energy and Infrastructure, September 2010
42. The 30-Year Plan for Greater Adelaide 2016 Update – Draft for Consultation, Department of Planning, Transport and Infrastructure, 2016
43. Mid North Region Plan, A volume of the South Australian Planning Strategy, Department of Planning, Transport and Infrastructure, May 2011
44. Far North Region Plan, A volume of the South Australian Planning Strategy, Department of Planning, Transport and Infrastructure, July 2010
45. Yorke Peninsula Regional Land Use Framework, A volume of the South Australian Planning Strategy, Department of Planning, Transport and Infrastructure, December 2007
46. Regional North South Transport Corridor Final Report, Regional Development Board, February 2006
47. South Australian Rail Freight – A Bypass to Save the Heart of Adelaide, Mitcham Community Rail Freight Task Force, 2007
49. Adelaide Rail Freight Movements Study – Final Report, Department of Infrastructure, Transport, Regional Development & Local Government, June 2010
50. Northlink – Getting SA on Track, Northlink Reference Group, December 2010
51. Tourism Profile – South Australia, South Australian Tourism Commission, December 2015
52. Tourism Profile – Barossa, South Australian Tourism Commission, December 2015
53. Tourism Profile – Clare Valley, South Australian Tourism Commission, December 2015
54. Tourism Profile – Flinders Ranges & Outback, South Australian Tourism Commission, December 2015
55. Tourism Profile – Yorke Peninsula, South Australian Tourism Commission, December 2015
56. Yorke and Mid North Freight Plan – Situational Analysis, Regional Development Australia Yorke and Mid North, 2015
57. Far North Regional Plan 2013 – 2016, Regional Development Australia Far North
58. Submission for the National Freight and Supply Chain Strategy, Regional Development Australia Far North, July 2017
60. 2W2W Economic Corridor – Accelerating Regional Growth from Two Wells to Whyalla, Government of South Australia, 2017
PART A

1.0 EXECUTIVE SUMMARY

1.1 Project Overview

In December 2016, HDS Australia was engaged by the Legatus Group to prepare its 2030 Regional Transport Plan. The 2030 Regional Transport Plan is a strategic level assessment of transport needs and priorities within the Central Local Government Region (the Region) for the period from 2017 to 2030. It officially replaces the current Regional Transport Strategy (RTS), which has been in place since 2007.

Development of the 2030 Regional Transport Plan was undertaken by a specialist team of road transport planning and traffic engineers from HDS Australia led by John Olson, Managing Director and Principal Engineer, with key input from Daniels Ahrens, Senior Roads & Infrastructure Engineer. The team’s approach used an agreed methodology developed jointly by HDS Australia and the Legatus Group, which was based upon earlier work undertaken for the Southern & Hills Local Government Association (S&HLGA), the Limestone Coast Local Government Association (LCLGA) and the Murraylands and Riverland Local Government Association (MRLGA). The Legatus Group Transport & Infrastructure Advisory (TIA) Committee acted as a Reference Group for the project, with Simon Millcock, Chief Executive Officer of the Legatus Group, as the Client Representative.

Overall, the project entailed three distinct stages, namely:

1. Identification of Land Use and Regional Transport Demands.
2. Development of a Regional Road Network which complements the existing National Highway and Arterial Road Network.

Each of the above stages had defined inputs, process requirements and consultancy deliverables, as detailed in the task list provided to Legatus Group by HDS Australia when determining the scope of works (refer to Appendix A of Enclosure 1).

Included in the first stage was a substantial study of all currently available literature reflecting state level strategic planning, regional planning and development issues, regional transport planning and local transport plans. 55 documents were initially examined, with input from a further five documents subsequently included in the final report.

One interim publication was prepared during development of the 2030 Regional Transport Plan. Titled “2030 Regional Transport Plan – Demand Modelling Working Paper”, it was released as a draft for TIA Committee discussion in August 2017, with the final version released in October 2017 and adopted at a meeting of the TIA Committee on 3 November 2017. This document is included as Enclosure 1 to the final report.

This final report for the 2030 Regional Transport Plan is the culmination of the project. However, while released as a current summary of regional transport priorities for the next 14 years, it is recognised that the 2030 Regional Transport Plan is a “living” document which will need regular review and updating as subsequent regional planning and development initiatives influence future transport priorities.

Further details of specific tasks undertaken and outcomes achieved as part of the 2030 Regional Transport Plan development project are contained in Section 2.
1.2 Review of State and Regional Development Plans

1.2.1 Strategic Planning

The first part of Section 3 reviews the strategic direction set by the state government for both South Australia as a whole and for the Region. Reference to regional areas is provided in the following commentary, extracted from the latest version of South Australia’s Strategic Plan, released in 2011:

“We value the contributions our regions make to our economic prosperity, home to agriculture, forestry and fishing industries as well as an expanding mining industry. These industries together contributed $6 billion to our economy in 2009/10. We want our regional communities to thrive through sustained growth while reaping the economic benefits of their hard work.”

The current published version of the Strategic Infrastructure Plan for South Australia (SIPSA) was released in April 2005 and covers the period 2004/05 to 2014/15. The state government has advised that release of an updated Strategic Infrastructure Plan for South Australia is “imminent”. Although it may soon be superseded, relevance of the current SIPSA to the 2030 Regional Transport Plan is reflected in the following “Transport Strategic Priorities”:

Road

- Improve the State’s competitiveness through efficient freight transport networks and improved international links.
- Minimise the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes.
- Concentrate resources on maintaining and improving existing assets rather than extending the network.

Rail

- Encourage the shift to rail transport for passenger and freight movements where justified by environmental, economic or social imperatives.

Air

- Provide for the orderly expansion of facilities at regional airports to meet growing visitor and freight activities.

SIPSA also identifies a series of specific strategic level transport projects for implementation across the state, via a Regional Overview document. Those relevant to the Region are:

- Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight.
- Implement the strategic town bypass policy.

While the state government has lead responsibility for promoting, developing and evaluating these transport strategies and projects, they have a significant impact on the 2030 Regional Transport Plan.

1.2.2 Statutory Planning

The second part of Section 3 examines the state’s current statutory planning documentation, including consideration of regional planning. Development plans in existence for the 15
councils which form the Legatus Group are examined in this section, providing a key input into the subsequent evaluation of regional freight generators.

1.3 Review of Current Transport Plans

Section 4 examines several key transport planning studies covering the Region. A summary of each is provided, with further detail available in the Demand Modelling Working Paper (Enclosure 1) or the relevant reference.

1.4 Regional Transport Routes

1.4.1 Freight

Section 5 summarises key land use and freight demands in the Region. Sources of freight movements comprise two fundamental types, namely (1) individual properties throughout the Region and (2) industrial and logistics zones in Key Towns and Important Centres. A summary of predicted freight generation demands, identified from each individual council’s Development Plan, as well as from discussions with council representatives, the RDA Barossa, the RDA Yorke and Mid North and the RDA Far North, is provided in the table in Section 5.1.

Section 5 also examines freight capacity and safety issues, plus defines “Regional Freight Routes” under separate classifications of “regionally significant” and “locally important”. The term “large volume of heavy freight vehicles”, as contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), is clarified so that measured or predicted heavy vehicle traffic volumes and/or freight tonnages can be used to objectively define freight routes as regionally significant or locally important.

Regional freight routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 2.

1.4.2 Tourism

Section 6 addresses tourism demands in the Region by examining in some detail various state and regional tourism publications. Section 6 defines tourism demands in terms of economic benefit to the state, region and local community. A summary of total visitor numbers and accommodation nights highlights the significance of the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula as tourist destinations, not only for interstate visitors (where the average length of stay is 3.0 nights for the Barossa region, 2.9 nights for the Clare Valley region, 4.8 nights for the Flinders Ranges & Outback region and 4.7 nights for the Yorke Peninsula region), but for international visitors (with an average stay of 12.8 nights for the Barossa region, 15.3 nights for the Clare Valley region, 6.4 nights for the Flinders Ranges & Outback region and 19.6 nights for the Yorke Peninsula region).

From information contained in the “Regional Tourism Profiles December 2014 – 2016” published by SATC in September 2017 (References 51 to 55), the visitor numbers for the Flinders Ranges & Outback, Yorke Peninsula, Barossa and Clare Valley tourism regions rank at third, fifth, ninth and eleventh respectively among other regions in South Australia including Adelaide (ranked as 1st), Fleurieu Peninsula (2nd), Limestone Coast (4th), Eyre Peninsula (6th), Riverland (7th), Murraylands (8th), Adelaide Hills (10th) and Kangaroo Island (12th).

A methodology for defining regional tourism routes is detailed in Section 6. Based upon this methodology, regional tourism routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 2.
1.4.3 Community Access

Section 7 identifies community access demands based upon current population, expected future growth in population under the current state strategic plan, consideration of demographic shifts and availability of essential regional services covering education, health, finance (banking), recreation and emergency services.

The second part of Section 7 details a methodology for defining regional community access routes, using a combination of community size and availability of essential services. Based upon this methodology, regional community access routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 2.

1.4.4 Non-Roads Transport Considerations

Section 8 examines public transport issues, along with rail, sea and air transport infrastructure. Key conclusions are:

- **Public Transport** – The current state government policy for public transport in South Australia is mainly focused on revitalisation for the higher demand centres in the Adelaide Metropolitan area, with partially subsidised limited operation regional transport by private contractors in the regions. The majority of councils in the Legatus Group consider that existing public transport services are inadequate.

- **Rail Freight Facilities**

  Major rail freight movements are centred on the Adelaide to Tarcoola line which runs between Two Wells and Port Germein within the Region, generally along the Augusta Highway alignment, and the Adelaide to Sydney line which runs between Crystal Brook and Peterborough within the Region. These are long haul freight lines which have limited ability, and are generally not economically viable, to load/unload general freight along the rail route. However, grain silo storage and train loading facilities exist at various sites along the route. Most notably Bowmans Intermodal, Viterra and Grain Flow in Mallala, Viterra and Grain Flow in Crystal Brook, Viterra in Gladstone and Viterra in Port Pirie are utilised for shipment of large quantities of grain and other goods by rail.

  Many industrial developments within the Region are of regional significance but, other than Bowmans Intermodal, they are highly unlikely to warrant any consideration of non-grain related road/rail intermodal transfer facilities within the timeframe of the 2030 Regional Transport Plan.

  The Northlink rail bypass remains a highly supported future infrastructure project. It would run from Murray Bridge and/or Monarto to Truro and then into northern Adelaide, also linking directly into the interstate Adelaide to Tarcoola rail line, potentially at or near Bowmans Intermodal. A number of Regional Development Australia bodies, as well as two other regional local government associations, strongly support this project.

- **Rail Tourism Facilities**

  Rail tourism considerations are generally limited to “The Ghan” train service which runs from Adelaide to Alice Spring and Darwin on one to two services per week depending on the time of year, and “The Indian Pacific” train service which runs from Adelaide to Sydney (as an add on to the Perth to Sydney route. There are no local stops in the Region on either service.
The Pichi Richi Railway is a popular tourist rail experience running from Port Augusta to Quorn on a regular basis. Other limited tourist rail experiences have operated in the past at Peterborough (now just a rail museum) and continue to operate at Moonta.

- **Sea Freight Facilities**

  The Region is home to five active ports at Port Pirie, Wallaroo, Ardrossan, Port Giles and Klein Point. This infrastructure is vital within the Region, particularly for the export of minerals, grain, fertiliser and limestone.

  Wallaroo and Port Giles, which are deep-water ports, are key grain export facilities for the state, with bulk grain handling facilities receiving regular shipping services for the collection and export of grain.

  Port Pirie harbour handles metal ores and concentrates and has some capacity to handle containerised cargo. The role of this port has diminished over recent years as its shallow channel limits use of modern large vessels. However, it is being considered by several iron ore companies for barge operations for the export of iron ore.

- **Air Freight Considerations** – Very little export air freight is generated from regional airports in South Australia to Adelaide because the cargo capacity of aircraft operating regional air services is very limited and few products are of high enough value to sustain the air freight cost irrespective of back loading issues. None of the regional airports in South Australia can accommodate freight flights to interstate freight consolidation points, other than a potential future site often proposed for Monarto.

- **Other Aerodromes and Airstrips:** These exist at a number of major centres around the Region, including Port Pirie aerodrome and airstrips at Booleroo Centre, Clare, Maitland, Minlaton, Jamestown, Peterborough, Orroroo, Quorn, Hawker, Yorketown, Kadina and Rowland Flat. All are primarily available for use by RFDS, private aircraft and charter flights. Many are also used for crop duster planes and as a base for water bombers for bushfires if required. Likely future passenger numbers are insufficient to justify major upgrades at any of these sites. A commercial helicopter pad is also located near Lyndoch. Use of airport facilities on a regular basis by the RFDS is considered regionally significant due to the nature of the medical emergencies that necessitate RFDS transport. Use of aerodrome and airstrip facilities on a less frequent basis by the RFDS would not justify regional significance, with such facilities maintained on a suitable fit for purpose basis.

**1.5 Review and Update of Regional Transport Plan**

Section 9 outlines the methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program (SLRP) or other funding applications. The methodology recognises that the 2030 Regional Transport Plan should be a “living” document, which periodically takes into account changes in planning and development needs, along with revised priorities for the road proposals submitted by individual councils.

A flow chart depicting the methodology is shown on the next page and also in Section 9.2.
2030 REGIONAL TRANSPORT PLAN
METHODOLOGY FOR REVIEW AND UPDATE

Step 1
Every 3-5 years
Update regional routes
Map based, linked to Planning SA, DPTI, Tourism SA and Regional Tourism strategies.

Step 2
Every 3-5 years
Update regional road action plan
Allow councils to amend current and submit new road proposals, based upon changes to assessed efficiencies and proposed funding of improvements.

Step 3
Every 3-5 years
Prioritise roads in Action Plan 1
Use assessment process based on LGTAP SLRP Assessment Methodology. Use consultant for independent review.

Step 4
Every year
Annual funding applications
By individual councils. Comply with LGTAP form with substantial supporting documents.

Step 5
Every year
Legatus Group TIA Committee review
Confirm priorities against LGTAP process.

Every year
Legatus Group TIA Committee endorsed bids to LGTAP
Covering letter with submissions.
1.6 Regional Road Action Plans

Section 10 describes the methodology for creation and periodic update of three Regional Road Action Plans. These action plans, once complete, will list immediate, medium term and long term requirements for improvement of all regionally significant freight, tourism and community access routes identified in the 2030 Regional Transport Plan. The action plans will be generated by each council undertaking a broad “fit-for-purpose” assessment of the condition of each regional route, based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Each regionally significant route (or section of route where a major change in road purpose or road standard occurs) will be broadly assessed for compliance with its fit-for-purpose standard, based upon the road’s purpose(s). Against the above four categories (i.e. not broken down any further) an assessment of “Compliant”, “Minor Deficiency” or “Major Deficiency” will be noted. A “Minor Deficiency” can be defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community. A “Major Deficiency” can be defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible council using a suitable risk mitigation strategy.

Once the above assessment is complete, each regionally significant route (or section of route) will be listed on one of the following three action plans, or remain on a fourth list of roads classified as “compliant”.

1.6.1 Action Plan 1 – Immediate Priority (0 to 5 Years)

Roads on this list will be based upon regionally significant routes exhibiting one or more major deficiencies in fit for purpose standard, the upgrade of which councils have included in their five year capital works programs. Initial budget allocations for these proposed upgrades will be included in the action plan.

1.6.2 Action Plan 2 – Medium Term Priority (6 to 10 Years)

Roads on this list will be based upon regionally significant routes exhibiting at least one major deficiency in fit for purpose standard, the upgrade of which councils have not been able to include in their five year capital works programs, but for which an on-going risk mitigation strategy is in place for addressing any major deficiency.

1.6.3 Action Plan 3 – Long Term Priority (11 Years and Beyond)

Roads on this list will be based upon regionally significant routes exhibiting no major deficiency, but one or more minor deficiencies in fit for purpose standard, the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard, available funding).

1.7 Conclusions and Recommendations

1.7.1 Regional Transport Goals

The following six regional transport goals have been discussed by the TIA Committee and are recognised as relevant to the Legatus Group, being consistent with the goals adopted by other regions around the state:
Goal 1 – Economic Development

- A transport system that supports economic, industry and trade development across the Central Local Government Region.

Goal 2 – Access

- An equitable and accessible transport network that allows for consistent and reliable travel, with the capacity to use roads for their intended purpose.

Goal 3 – Road Safety

- A safe transport network where the severity and risk of accidents is minimised, and where speed limits are applied to fit community need not road standard.

Goal 4 – Tourism

- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.

Goal 5 – Public Transport

- Continued development of a public transport system commensurate with the needs of the Region, including subsidisation of regional bus services on an equitable basis to metropolitan bus services.

Goal 6 – Environment

- A transport network that minimises adverse impacts on the environment and communities.

Consistent with the above goals, the following objectives have underpinned the process of developing the 2030 Regional Transport Plan:

- Establish consistent regional road transport links within the Region which are of an appropriate “fit for purpose” standard.

- Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations.

- Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible.

- Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles.

- Ensure intermodal facilities, such as grain storage and handling sites, can operate in a safe and efficient manner.

- Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections.

- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.
- Ensure that all communities in the Region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services.

- Upgrade regional aerodromes and airstrips for use by essential services such as RFDS and for fire-fighting, along with commercial applications including banking and high value freight.

- Improve public transport facilities within the Region by:
  - ensuring that subsidies for Integrated Regional Transport Services are more equitable in relation to metropolitan public transport subsidies; and
  - making better use of school bus infrastructure for other services during the day.

- Encourage commuter cycling within key towns and important centres, as well as tourist cycling for selected routes, particularly along the Riesling Trail in Clare and Gilbert Valleys Council and popular coastlines such as Yorke Peninsula and Copper Coast.

1.7.2 Roads of Regional Significance – Guiding Principles

Six key recommendations were included in the 2030 Regional Transport Plan Demand Modelling Working Paper (refer to Enclosure 1). These recommendations defined the principles for development of regional transport routes in the Region. They were discussed at the TIA Committee meeting held on 22 August 2017 and were subsequently used by all councils in development of the regional routes included in this report.

The guiding principles are:

1. Regional freight routes should initially be developed by connecting industrial and logistics development zones in Key Towns and Important Centres with the state freight routes identified in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network, Department of Planning, Transport and Infrastructure”, while confirming that such routes are appropriately gazetted and shown in DPTI’s online RAVnet mapping system.

2. Councils should be able to nominate additional local roads as “regionally significant” or “locally important” freight routes based upon connection to an identified minor industry centre or as part of a broader rural region generating freight, provided that the number of B-Double or semi-trailer movements complies with the definition of a “large volume of heavy freight vehicles” as contained in Section 5.2.

3. Regional tourism routes should initially be developed by mirroring the major tourist routes promoted in South Australian Tourism Commission state and regional publications, and confirmed in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network”, along with designated scenic drives indicated in regional promotional material. Consideration should also be given to any route used by a 40 seat tourist bus.

4. Councils should be able to nominate additional local roads as regional tourism routes using locally generated information to show that a significant (say 100 plus) number of visitors see the site every day or that the route is the main access to a coastal holiday shack community of at least 100 people.

5. Regional community access routes should initially be developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 – 3000) and Large Communities (100 – 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.
6. Councils should be able to nominate additional local roads as regional community access routes either because a Small Community (50 – 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and micro communities which concentrate road movement as they near the service centre.

1.7.3 Recommendations

As a conclusion to the 2030 Regional Transport Plan development project, the following seven recommendations are presented for formal adoption by the Legatus Group:

1. Regional transport goals developed as part of the 2030 Regional Transport Plan, as listed in Section 11.1, be adopted as the Regional Transport Goals for the 2030 Regional Transport Plan.

2. Regional freight routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional tourism routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional community access routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, all along with the underpinning definitions and methodology used to create the routes (as described in Sections 5, 6 and 7 respectively) be adopted as part of the 2030 Regional Transport Plan.

3. Non-roads regional transport considerations, as presented in Section 8, be adopted as a basis for further investigation and development of specific initiatives for improving public transport, rail freight, sea freight and air transport infrastructure where economically viable to do so.

4. The methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program or other funding applications, as summarised by the flowchart shown in Section 9.2 of this report, be adopted as a key element to ensure that the 2030 Regional Transport Plan remains current and relevant to the region’s transport planning needs.

5. Regional road action plans, highlighting immediate, medium term and long term requirements for improvement of all regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan, be developed in accordance with the guidelines and sample spreadsheet shown in Section 10 of this report, with completion by mid 2018.

6. Road upgrade nominations be called from each council, based upon roads listed in Action Plan 1 (once it is created under Recommendation 5), then formally reviewed using the SLRP assessment methodology, in order to create a new prioritised list of roads for consideration under the annual SLRP funding application process.

7. The first scheduled strategic review of the regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan be set down for early 2021 (i.e. three years after release of the final report).
2.0 INTRODUCTION

2.1 Regional Overview

The Legatus Group is the trading name of the Central Local Government Region, which is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. The Legatus Group is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999, formed by the following councils:

- Adelaide Plains Council
- The Barossa Council
- The District Council of Barunga West
- Clare and Gilbert Valleys Council
- Copper Coast Council
- The Flinders Ranges Council
- The Regional Council of Goyder
- Light Regional Council
- The District Council of Mount Remarkable
- Northern Areas Council
- The District Council of Orroroo Carrieton
- The District Council of Peterborough
- Port Pirie Regional Council
- Wakefield Regional Council
- Yorke Peninsula Council

The Central Local Government Region (the Region) is located in the mid north of South Australia from north of metropolitan Adelaide to as far north as Hawker, and including Yorke Peninsula, covering an area of 42,262 km². Rural based communities throughout the area share a common interest in agriculture/horticulture, with towns primarily servicing the farming and horticultural communities and supporting the tourism sector. The Region has a population base of 123,370 according to the Australian Bureau of Statistics 2016 Census of Population and Housing (approx. 7.3% of the state population). Reference 7, pages 36 to 41 and 51 to 53, provides further details about the Region's current and likely future population and age profile.

There are numerous regional centres that provide regional services and support both an industrial and commercial base.

The Region is serviced by four Classification A arterial road routes, namely the Augusta, Sturt, Horrocks and Barrier Highways, along with numerous Classification B arterial road routes.

The Legatus Group works closely with its major regional partners, namely Regional Development Australia (RDA) Barossa, RDA Yorke and Mid North, RDA Far North and the Northern & Yorke Natural Resource Management Board, to develop a sustainable future for the Region.

2.2 Background

The original Regional Transport Strategy (RTS), together with development of a transport infrastructure multi-criteria assessment database, was prepared for the Region in 2002/03. A Regional Transport Infrastructure Planning Committee, comprising elected and/or staff representatives from the fifteen Central Local Government Region councils, was formed at the same time. The most recent review of the RTS was conducted in 2007 (Reference 1).
The purpose of the RTS was to establish a process by which individual councils (and the Central Local Government Region as a whole) could review their transport priorities and develop an overall RTS for roads and other transport infrastructure in the Region. A database was developed and used to score transport priorities under various criteria, based on guidelines developed in 2001 for the then Local Roads Advisory Committee as part of the State Government’s Special Local Roads Program (Reference 2).

The 2007 RTS Review included development of a second stage of assessment for each transport priority, to address additional criteria identified by Central Local Government Region councils as being particularly relevant to the overall prioritisation and funding allocation process. The culmination of the two stages of assessment has subsequently been used as the tool for final determination of the Region’s annual transport infrastructure priorities for Special Local Roads Program (SLRP) funding in particular, and potentially also for other available regional transport funding opportunities.

2.3 Project Overview

In December 2016, HDS Australia was engaged by the Legatus Group to prepare its 2030 Regional Transport Plan. The 2030 Regional Transport Plan is a strategic level assessment of transport needs and priorities within the Region for the period from 2017 to 2030. It officially replaces the current RTS, which has been in place since 2007.

Development of the 2030 Regional Transport Plan was undertaken by a specialist team of road transport planning and traffic engineers from HDS Australia led by John Olson, Managing Director and Principal Engineer, with key input from Daniels Ahrens, Senior Roads & Infrastructure Engineer. The team’s approach used an agreed methodology developed jointly by HDS Australia and the Legatus Group, which was based upon earlier work undertaken for the Southern & Hills Local Government Association (S&HLGA), the Limestone Coast Local Government Association (LCLGA) and the Murraylands and Riverland Local Government Association (MRLGA). The Legatus Group Transport & Infrastructure Advisory (TIA) Committee acted as a Reference Group for the project, with Simon Millcock, Chief Executive Officer of the Legatus Group, as the Client Representative.

Overall, the project entailed three distinct stages, namely:

1. Identification of Land Use and Regional Transport Demands.
2. Development of a Regional Road Network which complements the existing National Highway and Arterial Road Network.

Each of the above stages had defined inputs, process requirements and consultancy deliverables, as detailed in the task list provided to Legatus Group by HDS Australia when determining the scope of works (refer to Appendix A of Enclosure 1).

2.4 Stage 1 Tasks

An initial understanding of regional transport demands for the Region was gained from a review of the original RTS and its subsequent update, along with all other relevant transport planning documentation which has been published over the last ten years. This review of core transport demands (sources and destinations) for freight, tourism and community access requirements in the Region was undertaken as the initial component of the project.

The first stage of the project therefore entailed the following tasks:

1. A study of all currently available development plans and associated transport plans was carried out, summarising research undertaken against the three regional transport "purpose" categories of freight, tourism and community access.
2. Additional research in relation to tourism demands was undertaken.

3. Independent research into the current and anticipated future location of employment, education, health, finance, recreation and emergency services relative to residential centres was undertaken, including a definition of all population centres in the Region with a permanent population over 50.

4. Non-roads transport options were examined in light of the freight, tourism and community access transport demands identified under Steps 1, 2 and 3 above. This included existing or potential rail, air and sea services, along with passenger bus services throughout the region.

5. A Demand Modelling Working Paper was prepared, summarising all information collected in Stage 1, for consideration and adoption by the TIA Committee

2.5 Stage 1 Outcomes

The major deliverable from the first stage of developing the 2030 Regional Transport Plan is this “2030 Regional Transport Plan – Demand Modelling Working Paper”, which summarises all of the Stage 1 findings. The Demand Modelling Working Paper comprised an introduction and a total of seven sections (as listed below), along with 12 appendices containing relevant supporting information and 59 separately available reference documents.

The main content of the Demand Modelling Working Paper covered:

Section 2 (Review of State and Regional Development Plans) reviewed the strategic direction set by the state government for both South Australia as a whole and for the Region, including associated infrastructure planning. South Australia’s Strategic Plan 2011 (Reference 3) is relatively current, but the Strategic Infrastructure Plan for South Australia (SIPSA – Reference 4) and SIPSA Regional Overview (Reference 5) are out of date. An update was expected by the end of 2013 but has not yet been released.

Section 2 also reviewed the state’s current statutory planning strategy, plus individual development plans in existence for the 15 councils which form the Legatus Group. References 6 to 22 support this section of the working paper. Some of these documents were reviewed in the working paper, with a summary of pertinent findings provided, particularly where the issues impacted upon regional transport planning requirements in the Region. However, all listed documents influence transport demand modelling and network planning considerations for the Region. Published strategic plans for several Legatus Group councils were also examined (References 23 to 28).

Section 3 (Review of Current Transport Plans) looked at recent transport planning studies covering the Region which have been undertaken by various federal, state and local government bodies. References 29 to 32, plus 35 to 37, provide varying assessments of the expected current and future demand for transport within the Region, with a particular emphasis on freight movement, but with additional consideration of transport requirements impacting upon tourism and community access. Once again, some of these documents were summarised in the working paper, but all have an impact on regional transport planning.

Sections 2 and 3 collectively identified and in many instances quantified the expected future demand for transport infrastructure in the Region out to various years from 2020 to 2050.

The Integrated Transport and Land Use Plan (ITLUP) is a key state government initiated state wide transport planning document, which was released in July 2015 (References 38 and 39). ITLUP is a very important document that will shape future “high level” consideration of transport requirements for the Region. The impact on the Region of ITLUP is considered in Section 4 of this report.
Section 4 (Regional Freight Routes) summarised freight demands, including the main source and destination of freight movements in the Region. A recommendation was made regarding quantifying the term “large volume of heavy freight vehicles”, so that measured or predicted heavy vehicle traffic volumes can be used to support applications for local roads to be considered a regional freight route.

Section 5 (Regional Tourism Routes) addressed tourism demands in the Region by examining various publications available from the South Australian Tourism Commission and other sources (References 33, 34 and 51 to 55). Section 5 defined such demands in terms of economic benefit to the state, region and local community. It addressed strategic tourism issues through reference to the state and various regional tourism strategies. A methodology for defining regional tourism routes was also proposed.

Section 6 (Regional Community Access Routes) identified community access demands based upon current population, expected future growth in population under the current state strategic plan, consideration of demographic shifts (mainly the ageing population in South Australia) and availability of essential regional services covering education, health, finance (banking), recreation and emergency services. The second part of Section 6 proposed a methodology for defining regional community access routes, using a combination of community size and availability of essential services.

Section 7 (Non-Roads Transport Considerations) looked at state government public transport policy and its likely effect on transport planning in the Region.

Section 8 provided key recommendations with regard to the process for developing draft regional transport routes, along with refinement of those routes through the subsequent council consultation process.

Following a review of the first draft of the Demand Modelling Working Paper by the TIA Committee at a meeting on 22 August 2017, the Working Paper became a key input to the second and third stages of the project. A final release of the Demand Modelling Working Paper was subsequently adopted by the TIA Committee at its meeting on 3 November 2017.

2.6 Stage 2 Tasks

Stage 2 of the project involved development of regional transport routes for the region, covering regionally significant and locally important freight, tourism and community access routes. The tasks undertaken as part of Stage 2 were detailed in HDS Australia’s original project proposal (refer Appendix A of Enclosure 1). In summary they involved:

1. Three sub-regional workshops were held with staff from each council in that sub-region to discuss, then formally identify, all local roads which the council considered to have regional significance under one or more of the freight, tourism and community access categories. In the case of freight and tourism categories, plus one road in the community access category, “locally important” roads were also identified. While these roads did not meet the agreed criteria for regional significance, they were nevertheless considered sufficiently important to the council for inclusion in the regional transport plan. For councils not represented at the sub-regional workshops, some follow up meetings were held along with extensive communication via telephone and email.

2. Following completion of the three sub-regional workshops and follow up meetings, freight, tourism and community access regional route drawings were prepared to identify routes submitted by individual councils, for consideration and endorsement by the TIA Committee.

3. A meeting of the TIA Committee was held on 3 November 2013, during which TIA Committee members were guided through the process of considering, amending if
needed, then preparing a recommendation in relation to the proposed freight, tourism and community access routes.

4. All councils provided further individual feedback in relation to the draft freight, tourism and community access drawings, which were subsequently amended and formally released as an approved set on 16 November 2017.

2.7 Stage 2 Outcomes

The key deliverable prepared under Stage 2 was a set of approved Regional Transport Route Drawings (released as at 16 November 2017). These drawings now form the basis of the 2030 Regional Transport Plan. They are included in A4 format as Appendix A, with A3 versions also available as Enclosure 2. In addition, MapInfo data sets are available if individual councils wish to incorporate the approved Regional Transport Routes into local transport planning documents.

2.8 Stage 3 Tasks

Stage 3 of the project involved preparation of this final report, which includes a detailed discussion of all aspects of the project and recommendations regarding regional transport priorities.

The tasks undertaken as part of Stage 3 were detailed in HDS Australia’s original project proposal (refer Appendix A of Enclosure 1). In summary they involved:

1. Consolidate all working papers into a final report.
2. Prepare a draft of the “2030 Regional Transport Plan – Final Report” for consultation.
3. Review any comments received on the draft report.
4. Release a final version of the “2030 Regional Transport Plan – Final Report”.

2.9 Stage 3 Outcomes

This final report is the culmination of the 2030 Regional Transport Planning project. While released as a current summary of regional transport priorities for the next 15 years, it is recognised that the 2030 Regional Transport Plan is a “living” document which will need regular review and updating as subsequent regional planning and development initiatives influence transport priorities.
3.0 REVIEW OF STATE AND REGIONAL DEVELOPMENT PLANS

3.1 South Australia’s Strategic Plan

South Australia’s Strategic Plan (SASP) was originally launched by the State Government of South Australia in March 2004. The plan had six objectives, namely:

Growing Prosperity
Improving Wellbeing
Attaining Sustainability
Fostering Creativity and Innovation
Building Communities
Expanding Opportunity

The SASP was updated in 2007 and again in 2011 (Reference 3). It has been prepared as a basis for guiding all government actions and priorities. The latest version has objectives, visions, goals and targets for various priorities based on the three foundations of a sustainable society, namely Our Community, Our Prosperity and Our Environment.

Relevant to the 2030 Regional Transport Plan is the vision, goal and targets under Our Prosperity:

The Vision: South Australia plans and delivers the right infrastructure.

To ensure the success of our State well into the future, we need to plan infrastructure that is economically and socially efficient. This will provide maximum return on investment and best value and benefit for our communities.

The Goal: South Australia’s transport network enables efficient movement by industry and the community.

The Target: Strategic Infrastructure.

Ensure the provision of key economic and social infrastructure accommodates population growth.

Reference to regional areas is provided in the following commentary:

“We value the contributions our regions make to our economic prosperity, home to agriculture, forestry and fishing industries as well as an expanding mining industry. These industries together contributed $6 billion to our economy in 2009/10. We want our regional communities to thrive through sustained growth while reaping the economic benefits of their hard work.”

South Australia’s Strategic Plan is not a statutory document. The Plan’s objectives and targets are taken into account in all state government decision making, driving greater discipline and focus across government. Associated with the SASP are specific “action plans” for various topics, which facilitate reaching the SASP targets. Of particular relevance to the 2030 Regional Transport Plan is the Strategic Infrastructure Plan for South Australia.

3.2 Strategic Infrastructure Plan for South Australia (SIPSA)

The current published version of the Strategic Infrastructure Plan for South Australia (SIPSA) was released in April 2005 and covers the period 2004/05 to 2014/15 (Reference 4). The state government has advised that release of an updated Strategic Infrastructure Plan for South Australia is “imminent”. Although it may soon be superseded, relevance of the current SIPSA to the 2030 Regional Transport Plan is reflected in the following “Transport Strategic Priorities”: 

[Further content continues on the next page]
Road

- Improve the State’s competitiveness through efficient freight transport networks and improved international links.
- Minimise the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes.
- Concentrate resources on maintaining and improving existing assets rather than extending the network.

Rail

- Encourage the shift to rail transport for passenger and freight movements where justified by environmental, economic or social imperatives.

Air

- Provide for the orderly expansion of facilities at regional airports to meet growing visitor and freight activities.

SIPSA also identifies a series of specific strategic level transport projects for implementation across the state, via a Regional Overview document (Reference 5). Those relevant to the Region are:

- Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight.
- Implement the strategic town bypass policy.

The state government has lead responsibility for promoting, developing and evaluating these projects.

Central Local Government Region

The SIPSA Regional Overview Pages 14 to 25 and 38 to 59 (refer to Appendix B) provide specific information about infrastructure plans for the Region.

The following project information is provided under the headings of “Transport” and “Land”:

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<td>Road amenity at Port Wakefield</td>
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<td>• Establish Port Wakefield bypass.</td>
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<td>Growth in freight on road network</td>
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<td>• Continue to give priority to maintenance of the east coast road on Yorke Peninsula.</td>
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<td>• Develop a strategic needs analysis for a bypass at Clare, considering the needs of Balaklava and Blyth.</td>
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<tr>
<td>Rail connectivity to the Barossa/Mid North</td>
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<tr>
<td>• Support the development of an intermodal hub at Angaston as part of a state-wide intermodal strategy.</td>
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<tr>
<td>Road access to the Barossa</td>
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<tr>
<td>• Upgrade the Sturt Highway to four lanes from Gawler to Nuriootpa to meet growth in traffic volumes.</td>
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Road traffic growth in the Barossa

- Undertake improvements to the Barossa Valley Way including shoulder sealing, upgrades of intersections and railway level crossings.

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<th>Directional sign-posting</th>
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<td>- Implement the SA Tourism Commission (SATC) policy on signage for roads and tourist attractions.</td>
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<tr>
<td>Infrastructure for expansion of intensive animal keeping</td>
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<tr>
<td>- Investigate the spatial and infrastructure requirements to support the expansion of intensive animal keeping and processing (poultry and pigs) at various locations throughout the region.</td>
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<td>Provision of industrial land</td>
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<tr>
<td>- Develop industrial estates in Blyth, north of Clare and other regional centres to support the wine and agriculture industries.</td>
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<td>Tourism facilities</td>
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<tr>
<td>- Develop accommodation and recreational facilities to cater for increased tourist demand.</td>
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<td>Accommodation for international and interstate visitors</td>
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<tr>
<td>- Support a range of accommodation throughout the region, based around the key tourism attractions of viticulture and natural attractions.</td>
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<td>Affordable housing</td>
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<tr>
<td>- Encourage the development of affordable housing in Freeling, Mallala, Gawler and Lewiston.</td>
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Note that several of the above projects have been significantly progressed, while others have stalled or been abandoned. SIPSA has now effectively been replaced by the Integrated Transport and Land Use Plan (ITLUP) (References 38 and 39), providing much greater clarity regarding the state government's priorities for transport and land use.

### 3.3 South Australian Planning Strategy

The Planning Strategy for South Australia (contained in various documents, but mainly References 6 and 42 to 45) is a statutory process required under Section 22 of the Development Act 1993, which presents the South Australian Government's strategic policy directions for the physical development of the state. It is a requirement of the Development Act that councils must seek to align the Development Plan for their area with the Planning Strategy relevant to their region when preparing Development Plan Amendments. In this way, broad directions outlined within the Planning Strategy are translated to local area Development Plans and can affect local and regional development outcomes.

### 3.4 Central Local Government Region Plans

The relevant volumes of the Planning Strategy covering the Region are the Mid North Region Plan dated May 2011 (Reference 43), Far North Region Plan dated July 2010 (Reference 44), and the Yorke Peninsula Regional Land Use Framework dated December 2007 (Reference 45). While the Yorke and Mid North regions are currently covered in the Planning Strategy as...
separate volumes, they eventually will be combined into one volume. Transport related references, and particularly those relating to freight transport, are summarised below:

**Infrastructure and Service Provision**

- The state government recognises the importance of integrating land use and infrastructure planning. The plan(s) confirm the priorities for the region, clarify where they are most required and identify other potential demands on infrastructure and services.

**Protect and Build on the Region’s Strategic Infrastructure**

**Mid North Principle 5**

One of the Mid North region’s competitive strengths is its proximity to major freight transport networks and storage facilities, crucial elements in the value chain. These facilities enable the region to build on the opportunities presented by close proximity to the expanding mining areas of the state’s north and east, the growing industrial areas of northern metropolitan Adelaide (e.g. Edinburgh Parks), the agricultural processing facilities in the Wakefield Plains and Murraylands/Riverland regions, and the neighbouring Barossa wine region. They also link the region to export facilities and interstate markets.

**Policies:**

- Encourage industry clusters (mining, primary production, aquaculture, value add processing and storage activities) in strategic locations (such as freight transport nodes) to maximise transport efficiencies and support industry development.
- Establish appropriate buffers to protect existing strategic infrastructure and sites, and corridors identified as potential infrastructure locations, from encroachment that may compromise their operation or potential.
- Support mining activities by providing for processing and storage activities on mining tenements.
- Reinforce and protect the role of airports, aerodromes and airstrips to support economic and social development and the Royal Flying Doctor Service, and ensure surrounding land uses are compatible with their operation.
- Identify land suitable for waste management and resource recovery facilities to optimise opportunities for reuse and recycling of waste while maximising economic efficiencies, and protect this land from encroachment by sensitive land uses such as housing.
- Designate and protect road and rail corridors, including strategic freight corridors as identified on maps C1 and D2, through planning policy in Development Plans.
- Identify land suitable to accommodate renewable energy development, such as wind farms.

**Far North Principle 7**

Competitive and efficient transport, water and energy infrastructure are crucial elements of the value chain, enabling ongoing expansion of South Australia’s mining, defence and tourism industries. Protecting and building on these assets and providing for the expansion of export-related and value-adding industries will enable capitalisation on investment in these assets, provide opportunities for more industry to move into the region, and provide support and certainty for existing industries.

**Policies:**
• **Cluster, and provide for the future expansion of, production, processing and storage activities in strategic locations such as key freight transport nodes to maximise transport efficiencies.**

• **Establish appropriate buffers to protect existing strategic infrastructure and sites and corridors identified as potential locations for future infrastructure from encroachment by uses that may compromise their future operation or expansion.**

• **Provide for processing and storage activities on mining tenements to support mining activities.**

• **Provide for development that increases the level of flood immunity for roads in flood prone areas.**

• **Reinforce and protect the roles of airports/aerodromes/airstrips to support economic and social development and for the Royal Flying Doctor Service. Ensure airports and aerodromes are protected from incompatible development in surrounding areas.**

• **Ensure land uses surrounding airports/aerodromes/airstrips are compatible with and do not detract from their operation.**

• **Identify land suitable for waste management and resource recovery facilities to optimise opportunities for reuse and recycling of waste while maximising economic efficiencies, and protect this land from encroachment by sensitive land uses such as housing.**

• **Protect the transport functionality of road and rail corridors through planning policy in Development Plans.**

• **Designate and protect strategic freight corridors.**

**Yorke Peninsula Objective 6**

Competitive freight transport, storage and processing facilities are a strength of the Yorke Peninsula Region. These facilities are crucial elements in the value chain providing comparative advantage to local agricultural, mining, aquaculture and fishing industries. They enable the region to build on the opportunities presented by close proximity to the expanding industrial areas of northern metropolitan Adelaide (e.g. Edinburgh Parks), the neighbouring Clare and Barossa wine regions, and agriculture activities in the Mid North.

**Strategies:**

• **Cluster primary production, processing and storage activities in strategic locations, particularly key freight transport nodes, to maximise transport efficiencies.**

• **Provide for future expansion of industry clusters and establish appropriate buffers to protect strategic infrastructure from encroachment by sensitive uses.**

• **Manage interfaces with residential areas and other sensitive uses.**

• **Provide for the development of small scale value-adding (processing and storage) activities that complement local agriculture, livestock, aquaculture, fishing and mining activities.**
Retain and Strengthen the Economic Potential of Primary Production Land

Mid North Principle 6

- Retaining the region’s productive primary production land is a priority. Its crops, wine grapes, cattle and sheep underpin the regional and state economies.

Retain and Strengthen the Economic Potential of Pastoral Lands

Far North Principle 12

- Sheep and cattle production will continue to play an important role in the regional and South Australian economies and provide ongoing employment to many people across the region.

Retain and Strengthen the Economic Potential of High Quality Agricultural Land

Yorke Peninsula Objective 9

- Retaining the productive agricultural land found across the Yorke Peninsula Region is a priority. The Yorke Peninsula Region consistently produces a quarter of South Australia’s grain harvest, sustained by favourable soils and climatic conditions.

Reinforce the Region as a Preferred Tourism Destination

Mid North Principle 7

The Mid North region is a desirable destination for the touring market. It is home to some of the state’s most valued natural and heritage assets, including picturesque landscapes and rustic towns that have a distinctively South Australian character.

These assets, as well as the region’s clean and green image, reputation for fine wine and strong connection to food, attract tourists, particularly to the Clare Valley and Southern Flinders Ranges. As well, the northern and central areas are becoming known for rodeo and music events.

Policies:

- Protect, enhance and promote the assets that attract tourists and are of value to the community, including:
  - open space, hiking and cycling trails and scenic tourist drives;
  - natural landscapes, protected areas and parks and reserves;
  - heritage, culture and the built character of towns, including town approaches; and
  - caravan parks and campsites, including those that provide effluent and rubbish facilities for large recreational vehicles.

- Reinforce the desired tourism roles of towns and locations in the Mid North, including:
  - Jamestown, Orroroo and Booleroo Centre as service towns for tourists along the RM Williams Way;
- Melrose, Laura, Wirrabara and Wilmington as centres for nature-based tourism, food and wine, and active adventure (hiking, on-road cycling and off-road mountain biking) on the Southern Flinders Ranges trails;
- Port Germein as a scenic coastal town with the longest jetty in South Australia;
- Clare, Auburn, Watervale, Mintaro, Seven Hills, Penwortham and Farrell Flat and their surrounding landscapes as the centre of the Clare Valley tourist experience, focused on good food and fine wine, culture and heritage; and
- Port Pirie, Peterborough, Burra, Quorn (in the Far North region) and other towns on the Heritage Copper Trail as showcases of our built, railway, cultural and mining heritage.

**Reinforce the Flinders Ranges and the Outback as Iconic Tourist Destinations**

**Far North Principle 10**

The scenic landscapes, character towns, famous outback tracks and rich geology of the Flinders Ranges and South Australia’s outback have made the Far North region one of the state’s most popular destinations for international and domestic tourists.

**Policies:**

- Protect, enhance and promote the assets that attract tourists and are of value to the community, including:
  - natural landscapes, rivers and streams;
  - open space, hiking and cycling trails, and scenic tourist drives;
  - natural landscapes, protected areas, and parks and reserves; and
  - heritage, cultural and/or the built character of towns, including town approaches, caravan parks and campsites, including provisions for motor homes (e.g. facilities for effluent and rubbish, and sites for large recreational vehicles).

- Reinforce the desired roles of various towns and locations in the Far North tourist experience:
  - Quorn and Hawker as visitor gateways to the Flinders Ranges, and Quorn as the home of the Pichi Richi Railway;
  - the Flinders Ranges as a location for nature-based, Aboriginal/cultural, active, geological and ecotourism experiences; and
  - pastoral access routes as outback adventure experiences.

**Reinforce Yorke Peninsula as a Preferred Coastal and Nature-Based Tourist Destination**

**Yorke Peninsula Objective 13**

The tourism appeal of the region lies with its coast – particularly unspoilt landscapes and opportunities for water based activities such as fishing – as well as its mining heritage and the character of townships.
SA Tourism Commission strategic directions for the region include building on the theme of ‘a place to relax’, with niche tourism opportunities in adventure, fishing and diving.

Strategies:

- **Protect, enhance and promote those qualities of the region that attract tourists and are of value to the community, including:**
  - coastal landscapes, marine environment, foreshore, jetties and boat ramps;
  - open space, trails networks, scenic tourist drives;
  - natural and rural landscapes;
  - heritage, cultural and/or built character of towns, including town approaches; and
  - seafront caravan parks and campsites, including provisions for motorhomes (e.g. large recreational vehicles).

- **Reinforce the desired roles of various towns and locations in the Yorke Peninsula tourist experience:**
  - Ardrossan as the visitor gateway to Yorke Peninsula, and Minlaton as the visitor gateway to southern Yorke Peninsula;
  - Port Wakefield as a visitor gateway to northern and western Australia, as well as many South Australian tourist regions including the Flinders Ranges, Eyre Peninsula and Yorke Peninsula;
  - Edithburgh, Wallaroo and Moonta-Port Hughes as potential overnight stays for large bus groups;
  - The west coast and foot of the Peninsula for adventure, Aboriginal, nature-based and eco-tourism experiences;
  - Showcasing built, marine, Cornish and mining heritage elements of Moonta, Kadina, Wallaroo, Port Wakefield, Minlaton, Maitland and Edithburgh;
  - Minlaton and Yorketown as service towns for tourists; and
  - Port Broughton, Port Vincent and Stansbury as key hubs for coastal tourism.

### 3.5 Development Plans

Substantial state planning system reforms have recently culminated in the passing by state parliament of the Planning, Development and Infrastructure Act 2016, which came into operation on 1 April 2017. A State Planning Commission has been formed as the peak planning authority under this new act. It will be the state’s principal assessment and advisory body responsible for implementation of the bulk of future reforms under the new act.

Reporting directly to the Minister for Planning, the Commission’s primary roles will include:

- Providing advice and recommendations on government planning policy;
- Analysing and assessing upcoming development projects;
- Coordinating planning with infrastructure and guidance; and
- Guiding local council and accredited professionals in the delivery of new planning services and community engagement.
The Commission will action several key components of the new system, which in the short term includes:

- Creating a new Community Engagement Charter;
- Establishing its governance arrangements including subcommittee structure; and
- Commencing work on the new State Planning Policies and Planning and Design Code.

In the interim period before development of these new State Planning Policies, current Development Plans remain the key statutory documents in the South Australian planning and development system. The previous Development Act 1993 required there to be a Development Plan for each part of the State in order to guide development and inform assessment of development applications. They are unlike the strategic plans referred to in Sections 2.1 and 2.2, or other regional development studies, as they are part of the statutory process and provide detailed criteria against which development applications will be assessed.

Each council within the Region has its own Development Plan. Each Development Plan contains zones, maps and explicit written rules in the form of policies which guide property owners and others as to what can be done in the future on any piece of land in the area covered by the Development Plan. The zone maps and the policies (in the form of objectives, desired character statements and principles of development control) provide the detailed criteria used in assessment of proposed development applications.

All Development Plans for councils in the Region have been converted to a Better Development Plan (BDP) format. The BDP mapping format contains a series of overlays for each zone map, including a specific transport overlay which shows primary and secondary arterial roads, as well as railways, and provides the opportunity to recognise significant local road issues like freight routes and bypass roads. The BDP format provides the opportunity to reinforce transport and access route issues in the future.

Apart from the identification of significant transport access routes, the Development Plans identify the location of designated land uses including residential, centre, commercial and industrial zones within township boundaries, and other uses outside the townships including specific industrial zones and primary industry or primary production areas. This information is important in determining where the major traffic generators are located, and how they are connected to the local and regional road system. A brief summary of each council’s Development Plan follows, providing an overview of the key land use factors to consider in the 2030 Regional Transport Plan.

### 3.5.1 Adelaide Plains Council

The latest version of the Adelaide Plains (Mallala) Council Development Plan is dated 21 April 2016 (Reference 8). Its major relevance to the 2030 Regional Transport Plan is Overlay Map Mal/1 – Transport (see Appendix L) which highlights one Primary Arterial Road (Port Wakefield Highway) and four Secondary Arterial Roads (Gawler Road, Mallala Road, Redbanks Road and Traeger Road), as well as the Adelaide to Tarcoola Railway.

Two Wells and Mallala are the main towns within the area while other towns include Middle Beach, Lower Light, Dublin, Parham, Thompsons Beach, Windsor, Wild Horse Plains, Long Plains and Redbanks. Significant urban growth is expected in Two Wells and Mallala, with small growth expected in all other townships.

The Mallala Raceway is a tourist destination for motorsport events. Another major tourist destination is the Adelaide International Bird Sanctuary which traverses along the majority of Adelaide Plains Council coastal region.

There are industrial zones within Two Wells, Mallala and Long Plains, along with a large landfill site near Lower Light that services Adelaide.
3.5.2 The Barossa Council

The latest release of The Barossa Council Development Plan is dated 11 August 2016 (Reference 9). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map Baro/1 – Overlay 1 (see Appendix L), which highlights one Primary Arterial Road (Sturt Highway) running along the northern border of the council’s area of responsibility, plus multiple Secondary Arterial Roads, including Barossa Valley Highway. More detail is provided in each individual zone map overlay.

Tanunda and Nuriootpa are the main towns within the area while other towns include Angaston, Lyndoch, Williamstown, Sandy Creek, Springfield, Eden Valley, Stockwell and Moculta. There are also a number of other smaller towns in the area. Some urban growth is expected in the larger towns, with small growth expected in all other townships.

The Barossa Valley winery region is a major tourist destination promoted internationally, centred on Tanunda and Nuriootpa.

There are industrial zones located at Tanunda and Nuriootpa along with major quarries within the area.

3.5.3 District Council of Barunga West

The latest version of the Barunga West Council Development Plan is dated 19 March 2015 (Reference 10). Its major relevance to the 2030 Regional Transport Plan is Overlay Map BaW/1 – Transport (see Appendix L) which highlights one Primary Arterial Road (Copper Coast Highway) and five Secondary Arterial Roads (Upper Yorke Road, Bute Road, Barunga Gap Road, Spencer Highway and Port Broughton Road).

Port Broughton is the main town within the area while other towns include Bute, Fisherman Bay, Kulpara, Alford, Tickera and Wokurna. Small growth is expected in all of the townships.

Port Broughton is a large tourist destination for recreation and fishing.

There is an industrial zone within Port Broughton.

3.5.4 Clare and Gilbert Valleys Council

The latest release of the Clare and Gilbert Valleys Council Development Plan is dated 10 January 2013 (Reference 11). Its major relevance to the 2030 Regional Transport Plan is Overlay Map CGV/1 – Transport (see Appendix L), which highlights two Primary Arterial Roads (Main North Road and Barrier Highway) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Clare is the main town within the area while other towns include Auburn, Riverton, Saddleworth, Sevenhill, Mintaro, Watervale, Manoora, Marrabel, Stockport, Tarlee and Stanley Flat. Some urban growth is expected in Clare and the larger towns of Riverton and Auburn, with small growth expected in all other townships.

The Clare Valley is a large tourist destination for food, wine and recreation, with tourism centred around Clare, Sevenhill and Riverton.

There are industrial zones located at Clare, Riverton, Tarlee and Saddleworth along with major quarries within the area.
3.5.5 Copper Coast Council

The latest release of the Copper Coast Council Development Plan is dated 9 June 2016 (Reference 12). Its major relevance to the 2030 Regional Transport Plan is Overlay Map CoCo/1 – Transport (see Appendix L), which highlights one Primary Arterial Road (Copper Coast Highway) and four Secondary Arterial Roads (Spencer Highway, Kadina Road / Mines Road, Bute Road and Port Broughton Road).

Kadina, Moonta and Wallaroo are the main towns within the area while other towns include Port Hughes, Moonta Bay, Moonta Mines and Paskeville. Small growth is expected in all of the townships.

The coastal towns of Wallaroo, Port Hughes and Moonta Bay are popular tourist destinations for recreation and fishing. The Moonta Mines Railway Museum is another popular destination in the area.

There are industrial zones located at Kadina, Wallaroo and Moonta, with strong industrial growth in these areas.

3.5.6 The Flinders Ranges Council

The latest release of The Flinders Ranges Council Development Plan is dated 20 June 2013 (Reference 13). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map FlRa/1 – Overlay 1 (see Appendix L), which indicates there are no Primary Arterial Roads in the area but multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Quorn and Hawker are the main towns within the area. Small growth is expected in all of the townships.

Quorn and Hawker are both seen as tourist destinations, being gateways to the Flinders Ranges. Quorn also attracts tourists as part of the Pichi Richi Railway.

There is no major industry within the area.

3.5.7 The Regional Council of Goyder

The latest release of the Goyder Council Development Plan is dated 24 November 2016 (Reference 14). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map Go/1 – Overlay 1 (see Appendix L), which highlights one Primary Arterial Road (Barrier Highway), plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Burra is the main town within the area while other towns include Eudunda, Robertstown, Farrell Flat, Booborowie and Terowie. Small growth is expected in all of the townships.

Burra is a historic mining town and a popular tourist destination.

There are industrial zones located at Burra and Eudunda.

3.5.8 Light Regional Council

The latest release of the Light Regional Council Development Plan is dated 8 December 2016 (Reference 15). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map Lig/1 – Overlay 1 (see Appendix L), which highlights two Primary Arterial Roads (Northern Expressway / Sturt Highway and Main North Road) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.
Kapunda is the main town within the area while other towns include Freeling, Roseworthy, Wasleys, Shea-Oak Log, Greenock and Marananga. Small growth is expected in all of the townships.

There are industrial zones located at Kapunda, Freeling and Roseworthy along with other major industries including poultry, plus western Barossa wineries.

3.5.9 District Council of Mount Remarkable

The latest version of the Mount Remarkable (DC) Development Plan is dated 5 September 2013 (Reference 16). Its major relevance to the 2030 Regional Transport Plan is Map MtR/1 (see Appendix L) which shows one Primary Arterial Road (Augusta Highway) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay. This area also includes the Adelaide to Tarcoola Railway.

Booleroo Centre, Wilmington, Melrose, Wirrabara and Port Germein are the main towns within the area, while other towns include Weeroona Island, Murray Town and Appila. Small growth is expected in all of the townships.

Tourist destinations include the Mount Remarkable National Park, with Melrose and Wilmington the gateways to the park. Port Germein, Wirrabara and Booleroo Centre are also tourist destinations.

There are industrial zones located at Booleroo Centre, Wirrabara and Wilmington.

3.5.10 Northern Areas Council

The latest release of the Northern Areas Council Development Plan is dated 12 February 2015 (Reference 17). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map NtA/1 – Overlay 1 (see Appendix L), which highlights four Primary Arterial Roads (Wilkins Highway, RM Williams Way, Goyder Highway and Beniah Road) plus multiple Secondary Arterial Roads, as well as the Adelaide to Sydney Railway which includes a major grain facility at Gladstone. More detail is provided in each individual zone map overlay.

Jamestown and Gladstone are the main towns within the area, while other towns include Spalding, Laura, Yacka, Georgetown, Caltowie and Mannanarie. Small growth is expected in all of the townships.

Bundaleer Forest Reserve is a tourist destination, along with the main towns.

There are industrial zones located at Jamestown and Gladstone, along with other industry including quarries and hay export.

3.5.11 District Council of Orroroo Carrieton

The latest version of the Orroroo Carrieton Council Development Plan is dated 22 November 2012 (Reference 18). Its major relevance to the 2030 Regional Transport Plan is Overlay Map OrCar/1 – Transport (see Appendix L) which shows three Primary Arterial Roads (Willowie Road, RM Williams Way (part) and Petersburg Road) and two Secondary Arterial Roads (Black Rock-Clare Road and Hawker-Orroroo Road – both also known as RM Williams Way).

Orroroo is the main town within the area, while other towns include Carrieton and Pekina. Small growth is expected in all of the townships.

Bendleby Ranges is a popular tourist destination for camping and four wheel driving.

There is an industrial zone located at Orroroo, along with other industry including meat processing and a large feedlot.
3.5.12 District Council of Peterborough

The latest Development Plan for Peterborough Council is dated 10 October 2013 (Reference 19). Its major relevance to the 2030 Regional Transport Plan is Map Pet/1 (see Appendix L) which shows three Primary Arterial Roads (Barrier Highway, Beniah Road and Petersburg Road) and one Secondary Arterial Road (Black Cleary Road), as well as the Adelaide to Sydney Railway.

Peterborough is the main town within the area, with Yongala also being in the area. Small growth is expected in all of the townships.

There is an industrial zone located at Peterborough.

3.5.13 Port Pirie Regional Council

The latest release of the Port Pirie (RC) Development Plan is dated 10 January 2013 (Reference 20). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map PtPi/1 – Overlay 1 (see Appendix L), which shows two Primary Arterial Roads (Augusta Highway and Wilkins Highway) plus three Secondary Arterial Roads (Spencer Highway, Redhill-Koolunga Road and Warnertown Road). More detail is provided in each individual zone map overlay. This area also includes the Adelaide to Tarcoola Railway and the Adelaide to Sydney Railway.

Port Pirie and Crystal Brook are the main towns within the area, while other towns include Redhill, Koolunga, Napperby and Nelsshaby. Increased industrial activity within Port Pirie may lead to growth in the town. Small growth is expected in all other townships.

Port Pirie is a historic town and a secondary tourist destination.

There are industrial zones located at Port Pirie and Crystal Brook.

3.5.14 Wakefield Regional Council

The latest release of the Wakefield Regional Council Development Plan is dated 6 February 2014 (Reference 21). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map WakR/1 – Overlay 1 (see Appendix L), which highlights three Primary Arterial Roads (Port Wakefield Highway, Augusta Highway and Copper Coast Highway) plus multiple Secondary Arterial Roads, as well as the Adelaide to Tarcoola Railway. More detail is provided in each individual zone map overlay.

Balaklava, Hamley Bridge and Port Wakefield are the main towns within the area, while other towns include Owen, Blyth, Brinkworth, Snowtown, Lochiel, Bowmans and Halbury. There may be some growth in Balaklava and Port Wakefield, but only small growth is expected in all other townships.

Port Wakefield experiences significant tourist volumes, being a gateway to Yorke Peninsula and areas further north.

There are industrial zones located at Balaklava, Snowtown, Owen, Hamley Bridge and Brinkworth, along with a major intermodal rail facility at Bowmans and a large landfill site near Inkerman that services Adelaide.

3.5.15 Yorke Peninsula Council

The latest release of the Yorke Peninsula Council Development Plan is dated 26 November 2015 (Reference 22). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map YoP/1 – Overlay 1 (see Appendix L), which highlights one Primary Arterial Road (Copper
Coast Highway) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Ardrossan, Maitland, Minlaton, Yorketown and Stansbury are the main towns within the area, while other towns include Wool Bay, Corny Point, Port Vincent, Price, Edithburgh, Curramulka, Arthurton, Port Victoria, Balgowan, Point Turton, Marion Bay, Coobowie, Warooka, Black Point, Point Pearce, Port Rickaby and Brentwood. Small growth is expected in all of the townships.

Yorke Peninsula is a popular destination for recreation, fishing, boating and the natural environment, with coastal towns being popular, along with the Innes National Park.

There are industrial zones located at Ardrossan, Maitland and Port Giles, along with other industry including quarries and salt production.
4.0 REVIEW OF CURRENT TRANSPORT PLANS

4.1 Strategic Directions Report: Development Plan Review, DC Mallala

The Strategic Directions Report (Reference 23) by URPS, dated February 2013, reviewed a variety of issues relevant to expected significant growth within the Adelaide Plains Council (District Council of Mallala). The six key areas considered were:

- Population Projections & Community Services
- Residential Development & Townships
- Primary Production, Horticulture & Rural Living
- Environment and the Coast
- Infrastructure
- Economy.

Strategic directions identified within the report that are relevant to transport demands include:

- Mallala and Two Wells to be the focus of community infrastructure.
- Promote walking and cycling trails across the district.
- Preserve land identified as Primary Production Priority Areas.
- Enhance tourism opportunities that are sensitive to and appropriate in fragile coastal environments.
- Explore opportunities for integrated industrial / mixed use activity south of the Two Wells township.

4.2 Local Government Strategic Plans

Local Government undertakes strategic planning to achieve a desired vision for their community. The Strategic Plan is generally a high level planning document that identifies the community's aspirations and vision. These are supported by goals, outcomes, and strategies, which may be included in the plan or as part of other supporting plans such as infrastructure and asset management plans. Strategic Plans for a number of councils are included in References 24 to 28.

4.3 AusLink White Paper

The AusLink White Paper titled “Building our National Transport Future” was published by the Australian Government’s Department of Transport and Regional Services in June 2004 (Reference 29). It set up the framework for the planning and funding of Australia’s national roads and railways, taking a long term strategic approach for the future. It provided an integrated corridor approach to infrastructure planning. This approach focussed on meeting future freight and passenger needs in the best way, irrespective of the transport mode. Only projects of high national priority were considered. As a result, the Australian Government funded projects which would have the greatest effect on the nation’s long term future, including projects to improve the safety of Australia’s major transport links and to make it quicker and cheaper to transport freight around the country.

The following investments were made in the Sydney to Adelaide corridor during the five year planning period of AusLink:

Sturt Highway: The Australian Government committed $29 million to upgrade the Sturt Highway in the Riverland, realign the section around Truro Hills and widen sections in New South Wales. In addition, the Australian Government committed an additional $44 million for further upgrading including passing lanes, widening, and realignment on priority sections between Gawler and Paringa.
Sydney to Adelaide / Perth Rail: The Australian Rail Track Corporation planned on-going maintenance and works to increase rail reliability and capacity.

The AusLink regional strategic investment funding stream aimed to enhance the ability of regional industry and communities to compete in the national and global marketplace.

Funding was to be targeted to local transport links of regional significance that might:

- carry out a connecting function within the regional land transport network or the national highway network;
- form an important part of the economic development strategies within a region, consistent with existing or development regional plans;
- provide access to export-related transport networks – via rail heads, higher order regional roads, freight depots, intermodal facilities, ports and major airports; and
- enhance access for regional communities to services and employment.

The AusLink White Paper encouraged strategic planning at the regional level. AusLink regional funding was therefore designed to encourage and reward collaborative and strategic planning approaches – especially those which enhance the connections between local, state and national networks and those which are responsive to improved freight logistics.

4.4 Regional North South Transport Corridor

The Regional North South Transport Corridor report, prepared in February 2006 by Limestone Ridge Project Management on behalf of the Murraylands Regional Development Board, the M&MLGA, the Mid North Regional Development Board and the Central Local Government Association (Reference 46), looked at a cross regional strategic freight transport route which would have national, state and regional significance. The report clearly defined the route and identified strategic impetus and transport demand for the proposed upgrade of the roads involved.

The report stated that upgrade of the roads proposed to form the Regional North South Transport Corridor would:

- Create a transport route of regional and state significance for not only South Australia, but also of national significance to support interstate freight access;
- Support a diverse cross section of industry needs and service a broad catchment area; and
- Link three major state and national freight corridors, namely the South East Freeway, the Sturt Highway and the Morgan to Burra Road.

The report went on to discuss the increase in freight that the region will have over the coming years and the response of both operators and users that indicated they would utilise the corridor. Furthermore, it discussed the support of local and state governments in increasing the significance of the roads that make up the corridor to ensure that they receive funding.

Finally, a set of recommendations were made to ensure that progress was made in upgrading roads in the corridor to an appropriate standard.
4.5 Northlink – Adelaide Rail Bypass – Various Studies

The Northern Rail Bypass of Adelaide (now known as Northlink) was first proposed by Australian National in 1983. Further early references to the rail bypass occur in a 1999 Rail Links Report to the SA Parliament by the then Environment, Resources and Development Committee, in the 2001 Australian Rail Track Corporation (ARTC) Interstate Rail Network Audit and in a 2001 investigation by the Rail Cooperative Research Centre.

Most recently, the rail bypass was considered as part of a report titled “South Australian Rail Freight – A Bypass to Save the Heart of Adelaide” (Reference 47) commissioned by the Mitcham Community Rail Freight Task Force in 2007. This report identified significant operational and community impact problems with the existing rail line which travels through the Adelaide Hills before entering the metropolitan area in Mitcham Council’s area of responsibility. It then considered options for upgrading the existing alignment, as well as examining the considerable positive impacts of relocating major rail freight movements onto a new freight rail bypass of Adelaide (while acknowledging the considerable capital cost involved). The report concluded with a clear recommendation to consider a freight train bypass of Adelaide as the long term solution for improvement of rail freight movement between Melbourne, Adelaide and Perth/Darwin.

The Adelaide Rail Freight Movements Study was subsequently commissioned by the Australian Government Department of Infrastructure, Transport, Regional Development & Local Government to consider in more detail various options for improvement rail freight movement through the Adelaide Hills and metropolitan Adelaide. In a Discussion Paper released in October 2009 (Reference 48) and Final Report released in June 2010 (Reference 49), project consultants GHD provided an analysis of current freight rail movements and forecast growth in such movements to and through Adelaide. They also provided an analysis of the capacity of the existing Adelaide Hills rail line to meet this demand, both now and in the future, as well as an analysis of the impact of the current alignment on community amenity. Finally the existing route, along with three alternative routes, were identified in the discussion paper for further analysis and, in the final report, examined in detail. Two of the alternative routes were variants of the Northern Bypass proposal previously examined in the 2007 report (Reference 47), though the linkage at the Adelaide end was changed from Mallala in the earlier proposal to Two Wells. The third alternative route was a Southern Bypass option.

Following comparison of expected capital cost for the various options with economic and community benefits, the final report of the Adelaide Rail Freight Movements Study concluded that, while all options considered were technically feasible, none were found to be economically justifiable at this point in time. Over a 30-year evaluation period (2009 to 2039), the report stated that the combination of modest social and environmental benefits and operational efficiency benefits would not be sufficient to outweigh the much higher capital costs that would be required to build alternative alignments or to upgrade the existing alignment. However, the report also acknowledged (but considered it outside the scope of the study) that state and federal governments need to consider the implication that substantial capital investments are required to deliver solutions sought by the wider community (i.e. not just those very directly affected) and that this includes so-called “nation building” projects. It further noted that very major projects may not always deliver positive net benefits, unless consideration is given to the network-wide impact of such investment.

The latest report in relation to the rail bypass of Adelaide, titled "Northlink – Getting SA on Track" was commissioned by the Northlink Reference Group and published in December 2010. Northlink Reference Group engaged Dr Marcus Spiller of SGS Economics and Planning to prepare a review of the benefit cost analysis approach used by GHD in the Adelaide Rail Freight Movements Study Final Report. Dr Spiller’s findings expressed doubt about the GHD approach, particularly in terms of the “rapid” cost benefit analysis’ concentration on freight movement efficiencies and relative absence of cross-sectoral considerations, including economic and social benefits for urban and rural communities. The Northlink report concluded...
that there were considerable benefits to the bypass proposal beyond the efficient movement of freight, and that further investigation of the rail bypass proposal was warranted.

4.6 Sealing of the Strzelecki Track

The Strzelecki Track is some 472km long and spans from Lyndhurst to Innamincka in the far north of South Australia. It is mainly an unsealed road with six sealed overtaking lanes which are 7km long and 8m wide which allow vehicles the opportunity to overtake slower moving vehicles without the hazards of reduced visibility associated with dust and loose road surfaces. It is a major transport route for not only access to the Moomba Gas and Oil Fields, but also a key tourism link between Queensland and South Australia (Reference 58).

The Strzelecki Track upgrade and sealing project is a key recommendation in the Roadmap for Unconventional Gas Projects in South Australia, released in 2012. It is also identified as a priority project in South Australia’s Integrated Transport and Land Use Plan (References 38 and 39).

Sealing the Strzelecki Track has been identified within the Economic Growth and Investment Strategies for Roxby Downs region, The Flinders Ranges Council region (Reference 59) and the Outback Communities Authority. RDA Far North has been working with the Outback Communities Authority and have both committed to broadening the scope of work already undertaken (focused on the minerals and resources sector) to include aspects such as tourism, community, emergency services, economic opportunities, freight and any other areas worth considering, which will add further merit to the case for sealing and increase opportunities in seeking support for the project.
PART C

5.0 REGIONAL FREIGHT ROUTES

5.1 Freight Demands

Sources of freight movements in the region comprise two fundamental types:

1. Individual properties throughout the region. In this instance, freight movements are generally of low volume and spread across various roads in the network, dictated by the needs of individual businesses. In many cases, use of B-Doubles is the preferred vehicle. These are generally approved via issue of individual permits or, if required on a regular basis, through gazettal of a Commodity Freight Route under DPTI’s Heavy Vehicle Access Framework and displayed using DPTI’s online RAVnet map system.

The presence of B-Doubles may dictate that these “farm/industry gate to arterial road” freight routes qualify as important freight routes within an individual council’s area of responsibility. However, the routes do not necessarily qualify as regionally significant unless the daily quantity of B-Double movements is high enough that the quantity of freight being moved brings substantial economic benefit to the region. This would be the case where freight movements from a large number of individual properties start to concentrate onto a common route.

2. Industrial and logistics development zones in Key Towns and Important Centres. These zones generate significant economic activity which is of benefit to an individual council’s area of responsibility and to the Region. In some cases, the centres are of importance to the state as a whole.

Various minor industrial zones exist in Important Centres throughout the Region. These are identified in the Development Plan applicable to each council (References 8 to 22). Local roads connecting minor industrial zones to a nearby arterial road will qualify as being of local importance, but to be considered of regional significance will require a sufficient number of freight movements to demonstrate economic benefit to the Region as a whole.

A summary of predicted freight generation demands, identified from each individual council’s Development Plan, as well as from initial discussion with council representatives and the RDA Yorke and Mid North, is provided in the following table. The location of each freight generator is shown on the maps in Appendix G. Note that subsequent detailed review of the freight generators during one-on-one meetings with each council has slightly changed the initial assessment. Most of these changes are reflected below, as well as on the regional transport route maps that will form part of the 2030 Regional Transport Plan Final Report.

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adelaide Plains Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viterra Two Wells</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Mallala</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>AWB Mallala</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>IWS Landfill</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
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</table>
Predicted Freight Generation Demands

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viterra Long Plains</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>South Australian Livestock Exchange</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Council Quarry</td>
<td></td>
<td>Major Freight Centre</td>
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<tr>
<td>Days Eggs</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Industrial Park</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Perfection</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Mc Ardle Transport</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Feedlots (multiple locations)</td>
<td></td>
<td>Minor Freight Centres</td>
</tr>
<tr>
<td>Chicken Farms</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Sand Quarry</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Northern Food Bowl Protection Area</td>
<td>Planned development expected to be &gt;100,000</td>
<td>Future Major Freight Centre</td>
</tr>
</tbody>
</table>

The Barossa Council

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moppa Road South industry</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Beckwith Park General Industry</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Beckwith Park Mixed Use / Industry</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Penrice Quarry</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Adelaide Brighton Cement Quarry</td>
<td>&lt;100,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Basedow Road Wine and Industry Precinct</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Wolf Blass</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Industrial Estate</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Yalumba</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Pernod Ricard Wine Makers</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Springton Industry Pit / Waste Transfer Station</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
</tbody>
</table>

District Council of Barunga West

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
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</thead>
<tbody>
<tr>
<td>SP Hay</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
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</table>
### Predicted Freight Generation Demands

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kulpara Quarry</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Bute</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>MA Skinner Quarry, Bute</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Port Broughton Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td><strong>Clare and Gilbert Valleys Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viterra Saddleworth</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Tarlee</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Clare Quarry (Quarry Road)</td>
<td>60,000-70,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Heinrichs Lallys quarry, Farrell Flat Road Clare</td>
<td>50,000-60,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Fulton Hogan quarry, Waterloo Road, Waterloo</td>
<td>80,000-90,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Clare Industrial Area</td>
<td>40,000-50,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Riverton Industrial Area</td>
<td>10,000-20,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Johnsons Storage Hay Sheds</td>
<td>40,000–50,000</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Holcim Concrete</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Kirrihill Winery</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Taylors Wines</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td><strong>Copper Coast Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viterra Wallaroo</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Wallaroo Jetty and Sea Ferry Terminal</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Kadina Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Moonta Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Copper Coast Resource Recover Centre Wallaroo</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Wallaroo Industrial Area</td>
<td></td>
<td></td>
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<tr>
<td><strong>The Flinders Ranges Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quorn Industrial Area</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Sibelco</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Hawker Industrial Area</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Freight Generator</td>
<td>Current/Predicted Capacity Commentary</td>
<td>Regional Significance</td>
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<td>-------------------------------------------</td>
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</tr>
<tr>
<td>Hawker Landfill</td>
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<td>Minor Freight Centre</td>
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<tr>
<td>Quorn Waste Transfer Station</td>
<td></td>
<td>Minor Freight Centre</td>
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<tr>
<td><strong>The Regional Council of Goyder</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burra Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Eudunda Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Princess Royal Feedlot</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td><strong>Light Regional Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeling Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>JT Johnson and Sons, Kapunda</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Mantina Quarries Concrete Supply, Kapunda</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Shea-Oak Log Poultry</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Viterra Roseworthy</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Lauke Mills</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Kingsford Estate</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Western Barossa wineries</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Sunpork Farms</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td><strong>The District Council of Mount Remarkable</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Melrose Viterra</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Booleroo Centre Viterra</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Regional Landfill</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Quarry</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Cattle Feedlot</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Sheep Feedlot</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td><strong>Northern Areas Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broad P/L</td>
<td>Cattle transition centre road train route (potential)</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Jamestown Sawmill</td>
<td>Significant industrial facility – state wide operations 50+ employees</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Saleyards – Murchland</td>
<td>Live sheep market – 16 per year (maximum 30,000 head)</td>
<td>Minor Freight Centre</td>
</tr>
</tbody>
</table>
## Predicted Freight Generation Demands

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive per market)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jamestown Industrial Estate</td>
<td>Various engineering, freight and construction companies</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Gladstone</td>
<td>Regional strategic bulk grain handling facility</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Lines MultiAg Laura</td>
<td>Road Train Route (potential)</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Clare Valley Quarries, Spalding</td>
<td>300,000t of quarry materials</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Canowie Belt - hay export</td>
<td>B-Double currently</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>CC Cooper &amp; Co. – Hay and livestock export and domestic</td>
<td>Road Train Route – Wilkins Highway</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Golden North Ice Cream Factory Laura</td>
<td>Statewide</td>
<td>Minor Freight Centre</td>
</tr>
</tbody>
</table>

### The District Council of Orroroo Carrieton

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grain Silos, Orroroo (Weighbridge Road)</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Kangaroo processing facility, Orroroo (Cnr of Ninth St / Thirteenth St)</td>
<td>Less than 100,000 tonnes</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Feedlot</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
</tbody>
</table>

### The District Council of Peterborough

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peterborough Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Peterborough (Cnr of Railway Tce &amp; Silver St)</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>SAMEX Export Avenue, Price Road Peterborough</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
</tbody>
</table>

### Port Pirie Regional Council

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Area (Nyrstar)</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Light industry policy area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Flinders Ports Port Pirie</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Viterra Port Pirie</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Crystal Brook</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>GrainFlow Crystal Brook</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Cunningham’s Quarry Gulf</td>
<td></td>
<td>Minor Freight Centre</td>
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</tbody>
</table>
### Predicted Freight Generation Demands

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>View Road, Napperby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Young’s Quarry Collaby Hill Road, Warnertown</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td><strong>Wakefield Regional Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balaklava Industrial Area</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Brinkworth</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Bowmans Intermodal Facility</td>
<td>&gt;100,000</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Inkerman Landfill</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Viterra Snowtown</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Snowtown Silos</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Blyth Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Owen Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Hamley Bridge Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Chicken Farms (multiple locations)</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Primo Abattoir</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Gilmac Hay Exporter</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td><strong>Yorke Peninsula Council</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GrainFlow Maitland and Industrial Area</td>
<td>120,000 t/yr plus other industry of freight, fuel etc</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Ardrossan Industrial Area and Flinders Ports Ardrossan</td>
<td>Combination of quarry, grain, freight, fuel etc exceeds 100,000t</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Arrium Mining</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Clinton Sand Quarry</td>
<td>Sand quarry exceeds 100,000t</td>
<td>Major Freight Centres</td>
</tr>
<tr>
<td>Price Industrial Area and Salt Producer</td>
<td>Salt producer and sand quarry each exceed 100,000t</td>
<td>Major Freight Centres</td>
</tr>
<tr>
<td>Curramulka Industrial Area</td>
<td>Quarry (80-90,000t) &amp; concrete exceed 100,000t</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Port Giles Industrial Area and Flinders Ports Port Giles</td>
<td>Grain exceeds 100,000t</td>
<td>Major Freight Centre</td>
</tr>
<tr>
<td>Flinders Ports Klein Point</td>
<td></td>
<td>Major Freight Centre</td>
</tr>
</tbody>
</table>
### Predicted Freight Generation Demands

<table>
<thead>
<tr>
<th>Freight Generator</th>
<th>Current/Predicted Capacity Commentary</th>
<th>Regional Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minlaton Industrial Area</td>
<td>Combination of freight, fuel, landscape &amp; agricultural supplies &amp; other industry does not exceed tonnage</td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Yorketown Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Warooka Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Port Victoria Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
<tr>
<td>Port Vincent Industrial Area</td>
<td></td>
<td>Minor Freight Centre</td>
</tr>
</tbody>
</table>

#### 5.2 Definition of Regional Freight Route

The most appropriate definition of a regionally significant freight route remains that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), namely that a “Freight” purpose "Facilitates industry development by linking key industries to major transport routes and contributes to efficient movement of large volumes of heavy freight vehicles”.

Unfortunately, the term “large volumes of heavy freight vehicles” was never fully defined in the RID Project Report, nor in any of the subsequent strategic planning documents which have been released. To therefore assist in objectively developing a set of regionally significant freight routes, the following quantifiable definition of a “large volume of heavy freight vehicles” is recommended:

- At least 10 B-Double movements per day (50 per week) on a two way basis (i.e. half may be empty or part full); or
- At least 20 semi-trailer movements per day (100 per week) on a two way basis (i.e. half may be empty or part full); or
- Any combination of the above where a B-Double counts as two semi-trailers.

As an alternative to heavy freight vehicle movements, the significance of a freight route can also be defined in terms of average tonnages moved on a daily, weekly or annual basis. Based upon creating an equivalent definition to the five fully laden B-Double movements per day (and five empty returns) mentioned above, at an average 40 tonne load, movement of 200 tonne of freight per day along the route then becomes an alternative measure of whether the road can be considered regionally significant. In turn, based upon a five day working week, 1,000 tonne of freight per week or 50,000 tonne of freight per annum also become definitions by which a road can be classified as regionally significant.

#### 5.3 Methodology for Creation of Regional Freight Routes

Maps showing the source of major freight movements in the Region are included as Appendix G. The process of turning these freight generator maps into regional freight route maps is based upon the fundamental premise of linking State Freight Routes, as identified in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network” (Reference 37), with regional freight generators, as identified in Section 4.1 above.
6.0 REGIONAL TOURISM ROUTES

6.1 Tourism Demands

The South Australian Tourism Commission (SATC) has established a tourism brand known as “South Australia – A Brilliant Blend”. SATC advertises key tourism locations, which are consequently considered of state significance. They are part of the “Brilliant South Australia” booklet, available in hard copy from SATC offices but not downloadable from their web site. Key tourism locations are also promoted in the “South Australia Experiences” leaflets. For the Region, key tourism destinations include the Barossa Valley, Clare Valley, Flinders Ranges and Yorke Peninsula.

Any site listed in regional tourism brochures could be considered to have regional significance. However, practical considerations in terms of the likely number of visitors, particularly those coming via organised coach or mini bus tour, should be taken into account when determining which sites need to be serviced by a regional tourism route.

Market summaries for South Australia and four tourism regions that are part of or overlap the Region, along with various other facts covering the profile of domestic visitors, attractions and events, tourism accommodation, and the profile of international visitors, are provided in regional tourism profiles published by the SATC in September 2017 (References 51 to 55). This important information further assists in defining the regional significance of various tourism destinations.

One basis of comparing tourism demand for the Region is the estimated number of overnight visitors and their source (intrastate vs interstate vs international). For December 2014 to December 2016, the regional tourism profiles provide the following information for average annual visits:

<table>
<thead>
<tr>
<th></th>
<th>Intrastate</th>
<th>Interstate</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Barossa</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visits</td>
<td>121,000</td>
<td>70,000</td>
<td>12,000</td>
</tr>
<tr>
<td>Nights</td>
<td>221,000</td>
<td>208,000</td>
<td>154,000</td>
</tr>
<tr>
<td><strong>Clare Valley</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visits</td>
<td>100,000</td>
<td>63,000</td>
<td>4,000</td>
</tr>
<tr>
<td>Nights</td>
<td>219,000</td>
<td>185,000</td>
<td>61,000</td>
</tr>
<tr>
<td><strong>Flinders Ranges and Outback</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visits</td>
<td>413,000</td>
<td>214,000</td>
<td>37,000</td>
</tr>
<tr>
<td>Nights</td>
<td>1,554,000</td>
<td>1,017,000</td>
<td>236,000</td>
</tr>
<tr>
<td><strong>Yorke Peninsula</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visits</td>
<td>429,000</td>
<td>50,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Nights</td>
<td>1,361,000</td>
<td>236,000</td>
<td>98,000</td>
</tr>
</tbody>
</table>

The above table highlights the significance of the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula as tourist destinations, not only for interstate visitors (where the average length of stay is 3.0 nights for the Barossa region, 2.9 nights for the Clare Valley region, 4.8 nights for the Flinders Ranges & Outback region and 4.7 nights for the Yorke Peninsula region), but for international visitors (with an average stay of 12.8 nights for the Barossa region, 15.3 nights for the Clare Valley region, 6.4 nights for the Flinders Ranges & Outback region and 19.6 nights for the Yorke Peninsula region).
From information contained in the “Regional Tourism Profiles December 2014 – 2016” published by SATC in September 2017 (References 51 to 55), the visitor numbers for the Flinders Ranges & Outback, Yorke Peninsula, Barossa and Clare Valley tourism regions rank at third, fifth, ninth and eleventh respectively among other regions in South Australia including Adelaide (ranked as 1st), Fleurieu Peninsula (2nd), Limestone Coast (4th), Eyre Peninsula (6th), Riverland (7th), Murraylands (8th), Adelaide Hills (10th) and Kangaroo Island (12th).

6.2 Strategic Tourism Considerations

While there are quite a few publications which identify tourism priorities for the Region, there are very few available publications which specifically address the need for tourism transport infrastructure on a regional basis. However, an understanding of the following publications provides, at least in a broad sense, guidance for the determination of regional priorities in relation to tourism transport infrastructure:


6.3 Methodology for Creation of Regional Tourism Routes

The most appropriate definition of a regionally significant tourism route is again drawn from that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), namely that a "Tourism" purpose “Provides access to tourism sites and locations, and enables people to view scenic attractions in a safe and enjoyable manner”.

Once again, the above definition fails to provide any quantifiable measure that differentiates between regionally significant tourism routes and locally important tourism routes (including scenic drives). To therefore assist in objectively developing a set of regional tourism routes, it is proposed that regionally significant tourism routes should be identified using the principles outlined in the following paragraphs.

Maps showing tourism destinations in the Region are included as Appendix H. An initial study of SATC state wide promotional material was undertaken in order to identify tourism destinations of state significance, along with a study of SATC regional tourism promotional material, as well as local council and private sector publications, in order to identify tourism destinations of regional significance. Tourism information was also based on a number of scenic drives indicated in regional promotional material, as well as on maps maintained at a state level by DPTI.

The difference between designation of a tourism destination as “primary” or “secondary” was therefore based on two key indicators, namely:

1. The target audience and level of advertising of the destination was the major factor. Primary destinations were considered to be those which the state government and private operators advertise interstate and overseas, thereby attracting tourists into the state. Such destinations have state significance. Obvious examples included the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula.

2. The size of vehicles that commercial tourism operators use on the route was used as a secondary indicator of route importance. For instance, routes which cater for 40 seat tourist buses were considered as primary tourism routes while routes catering for 20 seat tourist buses (e.g. coasters, etc) were considered to be secondary tourism routes.

In addition, a route which was promoted as having state significance, like the RM Williams Way or Main North Road, were considered primary tourism routes. On the other hand, well
advertised major attractions, but usually only accessed by private vehicles, were considered secondary routes. Examples of this type of route include access roads to various national parks in the Region.

As well as the tourist destinations themselves, any township offering a visitor information centre highlighting attractions in the surrounding region, such as Kadina, was also identified. This acknowledged the fact that visitor information centres serve to enhance a tourist’s experience in the area by providing information on additional attractions which might not otherwise have been known to the tourist, thereby encouraging them to stay longer.
7.0 REGIONAL COMMUNITY ACCESS ROUTES

7.1 Community Access Demands

A process was undertaken to identify regionally significant community access roads by starting with identification of major demographics (i.e. population centres and available services).

Firstly, the location of town and community centres were determined using council information and other available maps. This information was then collated with the 2016 census data to establish which town and community centres had permanent populations exceeding 50. Where census data was not available for small towns (data is now packaged into regions rather than individual towns) Google Earth was used and the number of houses within the town was counted. This was then multiplied by 2.5 persons/house to give a town population.

Population data for Key Towns and for Important Centres, as per the definitions contained within the Road Classification Guidelines in SA (Reference 31), were then cross checked against data supplied by councils. Where a discrepancy existed, data from the Road Classification Guidelines has been used (refer Appendix D).

The community access network is based on town centres, which are clusters of households, rather than households scattered over a length of road. Once locations for these town centres were established, and population data received, the provision of essential services was assessed. Essential services are considered to cover the five areas of education, health, finance (banking), recreation and emergency services. The presence of an essential service was defined using various criteria. Education requires a school of any level. Health requires a doctor’s surgery or hospital. Finance requires an operational bank or other lending institution (i.e. not an agency arrangement). Recreation requires use of a sporting facility and the associated existence of a sporting club not directly connected to a school. Emergency services requires at least one of Metropolitan Fire Service, Royal Flying Doctor Service base, ambulance, police or SES to be based in the township/community. CFS depots are excluded as they are in all towns and also in numerous rural locations. However, they will be considered in route planning.

7.2 Methodology for Creation of Regional Community Access Routes

By combining the presence of essential services with population data, town centre locations and the DPTI arterial road network, maps showing all community access requirements have been created (refer Appendix I). These maps show various colours for individual towns or community centres, based on the number of essential services available in that location, namely:

- Red – 0 services
- Orange – 1 Service
- Magenta – 2 services
- Yellow – 3 services
- Blue – 4 services
- Green – 5 services

Population is represented on the maps by the size of circles, with the ranges being:

- Small Community 50-100,
- Large Community 100-1000,
- Important Centre 1000-3000, and
- Key Town >3000.

Most townships and communities are on the arterial road network, thereby being provided with a reliable connection to other town centres with more or different services. A number of communities, though, are not on the arterial road network.
Large communities (i.e. with a population of 100+) that are isolated from the arterial road network need to be provided with a regionally significant community access route to the nearest town centre or DPTI road. Small communities that are isolated from the arterial road network require access which is considered to be an important community access route at council level, but not at a regional level. These communities are shown on the maps to assist individual councils plan their council road network priorities.

For those towns or large communities already located on the arterial road network, it may be appropriate for councils to provide an extra regionally significant link to another service centre, where commuters would otherwise be driving a lot further out of their way to access the nearest essential services.

7.3 Supplementary Methodology for Adding Community Access Routes

While not included in the development of the demand generation maps discussed in Section 6.2, it is planned to discuss with individual councils the concept of an extra warrant to develop a regionally significant community access route. This warrant involves determining the point at which local roads become a common use facility for at least 100 people, all coming from either individual farms or isolated communities each of less than 50 permanent population, and requiring access to their nearest town providing some or all of the five essential services. This would result in some local roads which feed directly in to towns being of regional significance for part of their length, but of only local significance for the remainder.
8.0 NON-ROADS TRANSPORT CONSIDERATIONS

8.1 Review of Public Transport Policy

The methodology for this component of the project involved consideration of public transport issues when reviewing the various strategic plans, development plans and transport plans previously mentioned under Sections 2 and 3, along with an additional search of publicly available transport policy documents. The review is not intended to be a detailed analysis of all public transport services in the region, nor does it include consultation with significant stakeholders or communities.

8.1.1 Current Public Transport Policy – State Government

The Public Transport Division of DPTI oversees the operation of the regional passenger transport services:

**Regular Route Services** – timetabled and flexible intra-region bus services, which are contracted and subsidised by the state government and with transport concessions provided. Link SA is the main provider and provides bus services within The Barossa Council, Light Regional Council, Clare and Gilbert Valleys Council, and part of the Regional Council of Goyder. Premier Stateliner run a service to Port Augusta two to four times a day covering all of the main towns along the route, including Port Broughton for one service per day. Yorke Peninsula Coaches run services to Yorke Peninsula, the Copper Coast and the mid north as far as Peterborough. There is also a regular bus service to Quorn and Hawker from Adelaide provided by Genesis Transport.

**Community Passenger Networks** – Yorke Peninsula Coaches operate a community bus service within Yorke Peninsula and the Copper Coast. YP Community Transport is a separately incorporated body supported by Yorke Peninsula Council, Copper Coast Council and the District Council of Barunga West, which provides services within those council areas. There is a privately owned and operated bus service around the town of Port Pirie, along with an assisted access service for the disabled (e.g. walking frames, wheelchairs). The Northern Passenger Transport Network, based in Melrose to assist transport of disadvantaged persons and the aged to medical appointments, shopping and other social activities, is available in the council areas of Flinders Ranges, Mount Remarkable, Northern Areas, Orroroo Carrieton, Peterborough and Port Pirie Regional Council. The Mid North Community Passenger Network extends over four council areas of Clare & Gilbert Valleys Council, Regional Council of Goyder, Wakefield Regional Council and Adelaide Plains Council, and is available to cater for the transport of disadvantaged people and the aged and infirm to medical appointments, shopping and other social activities.

Community Passenger Networks are currently only funded by federal and state governments until June 2020, and it is uncertain as to their future with the National Disability Insurance Scheme (NDIS) coming into place.

**Regional Taxi Services** – 24 hour metered fares which can access the SA Transport Subsidy Scheme for people with disabilities.

The Parliament of South Australia’s Environment, Resources and Development Committee had an inquiry into transport and released its findings in December 2009.

Key findings were:

Committee Recommendation 1

The Committee recommends that Government planning and funding for public transport in metropolitan Adelaide and regional South Australia reflect the urgent need to increase public transport’s share of the passenger transport task.
Committee Recommendation 13

The Committee recommends that regional bus service fares be reviewed with a view to reducing the fares within country towns and between Adelaide’s nearby country towns. Metropolitan and country public transport fares should be adjusted according to CPI on a regular basis and metro ticket boundaries be reviewed in light of the expanded urban area.

Committee Recommendation 14

The Committee recommends that public transport be considered to be an essential element contributing to the achievement of the community’s social goals, such as equity, social inclusion and the welfare of disadvantaged groups, through the network’s geographical and temporal coverage and the quality of services provided.

8.1.2 Changing Community Attitudes to Travel

The DPTI Travel Smart Program may be of assistance to regional communities as a way of providing travel behavioural change. This program looks at the transport needs of individuals and local areas, then provides cultural change tools. The Travel Smart Program would need to be linked with other programs such as community public transport network brokerage.

8.1.3 Conclusions

1. The current policy for public transport in the State of South Australia is mainly focused on revitalisation for the higher demand centres in the Adelaide Metropolitan area and a transport brokerage brief on public transport demand growth in regions.

2. Regional public transport services into the future will more than likely need to be met by Regular Route Services and the integration of services.

3. Local public transport will tend to be provided within communities by Integrated Transport Services and Community Passenger Networks (if funding continues), supplemented where viable by Regional Taxi Services.

4. Travel Change behavioural programs could assist local people and communities in cultural change to travel demand (e.g. work from home, car pooling, teleworking, etc).

8.2 Rail Transport Infrastructure

Existing rail infrastructure within the Region has been highlighted as part of the development plan discussions in Section 2.5 (refer also to Appendix L) and in the rail freight study previously discussed in Sections 3.5. In summary:

8.2.1 Current Transport Policy – Australian Government

The Australian Government released its “National Infrastructure Priorities” in May 2009 where it identified that rail freight is becoming an increasingly significant factor in Australia’s economic and environmental performance.

_Infrastructure Australia supports significant investment in Australia’s rail freight network and Infrastructure Australia considers that a new National Freight Strategy needs to be developed for our freight networks to improve planning, investment and decision making, as part of a complete Integrated National Transport Plan._
8.2.2 Rail Freight Considerations

Major rail freight movements are centred on the Adelaide to Tarcoola line which runs between Two Wells and Port Germein within the Region, generally along the Augusta Highway alignment, and the Adelaide to Sydney line which runs between Crystal Brook and Peterborough within the Region. These are long haul freight lines which have limited ability, and are generally not economically viable, to load/unload general freight along the rail route. However, grain silo storage and train loading facilities exist at various sites along the route. Most notably Bowmans Intermodal, Viterra and Grain Flow in Mallala, Viterra and Grain Flow in Crystal Brook, Viterra in Gladstone and Viterra in Port Pirie are utilised for shipment of large quantities of grain and other goods by rail. Some of these road/rail intermodal facilities can be classified as a major freight centre (handling greater than 100,000 tonnes per annum of grain or other goods), while the remainder would be classified as a minor freight centre. Page 8 of the Yorke and Mid North Freight Plan (Reference 56) also discusses rail freight movement within the Region.

Many industrial developments within the Region are of regional significance but, other than Bowmans Intermodal, they are highly unlikely to warrant any consideration of non-grain related road/rail intermodal transfer facilities within the timeframe of the 2030 Regional Transport Plan. The principal mode of freight transport will continue to be road based. The implication for the road network is that important local roads servicing industrial/logistics precincts will need to be capable of handling B-Double or larger freight movements.

The Northlink rail bypass remains a highly supported future infrastructure project. It would run from Murray Bridge and/or Monarto to Truro and then into northern Adelaide, also linking directly into the interstate Adelaide to Tarcoola rail line, potentially at or near Bowmans Intermodal. A number of Regional Development Australia bodies, as well as two other regional local government associations, strongly support this project.

The Leigh Creek rail line between Leigh Creek and Port Augusta is currently not operating.

8.2.3 Rail Tourism Considerations

Tourism considerations are generally limited to “The Ghan” train service which runs from Adelaide to Alice Spring and Darwin on one to two services per week depending on the time of year, and “The Indian Pacific” train service which runs from Adelaide to Sydney (as an add on to the Perth to Sydney route. There are no local stops in the Region on either service.

The Pichi Richi Railway is a popular tourist rail experience running from Port Augusta to Quorn on a regular basis. Other limited tourist rail experiences have operated in the past at Peterborough (now just a rail museum) and continue to operate at Moonta.

8.2.4 Commuter Considerations

Use of rail for commuter services is impractical due to the small population catchment with local and regional bus services providing limited serviceability for this particular user group. Practically, private vehicles will be the predominant commuter transport mode in the immediate and medium term.

8.3 Sea Transport Infrastructure

As discussed in the Yorke and Mid North Freight Plan (Reference 56), the Region is home to five active ports at Port Pirie, Wallaroo, Ardrossan, Port Giles and Klein Point. This infrastructure is vital within the Region, particularly for the export of minerals, grain, fertiliser and limestone.
Wallaroo and Port Giles, which are deep-water ports, are key grain export facilities for the state, with bulk grain handling facilities receiving regular shipping services for the collection and export of grain.

Port Pirie harbour handles metal ores and concentrates and has some capacity to handle containerised cargo. The role of this port has diminished over recent years as its shallow channel limits use of modern large vessels. However, it is being considered by several iron ore companies for barging operations for the export of iron ore.

8.4 Air Transport Infrastructure

Air Freight Considerations. Very little export air freight is generated from regional airports in South Australia to Adelaide because the cargo capacity of aircraft operating regional air services is very limited and few products are of high enough value to sustain the air freight cost irrespective of back loading issues. None of the regional airports in South Australia can accommodate freight flights to interstate freight consolidation points, other than a potential future site often proposed for Monarto.

Other Aerodromes and Airstrips: These exist at a number of major centres around the Region, including Port Pirie aerodrome and airstrips at Booleroo Centre, Clare, Maitland, Minlaton, Jamestown, Peterborough, Orroroo, Quorn, Hawker, Yorketown, Kadina and Rowland Flat. All are primarily available for use by RFDS, private aircraft and charter flights. Many are also used for crop duster planes and as a base for water bombers for bushfires if required. Likely future passenger numbers are insufficient to justify major upgrades at any of these sites. A commercial helicopter pad is also located near Lyndoch. Use of airport facilities on a regular basis by the RFDS is considered regionally significant due to the nature of the medical emergencies that necessitate RFDS transport. Use of aerodrome and airstrip facilities on a less frequent basis by the RFDS would not justify regional significance, with such facilities maintained on a suitable fit for purpose basis.

8.5 Bicycles

Provision of bicycle facilities for commuters and tourists is becoming of increasing importance for provincial cities and regional towns. While not directly considered in this report as part of the regional freight, tourism or community access transport networks, the presence of cycle routes has a major impact on the fit-for-purpose standard applicable to regional road infrastructure. In particular, extra road width for on-road bicycle lanes and appropriate road crossing points for off-road bicycle paths are important considerations in built up areas of regional towns, while use of suitable lane widths and sealed shoulders are very important if a rural road is declared as a bicycle route. Important cycling facilities include the Riesling and Rattler Trails for recreational cycling in Clare and Gilbert Valleys Council, and mountain bike riding around Melrose and Mt Remarkable within the District Council of Mount Remarkable.
PART D

9.0 REVIEW AND UPDATE OF THE REGIONAL TRANSPORT PLAN

9.1 Background

The Legatus Group (formerly Central Local Government Region) released its original Regional Transport Strategy in 2002/3, which included development of a transport infrastructure multi-criteria assessment database. A subsequent review of the RTS occurred in 2007 (Reference 1). Although the review refined the assessment process and then considered a new set of regional road submissions, there was no change to the fundamental assumptions and associated content of the original report.

Invariably, regional development priorities change over time, thereby changing the freight, tourism and community access requirements of the regional as a whole and of individual councils. This leads to roads being presented by individual councils as being of regional significance without neighbouring councils having fully considered, nor supported, the change in priorities. There is anecdotal evidence of this having occurred in recent years during annual consideration of Special Local Roads Program (SLRP) funding applications.

Inherent within the development of the 2030 Regional Transport Plan is the need to define a methodology for review and update of the underlying transport strategy and the associated regional route maps that form the basis of the 2030 Regional Transport Plan. This ensures that the 2030 Regional Transport Plan is a “living” document in which the Legatus Group is able to incrementally reflect changing regional needs by periodic updates to the plan during its expected 10 to 15 year life.

The following methodology for periodic review and update of the 2030 Regional Transport Plan, as well as activities associated with regional prioritisation of annual SLRP funding applications, is therefore proposed. It is based upon a similar successful methodology introduced by the Southern & Hills Local Government Association, the Limestone Coast Local Government Association and the Murraylands and Riverland Local Government Association as part of their respective regional transport planning processes.

9.2 Overview of Process

The flowchart shown on the next page describes the review and update methodology as a six step process.

Step 1 addresses the need to periodically review all regional route plans developed as part of the 2030 Regional Transport Plan (refer to Appendix A or Enclosure 2 for the current plans). Changes to regional routes will be driven by changes to economic and social needs within the Region.

Step 2 allows councils to update the regional road action plans, which identify all regional freight, tourism and community access routes that are not fit for purpose, then establish short, medium and long term upgrade priorities (refer to Section 10 for further details).

Step 3 allows the TIA Committee, with input from a consultant as independent reviewer if desired, to prioritise all roads submitted under Action Plan 1 (i.e. those showing significant deficiencies which councils have included as a priority under their individual capital works programs (refer to Section 10).

The above three steps should be conducted every three to five years.
Steps 4 to 6 describe the annual grant funds application process, which if applied as described, should maximise the potential for road projects submitted by the Legatus Group to receive funding under the SLRP and from other sources.

**2030 REGIONAL TRANSPORT PLAN**
**METHODOLOGY FOR REVIEW AND UPDATE**

- **Step 1**: Every 3-5 years
  - Update regional routes
  - Map based, linked to Planning SA, DPTI, Tourism SA and Regional Tourism strategies.

- **Step 2**: Every 3-5 years
  - Update regional road action plans
  - Allow councils to amend current and submit new road proposals, based upon changes to assessed deficiencies and proposed funding of improvements.

- **Step 3**: Every 3-5 years
  - Prioritise roads in Action Plan 1
  - Use assessment process based on LGTAP SLRP Assessment Methodology. Use consultant for independent review.

- **Step 4**: Every year
  - Annual funding applications
  - By individual councils. Comply with LGTAP form with substantial supporting documents.

- **Step 5**: Every year
  - Legatus Group TIA Committee review
  - Confirm priorities against LGTAP process.

- **Step 6**: Every year
  - Legatus Group TIA Committee endorsed bids to LGTAP
  - Covering letter with submissions.
9.3 Road Proposal Assessment

The annual road proposal assessment component of the 2030 Regional Transport Plan review and update methodology, which is shown as Step 4 in the flowchart on the previous page, is closely aligned with recommendations contained within the Roads Infrastructure Database (RID) Project Report released in 2001. The RID Project guidelines are used by the Local Government Transport Advisory Panel (LGTAP) as part of its annual assessment process for grant funding under the Special Local Roads Program (SLRP). Strong alignment between the Legatus Group and LGTAP assessment processes maximises the potential for the Legatus Group applications to receive SLRP funding support.

The RID Project methodology is fully described in the Roads Infrastructure Database (RID) Project Report (Reference 2). It is a single stage methodology which evaluates road proposals against six categories, namely Secondary Purpose, Regional Significance, Economic, Access, Safety and Environmental. Since publishing of the project report in 2001, all annual Special Local Roads Program and Regional Roads to Recovery funding applications from throughout the state submitted to the LGTAP are required to be in a format that facilitates assessment using the RID Project methodology.

The key to successful application of this methodology is threefold:

a. Selecting road proposals which have been clearly identified as forming part of the regional road network under the freight, tourism and/or community access categories, to ensure that the road proposal is properly recognised as having regional and/or state significance and (preferably) having more than one purpose.

b. Substantiating claimed benefits under the economic, access, safety and environmental categories with objective evidence. This might include supporting freight movement studies for the economic benefits section, tourism or public transport operator letters of support for the access benefits section, and road safety audit reports for the safety benefits section.

c. Once weighted benefit assessments are complete, splitting priorities for roads which have a primary purpose of freight, tourism or community access, so that the priority of tourism or community access roads for funding is independently compared with other tourism or community access roads respectively, not with freight roads.
10.0 ACTION PLANS

10.1 Background

Development of a methodology for creation of short, medium and long term action plans in support of the agreed 2030 Regional Transport Plan is considered an essential second stage in the regional transport planning process.

10.2 Methodology

The proposed methodology for developing action plans is based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Each regionally significant route (or section of route where a major change in road purpose or road standard occurs) is broadly assessed for compliance with its fit-for-purpose standard, based upon the road’s purpose(s). Against the above four categories (i.e. not broken down any further) an assessment of “Compliant”, “Minor Deficiency” or “Major Deficiency” is noted. A “Minor Deficiency” can be defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community. A “Major Deficiency” can be defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible council using a suitable risk mitigation strategy.

Once the above assessment is made, each regionally significant route (or section of route) will be listed on one of the following three action plans, or remain on a fourth list of roads classified as “compliant”.

10.3 Action Plan 1 – Immediate Priority (0 to 5 Years)

Roads on this list will be based upon regionally significant routes exhibiting one or more major deficiencies in fit for purpose standard, the upgrade of which councils have included in their five year capital works programs. Initial budget allocations for these proposed upgrades will be included in the action plan.

10.4 Action Plan 2 – Medium Term Priority (6 to 10 Years)

Roads on this list will be based upon regionally significant routes exhibiting at least one major deficiency in fit for purpose standard, the upgrade of which councils have not been able to include in their five year capital works programs, but for which an on-going risk mitigation strategy is in place for addressing any major deficiency.

10.5 Action Plan 3 – Long Term Priority (11 Years and Beyond)

Roads on this list will be based upon regionally significant routes exhibiting no major deficiency, but one or more minor deficiencies in fit for purpose standard, the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard, available funding).
10.6 **Regional Roads Considered Fit-for-Purpose (i.e. Compliant)**

All remaining regionally significant freight, tourism and community access roads, as identified in the 2030 Regional Transport Plan, which currently meet all fit-for-purpose standards (i.e. exhibit no major or minor deficiency) will become part of this list.

10.7 **Sample Output**

A sample spreadsheet, to be completed by each council for all of the regionally significant routes shown on the 2030 Regional Transport Plan for their area, is as follows:

<table>
<thead>
<tr>
<th>Road / Segment</th>
<th>Speed Environment</th>
<th>Dimensions</th>
<th>Geometry</th>
<th>Strength / Durability</th>
<th>Action Plan</th>
<th>Cost ($m) for Action Plan 1 Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABC Road</td>
<td>Minor</td>
<td>Minor</td>
<td>Compliant</td>
<td>Compliant</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>EFG Road</td>
<td>Compliant</td>
<td>Minor</td>
<td>Compliant</td>
<td>Major</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>HIJ Road</td>
<td>Compliant</td>
<td>Minor</td>
<td>Major</td>
<td>Major</td>
<td>1 1.5</td>
<td></td>
</tr>
<tr>
<td>KLM Road</td>
<td>Compliant</td>
<td>Compliant</td>
<td>Compliant</td>
<td>Compliant</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PART E

11.0 CONCLUSIONS AND RECOMMENDATIONS

11.1 Regional Transport Goals

The following six regional transport goals are suggested:

Goal 1 – Economic Development

- A transport system that supports economic, industry and trade development across the Central Region.

Goal 2 – Access

- An equitable and accessible transport network that allows for consistent and reliable travel, with the capacity to use roads for their intended purpose.

Goal 3 – Road Safety

- A safe transport network where the severity and risk of accidents is minimised, and where speed limits are applied to fit community need not road standard.

Goal 4 – Tourism

- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.

Goal 5 – Public Transport

- Continued development of a public transport system commensurate with the needs of the Central Region, including subsidisation of regional bus services on an equitable basis to metropolitan bus services.

Goal 6 – Environment

- A transport network that minimises adverse impacts on the environment and communities.

Consistent with the above goals, the following objectives will underpin the next stage in the process of developing the 2030 Regional Transport Plan:

- Establish consistent regional road transport links within the Central Region which are of an appropriate “fit for purpose” standard;
- Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations;
- Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible;
- Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles;
- Ensure intermodal facilities, such as grain storage and handling sites, can operate in a safe and efficient manner;
- Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections;
- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes;
- Ensure that all communities in the Central Region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services;
- Upgrade regional aerodromes and airstrips for use by essential services such as RFDS and for fire-fighting, along with commercial applications including banking and high value freight.
- Improve public transport facilities within the Central Region by:
  - ensuring that subsidies for Integrated Regional Transport Services are more equitable in relation to metropolitan public transport subsidies, and
  - making better use of school bus infrastructure for other services during the day.
- Encourage commuter cycling within key towns and important centres, as well as tourist cycling for selected routes, particularly along the popular coastlines such as Yorke Peninsula and Copper Coast.

11.2 Roads of Regional Significance – Guiding Principles

Six key recommendations were included in the 2030 Regional Transport Plan Demand Modelling Working Paper (refer to Enclosure 1). These recommendations defined the principles for development of regional transport routes in the Region. They were discussed at the TIA Committee meeting held on 22 August 2017 and were subsequently used by all councils in development of the regional routes included in this report.

The guiding principles are:

1. Regional freight routes should initially be developed by connecting industrial and logistics development zones in Key Towns and Important Centres with the state freight routes identified in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network, Department of Planning, Transport and Infrastructure”, while confirming that such routes are appropriately gazetted and shown in DPTI’s online RAVnet mapping system.

2. Councils should be able to nominate additional local roads as “regionally significant” or “locally important” freight routes based upon connection to an identified minor industry centre or as part of a broader rural region generating freight, provided that the number of B-Double or semi-trailer movements complies with the definition of a “large volume of heavy freight vehicles” as contained in Section 5.2.

3. Regional tourism routes should initially be developed by mirroring the major tourist routes promoted in South Australian Tourism Commission state and regional publications, and confirmed in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network”, along with designated scenic drives indicated in regional promotional material. Consideration should also be given to any route used by a 40 seat tourist bus.
4. Councils should be able to nominate additional local roads as regional tourism routes using locally generated information to show that a significant (say 100 plus) number of visitors see the site every day or that the route is the main access to a coastal holiday shack community of at least 100 people.

5. Regional community access routes should initially be developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 – 3000) and Large Communities (100 – 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.

6. Councils should be able to nominate additional local roads as regional community access routes either because a Small Community (50 – 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and micro communities which concentrate road movement as they near the service centre.

11.3 Recommendations

As a conclusion to the 2030 Regional Transport Plan development project, the following seven recommendations are presented for formal adoption by the Legatus Group:

1. Regional transport goals developed as part of the 2030 Regional Transport Plan, as listed in Section 11.1, be adopted as the Regional Transport Goals for the 2030 Regional Transport Plan.

2. Regional freight routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional tourism routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional community access routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, all along with the underpinning definitions and methodology used to create the routes (as described in Sections 5, 6 and 7 respectively) be adopted as part of the 2030 Regional Transport Plan.

3. Non-roads regional transport considerations, as presented in Section 8, be adopted as a basis for further investigation and development of specific initiatives for improving public transport, rail freight, sea freight and air transport infrastructure where economically viable to do so.

4. The methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program or other funding applications, as summarised by the flowchart shown in Section 9.2 of this report, be adopted as a key element to ensure that the 2030 Regional Transport Plan remains current and relevant to the region’s transport planning needs.

5. Regional road action plans, highlighting immediate, medium term and long term requirements for improvement of all regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan, be developed in accordance with the guidelines and sample spreadsheet shown in Section 10 of this report, with completion by mid 2018.

6. Road upgrade nominations be called from each council, based upon roads listed in Action Plan 1 (once it is created under Recommendation 5), then formally reviewed using the SLRP assessment methodology, in order to create a new prioritised list of roads for consideration under the annual SLRP funding application process.
7. The first scheduled strategic review of the regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan be set down for early 2021 (i.e. three years after release of the final report).
Appendix A

2030 Regional Transport Plan – Regional Routes (as at 15 December 2017), A4 Size
4.5.1 CONSENSUS AGENDA – FOOD REPORT

4.5.1.1 FOOD RECALLS

Consumer Level recalls were monitored for:

- Berg Smallgoods American Style Skinless Hot Dogs 375g
- Warburn Estate bottled wine:
  - 2017 Rumours Semillon Sauvignon Blanc
  - 2017 Rumours Pinot Grigio
  - 2017 Rumours Chardonnay
  - 2017 Rumours Sauvignon Blanc
  - 2017 Rumours Moscato
  - 2017 Gossips Chardonnay
  - 2017 Gossips Sauvignon Blanc
  - 2017 Gossips Semillon Sauvignon Blanc
  - 2017 Gossips Moscato
  - 2017 Gossips Pink Moscato
  - 2017 Gossips Dolcetto and Syrah
  - 2017 Wine Gang Sauvignon Blanc
  - 2017 Warburn Estate Sangiovese Rose

RECOMMENDATION:
That the report item 4.5.1.1 be received.
4.5.1  CONSENSUS AGENDA – FOOD REPORT

4.5.1.2  FOOD PREMISES INSPECTIONS
B4573
During the month of December 2017 the following food businesses were inspected for their compliance with the Food Act 2001.

- Barossa Siam – Follow up inspection
- The Farm Eatery – Follow up inspection
- Mirror Mirror Patisserie – Routine inspection
- Blackbird Coffee House – Routine and follow up inspections
- Monkey Nut Café – Routine inspection

RECOMMENDATION:
That the report items 4.5.1.2 be received.
4.5.2 CONSENSUS AGENDA – NATURAL RESOURCES REPORT

4.5.2.1 SOUTH PARA BIODIVERSITY PROJECT INC. COMMITTEE B4331, 17/101354

Minutes of the South Para Biodiversity Project Inc. Committee Meeting held 18 August 2017, are attached for information.

RECOMMENDATION:
That report items 4.5.2.1 be received.
## MEETING MINUTES

**South Para Biodiversity Project Inc.**

**Committee Meeting**

**Meeting Time and Date:** 18th August 2017 9:30-11:30am

**Meeting Venue:** Para Wirra Conservation Park

**Attendees:** Faith Coleman, Gary Mavrinac, Jackie Crampton, Steven Brooks (10am), Kate Graham, Jo Park, Steve Taylor, Tom Brookman, Hamish Jack, Damien Stam, Patsy Johnson, Bruce Gotch, Phil Gillett, Helen Rapp Bourne (Chair), Veronica Clayton (minutes)

**Apologies:** NIL

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>Welcome and introductions</strong>&lt;br&gt;SA Water representatives Hamish Jack Onground Rep South Para and Damien Stam- Fire Management Officer</td>
</tr>
<tr>
<td>2.</td>
<td><strong>Confirmation of previous meeting minutes</strong>&lt;br&gt;Acceptance of minutes of previous annual general meeting&lt;br&gt;<strong>Proposed resolution:</strong> That the minutes dated the 9th June 2017 be accepted as a true and accurate record.&lt;br&gt;<strong>Moved:</strong> P. Johnson <strong>Seconded:</strong> B. Gotch&lt;br&gt;<strong>Passed/Not passed</strong></td>
</tr>
<tr>
<td>3.</td>
<td><strong>ACTIONS ARISING:</strong>&lt;br&gt;• Jo to provide an update on the PDF mapping progress <strong>COMPLETED:</strong> See presentation summary below&lt;br&gt;• All members are invited to draft a letter regarding the favourable declaration of <em>Ornithogalum thyrsoides</em> which will support the correspondence that Helen will draft on behalf of the committee. Letters to be sent to the NRM Board, the Environment Minister and the Regional Animal and plant control. Helen to circulate the letter prior to sending to ensure that the committee approval is sought. <strong>ONGOING:</strong> Letter approved by committee for sending. Helen to send letter.&lt;br&gt;• Helen to call Darryl Jones SA Water re: representation from SA Water at the meetings <strong>COMPLETED.</strong>&lt;br&gt;• Veronica to invite Ian Falkenburg to come along to a meeting to provide an update on the AIBS and possibly followed up with a visit or liaison with the Friends Group to offer SPBP support <strong>COMPLETED:</strong> A joint meeting with Northern Coasts and Plains Committee for an update on AIBS to be held in lieu of October meeting&lt;br&gt;• Veronica to contact Para Wirra CP neighbour and ask for permission for Phil to access property to control boneseed. <strong>COMPLETED.</strong></td>
</tr>
<tr>
<td>4.</td>
<td><strong>Chairpersons Report</strong>&lt;br&gt;Preparing for Landcare Conference presentation to be held in Clare next month. Tickets may be available for committee members please see Veronica if interested in attending. 10 minute presentation about engagement, dealing with transition and flexibility within a community group.</td>
</tr>
<tr>
<td>5.</td>
<td><strong>Treasurer's Report:</strong> Nil changes</td>
</tr>
<tr>
<td>6.</td>
<td><strong>Presentation of rapid mapping system trialled by City of Playford:</strong> Jo Park&lt;br&gt;- Biodiversity mapping of assets including: dominant local native sp., conservation ratings, habitat type, percent cover and weed species.&lt;br&gt;- Currently completed detailed survey of 50mx50m grids of approximately 800ha.&lt;br&gt;- At the current stage of data quality check and clean up&lt;br&gt;- Has been a great opportunity for student and volunteer employment&lt;br&gt;- PDF maps produced&lt;br&gt;- Provides a good negotiation data for management and to direct investments or during planning for connectivity a/corridors&lt;br&gt;- Weed layers provides direction for investment&lt;br&gt;- There is also a plan for roadside data to be collected in the future&lt;br&gt;- Kate requested that the data be entered into the BDSA, <strong>ACTION:</strong> Liaise with Jo re: data for BDSA.&lt;br&gt;<strong>ACTION:</strong> Biological Database of South Australia link to be sent by Kate to the committee</td>
</tr>
<tr>
<td>7.</td>
<td><strong>Ornithogalum progress with letter</strong>&lt;br&gt;P. Gillett pointed out some typo's. All present agreed that letter is now ready for sending to the NRM Board for consideration. <strong>ACTION:</strong> Helen to send letter to NRM Board.</td>
</tr>
</tbody>
</table>
Observations In the District:

- **NRM (T. Brookman)**
  - Cape Tulip season new resource available in the district: wick wiper **ACTION:** Tom to send contact information.
  - Roo management update. New operations plan being completed for implementation next year.
  - *(V. Clayton)* Artichoke control program
  - Awaiting official budget to be set; slight reduction across all the districts

- **SA Water: (H. Jack)**
  - Weed control contractors appointed.
  - Significant reduction of Watsonia along the river corridor from Barossa reservoir to Para Wirra
  - Deer no’s dropped in last 12 months
  - Roo population reduction on SA Water land. issue continues to be with adjoining neighbours and will commence liaison with these landholders. Discussion occurred regarding difficulties for landholder to dispose of carcasses and the use of a roo pit for landholders may improve the amount of culling on neighbouring properties.

- **Forestry SA (J. Crampton)**
  - Same funding received
  - Chestnut rump heath wrens found in Mt Gawler, further surveys to be conducted to ensure populations are stable.
  - Abundant species culling remains on hold due to recent incidents.

- **National Parks (S. Taylor)**
  - Illegal firewood collection issue in Cobbler Creek
  - Faith passed a motion that SPBP Inc. provide a letter of support for DEWNR to co-ordinate effort in a review of illegal firewood collection amongst the agencies. All present agreed **ACTION:** Faith to draft a letter for support

- **Para Woodlands** No report

- **Friends of Para Wirra (P. Johnson)**
  - Voiced concerns re; camping and particularly camping fires and illegal collection of firewood.
  - FOPW have sent a letter regarding their concerns to the minister

- **City of Playford (J Park)**
  - All buffers to Bushland plants (18,000) have been distributed, including school distribution for nature play gardens and bush kindy’s
  - Mini BAT for Glenburnie Water Reserve and Karwin Kersbrook Triangle

- **Barossa Council (G Marvrinac)**
  - Upper Torrens land Management Program ceased operation June 30th after 19 years
  - Chris Hall NRM Education position continues to be hosted by Barossa Council
  - NRC and Barossa Bushgardens continues to be supported also.
  - New initiative looking at long term delivery of all facilities eg. Ovals/community projects to co-ordinate projects, priorities and efforts.
  - Community land management plans being reviewed
  - Review of the Roadside Management Plan has been extended to the 30th June 2018
  - Para Wirra Rd to be resurfaced
  - Pinery plant giveaway at the Barossa bush gardens
  - New local nuisance and litter control legislation will see council needing to investigate complaints about noise/odours which will increase the current work load of the compliance officer
  - New planning legislation, some new changes may have an impact on biodiversity planning

- **Adelaide Hills Council (S. Brooks)**
  - Work on Roadside Marker System continues, with an increased budget to $30,000 to continue biodiversity surveys
  - Let Steve know of any high biodiversity sites that should be included in the surveys

- **Trees for Life** No report

- **Community Representatives**
Bruce Gotch:
- Trespassers have been hunting with compound bow and arrows on his property for the second time
- Square tailed kite sighting no activity on the old nest
- Has not required to spray on his property for Salvation Jane and there is a high level of biocontrol at present.

Phil Gillett
- Has report illegal motorbike activity
- Tabled Kersbrook Landcare Group’s Focus on Flora ID book
- Continues to work on Boneseed

Others:
- District Ecologist Kate Graham: New Southern Brown Bandicoot pamphlet now available

9. Workshop Opportunities: AIBS update

10. Next Meeting: Friday October 20th 2017. Please note this is the third Friday to coincide with the joint Norther Coasts and Plains meeting
Meeting Close: 11:30

11. ACTIONS ARISING:

<table>
<thead>
<tr>
<th>Actions Arising</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>All members are invited to draft a letter regarding the favourable declaration of Ornithogalum thysoides which will support the correspondence that Helen will draft on behalf of the committee. Letters to be sent to the NRM Board, the Environment Minister and the Regional Animal and plant control. Helen to circulate the letter prior to sending to ensure that the committee approval is sought. ONGOING: Letter approved by committee for sending. Helen to send letter.</td>
<td></td>
</tr>
<tr>
<td>Tom to send out contact information regarding roto wick wiper service available in the district to assist with cape tulip control.</td>
<td></td>
</tr>
<tr>
<td>Faith to draft a letter for support that SPBP Inc. provide a letter of support for DEWNR to co-ordinate effort in a review of illegal firewood collection amongst the agencies.</td>
<td></td>
</tr>
<tr>
<td>Kate to liaise with Jo: survey data collected for adding to BDSA-</td>
<td></td>
</tr>
<tr>
<td>Kate to send out link to the committee: re: opportunistic sighting database and details required prior to submission</td>
<td></td>
</tr>
</tbody>
</table>
4.5.2  CONSENSUS AGENDA – NATURAL RESOURCES REPORT

4.5.2.2  REVIEW OF THE BAROSSA WATER ALLOCATION PLAN

To inform Council of the next phase of the review of the Barossa Water Allocation Plan (WAP).

The Presiding Member of the Adelaide and Mount Lofty Ranges NRM Board has formally written to all key water license holders and other interested stakeholders on the review, and inviting them to complete a survey (refer attached).

The survey and further information on the review is available online at:


Submissions close 31 January 2018.

In June 2017, Council considered and adopted the Water Allocation Planning: A Barossa Perspective – Policy Discussion Paper dated 12 May 2017, which was submitted as part of the review process.

The Barossa Council sought to have two policy changes incorporated into the amendment of the WAP.

1. Ability to capture and reuse stormwater within the catchment through aquifer recharge opportunities that is previously not captured in the TPV.
2. Ability to ‘unbundle’ water resources to provide greater flexibility in the control and use of water resources, and provide benefit to landscape management.

Council Administration will continue to monitor progress of the review and maintain dialogue with the key Project Officer with the Board/Department.

RECOMMENDATION:
That the report item 4.5.2.2 be received.
Dear Water Licence Holder

Re: Invite to help shape water management in the Barossa

The 2009 Barossa Water Allocation Plan (WAP) has been reviewed by the Adelaide and Mount Lofty Ranges Natural Resources Management Board (the Board), and there is currently a process underway to amend the plan. This update will be based on updated understanding of the water resources in the area, as well as their importance to the community for many purposes.

I am writing to invite you, as a water licence holder within the Barossa Prescribed Water Resources Area, to be part of the process for amending the Barossa WAP by completing a brief survey.

The Board and the Department of Environment, Water and Natural Resources are committed to engaging the community throughout this process, especially water licence holders who may be most affected by any changes to the current plan.

The survey is being used to gather information from the local community to shape the amended Barossa WAP, and it is hoped that you are able to take part in this survey and future opportunities to share your valuable local knowledge and contribute to the amendment process.

A copy of the survey has been included, along with a reply paid envelope. More information on the Barossa WAP, along with a link to an online version of the survey, can be accessed by visiting www.naturalresources.sa.gov.au/adelaideandloftyranges/home.

The survey will close on Wednesday 31 January 2018.

If you would like to discuss the amendment of the plan, as an individual or in a small group, or for further information, please contact James Peters on (08) 8226 8580 or james.peters@sa.gov.au.

Yours sincerely,

Chris Daniels
PRESIDING MEMBER

Encl.
Part 1 – Values of water resources

1. Water is valued for many reasons and used for many different purposes. How important to you are water resources in the Barossa for each of the following purposes?

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Not at all important</th>
<th>A little important</th>
<th>Quite important</th>
<th>Very important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water use for economic purposes (eg. irrigation or industrial use)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health of ecosystems dependent on water (eg. species and ecological communities)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Water for human consumption (eg. indoor or outdoor domestic use)</td>
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<tr>
<td>Water for amenity and recreational benefits (eg. visually pleasing landscape, physical recreation)</td>
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<tr>
<td>Aboriginal cultural significance of water</td>
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</tbody>
</table>

2. Could you please elaborate on the reasons you value water? Are there other reasons you value water in the Barossa that are not listed above?

3. Each catchment or sub-catchment is unique, and we would like to know more about what is valued about water in your local area.

Could you provide specific details about what you value in relation to water in the Barossa? These may be knowledge, stories, experiences or feelings about certain locations or sub-catchments, either now or in the past. (Drawings, photos, videos or other non-written material are welcome, and can be collected and returned to you if required).
Part 2 – Threats to water resources

4. There are many threats to the availability and quality of water resources for different uses. How high do you think the risk is of each of the following threats to water resources in the Barossa?

<table>
<thead>
<tr>
<th>Threat</th>
<th>Very low</th>
<th>Low</th>
<th>Moderate</th>
<th>High</th>
<th>Very high</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climate change and/or extremes</td>
<td></td>
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<tr>
<td>Increasing demand and extraction of water</td>
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<td></td>
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<td></td>
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<tr>
<td>Pollution (from industry/land use etc.)</td>
<td></td>
<td></td>
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<tr>
<td>Exotic or invasive species (eg. introduced weeds and fish)</td>
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<tr>
<td>Infrastructure or development affecting natural water flows</td>
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<tr>
<td>Increasing volume of reserved for the environment</td>
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</tbody>
</table>

5. Could you please elaborate on the threats you think are highest? Do you think there are any other threats to the water in the Barossa that are not listed above?

6. Each catchment or sub-catchment is unique. We would like to know more about the threats to water resources in your local area of the Barossa.

Could you provide specific details about risks to the water in the Barossa? These may be knowledge, stories, experiences or feelings about certain locations or sub-catchments, either now or in the past. (Drawings, photos, videos or other non-written material are welcome, and can be collected and returned to you if required).
Part 3 – Water management

7. What do you think should be the main objectives for the management of surface water and groundwater in the Barossa?

8. Are there any specific issues you would like to raise in regards to the development of the next Barossa Water Allocation Plan?

9. How do you think people's awareness of the Barossa Water Allocation Plan could be improved?

10. Are there any other thoughts or information you would like to provide?
Part 4 – A bit about you

☐ Please tick if you would like to be contacted about further opportunities to be involved in the development of the amended Barossa Water Allocation Plan

Name (optional): 

Email (optional): 

Occupation (optional): 

Gender:  Male  Female  Other

Age group: 0-18  18-24  25-34  35-44  45-54  55-64  65-74  75+

For more information

For more information on the Barossa Water Allocation Plan, please visit: www.naturalresources.sa.gov.au/adelaidentloftyranges/water/water-allocation-plans/barossa

Or contact:
James Peters
Senior Policy Officer
Natural Resources Adelaide and Mount Lofty Ranges
P (08) 8226 8580
E james.peters@sa.gov.au
4.5.2 CONSENSUS AGENDA – NATURAL RESOURCES REPORT

4.5.2.3 ADELAIDE AND MOUNT LOFTY RANGES NATURAL RESOURCES MANAGEMENT BOARD

B304

The attached ‘Achievement Report for the Adelaide and Mount Lofty Ranges Natural Resources Management (NRM) Region’ has been provided for information.

The Adelaide and Mount Lofty Ranges region covers metropolitan Adelaide, the Adelaide Hills, Barossa Valley and the coastal waters of Gulf St Vincent, and spans 11,000 square kilometres.

The NRM Board collaborates with Council through partnerships and projects to encourage sustainable, healthy and resilient landscapes and communities.

Partnerships with The Barossa Council include the hosting of Chris Hall (NRM Education Officer) and the support of the Barossa Bushgardens Natural Resource Centre and Mount Pleasant Natural Resource Centre.

RECOMMENDATION:
That the report item 4.5.2.3 be received.
Contents

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Cumulative data on key activities over nine years of regional NRM planning and action.

Sustainable land
Sustainable land management is an economic and environmental priority with agriculture in the region valued at 20% of the state’s total farm productivity.

Biodiversity
This region is the most biologically diverse in the state, home to half of South Australia’s species of native plants and three-quarters of its native bird species.

Coast and marine
Our marine and coastal environments support many marine species unique to southern Australia as well as tourism, commercial and recreational fishing, and aquaculture industries.

Communities
Inspiring the community to preserve our natural resources is critical to managing the environment, and the board is committed to strengthening these relationships.

Water management
Managing water is important for environmental and health benefits along with social wellbeing and supporting an economy worth billions of dollars.

NRM Education
NRM Education works with school and preschool communities to embed sustainability principles into their learning and management practices, linking them to the Australian Curriculum.

Planning and evaluation
The region hosts a range of land uses and management practices, so planning and evaluating actions, and continuing to improve our projects, are priorities.

Our parks and reserves
Our parks are a huge asset to our state, providing great opportunities for nature-based tourism, as well as amazing health benefits, for visitors and locals.

Local government
Our work across 26 councils helps ensure good decision making and practice, for effective and efficient management of the region’s natural resources.
The Adelaide and Mount Lofty Ranges Natural Resources Management Board acknowledges and respects the Kaurna, Peramangk, Ngadjuri and Ngarrindjeri Nations as the traditional owners of the Adelaide and Mount Lofty Ranges region. We pay homage to their ancestors, who maintained the natural processes of the land we are now on and whose spirits still dwell on Country. The board also acknowledges the role that the traditional owners of this region continue to have, and should increasingly have, in purposefully shaping and caring for the area that we now know as the Adelaide and Mount Lofty Ranges region.
Introduction

The 11,000 square kilometres of the Adelaide and Mount Lofty Ranges region cover metropolitan Adelaide, the Adelaide Hills, Fleurieu Peninsula, Barossa Valley, and the coastal waters of Gulf St Vincent.

THE REGION stretches from Kapunda and the Barossa Valley in the north, through metropolitan Adelaide and western Mount Lofty Ranges, to the Fleurieu Peninsula and Cape Jervis in the south.

THIS AREA is one of Australia’s most diverse and varied regions, and home to 1.35 million people.

The region is an important centre of PRIMARY PRODUCTION, contributing more than $721 million* in value to the South Australian economy each year.

It is the most BIOLOGICALLY DIVERSE region in the state, home to half of South Australia’s species of native plants and three-quarters of its native bird species.

ACHIEVING A BALANCE between managing the region’s natural resources and public lands, protecting and enhancing this landscape, and enabling every person to find their role in managing our natural resources is what the Adelaide and Mount Lofty Ranges NRM Board does, in conjunction with the Department of Environment, Water and Natural Resources.

Everything in NATURE IS CONNECTED, and the board and department staff work with everyone to help ensure a fair share of natural resources, for people and the environment.

Welcome to the Achievement Report for the Adelaide and Mount Lofty Ranges natural resources management (NRM) region. There is a lot going on. This report profiles the highlights and snapshots of our work in 2016–17 and represents the ninth report of its kind for the region.

**Progressing the NRM plan**

The Adelaide and Mount Lofty Ranges NRM Plan is developed with the community; staff provide technical know-how, and local people and communities supply the grassroots intelligence. Conceptual models describe and document our understanding of how ecological-social systems work. They describe different states within a system (e.g. good, fair, bad), identify threats and drivers that move a system to a worse state, and identify actions that move it to a better one.

They help us delve deeper so it’s possible to clearly see cause and effect. This lets us craft the most relevant and effective support for people and natural resources.

The biophysical models include terrestrial landscape, marine, and aquatic health. The social models describe how people interact with managing natural resources through communities, building capacity, sustainable primary production, and adapting to a changing climate.

**Running the business**

In 2016–17 the board’s income from land and water NRM levies was $29.9 million, along with federal and state government grants totalling $4 million, and other income of $0.3 million, for a total of $34.2 million.

Total expenditure by the board was $35.7 million. The difference between expenditure and income was part of the board’s strategy to draw down on retained earnings as approved by Cabinet.

Project investments also attract co-funding and other support from government, business and the community. This leveraging support is valued at $34.9 million (revenue, cash, in-kind).

Alongside NRM levy-funded programs, there is work to protect the biodiversity and amenity of the region’s parks and reserves, although these are funded separately in the state budget.

The 2016–17 allocation for public lands in the Adelaide and Mount Lofty Ranges region was $23.3 million and included $5.5 million for flood and storm damage to parks and assets.

This integrated program of NRM and public lands activities is run by Natural Resources Adelaide and Mount Lofty Ranges, the regional arm of the department.

More detail about the Adelaide and Mount Lofty Natural Resources Management Board can be found at:

naturalresources.sa.gov.au/adelaidemtloftyranges

facebook.com/AdelaideandMtLoftyRangesNRMBoard

youtube.com/user/amlRrmrboard
Sustainable land

Sustainable land management is an economic and environmental priority with agriculture in the region valued at 20% of the state’s total farm productivity.
Supporting the needs of agriculture and the environment

**Highlights**

### ‘SCRATCHING THE SURFACE’

sold out with 150+ attending, including international, national and local speakers at this soil health forum. This event was run with SA Murray Darling Basin and Kangaroo Island natural resources management boards.

### SAMPSON FLAT BUSHFIRE

affected landholders continue to be supported through forums and workshops. Sessions are designed in response to needs identified by landholders including pasture growth, weed control and stock management.

### 10,000 NATIVE PLANTS

guards and stakes delivered to 135 Pinery fire-affected landholders, along with a video produced, showing how to design and establish native vegetation shelterbelts. The native plant giveaway was run with Northern & Yorke NRM Board, organisations, local government, community nurseries and volunteers.

### CUDLEE CREEK

Conservation Park cluster covers ~420ha across 1 park and 4 private properties, to collectively manage biodiversity conservation.

### 30 LANDHOLDERS

helped after 2016 floods along Light and Gawler rivers with repairs to flood damaged soils, free soil tests and expert advice through field days and one-on-one farm visits.

### 3-YEAR PROJECT

completed to help landholders improve the Light River Catchment. This federally funded Four Rivers project was run with the Northern & Yorke NRM Board, and includes a Light River Catchment Action Plan.

### PARTNERSHIP

with Barossa Grape & Wine Association saw work plans produced with grape growers in North Para River tributary catchment areas, generating interest in the preservation and reconstruction of habitat corridors and riparian restoration between Kaiserstuhl and the North Para River.

### 1100+ PARTICIPANTS

attended 56 workshops, field days, courses and information sessions on a range of topics such as management of stock, pasture, soil, land and pests.

### SUSTAINABLE AGRICULTURE

Industry support included:

- SA No Till Farming Association – fire retardant fertiliser to reduce fire hazard from crop stubble
- Apple and Pear Growers Association of SA – pollination for profit, a Rural Industries Research Development Corporation project
- Agricultural Bureau of SA – soil recovery post Pinery fire
- Conservation Agriculture Australia – trialling technology for improved crops and soil health and northern Adelaide plains flood recovery
- Parawa Agricultural Bureau and Fleurieu Beef Group – applying biochar in the grazing industry and using pH paddock mapping technology.
Maintain or increase the productive capacity of agriculture

Numbers of feral deer on the Fleurieu reduced

Controlling feral deer numbers by helicopter across the southern Fleurieu, helped address strong community concerns about the impact of this pest species.

Deer numbers had built up to the point where some locals were avoiding driving after dark for fear of a vehicle collision.

The board had received photos of 50 to 80 deer grazing in paddocks adjacent to the Second Valley Forest Reserve, and reports of damage to rare native vegetation in conservation areas.

To reduce the impact of fallow deer on public safety, agricultural production and native species, the board co-funded a Fleurieu feral deer program with Forestry SA, as part of a coordinated effort.

The target area included Deep Creek Conservation Park and 28 private properties in Hay Flat, Second Valley, Delamere, Deep Creek and Tunkalilla.

This successful helicopter operation was just one component which helped to substantially reduce the core deer population by 255 animals, and with it, the breeding potential for 2017.

Fallow deer are a declared pest species in South Australia. They cause both economic and environmental damage, and staff will continue to work with the local community to control this pest animal.

New native grasses guide highlights on-farm benefits

A new ID guide for landholders makes it easier to tell the difference between the large variety of native grasses in the Adelaide and Mount Lofty Ranges region.

‘Native grasses – a regional guide’ describes how native grasses improve soil health and farm productivity by reducing the risk of soil erosion, filtering water going into soils and waterways, and providing year-round cover that can be used as feed for livestock.

Native grasses are the cornerstone of our original grassy ecosystem habitats but they are now some of our most threatened habitat.

Superb colour photos and diagrams bring these species to life in this guide, for easy identification.

A diverse and healthy native grass understorey can also improve biodiversity on properties, and they are attractive low-maintenance plants around the home.

Each species listed can have potential agronomic, ecological and sustainability benefits.

For example, native grasses in paddocks can provide: better grazing management through rotational grazing; ecosystem services such as cleaner water by buffering waterways, and filtering high nutrient run-off and sediment; attracting beneficial insects to improve crop health; and lower fertiliser use on year-round feed cover.

All selected species naturally occur in the Adelaide and Mount Lofty Ranges and are adapted to a variety of soil and climatic conditions.
Biodiversity

This region is the most biologically diverse in the state, home to half of South Australia’s species of native plants and three-quarters of its native bird species.

Flowers of the critically endangered Copper Beard Orchid (Calochilus cupreus)
Photo: Leo Davis
Safeguarding nature into the future

**CREATING RESILIENT LANDSCAPES**

- Over 7200ha of land restored since 2012, (which is 1.5 times the size of Deep Creek Conservation Park, the largest park in the region).
- New restoration planning frameworks ensure: delivery benefits declining species; unprecedented uptake from producers thanks to an innovative and cost-efficient delivery model that suits different landscapes; baseline data collected will determine long-term outcomes.
- Landscapes identified where production systems and native biodiversity were mutually beneficial. New data revealed that biodiversity values and production can be mutually beneficial across particular landscapes. This information has been used to guide delivery with landholders on projects.
- Ecological burns have been conducted in close collaboration with the AMLR fire planning team to help prepare sites for restoration.

**KOALA management**

increased in the region as a result of Natural Resources AMLR chairing the SA Koala Steering Committee, establishing and chairing a Project Coordinating Committee and increasing cross-regional partnerships.

**COPPER BEARD ORCHID** *(Calochilus cupreus)*, with only 1 known population in the region, successfully grew from 3 plants in 2016 to 19 in 2017, thanks to exclosures to protect this critically endangered plant from threats such as kangaroo grazing and vehicles, and targeted weed management.

A new group of **ENDANGERED Pygmy Blue-tongue Lizards** found persisting in roadside grassland near Kapunda after surveys taken; this is an extension of the species’ known range in the region.

**BASELINE ASSESSMENTS**

for the Bassian Thrush, newly listed as vulnerable, have now been conducted.

**RECOVERY of threatened species**

continued with delivery supporting 78 species including: 49 plants, 21 birds, 1 fish, 3 mammals and 4 reptiles. This increases the number of species being recovered in the region to 150.

**HABITAT PROTECTION and management** supported across an additional 2725 hectares, with a strong focus on woodland and forest habitats.
New pads for precious possums

Newly installed nest boxes on the Fleurieu Peninsula are used to lure one of the tiniest possums in Australia to collect data about the species to help protect them.

Specifically designed for Western Pygmy Possums, which are around the size of a mouse, the nest boxes are monitored by cameras and checked regularly for any signs of activity.

Very little information is known about Western Pygmy Possums in the Adelaide and Mount Lofty Ranges region, where they have been classified as critically endangered.

Several mothers with babies moved into the nest boxes, one within just four weeks after the boxes were installed, which provided a fantastic nesting spot that protected the possums from predators and the elements.

Ten cameras are being used to monitor 90 nest boxes, installed across four conservation parks on the Fleurieu Peninsula.

This new information will also help plan prescribed burns in parks to make sure only small portions of a species’ habitat are burnt at any one time.

This enables populations to use unburnt habitat while burnt habitat is regenerating.

Partnering to preserve our landscapes

Close to 250 landowners have registered interest to help establish the next generation of trees in our pastoral landscapes.

The landscapes of the Eastern and Northern Mount Lofty Ranges support a lot of natural values, from remnant grasslands to modified woodlands, including scattered (or paddock) trees.

Some of the region’s declining birds occur in these grazing landscapes, along with a wide range of native plants and animals.

In identifying threats to these birds, a key issue that emerged was a decline in tree cover due to poor tree health, senescence and lack of recruitment.

However, to maintain or restore landscapes on the scale that is required, taking land out of production is simply not practical, and grazing may actually maintain some of the natural values.

In partnership with Trees For Life, the board is utilising an approach that works with the existing land use.

Private landowners have been working with the project to support a new generation of trees to be planted on their properties.

So far paddock trees have been planted across 2678 hectares on 47 properties.

Much more remains to be done and the hope is that we can build upon this work in the future.
Our marine and coastal environments support many marine species unique to southern Australia as well as tourism, commercial and recreational fishing, and aquaculture industries.
Protecting our coastal, esturine and marine ecosystems

**highlights**

- **COASTAL CONSERVATION on-ground work** across 62 coastal sites with 22,230+ seedlings planted.

- Successful **HOODED PLOVERS season** with 24 breeding pairs fledging 16 chicks. 1 pair also attempted nesting on the metro coast at Seacliff.

- Continued control of **WEEDY BOXTHORN** in Light River Estuary plus 3500 tube stock planted to rehabilitate the site.

- **20 MILLION TREES project completed** with Greening Australia to revegetate 170,000ha, and improve habitat for the endangered Glossy Black Cockatoo, on the Fleurieu.

- Work with **COUNCILS**, to help protect threatened Hooded Plovers and Red-capped Plovers, involves BirdLife Australia volunteers fencing nest sites and making beach goers aware of the nests.

- **VEGETATION plan** under development for the Aldinga Washpool.

- **TENNYSON DUNES Working Group** met with Kaurna representatives to develop a management framework for the dunes including a vision for future management, strategies and priorities for future actions.

- **SAMPHIRE COAST Icon Project** supported the installation of a tidal gate and baseline monitoring in the decommissioned Dry Creek saltfields. Shorebirds are using the pond following its opening to regular tidal flows.

- **First time SATELLITE TRACKING used on a migratory shorebird**, from southern Australia to its Arctic breeding ground on Wrangel Island, an epic 13,000km journey north, including a 7000km nonstop flight from Thompson Beach to China.

- **LITTLE PENGUIN population census** on Granite Island shows stable trends since 2012.

- **NEW 1ha TRIAL SITE established** with 2500 seagrass bags in place for a metropolitan rehabilitation project, along with 3 monitoring transects to collect data.

- **TWO Coastal Officer Network Forums hosted**, bringing staff together from local councils, and other coastal NRM practitioners, to share knowledge about on-ground projects and discuss emerging local issues.

- **COASTAL VOLUNTEERS surveyed** – majority report a rewarding experience, feel supported and have more confidence.
Recovering butterflies

Insects and invertebrates are often overlooked when planning for habitat restoration, but a number of butterfly species are dependent on coastal plants and habitats in this region.

Recovery action planning was conducted for the Yellowish Sedge Skipper and Bitterbush Blue Butterfly.

Bitterbush Blue Butterfly surveys produced the most comprehensive picture yet of this species across the region.

Encouragingly two small new populations were discovered on Le Fevre Peninsula at Biodiversity Park and Mutton Cove. These comprise the only known sites in the metropolitan area.

Four small, isolated patches of its host Coast Bitterbush (Adriana quadripartita) plant occur north on the Samphire Coast, supporting new butterfly colonies, with a large, healthy population at Light Beach.

The first record of an isolated Bitterbush Blue population south of metropolitan Adelaide, was discovered in the Normanville dunes.

An action plan is also being used by land managers and conservation groups to help maintain stable populations of both species.

Revegetation efforts for the Yellowish Sedge Skipper’s host plant Thatching Grass (Gahnia filum) have progressed well over the last few years, and work has identified healthy donor populations on Yorke Peninsula.

Further consolidation of Thatching Grass plantings at priority sites should enable trials to reintroduce the Skipper in the near future.

Coasting along to success

For five years the Samphire Coast Icon Project exceeded targets across a diverse range of activities, to June 2017.

The project area covered 65 kilometres of coastal habitats from Port Adelaide to Parham, made possible with Australian Government and board funding, and a partnership with BirdLife Australia.

The Samphire Coast is a network of natural samphire which supports nationally and internationally significant numbers of migratory and resident shorebirds.

It is home to nationally listed coastal saltmarshes, which are threatened ecological communities containing the largest area of habitat for the nationally vulnerable Bead Samphire (Tecticornia flabelliformis).

It also supports regionally significant species including coastal-dependent reptiles and rare butterflies.

Project activities involved restoration of degraded ecosystems, which helped with local employment to over 100 small- to medium-size businesses, along with complementary research and feasibility studies.

One such study, by Flinders University, found that while saltmarsh has naturally high carbon storage values (it can store more than tropical rainforests), restoring and reconnecting saltmarshes can increase this sequestration.

The project invested in building community interest, capacity and stewardship in the Samphire Coast, through forums, workshops, information sessions, citizen science events, training and community art projects.

More information on this project can be found at naturalresources.sa.gov.au/adelaidemtloftyranges.
Inspiring the community to preserve our natural resources is critical to managing the environment. The board is committed to strengthening these relationships.
Giving the community a voice in NRM decision making

**Highlights**

- **$7 MILLION+ of in-kind work** from 9697 volunteers putting in 175,850 hours!

- Volunteers supported with **70 on-ground projects**: 18,708 tube stock planted on 26ha, weed control on 1843ha with contractors funded on 560ha, improved riparian habitat along 270m.

- **315 volunteers** upskilled in 40 workshops.

- **$210,346 of NRM Action Grants to 91 projects**. In-kind and cash contributions = close to $1 million! Projects include Adelaide Showground Farmers’ Market’s sustainable living sessions; Estuary Care Foundation’s work on Port River shellfish restoration; and Adelaide North Special School’s Dry Creek project.

- New program connecting schools with community groups supported volunteers and gave students an alternative to classroom learning.

- **16,455 PEOPLE** at 36 Park of the Month events across 5 parks – ranger walks, sunset photography, snorkelling, night mountain biking and more.

- **CUBBY TOWN** at Belair for families with children on the spectrum after regional and Nature Play SA staff trained by Autism SA.

- **FIRST ABORIGINAL cultural heritage survey** by the board at Tennyson Dunes identifies values and informs management plans.

- Almost **180 PEOPLE** attending a **Living Smart course** during a 12-month trial.

- **160+ PEOPLE** inspired by international food production experts on how to transform urban landscapes into thriving food production areas. Run with Sustain: The Australian Food Network, CQ University and Adelaide Sustainability Connect. Attended by state and local government, health sector, universities, urban and peri-urban farms, businesses, and communities.

- **64 PEOPLE** at 3 growing great veggies workshops now with skills and confidence to grow their own food.

- **1000+ PEOPLE** at 3 BioBlitzes, connecting communities to their local environment. Another 679 registered for Great Koala Count.

- **FROGWATCH SA** has 658 new users and 145 people submitting 600+ surveys. The rare Bibron’s Toadlet one of 17 species recorded.

- **PARTNERSHIP** with Uni SA’s Discovery Circle ran **The Little Corella project**, giving new research to Local Government Association and the environment department’s management strategies.
A rare toadlet has been re-discovered in the Adelaide Hills, thanks to a smartphone app that tracks frogs by their calls. Anyone with a smartphone or tablet can record frog calls for 3-5 minutes and note the GPS location, type of habitat, weather, time of day, as well as photograph the location. The user uploads the data to go into a national database and later receives an ID of their frog. This new and contemporary learning platform has been developed with support of the board, Zoos SA, Beach Energy, and City of Onkaparinga. It is a great way for children to get involved in nature through technology.

Citizen scientists used the FrogSpotter app to find the rare Bibron’s Toadlet at Stirling, Aldgate and Athelstone. With few sightings of the frog these documented ones are a positive sign for the species.

Frogs are sensitive to changes to their environment, which makes them excellent indicators of water quality and habitat health in an area. Information from the app helps scientists to better understand which species are common or rarely found, and where work needs to be done to improve conditions.

The app is popular, with hundreds of registrations and information received from all over the state.

**Partnership helps new farmers enter the market**

A scientist, who is also a local and a modern farmer, is the latest recipient of the Willunga Farmers Market Scholarship. The $15,000 scholarship is a unique initiative that helps people enter and create viable long-term careers in the agricultural industry.

Recipients receive support including start-up capital; mentorship in small business management and farming practices; and a market stall for two years.

This scholarship, a partnership between the market and the board, fits with the board’s aim to empower landowners to make positive decisions that benefit the environment and community, and maintain a healthy bottom line.

Michael Taylor, of Primordia Mushrooms, started a gourmet mushroom farm with these funds, and he grows shiitake, blue oyster and king oyster mushrooms which he sells at the market. He uses reclaimed and recycled materials (shredded paper, coffee grounds, agricultural waste) to provide a sustainably grown, delicious and exciting product.

South Australia currently imports almost all its gourmet mushrooms, leaving consumers and chefs unable to source locally grown ones.

Michael’s high quality produce showcases SA’s reputation as a premium food destination, with a lower carbon footprint, as it has not been shipped from overseas or interstate.

Michael has been growing gourmet and medicinal mushrooms for consumption and research projects since 2010.

**Rare toadlet found with FrogSpotter app**

A rare toadlet has been re-discovered in the Adelaide Hills, thanks to a smartphone app that tracks frogs by their calls. Anyone with a smartphone or tablet can record frog calls for 3-5 minutes and note the GPS location, type of habitat, weather, time of day, as well as photograph the location. The user uploads the data to go into a national database and later receives an ID of their frog.

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The app is popular, with hundreds of registrations and information received from all over the state.
Water management

Managing water is important for environmental and health benefits along with social wellbeing and supporting an economy worth billions of dollars.

The region will have the system capacity to harvest up to 35 GL of stormwater and 50 GL of wastewater per annum.

Managing water is important for environmental and health benefits along with social wellbeing and supporting an economy worth billions of dollars.
Protecting water quality, and increasing treated stormwater and wastewater use

**highlights**

- **DRY CREEK** rehabilitation project results in improved health, accessibility and amenity of the creek, plus greater understanding of watercourse protection and rehabilitation for City of Tea Tree Gully staff.

- **THREATS** averted to significant River Red Gums on North Para River, due to river bank collapse, thanks to erosion control and bank stabilisation as part of a Gawler Urban Rivers Biodiversity project with Town of Gawler.

- **RIVER TORRENS Recovery Project** works with partners include:
  - Adelaide City Council in Torrens Lake – macrophyte revegetation; colonies of submerged aquatic plants and reed beds established; floating plant species and ~5000 submerged aquatic plants released into the river over spring/summer; 568 carp removed.
  - City of Charles Sturt – revegetation with native understorey across 1ha.
  - Cities of Tea Tree Gully and Campbelltown – woody weed management across 11.5ha.
  - City of West Torrens – woody weed management and revegetation across 0.5ha with ~5000 indigenous plants.

- **NO LAKE CLOSURE for the Torrens** over summer thanks to a working group made up of the board, EPA, Adelaide City Council, SA Water, and Renewal SA.

- **RARE SPECIES FOUND with fish monitoring** and other species also increasing, indicating environmental flows continue to help Torrens, Onkaparinga and South Para rivers improve.

- **WORKS** on Waterproofing Eastern Adelaide’s stormwater harvesting scheme brings board-assisted stormwater harvesting capacity to ~5000ML/yr over the last 10 years.

- **5 STORMWATER management plans reviewed** in Adelaide Plains Council for Two Wells, City of Port Adelaide Enfield for North Arm East catchment, and Light Regional Council for Kapunda, Greenock and Freeling.

- **WATER SENSITIVE URBAN DESIGN projects funded by the board** include a demonstration rain garden at The Joinery in the city; design and community engagement for Tracey Ave rain gardens in City of Charles Sturt; Leader St upgrade design in City of Unley; Flagstaff Hill R–7 School rain garden; Morton Rd Parkway design in City of Onkaparinga; and aerial imagery for Western Adelaide Urban Heat Island Mapping Project (cities of West Torrens, Port Adelaide Enfield and Charles Sturt).
Aquatic ecosystems and groundwater condition is maintained or improved

Evolving river management combines climate and Culture

The successful environmental flows program continues to evolve to a high standard benefiting river ecosystems in the region.

The aim of the program is to promote self-sustaining populations of aquatic and riparian flora and fauna, which are resilient to times of drought.

Now five years on, and supported by years of monitoring data, the focus is evolving to combine balancing water security with environmental and Cultural outcomes.

The environmental evolution in delivery resulted from collaboration with SA Water, with flows now more closely responding to climate and catchment conditions such rainfall forecasts and soil moisture conditions.

And whilst the importance of watercourses to Traditional Owners has long been acknowledged, a new Aboriginal Waterways Assessment Tool is being trialled, after meetings with Kaurna, Peramangk and Ngadjuri Nations on Country.

Meetings along the South Para River were significant for Traditional Owners who had not accessed these parts previously, as they were on private land.

Trialling the tool involves site visits to discuss and document Aboriginal Cultural values, water uses and objectives relating to managing water resources.

The tool is from Māori in New Zealand, and further developed by the Murray Darling Basin Authority and Murray Lower Darling Rivers Indigenous Nations.

Water is key

Water sensitive urban design incorporates the whole water cycle in our towns and cities, including capturing and re-using rainwater to help prepare our communities for hotter, drier summers.

By investing in better water policy, research, capacity-building, and on-ground projects, the board helps local and state government, businesses and organisations transition to water sensitive communities and become more resilient to climate change.

Water sensitive communities can mean cooler, greener, more attractive spaces, cleaner water, organisations reducing their environmental impact, and more sustainable activities and buildings.

Seven major projects were awarded $610,000 by our grants program in 2016–17. These included permeable paving and rain gardens in the City of Unley and streetscape rain gardens in the City of Charles Sturt.

Other works included permeable paving, rain gardens, swales and passive tree watering stormwater inlets in the City of Onkaparinga to improve water quality entering Gulf St Vincent, increase the health plants, reduce irrigation needs, provide new habitat, and improve the amenity of a busy local road.

Wetlands constructed in the City of Marion recycle up to 10 million litres of stormwater every year for irrigation, reduce erosion in Hallett Cove Conservation Park, improve water quality flowing into the gulf and improve the biodiversity and amenity of the area.
NRM Education works with school and preschool communities to embed sustainability principles into their learning and management practices, linking them to the Australian Curriculum.
Connecting classrooms and children with the natural world

**Highlights**

- **3909 teachers, 6908 students and 2540 others** (parents, service providers, program partners) involved with Education for Sustainability across 418 sites.

- **2572 students and staff** from 10 schools involved in 36 monitoring activities.

HELPED RUN the Australian Association for Environmental Education national conference attended by 250 people from across Australia, New Zealand, Iceland, Great Britain and Japan. NRM Education presentations included award winning Our Big Back Yard, with City of Onkaparinga, connecting young families to green spaces; and Embedding Outdoor Spaces into Culture and Curriculum linking outdoor play to sustainability in the classroom.

- **PRESENTED** to education department staff and kindergarten teachers on NRM Education, its resources and how it can support STEM.

- **PROFESSIONAL DEVELOPMENT** delivered to 1028 teachers and 127 students from 160 schools.

- **148 School Environment Management Plans** worked on plus 18 new ones created.

- **Presented to 250 4th year Flinders Uni teaching students** on NRM Education and its resources, along with a specialist workshop to 4th year Geography Education students.

MACROINVERTEBRATE session was run for young Aboriginal people.

- **YOUTH ENVIRONMENT Council model grows!** Staff presented to the NZ Department of Conservation, environmental educators from the City of Mandurah and an academic from Murdoch University in WA, on how to deliver and develop their own model.

- **Assisted 100 Youth Environment Council students** and 53 school staff.

- **10 Youth Environment Leadership Program events** improved sustainability leadership for 306 students and 68 staff from 32 schools.

Adelaide International BIRD Sanctuary education session to 52 primary school students included fieldwork, a mangrove trail walk and educational shorebird games.

BROWNHILL CREEK Environmental Action Day saw students from Urrbrae Agricultural High School, Mercedes College, Scotch Collage, Mitcham Primary School, Kaurna elders and members of the Brownhill Creek Association learn how to monitor and take action to improve biodiversity.
Influencing sustainability internationally

NRM Education continues to grow its international influence and audience.

At a national conference, Tomorrow-Making, Our Present to the Future, of which the board was a key sponsor, the team was involved in presenting and supported running it. NRM Education ran 10 workshops and presentations on Education for Sustainability.

Over 250 Australian and overseas delegates attended, providing a forum for NRM Education’s work to be showcased.

American and national commendation was received for an Education for Sustainability evaluation tool that measures a school’s progress toward sustainability. This evidence allows NRM Education to measure the success and impact its support has had on a school.

Its unique South Australian model, the Youth Environment Council of SA, captured the attention of New Zealand and Western Australian delegates, who followed up with phone conferences to find out how to replicate the council in their part of the world.

Through its partnership with KESAB, NRM Education also presented at the United Nation’s Seventh Regional 3R Forum in Asia and the Pacific, on its partnerships with schools to assist them in waste reduction.

The Adelaide forum included 340 participants representing 41 countries, to promote resource efficiency.

Overall, this local, national and global recognition, has affirmed NRM Education’s strategic direction and importance.

The ultimate outdoor classroom

Close to 200 students now enjoy an ultimate outdoor classroom at Brownhill Creek Conservation Park thanks to the efforts of NRM Education and the Brownhill Creek Association in bringing different groups together.

The new Brownhill Creek Education and Revegetation Group also includes Urrbrae Agricultural High School, Scotch College, Mitcham Primary School and Mercedes College, along with Urrbrae TAFE and Natural Resources AMLR park rangers.

This community-based partnership links the schools with the community, to provide outdoor learning opportunities while at the same time achieving positive biodiversity outcomes.

The schools will each adopt a section of Brownhill Creek to improve biodiversity over the long term.

They receive technical support from the association, along with park rangers and NRM Education.

An Environmental Monitoring Skills Day held in October had sessions on cultural perspectives, aquatic macroinvertebrates, water testing, frogs, birds, soils, plants and butterflies.

The students collected and identified water bugs, tracked frogs, birds, butterflies and reptiles, learnt about bones by identifying animal skeletons and much more.

They then went back to their schools to train others, resulting in more students each having the skills to work on their adopted section of creek.
Planning and evaluation

The region hosts a range of land uses and management practices, so planning and evaluating actions, and continuing to improve our projects, are priorities.
Providing direction and monitoring the effectiveness of natural resources programs

**highlights**

**PROGRESS** has been made to build the capacity of the region to adapt to climate change. Many initiatives have commenced in partnership with local councils, research organisations and across the Department for Environment, Water and Natural Resources.

**COOLER CITIES** supported with fly over heat mapping for AdaptWest councils and heat modelling for Norman Reserve, City of Mitcham and Gray St, Adelaide.

Coordinated **TREE CANOPY** assessment for City of Salisbury as part of the Adapting Northern Adelaide project.

Completed **FIRE WEATHER** trends investigation with help from Grace Research Network consultants.

**REEF HEALTH** desktop study reviewed historical data to find most representative reefs for long-term condition monitoring program.

41 **REEF SITES** surveyed to develop a better understanding of the condition and threats to marine resources, along with the DNA-based marine pests and seagrass condition programs.

**FISH MONITORING** program surveyed 3 new catchments within the Tunkalilla region of the southern Fleurieu and found healthy systems with good populations of native climbing and mountain galaxias.

**TERRESTRIAL HEALTH** model developed for declining woodland and coastal bird projects, abundant pest species monitoring and the extent of vegetation across the region.

**AQUATIC ECOSYSTEM** report card showed 5 new sites on southern Fleurieu were in good health.

6 **NEW environmental baseline sites** established that can be used as condition benchmarks for South Australian water quality.

Protecting **WATERSHEDS** in the Mt Lofty Ranges involved a development plan policy being produced, led by Department of Planning, Transport and Infrastructure, in collaboration with the board and local governments across the watershed.

**KANGAROO FLAT** community consultation completed for water allocation planning and preferred options on reductions identified.

**CARRICKALINGA** LOW FLOWS PILOT commenced with preliminary engagement with landholders, and long-term hydrological monitoring installed and operational.
This concrete low flow bypass, installed by the landholder, intercepts low flows before they reach the dam, moving the water into a watercourse below – staff and other local community members are onsite to see how it works.

Cool modelling helps win award

A stormwater management project which benefited from microclimate modelling by the board, helped the City of Mitcham win a national engineering award and improve the amenity of a local reserve.

Norman Reserve in St Mary’s features an irrigated football oval, but flyover heat mapping showed the surrounding built up and unirrigated areas as a mini urban heat island.

Recognising the reserve as a key recreational area, and in line with its climate change adaptation efforts, the council asked the board to help quantify and visually demonstrate the local cooling benefits water sensitive urban design features would have on extreme heat days.

A CRC for Water Sensitive Cities extreme heat module was used by the board, which showed that on extreme heat days features such as irrigated grass, raingardens and detention basins would increase the reserve’s cooler areas by 52%, while reducing the warmest areas by 64%.

The visual demonstration of the cooling benefits of these features was a contributing factor in the City of Mitcham recently winning the Best Stormwater Project Under $1m Award from the Institute of Public Works Engineering Australia.

Low flows to help grow a healthy catchment

The Western Mount Lofty Ranges produce and support world-class food, wine and tourism industries.

Most of these industries require water stored in dams or diverted from watercourses to use and provide security.

However, over decades, storages and diversions have altered the timing and volume of flows, so that the length of the flow period has shrunk each year.

Low flows play a key role in determining the health of watercourses. As flows have been lost, biodiversity and productivity have also declined. Healthy catchments also support production for growers lower in the catchment, who are dependent on flows from up-stream.

A project working with landholders in the Carrickalinga catchment aims to improve the timing and volume of flows by installing devices at strategic dams to release low flows when water in the catchment is flowing.

There are also trial sites at Oakbank, Biggs Flat, Myponga and Back Valley, testing different devices across a range of criteria, e.g. dam structure and size, soil type, and the amount of water in different catchments.

This data is shared with communities and participating landholders so that securing low flows can help strengthen catchments for a sustainable and productive future for all.
Our parks are a huge asset to our state, providing great opportunities for nature-based tourism, as well as amazing health benefits, for visitors and locals.
Improving natural resources across landscapes, including national parks, reserves and other public lands

**Highlights**

1. **1st New Park in 10 years!**
   Adelaide International Bird Sanctuary proclaimed 22nd national park for the state.

2. **Fleurieu Peninsula’s swamp system in Stipiturus Conservation Park**
   is expanding after board-funded hydrological restoration works, within the park and on an adjacent property, by Glenelg Nature Trust and Green Army.

3. **Onkaparinga Recreation and National parks**
   have a new campground, toilet block, trails, gorge lookout and upgraded rock climbing area, thanks to the state government’s election commitments.

4. **100+ People joined the planting festival at Stipiturus for 6th year,** greatly increasing the range and diversity of species.

5. **New Cobbler Creek Recreation Park picnic area, playground and mountain biking and shared use trails** draw in ~4500 vehicles/month, and new and upgraded trail network at Anstey Hill Recreation Park well received, along with picnic shelters and other new facilities; all part of the state government’s election commitments.

6. **18 Performances of ‘Secret River’ in Anstey Hill saw ~14,400 attending.** Location voted best performance space by Adelaide Festival, with local businesses reporting significant increases in trade.

7. **Endangered vegetation communities and habitat for native species in Morialta Conservation Park**
   to be better protected through a collaborative work plan written by volunteers and rangers.

8. **A Junior Ranger program,** Whaletime Playtime Festival, and World Environment Fair all showcased marine parks to the public.

9. **Unemployed people from northern suburbs** constructed 800 metres of shared use trails, built a safety fence around a historical stormwater drain and removed woody weeds across the Highbury Aqueduct reserve as part of Work for the Dole program, equating to ~3000 hrs of work thanks to a Carlisle Group partnership.

10. **New Citizen Science program,** successfully trialled, will contribute towards the national Reef Life Survey in Encounter Marine Park.

11. **5 Trial burns were completed across private land** to learn about issues and challenges in delivering a cross-tenure program into the future.
Cubby Town returned for second hit season

The massively popular Cubby Town returned to Belair National Park, with an estimated 6000 people attending.

The two-day event saw the beautiful park transform into a city of cubby houses, where kids unleashed their imagination, worked as teams and had a whole lot of fun.

The all-natural building materials were provided, with children only needing to bring their enthusiasm and boundless energy.

Other activities included a low ropes course, bush crafts and walks with rangers to discover some of Belair's native animals and plants.

Getting dirty, playing outside until it's dark and taking a few risks are all normal and necessary elements of a healthy and happy childhood.

This type of play allows children to set their own challenges, assess their own risk, take their own responsibility and create their own adventures.

This is Nature Play SA's second annual Cubby Town, supported by Belair rangers. The first was held last year, and also attracted around 6000 participants.

According to Nature Play SA, children spend less than two hours a day outside, one in four have never climbed a tree, one in three have never planted a garden, and the area in which they can explore, has shrunk by 90 per cent.

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The state's first new national park in a decade

In October, the northern section of the Adelaide International Bird Sanctuary was proclaimed the 22nd national park for the state – the first new national park in 10 years.

The new park is made up of 2457 hectares of land north-west of Adelaide, now known as Adelaide International Bird Sanctuary National Park – Winaitynaiyi Pangkara (Wee-nay-chi-nay-chi Pan-ker-a), aimed at protecting this vital migratory shorebird habitat.

Winaitynaiyi Pangkara in Kaurna means a country for all birds and the country that surrounds these birds.

The sanctuary is a unique safe haven for shorebirds, many migrating each year between Australia and the northern hemisphere.

It is officially recognised as globally significant as part of the East Asian-Australasian Flyway network.

The sanctuary will also help improve the quality of water entering the gulf, protect the coastline from climate change impacts and provide opportunities for local and international tourism.

The bird sanctuary concept has the support of the Kaurna Traditional Owners, Adelaide Plains, Playford, Salisbury and Port Adelaide Enfield local government, non-governmental organisations, volunteers and local community representatives – all united in seeking the protection of the shorebirds and their habitat.

The state government committed $1.7 million over four years to establish and maintain the bird sanctuary, including proclamation of the national park.
Our work across 26 councils helps ensure good decision making and practice, for effective and efficient management of the region’s natural resources.
With 26 councils in its region, the board collaborates with each through partnerships and projects that encourage sustainable, healthy and resilient landscapes and communities.

This collaboration also extends to integrating staff. Barossa Council and the cities of Onkaparinga, Salisbury and Marion each co-host NRM Education officers, the City of Playford hosts a project officer, and coast and marine staff are based at the district councils of Yankalilla and Mallala, and the City of Holdfast Bay.

In addition, the Adelaide Hills and Barossa councils support three community-run natural resource centres, located at Mount Pleasant, Norton Summit and the Barossa. Providing information and assistance and coordinating and conducting events, the centres build capacity and help promote committed and active communities.

Staff also work closely with local government planners on a range of mandatory referrals under the Development Act 1993, and some discretionary non-mandatory referrals for advice or comment. In 2016–17, staff responded to 18 development plan amendments.

Guidance and comment is also provided on sustainable development under the Natural Resources Management Act 2004 and staff frequently liaise with local government planners to discuss these matters.

Areas for comment can include: stormwater management, green infrastructure, water sensitive urban design, biodiversity, land use change, Cultural heritage, coastal matters and sustainable agriculture. In 2016–17 information was provided on 19 development applications and on 17 requests for comment on strategies or policies.

In early 2016 a working party was formed to help prepare a policy overlay and non-compliance list for the Mount Lofty Ranges Watershed.

The watershed’s principle aim is of protecting water quality and catchments from development. The working group’s review of developments addressed by the current state planning conditions, and those requiring further consideration for the watershed are setting a standard for clear and practical planning controls, for future growth.

This new initiative was led by the Department of Planning, Transport and Infrastructure with state agency planners (Natural Resources AMLR, Primary Industries and Regions SA, EPA and the Attorney-General’s Department), local government planners (Alexandrina, Adelaide Hills, Mount Barker, Onkaparinga, Barossa and Yankalilla) and an SA Tourist Commission representative.

Additional information on the board’s partnerships with local government can be found throughout this report.

A Hooded Plover nest at Seacliff was a first for Adelaide’s metropolitan beaches. The birds laid three eggs on top of the dune which was fenced off, signs installed, and council approved closure of one access track near the nest. Thanks to City of Holdfast Bay for working quickly with our Coastal Conservation Officer to help protect these vulnerable birds.

Living Smart in South Australia

During October and November 2016, the board partnered with the cities of Unley, Onkaparinga, Holdfast Bay and Marion to deliver the first three Living Smart courses in South Australia, to a total of 70 participants, helping them to make lifestyle changes and improve their environmental behaviours. The three courses were held as part of a year-long trial period, and another five courses have since been delivered between February and July 2017.

Kites and Kestrels Playspace opens

Ministers Ian Hunter and Zoe Bettison, the Hon. Jenifer Rankine, City of Salisbury Mayor Gillian Aldridge, City of Tea Tree Gully Mayor Kevin Knight and Kaurna representative Frank Wanganeen at Cobbler Creek Recreation Park’s Kites and Kestrels Playspace grand opening!
Totally wild coastal conservation

Rapid Bay Primary School conducts its annual planting along the foreshore with Corey Jackson our Coastal Conservation Officer hosted with City of Yankalilla. Totally Wild came out to film some of these plantings for a program on the Glossy Black Cockatoo. This habitat is being created with the help of Greening Australia and the Australian Government’s 20 Million Trees grant.

-making every drop count

Helping make every drop count, the board built a demonstration rain garden at The Joinery in the city. This full-size working model shows how plants and different soil layers work together to filter stormwater. This project was jointly funded by the Australian Government’s National Landcare Programme, partnering with the Environment Protection Authority to implement ‘Catchment to Coast’, a project focused on improving water quality across urban Adelaide, and supported by the City of West Torrens, Greening Australia, the Adelaide Sustainability Centre and Conservation Council SA.

When opposites attract

Barossa landholders took a trip south to visit projects run by the McLaren Vale Biodiversity Project team. They discovered a passionate group of landholders working on private properties across the Willunga Basin, with a focus on restoring creeks with woody weed control, planting days with help from 2 to 84 year olds, and site maintenance, all with support from McLaren Vale Grape Wine & Tourism Association, Friends of Willunga Basin, the City of Onkaparinga and the board.
Adelaide Dolphin Sanctuary on display

The best spots to see dolphins, seabirds and other wildlife in the Adelaide Dolphin Sanctuary are now easier to find thanks to a new display at the Port Adelaide Visitor Information Centre. The project was funded and supported by council, the board and the Adelaide Dolphin Sanctuary team. Minister Ian Hunter and Port Adelaide Enfield Deputy Mayor Vanessa McCluskey are pictured here opening the display, with Chief Executive Officer Mark Withers (on the left).

St Peters Billabong wetland plant trial

A new trial is finding out what wetland plants will suit St Peters Billabong. The winning plants need to provide the best habitat for fish and water bugs, help clean water and increase oxygen in the water. The netting is to protect the plants from the ducks, swans and other water birds. The board is undertaking the project in collaboration with the City of Norwood Payneham & St Peters.

Cromer Conservation Park restoration underway

Thanks to 225 Pernod Ricard staff for helping to plant seedlings into 10ha south of Cromer Conservation Park. The site is part of the Cromer Conservation Cluster, an area the board’s Upper Torrens Land Management Project has worked to restore over 200ha of degraded agricultural land since 2012. The project involved The Barossa Council Grass Groundcover Restoration Project Officer Andrew Fairney, and Natural Resources AMLR District Ecologist Anthony Abley, preparing the site for the last three years with weed control. Andrew also direct seeded 10ha with 60 species of grassy and herbaceous plants with seed grown and collected around the district. Thanks also to Conservation Volunteers Australia for facilitating the day.
9-year highlights

Cumulative data on key activities that have been achieved over nine years of regional NRM planning and action

- 2128 property plans developed
- 51,202 hectares of native vegetation actively managed
- 1374 kilometres of watercourse rehabilitated to improve water quality
6939 hectares of reconstruction for biodiversity conservation

18,869 tonnes of waste removed from our waterways

8677 landholders participating at courses, workshops and field days
4.5.3  CONSENSUS AGENDA – DIRECTOR’S REPORT

4.5.3.1  GAWLER RIVER FLOODPLAIN MANAGEMENT AUTHORITY
B5794 – 18/347
Minutes of the meeting of the Gawler River Floodplain Management Authority held on 14 December 2017 are attached for information.

RECOMMENDATION:
That Report 4.5.3.1 be received and noted.
MEETING MINUTES

Committee: Gawler River Floodplain Management Authority
Held On: Thursday 14 December 2017 at 9.45 am
Location: City of Playford - Elizabeth

WELCOME

Mr Ian Baldwin formally welcomed Board Members, Deputy Board Members, Observers and the Executive Officer and opened the 100th meeting of the Board.

PRESENT

Mr Ian Baldwin, Independent Board Member, Chair
Cr Malcolm Herrmann, Adelaide Hills Council, Board Member
Mayor Bob Sloane, The Barossa Council, Board Member
Mr Gary Mavrinac, The Barossa Council, Board Member
Cr Adrian Shackley, Gawler Council, Board Member
Mr Sam Dilena, Gawler Council, Board Member (arrived at 10.16am)
Cr Denis Davey, City of Playford, Board Member
Mr Greg Pattinson City of Playford, Deputy Board Member
Cr Mel Lawrence, Adelaide Plains Council, Board Member
Cr Terry-Anne Keen, Adelaide Plains Council, Deputy Board Member
Cr William Close, Light Regional Council, Board Member
Mr Andrew Philpott, Light Regional Council, Deputy Board Member
Mr Martin Waddington, Adelaide Plains Council, Observer
Mr David Hitchcock, Executive Officer

APOLOGIES

Mr Brian Carr, Light Regional Council, Board Member
Mr Marc Salver, Adelaide Hills Council, Deputy Board Member
Mr Mal Hemmerling, City of Playford, Board Member
Mr James Miller, Adelaide Plains Council, Board Member
Cr Carol Muzyk, Playford, Observer,
GRFMA Meeting Minutes 14/12/17

GRB 17/081 Apologies
Moved: Cr D Davey Seconded: Cr M Herrmann
That the apologies be received and noted
CARRIED

GRB 17/082 Observers
Moved: Mayor Bob Sloane Seconded: Cr D Davey
That Mr. Martin Waddington, Adelaide Plains Council, be appointed as Observer.
CARRIED

GRB 17/083 Minutes of the GRFMA meeting 19/10/17
Moved: Cr D Davey Seconded: Mr A Philpott
That the Minutes of the previous Gawler River Floodplain Management Authority Board meeting held on 19/10/17 as per copies supplied to members, be adopted as a true and correct record of that meeting.
CARRIED

GRB 17/084 Minutes of the GRFMA Audit Committee meeting held on 4 December 2017
Moved: Cr M Herrmann Seconded: Mr. G Pattinson
That the GRFMA receive and note the Minutes of the Gawler River Floodplain Management Authority Audit Committee meeting held on 4 December 2017
CARRIED

GRB 17/085 Notice of Motion to the Gawler River Floodplain Management Authority (GRFMA) from the Adelaide Plains Council
Moved: Cr M Lawrence Seconded: Cr T Keen
That the Notice of Motion from the Adelaide Plains Council be received
CARRIED

GRB 17/086 Levee bank maintenance
Moved: Cr G Mavrinac Seconded: Cr A Schackley
That the Executive Officer liaise with:
1. Natural Resources Adelaide & Mt Lofty Ranges Department of Environment, Water and Natural Resources(DEWNR) to determine issues relating to the current legislative status for authorisation for construction and maintenance of Levee Banks in the Gawler River floodplain,
2. Constituent Councils of the GRFMA to seek feedback on current approval requirements for levee bank construction or maintenance activities and separately with DEWNR to identify current NRM approvals in place for levee bank construction or maintenance activities;
and further that:
3. Following identification of the above the Executive Officer to provide a report to the February 2018 GRFMA meeting to facilitate consideration of a way forward to provide a consistent approach to management of levees within the Gawler River Floodplain.

CARRIED

GRB 17/087 In Confidential 10.30am
Moved: Mayor B Sloane Seconded: Mr S Dilena
That under the provisions of Section 90(2) of the Local Government Act 1999, an Order be made that the public be excluded from attendance at the meeting in order to consider in confidence agenda item 8.1 Land Acquisition, excepting the following persons:
• Executive Officer; and
• Observer
And Further;
That the GRFMA Board is satisfied that it is necessary that the public be excluded to enable the Board to receive, discuss or consider the report at the meeting on the following ground/s:
Section 90(3)(d)&(e) information the disclosure of which—
(i) could reasonably be expected to prejudice the commercial position of the person who supplied the information to the Board where the disclosure of it would, on balance, be contrary to the public interest.
And Further;
That accordingly, on this basis, the principle that meetings of the GRFMA Board should be conducted in a place open to the public has been outweighed by the need to keep the information and discussion confidential.

CARRIED

GRB 17/088 Land Acquisition – See separate Confidential Meeting Minute

GRB 17/089 Out of Confidential 10.42 am
Moved: Cr W Close Seconded: Cr M Herrmann
That the GRFMA having considered this matter in confidence under Section 90(2) and 90(3)(d) & (e) of the Local Government Act 1999, makes an order pursuant to Section 91(7), that the attachments and details of documents of the confidential Minutes of the meeting held on 19 June 2017, Item 8.1 Land Acquisition which was considered in confidence pursuant to Section 90(3)(d) & (e) remain confidential until settlement concludes.

CARRIED
<table>
<thead>
<tr>
<th>GRB 17/090 UNHaRMED</th>
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<tr>
<td>Moved: Cr M Herrmann  Seconded: Mr Greg Pattinson</td>
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<tr>
<td>That the GRFMA:</td>
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<tr>
<td>1. Receive the report;</td>
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<td>2. Endorse preparation of a suitable funding application proposal for NDRP and or the LGA R&amp;D Scheme for UNHaRMED;</td>
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<td>3. Authorise the Executive Officer to consult with constituent councils on the proposal; and</td>
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<tr>
<td>4. The Board receive a further report regarding this matter prior to any external funding application being made.</td>
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<td>CARRIED</td>
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<tr>
<th>GRB 17/091 Consequence Category rating for the Bruce Eastick North Para Flood Mitigation Dam.</th>
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<tr>
<td>Moved: Mr. S Dilena  Seconded: Mr. G Mavrinac</td>
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<tr>
<td>That the GRFMA:</td>
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<tr>
<td>1. Receive the report; and</td>
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<tr>
<td>2. Considers the merits of undertaking a Consequence Category rating for the Bruce Eastick North Para Flood Mitigation Dam as part of the discussion and development of the 2018- 2021 GRFMA Business Plan.</td>
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<th>GRB 17/092 Confidential Report Dam Inspection Expressions of Interest.</th>
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<tr>
<td>Moved: Mr. G Pattinson  Seconded: Mayor Bob Sloane</td>
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<tr>
<td>That the GRFMA having determined minute GRB 17/091:</td>
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<tr>
<td>1. Notes no requirement to now discuss the separately distributed proposed confidential item 8.3 (b) item Dam Inspection Expressions of Interest; and</td>
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<td>2. That the information item 8.3(b) previously and separately distributed be determined as confidential on the basis of Section 90(3)(d) of the Local Government Act 1999 and to remain confidential until reviewed in June 2018.</td>
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<tr>
<th>GRB 17/093 Gawler River Northern Floodway</th>
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<tbody>
<tr>
<td>Moved: Mr S Dilena  Seconded: . G Pattinson</td>
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<tr>
<td>That the GRFMA:</td>
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<tr>
<td>1. Receive the Report;</td>
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<tr>
<td>2. Notes status of constituent council feedback on the final 2016 Gawler River Flood Review Project Report and the separate Hydrology report as:</td>
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<tr>
<td>• Adelaide Hills - Received 14/12/17</td>
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<tr>
<td>• Light – Pending - January 2018 Council meeting</td>
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<tr>
<td>• Barossa - Received - Noted by Council 21 November 2017</td>
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<tr>
<td>• Playford- Has been considered by Committee and referred to Council</td>
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</table>
- Adelaide Plains- not available until 2018 (likely March) pending separate assessment being undertaken.
- Gawler - Pending

3. Endorses the Executive Officer, subject to determination of a final costing, to initiate development of a Gawler River Project Prospectus document with specific inclusion of matters rating to all ongoing and future maintenance and infrastructure costs, legal aspects and costs and project management requirements and cost;

4. Notes that costs for development of the Prospectus are in the order of $10,000 or less.

CARRIED

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**GRB 17/094 GRFMA Charter Review**

Moved: Cr D Davey Seconded: Mr. A Philpott

That the GRFMA:

1. Receive the report;
2. Resolves that advancement of the Charter Review for the GRFMA be further deferred until the February 2018 GRFMA Meeting; and
3. Notes pending response from the LGA Mutual Liability Scheme on any relevant risk issues that might need to be considered should the GRFMA not proceed with recommended flood mitigation initiatives provided in the Final Gawler River 2016 Flood Review Project report

CARRIED

The meeting adjourned at 11.15 am
Meeting readjourned at 11.30 am

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**GRB 17/095 GRFMA Review of Policies**

Moved: Cr M Herrmann Seconded: Cr T Keen

That the GRFMA:

1. Endorse adoption of the following policies as amended:
   - Access to meetings and Documents - Approved as provided subject to Inclusion of reference to section 8(a) Local Government Act 1999 - In addition, an informal gathering or discussion under subsection (8) may only be held if— (a) the council has adopted a policy on the holding of informal gatherings or discussions; and (b) the informal gathering or discussion complies with the policy.
   - Internal Review of Decisions- Approved as provided
   - Operation, Tenders and Quotations Approved as provided with following revised to –
     I. where the value or estimated value of a contract for the supply of goods, the rendering of a service or construction of works exceeds $100,000 tenders shall be called and the procedure be followed.
     II. where the value or estimated value of a contract for the supply of goods, the rendering of a service or the construction of work exceeds
$20,000 but does not exceed $100,000, quotations in writing shall be invited.

III. where the value or estimated value of a contract for the supply of goods, rendering of a service of the construction of works does not exceed $20,000, quotations shall be obtained.

IV. Remove wording in relation to Revaluation and Depreciation of the Dam and refer to separate GRFMA policy on this matter

V. Undertake word search to replace “Association” with “Authority”

VI. Policy being retitled **Procurement and Operations Policy** and also amendments to clauses 9.21 and 10.11 by increasing monetary amount to $20,000 and $100,000 and quotations to be in writing/written record.

VII. amendment to reflect provision of the Draft GRFMA Budget to the Board to the February Board meeting and item 7.04 change wording to Adelaide Plains Council (not Malalla)

- **Dam Valuation** - Approved as provided. Note finalisation of the GRFMA Asset Management Plan may result in further review of the Dam Valuation policy.

- **Treasury Management** - Approved as provided with **inclusion that a minimum balance of cash reserves at any one time be maintained. Such balance to be equivalent to 50% of the annual GRFMA Budget as determined in accordance with the approved GRFMA Business Plan as amended annually and that any Board authorisation of payments from reserves that are extraordinary to the Business Plan be required to be repaid by constituent council contributions within 12 months following. Note – the cash reserve balance to separately identify the proportional value of Consultancy budget values and operational/maintenance Budget values.**

2. Determines that the GRFMA Audit committee not be required to view the Register of Contracts as part of their duties at this time.

3. Requests the Executive Officer to seek feedback from constituent councils on the proposed GRFMA Public Consultation Policy before being further considered by the Board.

4. Notes the GRFMA Asset Management Plan remains a work in progress and given its strategic importance be further considered by the Audit Committee following completion.

**CARRIED**
GRB 17/096 GRFMA Financial Report
Moved:  Mr. G Mavrinac    Seconded: Cr W Close

That the financial report as at 30 November 2017 showing a balance of total funds available of $178,191.18 be received.

CARRIED

GRB 17/097 Schedule of meeting dates
Moved:  Cr M Hemmermann    Seconded: Cr M Lawrence


CARRIED

GRB 17/098 GRFMA Correspondence
Moved:  Cr D Davey    Seconded: Cr T Keen

That the:
1. Correspondence be received; and
2. The Chair further write and seek meeting with both the Hon Ian Hunter, MLC Minister for Water and the River Murray and David Spears MP Shadow Minister for Environment to advise of the proposed development of the Gawler River Project Prospectus and to discuss next steps in initiating progress for development of the Northern Floodways project.

CARRIED

The Chair provided a verbal update on activities undertaken on behalf of GRFMA, which included attendance at a function for Dr Bruce Eastick’ 90th birthday celebration and subsequent follow up meeting and Dam inspection with Mr Neil Andrew AO, Chair Murray Darling Basin Authority.

It was also noted that the current Executive Officer’s contract provides appointment for two years commencing 1 January 2017, with a review to be conducted within 12 months of the commencement date, to confirm whether the contract will be extended for an additional 12 months from the Initial Term.
GRB 17/099 Executive Officer Contract Review

Moved: Cr M Herrmann    Seconded: Cr D Davey

That
1. GRFMA Chair, Mr I Baldwin, Mr S Dilena, and Mr G Pattinson be appointed to undertake a review to confirm whether the Executive Officer contract will be extended for an additional 12 months from the Initial Term; and
2. A report on findings of the Review be provided at the February 2018 GRFMA meeting.

CARRIED

GRB 17/100 Depreciation of Assets

Moved: Cr A Shackley    Seconded: Cr M Herrmann

That the Audit Committee be requested to consider the matter of depreciation of the Bruce Eastick North Para Flood Mitigation Dam in relation to the GRFMA view that the constituent councils (GRFMA) do not necessarily have to fund annual depreciation costs as the GRFMA is very unlikely to have capacity to fund a new or replacement Dam.

CARRIED

Inspection of Bruce Eastick North Para Flood Mitigation Dam

It was proposed that as the 15 February 2018 meeting of the GRFMA is to be held at Light Regional Council (Kapunda) that it would be a good opportunity for Board Members to undertake an onsite inspection of the Dam. It was agreed to undertake inspection at the Dam site commencing 8 am Thursday 15 February 2018.

Closure of meeting

The Chair thanked the City of Playford for hospitality as host and noted the next Ordinary Board Meeting will be held 9.45 am, Thursday 15 February 2018 at Freeling Operations Centre. Light Regional Council. Corner of Stephenson and Coulls Streets in FREELING.

Meeting closed 12.05pm.

Confirmed Chair..............................................
COUNCIL
CORPORATE AND COMMUNITY SERVICES

ACTING DIRECTOR’S REPORTS

23 JANUARY 2018

7.3.1 DEBATE AGENDA – ACTING DIRECTOR

7.3.1.1 MINUTES OF AUDIT COMMITTEE MEETING AND APPOINTMENT OF INDEPENDENT MEMBER

B7126

PURPOSE
Council to consider:
- the Minutes of the Audit Committee meeting held 13 December 2017; and
- the recommendation from the Audit Committee regarding the appointment of an Independent Member to the Audit Committee.

RECOMMENDATION
That Council:
(1) having reviewed the Minutes of the Audit Committee meeting held 13 December 2017 adopt the Resolution/s contained therein.
(2) in regard to the appointment of an Independent Member to the Audit Committee, approve the recommendation of the Audit Committee that Mr Ian Swan be appointed for a two year term from 28 January 2018 to 27 January 2020.

REPORT
Introduction
As reported to the 21 November 2017 Council Committee Meeting, Mr Heuzenroeder’s term as Independent Member of the Audit Committee expires on 27 January 2018. Council advertised for Expressions of Interest in local newspapers and on Council’s website, with one submission being received.

Discussion
Clause 3.8 of the Audit Committee Terms of Reference states “All members of the Committee shall be appointed by Council on the recommendation of the Committee”.

The Manager Financial Services and Audit Committee Chair evaluated the Expression of Interest (EOI) received by Ian Swan. Crs Angas and Milne and the Chief Executive Officer reviewed the EOI and approved the aforesaid Manager and Committee Chair conducting the interview and forming the interview panel. An interview was held on 1 December 2017.
The interview panel was satisfied with the interviewee responses and understanding of the role required for this appointment. Reference checks provided assurance that the applicant has the required skillset and ability to undertake the role.

A report was provided to the Audit Committee meeting held 13 December 2017. (Refer Minutes – Attachment 1.)

Summary
The Audit Committee has considered the interview panel’s review and has made a recommendation to Council regarding the appointment.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment 1: Minutes of Audit Committee meeting held 13 December 2017

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS
Community Plan

Corporate Plan
6.2 Ensure that Council’s policies and process frameworks are based on principles of sound governance and meet legislative requirements.
6.4 Ensure that decisions regarding expenditure of Council’s budget are based on an assessment of whole of life costs, risks associated with the activity and advice contained within supporting plans.

Legislative Requirements
Local Government Act 1999

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS
Financial
Costs related to advertising for the Independent Member and the attendance of the Independent Chair on the interview panel are allowed for in the Budget.

Resource
Managed within existing officer resources.

Risk Management
Adherence to the Audit Committee Terms of Reference is a risk management tool.

COMMUNITY CONSULTATION
Not required under legislation or Council’s Public Consultation Policy. A public notice requesting Expressions of Interest was placed in The Leader and Bunyip newspapers on 1 November 2017.
MINUTES OF THE MEETING OF THE AUDIT COMMITTEE
OF THE BAROSSA COUNCIL
held on Wednesday 13 December 2017, commencing at 10.30am in the
Council Chambers, 43-51 Tanunda Road, Nuriootpa

1. WELCOME
The Chair, Mr Peter Brass, welcomed everyone to the meeting at 10.30am.

2. PRESENT
Mr Peter Brass, Mr James Heuzenroeder, Ms Tanya Johnston, Cr John Angas,
Cr Scotty Milne (10.49am)

Invited Staff Members
Ms Rebecca Tappert, Acting Director Corporate and Community Services
Mr Mark Lague, Manager Financial Services
Ms Nicole Rudd, Internal Control Compliance Officer
Mr Vincent Marsland, Manager Organisational Development and Risk
Mr Martin McCarthy, Chief Executive Officer (10.53am)
Ms Annette Randall, Executive Assistant (Minute Secretary)

3. APOLOGIES
Cr Scotty Milne (for late attendance)
Mr Martin McCarthy (for late attendance)

4. CONFLICT OF INTEREST DECLARATIONS
Nil

5. CONFIRMATION OF MINUTES FROM PREVIOUS MEETING

MOVED Ms Johnston that the Minutes of the Audit Committee Meeting held 5 October 2017 be confirmed as a true and correct record of the proceedings of that meeting.
Seconded Mr Heuzenroeder
CARRIED 2017-18/14

6. BUSINESS ARISING FROM PREVIOUS MINUTES
Nil

7. CONSENSUS AGENDA

8. ADOPTION OF CONSENSUS AGENDA

8.1 ITEMS FOR EXCLUSION FROM THE CONSENSUS AGENDA
Mr Lague – 7.1.4 Receive Adopted Quarterly Budget Update as at 30 September 2017
Not Confirmed
Mr Lague advised that the document on Council’s website, which was available via a link in the agenda report, has an incorrect page 16. The corrected page 16 was tabled and will be updated on the website following approval at the 19 December 2017 Council Meeting.

Mr Brass – 7.1.6 Audit Committee Annual Self-Assessment of Committee Performance
Mr Brass asked officers if any actions had been proposed for next year in relation to comments in the Self-Assessment. Mr Lague advised that proposed actions had not been discussed at this point.

The members agreed the level of formality required for speaking to the meeting.

8.2 RECEIPT OF CONSENSUS AGENDA

MOVED Mr Heuzenroeder that Information reports 7.1.1 to 7.1.6 be received and any recommendations contained therein be adopted.
Seconded Ms Johnston CARRIED 2017-18/15

MOVED Ms Johnston that Correspondence report 7.2.1 be received and noted.
Seconded Cr Angas CARRIED 2017-18/16

Cr Milne entered the meeting at 10.49am. He had no conflict of interest to declare on any matter in the Agenda.

9.1 DEBATE AGENDA

9.1.1 INTERNAL FINANCIAL CONTROL REPORT
B5734
Ms Rudd spoke to the report and answered questions from the Members.

MOVED Mr Heuzenroeder that the Internal Financial Control Report be received and noted.
Seconded Cr Angas CARRIED 2017-18/17

PURPOSE
To provide an update on the status of Internal Financial Control work.

REPORT
Attached is a copy of the Internal Financial Control Report for September to December 2017.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment: Internal Financial control Report

Supporting References:
Local Government Act 1999 – Section 125, 126, 129 (1) (b)
Local Government (Financial Management) Regulations 2011, 14(e)

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS
Community Plan
How We Work – Good Governance
Corporate Plan
How We Work – Good Governance

6.2 Ensure that Council's policies and process frameworks are based on principles of sound governance and meet legislative requirements.

6.4 Ensure that decisions regarding expenditure of Council's budget are based on an assessment of whole of life costs, risks associated with the activity and advice contained within supporting plans.

Legislative Requirements
Local Government Act 1999 – Section 125, 126, 129 (1) (b)
Local Government (Financial Management) Regulations 2011, 14(e)

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS
The regular monitoring and review of Council’s financial internal controls and risk assessments will significantly facilitate the on-going safeguarding of Council assets. The control and review of risks is a core officer function and responsibility. The introduction of the new system supports officers by providing a consistent framework and process.

COMMUNITY CONSULTATION
Not required under legislation or Council's Public Consultation Policy.

9.1.2 AMENDMENT OF MOTION 2016-17/19 - 28 FEBRUARY 2017
B5734

MOVED Cr Milne that the Audit Committee amend Motion 2016-17/19 made at its meeting on 28 February 2017 to:

“MOVED Cr Angas that the Minutes of the Ordinary Audit Committee Meeting held 20 December 2016 and the Minutes of the Confidential Audit Committee Meeting held 20 December 2016 at 11.38am be confirmed as true and correct records of the proceedings of those meetings.
Seconded Mr Heuzenroeder CARRIED”

Seconded Ms Johnston CARRIED 2017-18/18

PURPOSE
To amend motion 2016-17/19 of the 28 February 2017 Audit Committee Meeting.

REPORT
Background
At the 28 February 2017 Audit Committee meeting, in relation to agenda item 4 – Confirmation of Minutes of previous meetings, Mr Heuzenroeder moved and Cr Angas seconded that the Minutes of the Ordinary Audit Committee Meeting held 20 December 2016 and the Minutes of the Confidential Audit Committee Meeting held 20 December 2016 at 11.38am be confirmed as true and correct records of the proceedings of those meetings.

However, when the Minutes were typed, incorrect meeting information was inserted in the motion:

MOVED Cr Angas that the Minutes of the Ordinary Audit Committee Meeting held 19 October 2016, and the Minutes of the Confidential Audit Committee Meeting held 19 October 2016 at 11.38am, be confirmed as true and correct records of the proceedings of those meetings.
Seconded Mr Heuzenroeder CARRIED 2016-17/19

At the 4 May 2017 Audit Committee meeting, where the minutes of the February meeting required approval, it was resolved that the Minutes were correct (when in fact, they were not):
"MOVED Mr Heuzenroeder that the Minutes of the Ordinary Audit Committee Meeting held 28 February 2017, and the Minutes of the Confidential Audit Committee Meeting held 28 February 2017 at 2.32pm, be confirmed as true and correct records of the proceedings of those meetings. Seconded Cr Angas CARRIED"

Discussion
Section 21 of the Local Government (Procedures at Meetings) Regulations provides that “the Chief Executive Officer may submit a report to the council recommending the revocation or amendment of a resolution passed since the last general election of council.” An amendment is appropriate as it would not “substantially change the intent of the motion or contradict it”, but rather highlight that a typing error was made in the minutes regarding that resolution.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Nil

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS
Corporate Plan
How We Work – Good Governance

6.2 Ensure that Council’s policy and process frameworks are based on principles of sound governance and meet legislative requirements.

Legislative Requirements
Local Government Act 1999

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS
Nil

COMMUNITY CONSULTATION
Not required under legislation or Council’s Public Consultation Policy.

9.1.3 QUARTER 1 2017/18 PERFORMANCE AND ACTIVITY REPORT
B5734
Mr Lague invited comments or questions from the members.

Mr McCarthy entered the meeting at 10.53am.

Mr McCarthy and Mr Marsland answered questions from the members.

MOVED Mr Heuzenroeder that the Quarter 1 – 2017/18 Performance and Activity Report be received and noted and the Chief Executive Officer continue to provide these quarterly reports to the Audit Committee. Seconded Cr Milne CARRIED 2017-18/19

PURPOSE
To table with the Audit Committee the performance and activity reporting.

REPORT
Attached is the report to Council and the Performance and Activity Report which highlights the maturity in Council’s reporting framework against the Community Plan. The report framework and development of indicators and data to support it continues to be a work in progress, but this methodology and accountability has already seen adjustment to resourcing, processes and information to address pinch points in the organisation and address areas of growing demand.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS

Community Plan
- Natural Environment and Built Heritage
- Community and Culture
- Infrastructure
- Health and Wellbeing
- Business and Employment
- How We Work – Good Governance

All Strategies.

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS

Internal resourcing and financing is sufficient to address the work of managing and monitoring organisational performance. Of itself the reporting framework and systems underpinning then increase accountability and knowledge and allow decision making to be made with the best information possible and therefore directly assist and support the management of risk.

COMMUNITY CONSULTATION

No community consultation is considered necessary or required at this time in relation to the outcomes of this report.

9.1.4 RISK MANAGEMENT PROGRAMS AND PROJECTS

B5734

Mr Marsland answered questions from the members.

MOVED Cr Angas that the quarterly report on the progress of Risk Management programs and projects be received and noted.
Seconded Mr Heuzenroeder

CARRIED 2017-18/20

PURPOSE

To present a quarterly report on the progress of Risk Management programs and projects

REPORT

Risk Management

Risk Services has commenced meeting with Corporate and Community Services directorate teams namely, Knowledge Services, Technology Services and Community & Culture to develop/finalise Corporate Risk Assessments for operational risks, with a further meeting scheduled in December with Visitor Information Centre. This information will feed into Council’s Organisational Risk Register and will assist Council in determining its biggest risks.

Preliminary Risk Services Report

Refer to Agenda item 9.1.5.

Risk Management Quarterly Report

A Risk Management Quarterly Report (Attachment 1) was provided to the Corporate Management Team (CMT) on 11 October 2017 for quarter 1/7/2017 to 30/9/2017. This report provides information on how we are progressing against the current WHS Plan (2015-2017) Programs and Projects, together with providing data on incidents, corrective and preventative
Not Confirmed
actions, hazardous task risk assessments, training/induction, document development, workplace inspections, internal audits, compliance and legislative changes.

Williamstown Depot
Risk Services has undertaken a contents stocktake at Williamstown Depot after a recent break-in. This information now needs collating with monetary values added against each item to then update Williamstown Depot total contents sum insured. Risk Services has also met with Council’s Assets Coordinator to investigate whether Conquest (Council’s Asset database) could potentially store this plant/equipment information, as there is currently no centralised location for Council’s plant/equipment under $5,000 in value. Risk Services is unsure how content sum insured values have previously been determined for insurance purposes. Our insurer, at the time of Asset claims, is now seeking evidence of ownership and supporting documentation of how our total contents insured values have been determined. This body of work will be required to be undertaken for all Council premises.

Chemical Review
Risk Services has commenced working with Council teams in undertaking/seeking a stocktake of hazardous chemicals. This information will assist in areas such as addressing chemical risk assessments, storage incompatibilities, labelling, signage/placarding/manifest, worker exposure and health monitoring requirements.

Emergency Management and Business Continuity Plan
Emergency Management Plans were updated, sent out to Emergency Planning Committee for consultation and adopted for Council workplaces. Emergency Evacuation Drills are now being arranged for remaining workplaces yet to have a drill this year. These evacuation drills will either be undertaken on site or via a desktop review.

Paul Kerrish, from Local Government Risk Services, met with the CMT on 8 November 2017 to discuss the number of deemed critical functions at Council for Business Continuity. Paul Kerrish is currently reviewing Council’s service listing and will then forward his reviewed list to CMT for their review, before this list is brought to Council’s Organisational Management Group.

Mutual Liability Claims - 1/07/2017 to 30/09/2017

Current Claims:
24 open/potential Mutual Liability Scheme claims as at 30 November 2017.

Finalised Claims:
1 claim denied by LGAMLS; however, claimant is seeking further legal advice to contest this decision for this period.
0 claims accepted by LGAMLS for this period.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment 1: Risk Management Quarterly Report - 17/77306*

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS
Corporate Plan
How We Work – Good Governance

6.2 Ensure that Council’s policy and process frameworks are based on principles of sound governance and meet legislative requirements.
6.3 Align operational strategy to strategic objectives and measure organisational performance to demonstrate progress towards achieving our goals.

Legislative Requirements
Local Government Act 1999
Work Health Safety Act 2012

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS
Not Confirmed
Addressed within the Report.

COMMUNITY CONSULTATION
Not required under legislation or Council’s Public Consultation Policy

9.1.5
DRAFT RISK SERVICES REVIEW REPORT
B5842
Mr McCarthy and Mr Marsland spoke to the report and answered questions from the members.

MOVED Ms Johnston that:

(1) the draft Risk Services Review report be received and noted;

(2) officers provide feedback to the consultant on areas of the report, including:
   - correct identification of contributors to the report
   - “intent” of the legislation (pg 132)
   - Maturity Assessment (commencing pg 133)
   - areas reflecting incorrect information/status of The Barossa Council

(3) officers present the final Risk Services Review report to a future Audit Committee meeting.

Seconded Cr Milne
CARRIED 2017-18/21

PURPOSE
To present the draft Risk Services Review Report.

REPORT
As a result of the recommendations from The Barossa Council Service Review Stage 1 Report by LKS Quaero (ref: ’16/86066), Council, after a suitable Request for Quotation (RFQ) process, engaged Risk Consultant Mr Craig Johnson to:

1. Review Council’s current Risk Management Framework (including governance and organisational structure, policies, processes, tools and templates), its effectiveness and efficiency and provide a detailed plan, including approach and justification, for any redesign and simplification;

2. Review the scope and functions of the Risk Services Team, risk responsibilities of management and officers and determine an optimum resourcing model based on current industry standards and make recommendations regarding roles and responsibilities and required competencies for the future implementation in support of the plan developed at 1 above; and

3. Validate current gaps in Council’s Risk Services operational output and provide a draft organisational and team level work plan outlining priorities for implementation.

The Report (Attachment 1) is the draft or preliminary report produced by Mr Johnson containing his observations and recommendations. Actions arising from the preliminary report will be reported by the end of February 2018, and will form part of the full Risk Services Review Report and Work Plan.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment 1: Risk Services Review draft report

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS
Corporate Plan
6.2 Ensure that Council’s policy and process frameworks are based on principles of sound governance and meet legislative requirements.

6.3 Align operational strategy to strategic objectives and measure organisational performance to demonstrate progress towards achieving our goals.

Legislative Requirements
Local Government Act 1999
Work Health Safety Act 2012

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS
Addressed within the Report.

COMMUNITY CONSULTATION
Not required under legislation or Council’s Public Consultation Policy.

9.1.6 UPDATE – ANGASTON LANDFILL REHABILITATION
B5734

MOVED Cr Angas that the report on the Angaston Landfill Rehabilitation requirements be received and noted.
Seconded Mr Heuzenroeder CARRIED 2017-18/22

PURPOSE
To provide an update on the Angaston Landfill Rehabilitation requirements.

REPORT
Introduction
The Audit Committee, at its meeting held 5 October 2017, reviewed and discussed The Barossa Council Preliminary 2016-17 Annual Financial Statements. A matter emanating from that discussion was the Angaston Landfill reinstatement requirements, where the Committee requested an update from Officers at the next meeting.

Discussion
An EPA license is in place at the Angaston Landfill Site at Lot 101 Warburton Road, Angaston, to deposit waste for the purpose of closure. Refer Attachment 1.

A closure plan with amendments has been prepared by Tonkin Consulting and negotiated and approved by the EPA. Refer Concept Design Addendum report by Tonkin Consulting (Attachment 2) and Approval letter by EPA (Attachment 3).

Council Reserve funds for this project at the end of the 16 / 17 financial year had a total balance of $393,277 allocated for this project.

Progress on implementation of the capping plan is ongoing, with fill progressively sourced and transported to the site from Council as available. If the project is required to be fast tracked, clay capping material, which has been tested and certified suitable, can be sourced from Council’s Carrara Hill Road CWMS treatment plant site where a treated wastewater storage pond is planned for construction.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment 1: EPA Licence No. 13787 to The Barossa Council for Lot 101 Warburton Road, Angaston, dated 2 February 2016
Attachment 2: Concept Design Addendum report - Tonkin Consulting, dated 2 September 2016
Not Confirmed

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS

Community Plan

How We Work – Good Governance

Corporate Plan

6.2 Ensure that Council’s policy and process frameworks are based on principles of sound governance and meet legislative requirements.

6.3 Align operational strategy to strategic objectives and measure organisational performance to demonstrate progress towards achieving our goals.

6.4 Ensure that decisions regarding expenditure of Council’s budget are based on an assessment of whole of life costs, risks associated with the activity and advice contained within supporting plans.

Legislative Requirements

In accordance with EPA requirements, Council is required to complete the Angaston Landfill Closure plan by the end of the EPA Licence end date of 31 January 2021.

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS

Council’s Audit Committee has a key role in its good governance framework. Good communication between the Committee and the Council will ensure that financial and risk management issues raised receive appropriate consideration and attention.

COMMUNITY CONSULTATION

Not required under legislation or Council’s Public Consultation Policy.

Mr Marsland left the meeting at 11.45am.

10.1 RECOMMENDATION – APPOINTMENT OF INDEPENDENT MEMBER

Although the recommendation from officers was to consider Agenda item 10.1 - Recommendation of Appointment of Independent Member, in confidence, Members agreed that they would consider the matter in the open Committee meeting.

Mr Lague spoke to the Report and outlined the recruitment process undertaken to this point.

MOVED Cr Angas that the Audit Committee:

(1) Receives and notes the report regarding Recommendation of Appointment of Independent Member;

(2) Recommends that Council appoint Mr Ian Swan as an Independent Member of the Audit Committee for a two year term from 28 January 2018 to 27 January 2020.

Seconded Mr Heuzenroeder CARRIED 2017-18/23

PURPOSE

To make recommendation to Council regarding the appointment of an Independent Member to the Audit Committee, due to a vacancy caused by effluxion of time in James Heuzenroeder’s appointment.
REPORT

Introduction
As reported to the 5 October 2017 Audit Committee Meeting, Mr Heuzenroeder’s term as Independent Member of the Audit Committee expires on 27 January 2018. Council advertised for Expressions of Interest in local newspapers and on Council’s website, with one submission being received.

Discussion
Clause 3.8 of the Audit Committee Terms of Reference states “All members of the Committee shall be appointed by Council on the recommendation of the Committee”.

The Manager Financial Services and Audit Committee Chair evaluated the Expression of Interest (EOI) received by Ian Swan (Attachment 1). Crs Angas and Milne and the Chief Executive Officer reviewed the EOI and approved the aforesaid Manager and Committee Chair conducting the interview.

An interview was held on 1 December 2017. The applicant’s responses to the interview questions (Attachment 2) were rated. Following review of the scores, the interview panel is satisfied with the interviewee responses and understanding of the role required for this appointment. Reference checks provided assurance that the applicant has the required skillset and ability to undertake the role. Further information can be provided at the Audit Committee meeting as/if required.

Summary
The Panel’s opinion is that Mr Swan demonstrates the required level of skill, expertise and experience to meet the requirements of an Independent Committee member and asks the Audit Committee to recommend appointment by Council.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment 1: Expression of Interest by Ian Swan
Attachment 2: Interview Questions

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS
Community Plan – How We Work – Good Governance

Legislative Requirements
Local Government Act 1999

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS
Financial
Costs related to advertising for the Independent Member and the attendance of the Independent Chair on the interview panel are allowed for in the Budget.

Resource
Managed within existing officer resources.

Risk Management
Adherence to the Audit Committee Terms of Reference is a risk management tool.

COMMUNITY CONSULTATION
Not required under legislation or Council’s Public Consultation Policy. A public notice requesting Expressions of Interest was placed in The Leader and Bunyip newspapers on 1 November 2017.

10. OTHER BUSINESS
Mr McCarthy wished to recognise Mr Heuzenroeder’s contribution to the Audit Committee over the last 7 years and extended his thanks and appreciation. Mr Brass
Not Confirmed
echoed these sentiments and thanked Mr Heuzenroeder for the knowledge and skills
he had imparted to the Committee.

11. **NEXT MEETING**
February 2018 - Date to be advised

12. **CLOSURE OF MEETING**
There being no further business, Mr Brass wished everyone a Merry Christmas, happy
New Year and enjoyable break and closed the meeting at 11.52am.

Confirmed:

Chairman: ..................................  Date: .................................
7.3.2 DEBATE AGENDA – FINANCE

7.3.2.1 MONTHLY FINANCE REPORT (AS AT 31 DECEMBER 2017)

B411
Author: Senior Accountant

PURPOSE
The Uniform Presentation of Finances report provides information as to the financial position of Council, including notes on material financial trends and transactions.

RECOMMENDATION
That the Monthly Finance Report as at 31 December 2017 be received and noted.

REPORT
Discussion
The Monthly Finance Report (as at 31 December 2017) is attached. The report has been prepared comparing actuals to the Original adopted 2017/18 Budget and incorporating the adopted Revised Budget for September.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES
Attachment 1: Monthly Finance Report 31 December 2017

Policy
Budget & Business Plan and Review Policy

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS

Corporate Plan
.How We Work – Good Governance

6.2 Ensure that Council’s policy and process frameworks are based on principles of sound governance and meet legislative requirements.
6.3 Align operational strategy to strategic objectives and measure organisational performance to demonstrate progress towards achieving our goals.
6.4 Ensure that decisions regarding expenditure of Council’s budget are based on an assessment of whole of life costs, risks associated with the activity and advice contained within supporting plans.
6.9 Provide access to Council’s plans, policies and processes and communicate with the community in plain English.
6.16 Provide contemporary internal administrative and business support services in accordance with mandated legislative standards and good practice principles.
FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS

Financial
To enable Council to make effective and strategic financial decisions, a regular up to date high level financial report is provided.

COMMUNITY CONSULTATION
Community Consultation was part of the original budget adoption process in June 2017, as per legislation. This report is advising Council of the monthly finance position compared to that budget.
MONTHLY FINANCE REPORT
AS AT 31 DECEMBER 2017
FOR YEAR ENDING 30 JUNE 2018

<table>
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<th>% Actual Expenditure to Original Budget</th>
<th>% Actual Expenditure to Revised Budget (Q1)</th>
<th>Original Budget (Full-Year)</th>
<th>Revised Budget (Q1) (Full-Year)</th>
<th>Actual Result (Year-to-Date)</th>
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<td>Notes</td>
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<td>36,690</td>
<td>37,257</td>
<td>33,302</td>
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<td></td>
<td>Operating</td>
<td>36,734</td>
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</tbody>
</table>

Uniform Presentation of Finances

OPERATING ACTIVITIES:

Operating Income
Less Operating Expenses
Operating Surplus / (Deficit) (a)

CAPITAL ACTIVITIES:

Capital Expenditure on Renewal and Replacement of Existing Assets
Less Depreciation, Amortisation & Impairment
Less Proceeds from Sale of Replaced Assets
Net Outlays on Existing Assets (b)

Net Outlays on New and Upgraded Assets
Capital Expenditure on New and Upgraded Assets
Less Amounts Received Specifically for New and Upgraded Assets
Less Proceeds from Sale of Surplus Assets
Net Outlays on New and Upgraded Assets (c)

Net Lending/(Borrowing) for the Financial Year (a)-(b)-(c)

Reconciliation for the movement in Net Lending / (Borrowing)

Original 2017/18 Full Year Budget Net Lending / (Borrowing) (1,595)

Carried Forward Budget Adjustments: Report on Financial Results. Funds were held for these projects in cash and investments at 30 June 2017. (3,848)

September 2017 Budget Review: Funds required for these items will decrease Council's cash and investments. This amount includes amendments approved at the Council meeting held in July 2017. (268)

Full Year Revised Budget - Net Lending / (Borrowing) (5,711)

NOTES

1) 2017/18 Capital Expenditure spent to end of December includes:
- Angaston Railway Precinct Upgrade $60k
- CWMS $48k
- Drainage $292k
- Floodwall $275k
- Footpaths $518k
- Forklift $32k
- Mount Pleasant Hall Air Conditioning $13k
- Road Resheeting $472k
- Sealed Roads $942k
- Talunga Park Toilets $60k
- Tanunda to Gawler Bike Path $29k (final flood repair)
- Trucks $308k
- Williamstown OVJP Retaining Wall $44k, Bridge Entrance $2k

Total % Capital Budget Spent 34.47% 24.56%
7.3.2 DEBATE AGENDA – FINANCE

7.3.2.2
LONG TERM FINANCIAL PLAN 2018/19 to 2027/28 AND ANNUAL BUDGET & BUSINESS PLANNING TIMETABLE 2018/19
B7181

PURPOSE
A business planning timetable is required to ensure Council meets key milestones for the annual review and adoption of the Long Term Financial Plan (LTFP) 2018/19 to 2027/28 and the consideration and adoption of the Annual Budget & Business Plan (AB&BP) 2018/19.

RECOMMENDATION

REPORT
Discussion
The Local Government Association has produced a number of information papers to assist Councils to meet requirements of the Local Government Act 1999 and the Local Government (Financial Management) Regulations 2011.

The proposed timetable for the annual review/update of the Long Term Financial Plan and the consideration/adopter of the Annual Budget & Business Plan is outlined in the table below:

<table>
<thead>
<tr>
<th>Who</th>
<th>Activity</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council Meeting</td>
<td>Endorse AB&amp;BP and LTFP timetable</td>
<td>23/01/18</td>
<td></td>
</tr>
<tr>
<td>Finance/Elected Members</td>
<td>New Initiatives and Capital Works to be submitted via website link – email will be sent to Elected Members with link.</td>
<td>23/01/18</td>
<td>Due date for submissions 28/02/18</td>
</tr>
<tr>
<td>Council Workshop</td>
<td>1st Review and discuss - EM's to be given the opportunity to put forward suggestions for the budget; CMT to present budget process, advisory groups’ budget(s), priorities and pressures; consider adopted long term indexing &amp; assumptions</td>
<td>07/02/18</td>
<td></td>
</tr>
<tr>
<td>Who</td>
<td>Activity</td>
<td>From</td>
<td>To</td>
</tr>
<tr>
<td>---------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Council Workshop</td>
<td>2nd - General priorities and pressures – Review &amp; Discuss Continue as/if required from the last workshop (at conclusion of normal Council meeting)</td>
<td>20/02/18</td>
<td></td>
</tr>
<tr>
<td>Council</td>
<td>Due date for submissions/New initiatives from Elected Members</td>
<td>28/02/18</td>
<td></td>
</tr>
<tr>
<td>Audit Committee (AC)</td>
<td>AB&amp;BP and LTFP review To review proposed indexing and assumptions</td>
<td>28/02/18</td>
<td></td>
</tr>
<tr>
<td>Advisory Groups</td>
<td>Due date for Advisory Groups’ Budget submissions</td>
<td>28/02/18</td>
<td></td>
</tr>
<tr>
<td>Council Workshop</td>
<td>3rd - AB&amp;BP and LTFP Prepare Rates report including: Rating Analysis of other Councils and consider other Council Rating Strategies to fund New Initiatives</td>
<td>07/03/18</td>
<td></td>
</tr>
<tr>
<td>Council Management &amp; Staff</td>
<td>During February to April, budget preparation including rating and valuation modelling is undertaken</td>
<td>Feb 2018</td>
<td>April 2018</td>
</tr>
<tr>
<td>Audit Committee</td>
<td>AB&amp;BP and LTFP review and endorse for consultation</td>
<td>TBA - May 2018</td>
<td></td>
</tr>
<tr>
<td>Council Meeting</td>
<td>Endorse Nuriootpa Centennial Park Authority Budget Endorse draft AB&amp;BP and LTFP for public consultation</td>
<td>15/05/18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Public Notices in local papers and Council internet provision for web submissions</td>
<td>23/05/18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Public Submissions period AB&amp;BP and LTFP</td>
<td>23/05/18</td>
<td>13/06/18</td>
</tr>
<tr>
<td>Special Council Meeting</td>
<td>1 hour period to be provided at a Special Council Meeting (coinciding with the Council workshop) - as per Local Government Act 1999, Sec 123 (4)(a)(i)(B)– “where members of the public may ask questions, and make submissions, in relation to the matter”</td>
<td>6/06/18</td>
<td></td>
</tr>
<tr>
<td>Council Meeting</td>
<td>AB&amp;BP and LTFP Consideration of public submissions</td>
<td>19/06/18</td>
<td></td>
</tr>
<tr>
<td>Special Council Meeting</td>
<td>Adopt AB&amp;BP and LTFP, Valuation and Rating</td>
<td>27/06/18</td>
<td></td>
</tr>
</tbody>
</table>
6.2 Ensure that Council’s policy and process frameworks are based on principles of sound governance and meet legislative requirements.

6.3 Align operational strategy to strategic objectives and measure organisational performance to demonstrate progress towards achieving our goals.

6.4 Ensure that decisions regarding expenditure of Council’s budget are based on an assessment of whole of life costs, risks associated with the activity and advice contained within supporting plans.

6.9 Provide access to Council’s plans, policies and processes and communicate with the community in plain English.

6.16 Provide contemporary internal administrative and business support services in accordance with mandated legislative standards and good practice principles.

Legislative Requirements
Local Government Act 1999 Section 123
Local Government (Financial Management) Regulations 2011

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS

Financial
The Budget Timetable is an integral part of financial planning to ensure an organised and thorough process is undertaken.

COMMUNITY CONSULTATION
Included as part of the draft 2018/19 Budget & Business Plan consultation and adoption process.
7.4.1 DEBATE AGENDA – DIRECTOR WORKS AND ENGINEERING SERVICES

7.4.1.1 REMEDIAL CIVIL WORKS – COLLINS STREET – ANGASTON
960/374/2012

Author: Manager Engineering Services

PURPOSE
Additional budget funding is required for remedial civil works in Collins Street, Angaston, to reinstate property access following street upgrade works in 2015.

RECOMMENDATION
That Council approves additional expenditure of $114,400 from 2018-2019 financial year discretionary spend for the purpose of remedial civil works associated with access to 4 Collins Street, Angaston and 29 Dean Street, Angaston.

REPORT

Background
In March 2015 Council initiated road upgrade works in Collins Street, Angaston, to rectify drainage issues associated with road stormwater runoff sheeting into properties on the western side of the street. At the time, no engineering or design was completed for the broader project resulting in adversely affected vehicle access at two locations.

Introduction
The civil works performed included the construction of kerb and gutter both sides of Collins Street from Evans Street to Dean Street, with higher road formation levels on the western side and stormwater side entry pits at the intersection of Collins Street and Dean Street to manage longitudinal stormwater flows.

Whilst the works have greatly improved the stormwater management, and level of service, in Collins Street, the higher western road edge levels has adversely affected the capacity for convenient vehicle/pedestrian access to 4 Collins Street and 29 Dean Street (corner Collins and Dean Streets). Finished surface levels of electricity and communications access pits to 4 Collins Street have also been affected.

Discussion
Council staff have subsequently performed engineering survey at the affected locations and determined the scope of remedial works required to reinstate appropriate functional property access and service pit access as follows:
4 Collins Street
- Construction of retaining wall along part of the northern property side boundary and adjacent existing dwelling - tapering from 0 metres height to maximum 2.5 metres and back to 0 metres.
- Construction of fence on northern side boundary retaining wall
- Construction of concrete personal access steps to front path levels for access to dwelling front door
- Construction of compacted rubble driveway infill
- Raising of the South Australian Power Network (SAPN) electricity supply access pot to finished surface level
- Raising of the Telstra communications service access pit top to finished surface level

Refer attachment 1 - Civil works design documents.

The property owner has already constructed some retaining wall works on the front boundary to alleviate the increased level difference directly in front of the existing dwelling. Some extension of this is required to complete the works, including compensation for some materials already used by the property owner.

The budget estimate for these proposed rectification works includes:
- Retaining wall and associated concrete civil works, including driveway construction - $52,000. (Note - latent construction risks include the possibility of encountering rock at retaining wall pier locations.)
- Fence on retaining wall - $3,900
- Raising electrical service point to finished surface level - $13,000
- Raising of the communications service pit to finished surface level - $13,000
- Existing material reimbursement to property owner - $6,500

29 Dean Street (corner of Collins and Dean Streets)
- Reconstruction of the verge levels to reinstate the pre-existing acute angled access to the property from Collins Street
- Reconstruction of the stormwater Side Entry Pit (SEP) 10 metres up Collins Street and conversion of the existing SEP to a trafficable Junction Box (JB) flush with the proposed finished crossover levels

The budget estimate for these proposed rectification works includes:
- Civil works to verge, including adjustments to concrete kerb and water table and invert – $13,000
- Adjustments to stormwater drainage infrastructure - $13,000

Refer attachment 2 civil works design documents.

The total budget cost estimate to construct the proposed works to reinstate driveway access at the two locations is $114,400.

Processes and programme improvements have been made to avoid future reoccurrences with capital works.

**Summary and Conclusion**
Reinstatement of vehicular and pedestrian property access to what existed prior to Council’s 2015 upgrade works is deemed to be the responsibility of Council.
In-principle agreement has been reached from the property owners for the proposed works to commence at Council’s earliest convenience.

As a result of the urgency to restore appropriate safe access to the allotments, a budget adjustment is proposed within the 2017/2018 financial year budget.

**ATTACHMENTS OR OTHER SUPPORTING REFERENCES**

| Attachment 1 | Survey and civil works design documents - 4 Collins Street - Retaining wall and driveway pavement levels. |
| Attachment 2 | Civil works concept design document – 29 Dean Street - Driveway pavement levels and stormwater drainage. |

**COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS**

**Community Plan**

Infrastructure

3.1 Develop and implement sound asset management which delivers sustainable services.

**FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS**

The additional $114,400 will be funded from the 2018-2019 discretionary spend, Council approval for the additional expenditure will affect Council’s end of year results and cash position.

Unknown latent construction risks include the possibility of encountering rock at retaining wall pier locations, which would be an additional cost.

**COMMUNITY CONSULTATION**

The relevant property owners have been informed of the proposed works to restore pre-existing access conditions to their properties with in principle approval provided by each.
4 COLLINS STREET ANGASTON

DRIVEWAY GRADING
SITE PLAN

The Barossa Council

DESIGNED: RJK
DRAWN: RJK
APPROVED: SJK
DATE: DECEMBER 2015

SCALE: 1:100
DATE: DECEMBER 2015
SHEET: 1 of 2
DRAWING No: C-01
Notes

29 Dean Street
Angaston

Created on Friday, 12 January 2018

Disclaimer

This map is a representation of the information currently held by The Barossa Council.
While every effort has been made to ensure the accuracy of the product, Council accepts
no responsibility for any errors or omissions. Any feedback on omissions or errors would
be appreciated.

Map Zoom: 35.98 m Map Scale: 1:200
7.5.1. DEBATE AGENDA – DIRECTOR’S REPORT

7.5.1.1

JOINT PLANNING ARRANGEMENTS PILOT PROJECT – NEXT STEPS
B6622

PURPOSE
To provide an update with respect to work occurring on Joint Planning Arrangements as a part of the implementation of and transition to the new planning system under the Planning, Development and Infrastructure Act 2016, and seek Council commitment to continue involvement in the Pilot Program through to 30 June 2018.

RECOMMENDATION
That Council
(1) Note and receive the report.
(2) Have the Chief Executive Officer formally write to the Director Development and Environmental Services of The Barossa Council as lead representative for the region advising Council’s support for continuation in the Planning Arrangements Pilot Project, and accepting the funding arrangement as proposed by the Project Working Advisory Group.

REPORT

Background

A regional Expression of Interest from The Barossa Council, Adelaide Plains Council, Town of Gawler and Light Regional Council was one of eight received by the Department of Planning, Transport and Infrastructure (DPTI), which collectively represented 42 councils. The eight regions are:

1. Eyre Peninsula LGA (11 Councils)
2. Limestone Coast LGA (7 Councils)
3. Murraylands Councils (5 Councils)
4. Riverland Councils (3 Councils)
5. Spencer Gulf Cities Inc (3 Councils)
6. Yorke Peninsula Alliance (3 Councils)
7. Eastern Metropolitan Regional Alliance (6 Councils)
8. Adelaide Plains, Barossa, Gawler, Light Regional (4 Councils)

This strong level of interest led the DPTI to change its approach, appointing consultants Jeff Tate (Jeff Tate Consulting P/L) and Stephanie Hensgen (Planning Futures P/L) to progress a revised Joint Planning Arrangements Pilot Project (Pilot Project) as a
collaborative process with a Local Government Association representative and representatives of each of the eight council consortiums, which form a Project Working Advisory Group (PWAG).

The Adelaide Plains/Barossa/Gawler/Light regional alliance is represented on the PWAG by Mr Gary Mavrinac, Director - Development and Environmental Services at The Barossa Council.

Introduction

The Pilot Project that the consultants have been tasked to deliver comprises:

- Developing a Business Case and Business Plan template;
- Preparing a Findings Paper;
- Preparing a Tool Kit to assist other groups of councils to develop applications to the Minister for Planning for joint planning arrangements in the future.

The Pilot Project is a complex process to work through, as it involves developing a methodology to guide determination of a suitable Joint Planning Board model/structure for each diverse area, then defining that through an appropriate boundary and supporting it with the governance, administrative, professional and financial resources needed to ensure that its assigned functions can be completed effectively.

The Pilot Project is being advanced to ultimately deliver resources to assist councils that desire to come together to prepare proposals for a Joint Planning Board for consideration of the Minister for Planning and approval through a Planning Agreement. The model will be supported by decision/‘hold’ points for participating councils to evaluate their ongoing involvement on the basis of likely resourcing requirements and other considerations.

Discussion

Working with the eight regions, the Pilot Project has identified a number of potential planning arrangements that could be implemented. These have been identified as ‘Bands’ containing mandatory and discretionary components that a region can consider. The table below shows these bands. A region may commence at Band 1 and evolve over time to include discretionary components of bands 2 and 3, or it may choose to commence at bands 2 or 3 depending on the level of maturity to be an early adopter of these options.
The Pilot Project has also reached the point that a Business Case template has been developed, but needs to be tested. A copy of the template is provided in Attachment 1. Advice has also been sought from Norman Waterhouse in relation to reviewing the Business Case template and developing a draft model Planning Agreement template.

Staff from the partner councils will begin to populate the Business Case template for future consideration by their respective Councils.

The Pilot Project was initially meant to be completed within a six month timeframe (December 2017). However, due to its complexity, the Department has extended the timeframe an additional six months to June 2018.

A potential funding model for undertaking Business Cases was presented to the last workshop and supported in principle, subject to costings. The proposed model is set out under Financial Considerations.

DPTI has communicated with all eight groups regarding the next stage of the Project (Attachment 2), which includes development of business cases and the proposed funding arrangements.

Summary and Conclusion

The Adelaide Plains/Barossa/Gawler/Light regional alliance has participated in the Joint Planning Board Pilot Project.

The Pilot Project requires that each council commit to continue in the Project that includes completion of the Business Case template.

The Department has written to the representative of each Pilot region seeking confirmation as to whether each region would like to continue to the next phase.
**ATTACHMENTS OR OTHER SUPPORTING REFERENCES**

Attachment 1 – Draft Business Case.
Attachment 2 – Letter from Anita Allen, DPTI.

---

**COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS**

**Community Plan**

How We Work – Good Governance

**Corporate Plan**

6.7 Implement strategies for the community to be actively engaged in Council decision making through sound information and communication.

**Legislative Requirements**

Planning, Development and Infrastructure Act 2016

---

**FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS**

**Financial Management**

In submitting the Expression of Interest to participate in the Pilot Program, each of the four Councils had committed funds ($12,500) to the Program.

The Pilot Working Group had determined a funding arrangement to assist in the development of the Business Case template and Kit. To summarise, the funding model provides for financial assistance on a dollar for dollar basis for:

- The costs of a regional workshop with all councils in the group (DPTI contribution of 50% capped at $1,500)
- Engagement of a staff member or consultant to draft the Business Case (DPTI contribution of 50% capped at $5,000)
- A place for the staff member or consultant at a workshop in Adelaide on using the Business Case template, to be facilitated by Jeff Tate of Jeff Tate Consulting and Stephanie Hensgen of Planning Futures
- Legal advice from Norman Waterhouse on matters relevant to all groups developing Business Cases through the Business Case template (note that 50% of the cost will be shared between those groups – limits on expenditure will be discussed with the groups)
- Legal advice from Norman Waterhouse on matters specific to an individual group in developing the Business Case (limits on expenditure will be discussed with the groups)
- Financial management advice from Peter Fairlie-Jones on matters relevant to all groups developing Business Cases through the Business Case template (note that 50% of the cost will be shared between those groups – limits on expenditure will be discussed with the groups)
- Support in preparing a Business Case from Jeff Tate and Stephanie Hensgen (limits on expenditure will be discussed with the groups)
- Review of the Business Case by Jeff Tate and Stephanie Hensgen (limits on expenditure will be discussed with the groups).
Risk Management
The establishment of a Joint Planning Board to share responsibility for the development of a Regional Plan augurs well for the four councils (Adelaide Plain, Barossa, Gawler and Light Regional) who have demonstrated a high level of collaboration on a number of planning initiatives (i.e. Regional Public Health Plan, Regional Disability Access and Inclusion Plan, Regional Open Space and Public Realm Strategy).

A key issue for the Murraylands Councils, Eastern Metropolitan Regional Alliance and Adelaide Plains, Barossa, Gawler, Light region is that either all or part of the region is located within Greater Adelaide. Greater Adelaide is defined as a region within the PDI Act, subsequently The 30 Year Plan for Greater Adelaide is the Regional Plan for this region. The anomaly of being a ‘sub-region’, and whether a Regional or Sub-Regional Plan is prepared will require resolving before the regional planning arrangement progress.

Should one or two councils within the region opt not to continue with the Pilot Project, there is still an opportunity for the remaining councils to progress, provided that they remain contiguous. However, there may be less benefits in establishing a Joint Planning Board that is not inclusive of all four councils.

COMMUNITY CONSULTATION
Nil
BUSINESS CASE REPORT: PLANNING AGREEMENT

FOR:

xxx

Working draft for Groups’ feedback - 14/12/2017
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PART A – EXECUTIVE SUMMARY AND RECOMMENDATIONS

1. EXECUTIVE SUMMARY

1.1. Introduction

This Business Case has been developed through a structured, rigorous process to investigate options to address regional planning issues and provide clarity about the chosen path forward.

The Business Case has been developed in five sections:

PART A – EXECUTIVE SUMMARY AND RECOMMENDATIONS
PART B – REGIONAL COLLABORATION IN LOCAL GOVERNMENT
PART C – SITUATIONAL ANALYSIS
PART D – PLANNING AGREEMENT DESIGN
PART E – ASSESSMENT

This Business Case template has been designed to allow Part D to easily translate into a Business Plan.

1.2. Bands of activity

Expressions of interest lodged by groups of Councils for the Joint Planning Arrangements Pilot Project identified a number of potential activities of a Joint Planning Board formed under a Planning Agreement in accordance with section 35 of the Planning, Development and Infrastructure Act 2016. Those potential activities were used as a basis to develop three bands to allow for separate analysis of different categories of issues. The bands are highlighted in the following figure and include:

- **Band 1** – Functions under the Planning, Development and Infrastructure Act 2016
  - Mandatory functions - Planning Agreement, Joint Planning Board and Regional Plan
  - Discretionary – one or more of Regional Assessment Panels, Regional Assessment Manager, Code amendments, infrastructure agreements, and planning and building compliance.

- **Band 2** – Other Local Government functions – planning and/or delivery such as open space and heritage planning, environmental and community planning, local road network planning, economic development, shared waste management, community services, public and environmental health and local infrastructure delivery

- **Band 3** – Functions delegated by state government agencies – planning and/or delivery including integrated planning across agencies, state infrastructure planning, arterial transport planning, natural resource management, environmental protection and licensing, education and health services, and delivery of integrated projects.

The focus for the Joint Planning Arrangements Pilot Project is on Stage 1, which includes Bands 1 and 2. Band 3 will be considered at a later stage.

(Bands diagram to be included here)

1.3. Business Case findings

To be added....

2. RECOMMENDATIONS

To be added....
PART B – REGIONAL COLLABORATION IN LOCAL GOVERNMENT

3. DEFINITIONS

This Business Case recognises a hierarchy of Councils working together, whereby:

- regional collaboration refers to arrangements between two or more Councils to work together on specific matters with or without a formal structure in place;
- resource sharing is a form of collaboration where the Councils commit resources to pursue a particular outcome (an example might be planning together for recreation facilities); and
- a shared service is a form of resource sharing usually underpinned by a contract or written agreement of some kind where resources are committed to the provision of a particular service either within the organisations (for example, payroll) or to the communities of the Council areas (for example, waste management).

4. LEARNING FROM THE EXPERIENCES OF OTHER COUNCILS

A 2015 report\(^1\) by Jeff Tate Consulting for the Local Government Association of South Australia reviewed several previous reports on collaboration between Councils (whether provided through recognised regional structures or otherwise). It identified common drivers for collaboration along with challenges faced and lessons learned from other experiences. Those common drivers and lessons have been confirmed and added to through other ‘collaboration’ projects undertaken by Jeff Tate Consulting since.

4.1. Drivers

In summary, the drivers for considering collaboration included:

- Improved ability to respond to regional strategic planning issues, promote economic development and achieve a regional strategic direction and infrastructure
- Stronger advocacy capacity, improved relationships with other levels of government and greater ability to leverage funds
- Better planning and consistency of approach across the region in relation to decision making and strategic direction
- Cost savings, efficiencies in service delivery, economies of scale, reduced duplication of effort and resources
- Increased organisational capacity
- Better risk management
- Meeting skill shortages and a means for attracting locally based resources in regional areas.

4.2. Lessons

A number of challenges and lessons have been identified. The key lessons are requirements for:

- Commitment and passion to a regional approach
- Political and community will to pursue a regional approach
- Equity across each council
- Robust business case including a clear value proposition
- The right governance model
- The infrastructure in place to support the governance model
- Alignment of culture and common purpose between parties.

These challenges and lessons are very important considerations for Councils contemplating collaborative projects or arrangements, including potential shared services. They are the basis of a preparedness assessment of the proposed shared service collaboration at section 18 of this report.

---

\(^1\) Jeff Tate Consulting, Report: Governance Models for Regional Collaboration and Partnerships projects for the Local Government Association of South Australia, 2015, p5
## 5. TYPES AND FORMS OF COLLABORATION

It is important that a proper analysis of potential collaboration is undertaken to give it the best chance of success. The type of collaboration and the form it should take are key considerations in the analysis. The adage *form follows function* most certainly holds true with collaboration.

The various types and forms of regional collaboration are shown in the following table.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Suitable forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Information Sharing: Information about activities or services is shared between Councils. This information may be in relation to service levels, costs, delivery methods or it may involve sharing of service/contract specifications.</td>
<td>Ad-hoc or ongoing arrangements, often with low level of formality.</td>
</tr>
<tr>
<td>2</td>
<td>Common specifications: Common specifications are used by multiple Councils for a service. The specifications may apply to a service provided in-house but are more likely to relate to services provided by external parties under contract or other agreement.</td>
<td>May be ad-hoc or ongoing arrangements with low or medium level of formality such as exchange of letters or written agreement.</td>
</tr>
<tr>
<td>3</td>
<td>Resource sharing: Sharing of resources (staff, consulting advice, equipment, plant etc).</td>
<td>May be ad-hoc or ongoing arrangements with low or medium level of formality such as exchange of letters or written agreement.</td>
</tr>
<tr>
<td>4</td>
<td>Joint tendering: A form of resource sharing, similar to type 2 with an additional step of combining resources to jointly seek tenders for works and services.</td>
<td>May be ad-hoc or ongoing arrangements with medium level of formality such as exchange of letters or written agreement.</td>
</tr>
<tr>
<td>5</td>
<td>Joint provision: Combining resources to provide a service often with one Council acting as host employer or party to a contract with an external provider.</td>
<td>Formal arrangements such as a written agreement or contract.</td>
</tr>
<tr>
<td>6</td>
<td>Regional subsidiary under Local Government Act: An activity or service is fully managed by a separate authority of which the participating Councils are members.</td>
<td>Formal arrangement involving membership of the authority.</td>
</tr>
<tr>
<td>7</td>
<td>Planning Agreement/ Joint Planning Board under the Planning Development and Infrastructure Act: A Regional Plan must be developed and other functions may also be undertaken.</td>
<td>Formal agreement of Minister for Planning required.</td>
</tr>
</tbody>
</table>
PART C – SITUATIONAL ANALYSIS

Part C of the Business Case provides an analysis of the current situation as a basis for consideration of a joint planning agreement.

Highlighted text is designed to provide additional information and to be replaced as the business case is developed. Where a particular band is not under consideration, these sections can be deleted in their entirety.

6. CURRENT SITUATION

6.1. Band 1 – Functions under the Planning, Development and Infrastructure Act 2016

6.1.1. Proposed functions

The Joint Planning Board functions envisaged as part of Band 1 incorporate both mandatory and discretionary functions under the Planning Development and Infrastructure Act 2016.

- Band 1 mandatory functions – Regional Planning Agreement, Joint Planning Board and development of a Regional Plan
- Band 1 discretionary functions – Regional Assessment Panels, Regional Assessment Managers, Code Amendments, Infrastructure Agreements, and planning and building compliance.

This business case addresses the mandatory functions of a Regional Planning Agreement, Joint Planning Board and development of a Regional Plan. This business case also addresses the following Band 1 discretionary functions of a JPB:  

☐ Regional assessment panel  ☐ Code amendments
☐ Regional assessment manager  ☐ Infrastructure agreements
☐ Planning and building compliance  ☐ No discretionary functions proposed

6.1.2. Current issues

What are the issues we are dealing with in relation to the Band 1 mandatory functions of a JPB ie Regional Planning Agreement, Joint Planning Board and Regional Plans? How are these functions currently being managed?

What are the issues we are dealing with in relation to any proposed Band 1 discretionary functions being considered as part of this business case? How are these functions currently being managed?

6.1.3. Requirement for change

Why is change required in relation to the Band 1 mandatory functions of the JPB ie Regional Planning Agreement, Joint Planning Board and Regional Plans? How are these functions currently being managed? Outline any relevant legislation.

Why is change required in relation to any proposed Band 1 discretionary functions being considered as part of this business case? Outline any relevant legislation.

6.2. Band 2 – Other local government functions

If no Band 2 functions are proposed as part of this business case, this entire section can be deleted.

6.2.1. Proposed functions

The Joint Planning Board functions envisaged as part of Band 2 are discretionary and relate to other local government functions beyond the Planning and Development Act 2016.
Band 2 discretionary functions – e.g. open space, environmental and community planning, local road network planning, economic development, shared waste management services, community services, public and environmental health, and local infrastructure delivery.

This business case addresses the mandatory functions of a Regional Planning Agreement, Joint Planning Board and development of a Regional Plan. This business case also addresses the following Band 2 discretionary functions of a JPB: [tick all the proposed functions that apply to this business case]

- Open space planning
- Environmental planning
- Community planning
- Community services
- Local infrastructure delivery
- Animal management
- Economic development
- Local road network planning
- Shared waste management services
- Public and environmental health
- Local nuisance and litter control
- Other <please state>

6.2.2. Current issues

What are the issues we are dealing with in relation to the proposed Band 2 discretionary functions being considered as part of this business case? How are these functions currently being managed?

6.2.3. Requirement for change

Why is change required in relation to any proposed Band 2 discretionary functions being considered as part of this business case? Outline any relevant legislation.

7. COLLABORATION OBJECTIVES AND OPPORTUNITIES

The objectives and weightings of each Council were identified by [describe process of identifying objectives as well as weightings]. The results are included in the following tables.

In any potential collaboration considerations, each of the Councils will have its own needs and priorities, which will be reflected in their objectives and relative weightings.

7.1. Band 1 – Functions under the Planning, Development and Infrastructure Act 2016

7.1.1. Objectives and weightings – Band 1 functions

Objectives and weightings for collaboration in relation to the proposed Band 1 functions identified in section 7 of this business case are detailed in the following table. Add additional objectives (rows) or Councils (columns) as required.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Council 1</th>
<th>Council 2</th>
<th>Council 3</th>
<th>Council 4</th>
<th>Council 5</th>
<th>Council 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – insert objective</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
</tr>
<tr>
<td>2 – insert objective</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
</tr>
<tr>
<td>3 – insert objective</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
<td>Insert</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>
Add commentary on similarities/differences between all participating councils.

### 7.1.2. Opportunities for collaboration – Band 1 functions

Opportunities for collaboration against the collaboration types listed below were identified through *(describe process – including consideration of the challenges and lessons from previous experiences with collaboration listed at 3.2 above)*. Opportunities are listed in the table below.

<table>
<thead>
<tr>
<th>Type</th>
<th>Opportunity</th>
<th>Advantage</th>
<th>Disadvantage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Information Sharing</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>2 Common specifications</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>3 Resource sharing</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>4 Joint tender</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>5 Joint provision</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>6 Regional subsidiary under Local Government Act</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>7 Joint Planning Agreement/ Joint Planning Board under the Planning Development and Infrastructure Act</td>
<td>List opportunity</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
</tbody>
</table>

### 7.1.3. Collaboration options – Band 1 functions

The following Band 1 collaboration option(s) were selected:

- **Selected option/s**
- **Selected option/s**
- **Selected option/s**

### 7.2. Band 2 – Other local government functions

*If no Band 2 functions are proposed as part of this business case, this section can be deleted in its entirety.*

#### 7.2.1. Objectives and weightings – Band 2 functions

Objectives and weightings for collaboration in relation to the proposed Band 2 functions identified in section 7 of this business case are detailed in the following table. *(Add additional objectives (rows) or Councils (columns) as required.)*

<table>
<thead>
<tr>
<th>Objective</th>
<th>Council 1</th>
<th>Council 2</th>
<th>Council 3</th>
<th>Council 4</th>
<th>Council 5</th>
<th>Council 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – insert objective</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
</tr>
<tr>
<td>2 – insert objective</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
</tr>
<tr>
<td>3 – insert objective</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
<td>Insert weighting</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

Add commentary on similarities/differences between all participating councils.
7.2.2. Opportunities for collaboration – Band 2 functions

Opportunities for collaboration against the Types listed in this report were identified through (describe process – including consideration of the challenges and lessons from previous experiences with collaboration listed at 3.2 above) and listed in the table below.

<table>
<thead>
<tr>
<th>Type</th>
<th>Opportunity</th>
<th>Advantage</th>
<th>Disadvantage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Information Sharing</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
<tr>
<td>2</td>
<td>Common specifications</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
<tr>
<td>3</td>
<td>Resource sharing</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
<tr>
<td>4</td>
<td>Joint tender</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
<tr>
<td>5</td>
<td>Joint provision</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
<tr>
<td>6</td>
<td>Regional subsidiary under Local Government Act</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
<tr>
<td>7</td>
<td>Joint Planning Agreement/ Joint Planning Board under the Planning Development and Infrastructure Act</td>
<td>List opportunity</td>
<td>Advantages</td>
</tr>
</tbody>
</table>

7.2.3. Collaboration options – Band 2 functions

The following Band 2 collaboration option(s) were selected:

- Selected option/s
- Selected option/s
- Selected option/s.

8. NEXT STEPS

Identify next steps.

If determined that a Planning Agreement is the best option to consider, continue to Part D Design and then to Part E Planning Arrangements Recommendations. If other options are to be pursued they should also be subject to a separate fit for purpose Business Plan, unrelated to formation of a Joint Planning Board.
PART D – JOINT PLANNING AGREEMENT DESIGN

This section of the business case relates to the design of the Joint Planning Agreement following consideration of options and agreement on the functions that the proposed Joint Planning Board will undertake.

The assumptions made in designing the Joint Planning Agreement that could have a significant impact on the formation or operation of the Joint Planning Board are:

- Assumption 1
- Assumption 2
- Assumption 3 etc.

9. JOINT PLANNING BOARD FUNCTION AND EXTENT

9.1. Planning Agreement Parties

The following parties are proposed to be a party to the Agreement:

- Minister for Planning
- List all other parties to the Joint Planning Agreement

9.2. Extent of area and relationships to adjoining Councils

The extent of the area subject to the Joint Planning Agreement is <detail the extent of the area> and was determined because <detail how and why the proposed area was determined>.

How will the interests of adjoining Councils be taken into account? How will their involvement in developing the Regional Plan be managed? Which Regional Plan/s is likely to cover their Council areas?

9.3. Board membership

The membership of the Joint Planning Board will be as follows:

- Numbers – between 3 and 7
- Criteria for membership – which must be consistent with requirements of the Minister for Planning, if any
- Procedure for appointment of Members, Chair, Deputy Chair
- Term of office of board members
- Conditions of appointment of board members, or method by which conditions determined, grounds and procedure for removing member from office

9.4. Functions of the Joint Planning Board

The following table outlines the proposed functions of the Joint Planning Board.

**Band 1 Functions** *Delete discretionary rows that do not apply*

<table>
<thead>
<tr>
<th>Function</th>
<th>Scope</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MANDATORY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Planning Agreement</td>
<td>Scope</td>
<td></td>
</tr>
<tr>
<td>Regional Plan</td>
<td>Scope</td>
<td></td>
</tr>
<tr>
<td><strong>DISCRETIONARY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Assessment Panel</td>
<td>Scope</td>
<td></td>
</tr>
<tr>
<td>Regional Assessment Manager</td>
<td>Scope</td>
<td></td>
</tr>
<tr>
<td>Code Amendments</td>
<td>Scope</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Agreements</td>
<td>Scope</td>
<td></td>
</tr>
</tbody>
</table>
### Band 2 Functions

*Delete discretionary rows that do not apply and delete whole table if no Band 2 functions are proposed*

<table>
<thead>
<tr>
<th>Function</th>
<th>Scope</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space planning</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Environmental planning</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Community planning</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Local road network planning</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Shared waste management services</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Economic development</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Community services</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Public and environmental health</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Local infrastructure delivery</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Local nuisance and litter control</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Animal management</td>
<td>Scope</td>
<td>Timing</td>
</tr>
<tr>
<td>Other</td>
<td>Scope</td>
<td>Timing</td>
</tr>
</tbody>
</table>

9.5. **Risks and opportunities**

The risks and opportunities associated with each activity are as follows:

### Band 1 Functions

*Delete discretionary rows that do not apply*

<table>
<thead>
<tr>
<th>Function</th>
<th>Risk/opportunity</th>
<th>Likelihood</th>
<th>Impact</th>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Risks/opportunities and potential impact on the JPB operations</td>
<td>Highly likely, likely, unlikely, highly unlikely</td>
<td>High, Medium, Low</td>
<td>Actions to mitigate risk or maximise opportunities</td>
</tr>
</tbody>
</table>

**MANDATORY**

- Regional Planning Agreement: Insert details
- Regional Plan: Insert details

**DISCRETIONARY**

- Regional Assessment Panel: Insert details
- Regional Assessment Manager: Insert details
- Code Amendments: Insert details
- Infrastructure Agreements: Insert details

### Band 2 Functions

*Delete discretionary rows that do not apply and delete whole table if no Band 2 functions are proposed*

<table>
<thead>
<tr>
<th>Function</th>
<th>Risk/opportunity</th>
<th>Likelihood</th>
<th>Impact</th>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Risks/opportunities and potential impact on the JPB operations</td>
<td>Highly likely, likely, unlikely, highly unlikely</td>
<td>High, Medium, Low</td>
<td>Actions to mitigate risk or maximise opportunities</td>
</tr>
<tr>
<td>Open space planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Environmental planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Function</td>
<td>Risk/opportunity</td>
<td>Likelihood</td>
<td>Impact</td>
<td>Strategy</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>----------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Community planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local road network planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Shared waste management services</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Economic development</td>
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<tr>
<td>Community services</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Public and environmental health</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
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<tr>
<td>Local infrastructure delivery</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
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</tr>
<tr>
<td>Local nuisance and litter control</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Animal management</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Other ................................................</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
</tbody>
</table>

10. **JOINT PLANNING BOARD ADMINISTRATION**

10.1. **Registration details**

- **Business name**: Enter business name as registered in your state/territory. If you have not registered your business name, add your proposed business name.
- **Trading name(s)**: Registered trading name(s).
- **Date registered**: Date business name registered.
- **Location(s) registered**: Registered address and State(s) you are registered in.
- **Physical address(es)**: Physical office(s) where Joint Planning Board staff (if any) will be located and board meetings will occur.
- **Business structure**: Joint Planning Board under the Planning, Development and Infrastructure Act 2016.
- **ABN**: Registered Australian Business Number.
- **ACN**: Registered Australian Company Number, if applicable.
- **GST**: Are you registered for Goods and Services Tax? Date registered.
- **Domain names**: Registered domain names.
- **Licences and permits**: List all the licences or permits that you have registered.

10.2. **Business premises**

The business premises would be at *(state address of business premises).*

10.3. **Insurance**

The advice of the **Local Government Mutual Liability Scheme** should be sought and detailed in this section.

- **Workers’ compensation**: Provide details.
- **Public liability insurance**: Provide details.
- **Professional indemnity**: Provide details if you have professional indemnity insurance.
- **Other**: Provide details.
10.4. **Legal considerations**

The following legal considerations and legislation will have an impact on the running of the Joint Planning Board:

- **Legal consideration or legislative detail**
- **Legal consideration or legislative detail**

10.5. **Organisational structure**

Administrative services would be provided by *(options include staff of the organisation, one or more contractors/consultants, service agreement with another organisation)*.

The following organisational structure is proposed:

*(Insert organisation chart with Board at top)*

The activities would be provided through *staff/consultants/contractors/seconded staff/service agreement* as detailed in the following table: *(Delete all rows that do not apply)*

**Band 1 Functions* *(Delete discretionary rows that do not apply)*

<table>
<thead>
<tr>
<th>Function</th>
<th>In house staff</th>
<th>Consultants</th>
<th>Contractors</th>
<th>Seconded staff</th>
<th>Seconded staff</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MANDATORY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Planning Agreement</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Regional Plan</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td><strong>DISCRETIONARY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Assessment Panel</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Regional Assessment Manager</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Code Amendments</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Infrastructure Agreements</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
</tbody>
</table>

**Band 2 Functions* *(Delete discretionary rows that do not apply and delete whole table if no Band 2 functions are proposed)*

<table>
<thead>
<tr>
<th>Function</th>
<th>In house staff</th>
<th>Consultants</th>
<th>Contractors</th>
<th>Seconded staff</th>
<th>Seconded staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Environmental planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Community planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local road network planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
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</tr>
<tr>
<td>Shared waste management services</td>
<td>Insert details</td>
<td>Insert details</td>
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<tr>
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<td>Public and environmental health</td>
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<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local infrastructure delivery</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local nuisance and litter control</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Animal management</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Other</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
</tbody>
</table>
10.6. **Relationships with other bodies**

The relationships with other bodies to be considered are detailed in the following table.

### Band 1 Functions <Delete discretionary rows that do not apply>

<table>
<thead>
<tr>
<th>Function</th>
<th>Competition (if any)</th>
<th>Approval authorities</th>
<th>Other bodies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rating against competition. Opportunities to improve on what they offer</td>
<td>Approval authorities and referral agencies How to retain good working relationships</td>
<td>Other bodies to engage with</td>
</tr>
<tr>
<td><strong>MANDATORY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Planning Agreement</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Regional Plan</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td><strong>DISCRETIONARY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Assessment Panel</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Regional Assessment Manager</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Code Amendments</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Infrastructure Agreements</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
</tbody>
</table>

### Band 2 Functions <Delete discretionary rows that do not apply and delete whole table if no Band 2 functions are proposed>

<table>
<thead>
<tr>
<th>Function</th>
<th>Competition (if any)</th>
<th>Approval authorities</th>
<th>Other bodies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rating against competition. Opportunities to improve on what they offer</td>
<td>Approval authorities and referral agencies How to retain good working relationships</td>
<td>Other bodies to engage with</td>
</tr>
<tr>
<td>Open space planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Environmental planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Community planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local road network planning</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Shared waste management services</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Economic development</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Community services</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Public and environmental health</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local infrastructure delivery</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Local nuisance and litter control</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Animal management</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
<tr>
<td>Other</td>
<td>Insert details</td>
<td>Insert details</td>
<td>Insert details</td>
</tr>
</tbody>
</table>

10.7. **Implementation Plan**

The following implementation issues and actions have been identified through *(describe process)*;
11. JOINT PLANNING BOARD FUNDING AND FINANCIAL MANAGEMENT

11.1. Funding model

The following funding model will be adopted for the Joint Planning Board: **Describe the proposed funding model.**

11.2. Start-up costs

**This section is designed to identify what is required to set up the Joint Planning Board as an incorporated entity and the associated costs. It provides a checklist and, unless some costs are absorbed by the creating bodies prior to incorporation, they will also form part of the first year financial forecasts to be completed in the following sections.**

Start-up costs are based on the following financial assumptions:

- **Assumption**
- **Assumption**

<table>
<thead>
<tr>
<th>Start up costs</th>
<th>Cost</th>
<th>Equipment/capital costs</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REGISTRATIONS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business name</td>
<td>$</td>
<td>Buildings</td>
<td>$</td>
</tr>
<tr>
<td>Licences</td>
<td>$</td>
<td>Permit</td>
<td>$</td>
</tr>
<tr>
<td>Domain names</td>
<td>$</td>
<td>Computer equipment</td>
<td>$</td>
</tr>
<tr>
<td>Vehicle registration</td>
<td>$</td>
<td>Computer software</td>
<td>$</td>
</tr>
<tr>
<td><strong>GENERAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Membership fees</td>
<td>$</td>
<td>Copier</td>
<td>$</td>
</tr>
<tr>
<td>Accounting fees</td>
<td>$</td>
<td>Security system</td>
<td>$</td>
</tr>
<tr>
<td>Legal services</td>
<td>$</td>
<td>Other........</td>
<td>$</td>
</tr>
<tr>
<td>Rental lease cost (rent advance/deposit)</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utility connections/bonds (electricity, gas, water)</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone connection</td>
<td>$</td>
<td>Office fitout</td>
<td>$</td>
</tr>
<tr>
<td>Internet connection</td>
<td>$</td>
<td>Other........</td>
<td>$</td>
</tr>
<tr>
<td>Website development</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recruitment costs</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Training</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consultants</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>INSURANCE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building and contents</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start up costs</td>
<td>Cost</td>
<td>Equipment/capital costs</td>
<td>Cost</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------</td>
<td>--------------------------</td>
<td>------</td>
</tr>
<tr>
<td>Vehicle</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public liability</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional indemnity</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Return to Work SA</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business assets</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MISC</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Printing</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stationery and office supplies</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marketing and advertising</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other................................</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL START UP COSTS</strong></td>
<td>$</td>
<td><strong>TOTAL EQUIPMENT/CAPITAL</strong></td>
<td>$</td>
</tr>
</tbody>
</table>

11.3. **Plant and equipment**

The plant and equipment required for providing the activities has been identified as follows:

**Band 1 Functions**

<table>
<thead>
<tr>
<th>Equipment (Number)</th>
<th>Purchase price ($)</th>
<th>Running cost ($/month)</th>
<th>Purchase date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

**Band 2 Functions**

<table>
<thead>
<tr>
<th>Equipment (Number)</th>
<th>Purchase price ($)</th>
<th>Running cost ($ per month)</th>
<th>Purchase date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

11.4. **Statement of Financial Position**

The statement of financial position is based on the following assumptions:

- Assumption
- Assumption
- Assumption
- Assumption
Statement of financial position

<table>
<thead>
<tr>
<th>Assets and liabilities</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current assets</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Receivables</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Total current assets</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Non-current assets</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property, Plant and Equipment</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Information systems</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Total non-current assets</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total assets</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Current Liabilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payables</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Borrowings</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Employee benefits</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Provisions</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Total current Liabilities</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Non-current liabilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Borrowings</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Employee benefits</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Provisions</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Total non-current liabilities</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total liabilities</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Net assets</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Equity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retained earnings</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Asset revaluation surplus</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total equity</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

11.5. Statement of Comprehensive Income

The statement of comprehensive income is based on the following assumptions:
- Assumption
- Assumption

Statement of comprehensive income

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Expenses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries and wages</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Annual leave</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>LSL</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Expenses</td>
<td>Year 1</td>
<td>Year 2</td>
<td>Year 3</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Superannuation</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Workers Compensation</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Board fees</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Supplies and services</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accommodation (lease/rental)</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Telephone</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Mobile phone</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Website design and maintenance</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Internet</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Repairs &amp; maintenance</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Legal services</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Consultants</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Accounting services</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Lease expenses</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Electricity</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Gas</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Water</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Stationery</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Printing</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Advertising</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Marketing</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Depreciation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Plant and equipment</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Information technology</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Borrowing costs</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Other expenses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Audit fees</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Income</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council Contributions</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Ministerial Contributions</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Contributions from Other Parties to Agreement (if any)</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Revenues from fees and charges</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Grants</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Interest</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Other income</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
## Income

<table>
<thead>
<tr>
<th></th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total income</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Net result</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

### 11.6. Balance sheet forecast

The balance sheet forecast is based on the following assumptions:

- Assumption
- Assumption

#### Balance sheet forecast

<table>
<thead>
<tr>
<th>Assets and liabilities</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current assets</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Petty cash</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Pre-paid expenses</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Fixed assets</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leasehold</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Property and land</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Renovations/improvements</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Furniture and fit out</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Equipment/tools</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Computer equipment</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Other</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total assets</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Current/short term liabilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Credit cards payable</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Accounts payable</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Interest payable</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Accrued wages</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Income tax</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Other</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Long-term liabilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loans</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Other</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total liabilities</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Net assets</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
11.7. **Profit and loss forecast**

The profit and loss forecast is based on the following assumptions:

- *Assumption*
- *Assumption*

### Profit and loss forecast

<table>
<thead>
<tr>
<th>Profit and loss</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Council contributions</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Other……………</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total income</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accounting fees</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Advertising and marketing</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Bank fees and charges</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Bank interest</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Credit card fees</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Utilities (electricity, gas, water)</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Telephone</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Lease/loan payments</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Rent and rates</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Motor vehicles expenses</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Repairs and maintenance</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Stationary and printing</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Insurance</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Superannuation</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Income tax</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Wages, including PAYG</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Other……………</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total expenses</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Net surplus</strong></td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
PART E – ASSESSMENT

12. ASSESSMENT AGAINST OBJECTIVES

An assessment of the potential collaboration activities against the objectives established in section 8 was undertaken by each Council with the results as shown in the following table. <Add objectives (rows) and Councils (columns) where required>

12.1. Band 1 – Functions under the Planning, Development and Infrastructure Act 2016

<table>
<thead>
<tr>
<th>Objective</th>
<th>Council 1 Weighting</th>
<th>Rating</th>
<th>Council 2 Weighting</th>
<th>Rating</th>
<th>Council 3 Weighting</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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<tr>
<td>Objective</td>
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<tr>
<td>Objective</td>
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<tr>
<td>Objective</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>L, M, H</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

12.2. Band 2 - Other local government functions

<Delete this section if no Band 2 functions are proposed as part of this business case>

<table>
<thead>
<tr>
<th>Objective</th>
<th>Council 1 Weighting</th>
<th>Rating</th>
<th>Council 2 Weighting</th>
<th>Rating</th>
<th>Council 3 Weighting</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
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<td></td>
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<tr>
<td>Objective</td>
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<tr>
<td>Objective</td>
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<tr>
<td>Objective</td>
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<td></td>
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</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>L, M, H</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

13. PREPAREDNESS ASSESSMENT

The proposed collaboration was assessed the lessons identified at section 4.2 of this report through (describe process) with the results shown in the following table.

13.1. Band 1 - Functions under the Planning, Development and Infrastructure Act 2016

<table>
<thead>
<tr>
<th>Lesson</th>
<th>Rating</th>
<th>Action</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commitment and passion to a regional approach</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Political and community will to pursue a regional approach</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Equity across each council</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Robust business case including a clear value proposition</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>The right governance model</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>The ‘infrastructure’ (including compliance with legislation, industrial and other agreements) in place to support the governance model</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Alignment of culture and common purpose between parties</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td><strong>OVERALL RATING</strong></td>
<td>L,M,H</td>
<td>Action</td>
<td></td>
</tr>
</tbody>
</table>
### Conclusion: \((\text{Proceed/do not proceed})\)

13.2. **Band 2 - Other local government functions (discretionary)**

\(<\text{Delete this section if no Band 2 functions are proposed as part of this business case}>\>

<table>
<thead>
<tr>
<th>Lesson</th>
<th>Rating</th>
<th>Action required</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commitment and passion to a regional approach</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Political and community will to pursue a regional approach</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Equity across each council</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Robust business case including a clear value proposition</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>The right governance model</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>The ‘infrastructure’ (including compliance with legislation, industrial and other agreements) in place to support the governance model</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
<tr>
<td>Alignment of culture and common purpose between parties</td>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
</tbody>
</table>

**OVERALL RATING**

<table>
<thead>
<tr>
<th>Rating</th>
<th>Action</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>L,M,H</td>
<td>Action</td>
<td>Reason</td>
</tr>
</tbody>
</table>

### Conclusion: \((\text{Proceed/do not proceed})\)
Dear Gary

Joint Planning Arrangements Pilot Project – Next Steps

Thank you for your ongoing commitment to the Joint Planning Arrangements Pilot project. Your involvement to date has been invaluable in improving our collective understanding of how the new Joint Planning Arrangement provisions of the Planning, Development and Infrastructure Act 2016 will operate. Your input has also helped develop a process for initiating Planning Agreements and Joint Planning Boards that will be robust, fit for purpose and responsive to the needs of regional Councils.

With the development of a Business Case template, we have now reached a point where decisions need to be made about which groups will continue into the business-case development phase of the project. For those groups the next step will be the preparation of a business case, including a regional workshop to confirm the objectives and functions of a potential Joint Planning Board.

The funding model presented at the last Working Group Meeting on 3 November 2017 has been confirmed. To summarise, the funding model provides for financial assistance on a dollar for dollar basis for:

- The costs of a regional workshop with all Councils in the group (DPTI contribution of 50% capped at $1,500)
- Engagement of a staff member or consultant to draft the business case (DPTI contribution of 50% capped at $5,000)
- A place for the staff member or consultant at a workshop in Adelaide on using the business case template, to be facilitated by Jeff Tate of Jeff Tate Consulting and StephanieHenagen of Planning Futures
- Legal advice from Norman Waterhouse on matters relevant to all groups developing business cases through the business case template (note that 50% of the cost will be shared between those groups – limits on expenditure will be discussed with the groups)
- Legal advice from Norman Waterhouse on matters specific to an individual group in developing the business case (limits on expenditure will be discussed with the groups)
- Financial management advice from Peter Fairlie-Jones on matters relevant to all groups developing business cases through the business case template (note that 50% of the cost will be shared between those groups – limits on expenditure will be discussed with the groups)
• Financial management advice from Peter Fairlie-Jones on matters specific to an individual group in developing the business case (limits on expenditure will be discussed with the groups).
• Support in preparing a business case from Jeff Tate and Stephanie Hensgen (limits on expenditure will be discussed with the groups).
• Review of the business case by Jeff Tate and Stephanie Hensgen (limits on expenditure will be discussed with the groups).

Can you please advise me whether your group would like to continue to the next stage? To continue, it will be necessary to show support for that step from the Councils in your group (an email or letter from the CEO of each Council will be sufficient) and for you to accept the funding arrangement set out above.

If your group is not ready to continue to preparation of a business case, we would nonetheless like to invite you to continue with the pilot process as your ongoing advice and input into the development of the toolkit would be valued.

Please note: This letter has only been forwarded to you as the nominated primary contact representing your group.

If you have any queries please do not hesitate to Connie Parisi on 7109 7027 or David Lake on 7109 7637.

Yours sincerely

Anita Allen
MANAGER, PLANNING REFORM
7.5.1. DEBATE AGENDA – DIRECTOR’S REPORT

7.5.1.2  
WASTE MANAGEMENT SERVICES PARTNERSHIP – MID MURRAY COUNCIL  
B7212

PURPOSE  
To provide Council with Expression of Interest received from Mid Murray Council to explore partnership opportunities between the two councils to provide waste management services and solutions across the council boundaries.

RECOMMENDATION  
That Council:

(1) Agree to work with the Mid Murray Council’s Waste Management Advisory Committee to explore opportunities to provide waste management services and solutions across the boundaries of the two council areas.

(2) Nominate the Director, Development and Environmental Services to represent Council in the partnership.

REPORT  
Background  
The Nuriootpa landfill located at Pine Drive, Nuriootpa operated by Cleanaway serviced the Barossa Valley until its closure on 1 July 2017.

The Waste Management Advisory Committee of the Mid Murray Council has had discussion on the closure of the Nuriootpa Landfill, and of the potential impact this has had on waste facilities operated by Mid Murray Council.

The Mid Murray Council has noted a significant increase in activity at the three Transfer Stations located closest to The Barossa Council region (Truro, Tungkillo and Cambrai).

Introduction  
The Director, Development and Environmental Service was invited to attend the last meeting of the Waste Management Advisory Committee on 7 December 2017 to address the current state of play in regard to the waste management opportunities within The Barossa Council.

The outcome of this meeting was for Mid Murray Council to write to The Barossa Council to explore partnership opportunities between the two councils in the provision of waste services (Attachment 1).
Discussion

Following briefings to Council on the closure of the Nuriootpa landfill, the Director, Development and Environmental Services sought to identify all available services in proximity to The Barossa Council for a range of waste streams. Those identified have been provided to ratepayers when making enquires with customer services, this includes the facilities within Mid Murray Council.

The increased activity within Mid Murray Council has meant that they have had to dedicate more time and resources to these facilities.

The discussions at the Waste Management Advisory Committee on 7 December 2017 included consideration of non-resident use of the facilities, and the opportunity to introduce a non-resident fee structure, similar to what The Barossa Council has for the Springton Transfer Station.

Given the current position of Council not favouring a kerbside hard waste collection service, there is a need to explore alternate disposal services for hard waste and E-waste.

The Community Consultation undertaken last year as part of the new waste services highlighted a desire by ratepayers to have a services for hard waste and E-waste. A Letter to the Editor on 4 October 2017 in the Leader newspaper (refer to Waste Management Coordinator report in Attachment 1) suggested that The Barossa Council operate an E-waste Depot or a mechanism to take E-waste recycling to Cambrai.

The Mid Murray Council is not restricted as to the source of E-waste materials, and disposal at a Transfer Station is acceptable under the guidelines of the Product Stewardship. E-waste is banned from direct disposal to landfill and must not be placed in any household bin.

The Mid Murray Council is keen to explore opportunities to work with The Barossa Council to identify solution that benefit both the Mid Murray Council and The Barossa Council ratepayers.

Should Council see benefit in the partnership, formal discussions will commence early 2018 upon notifying the Mid Murray Council of our willingness to participate.

Summary and Conclusion

The Mid Murray Council has held discussion on the impacts the closure of the Nuriootpa landfill is having on its facilities.

The Mid Murray Council has written to The Barossa Council seeking opportunity to work in partnership to assist Council to provide waste management services to ratepayers.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

Attachment 1 – Letter from Director, Infrastructure Services Mid Murray Council
COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS

Community Plan

Health and Wellbeing

Business and Employment

Corporate Plan

4.9 Provide residents kerbside waste collection and recycling services that reduce waste disposed to landfill.

4.10 Facilitate access to hard and green waste facilities and associated recycling opportunities that reduce waste disposed to landfill and support the environment.

5.6 Implement purchasing initiatives that generate savings or reduce expenditure growth and grow the capacity of local suppliers to obtain Council contracts.

Legislative Requirements

Local Government Act 1999
Environment Protection Act 1993
Green Industries SA Act 2004

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS

Financial Management
No immediate impact on Council’s financial position in considering the recommendations in the report. Council may need to factor expenditure associated with the options that are explored through the partnership.

Risk Management
Failure to provide a services for hard waste and E-waste may increase the level of illegal dumping within the Council area.

COMMUNITY CONSULTATION

Nil
14 December 2017

Mr Gary Mavrinac
Director for Development and Environmental Services
The Barossa Council
PO Box 867
NURIOOTPA SA 5355

Dear Gary,

Thank you for attending the Waste Management Advisory Committee Meeting to discuss the closure of the Nuriootpa landfill and potential impact to Mid Murray Council Waste facilities on Thursday 7 December 2017, in Cambrai.

I have enclosed a copy of the Waste Management Coordinator’s Report to the Committee for reference.

Please accept this letter as a formal expression of interest in exploring partnership opportunities between Mid Murray and Barossa Councils to provide Waste Management services and solutions across the boundaries of the two Council areas.

The Committee is keen to explore opportunities for a variety of waste streams and how MMC may be able to assist the Barossa Council provide waste management services to their residents.

To initiate formal discussions, it is proposed a meeting be held with key stakeholders from both parties early in 2018.

We look forward to hearing from you in due course

Kind Regards

Greg Hill
DIRECTOR – INFRASTRUCTURE SERVICES

Enc.
8.1 WASTE MANAGEMENT COORDINATOR'S REPORT CONT'D

8.1.2 Closure of Nuriootpa Landfill – Impact to Mid Murray Council (MMC) Waste Facilities

Background

This report is for the information of members and is designed to update members regarding any significant impacts to MMC waste facility operations due to the closure of the Nuriootpa Landfill facility in the Barossa Council area.

The Nuriootpa Landfill facility which services the Barossa Valley area was closed in July 2017 and ceased being a public and commercial waste receiving facility. The facility is owned by Cleanaway Waste Management Services and was previously used as a waste and landfill facility servicing businesses and residents of the Barossa Valley and the Barossa Council.

Discussion

Coinciding with the closure of the Nuriootpa Landfill facility, there has been an increase in the amount of waste being received at MMC waste facilities. Council is able to identify particular trends, waste streams and waste received at individual waste Transfer Station facilities through records captured in the Cambrai Landfill weighbridge database.

Below are total tonnages for waste to landfill received at the 3 Transfer Stations located closest to the Barossa Council region – Truro, Tungkillo and Cambrai – for the period 1 July to 1 November 2017 and also for the same period in 2016 for the purpose of comparison. The below data is for materials which go to landfill only, it does not include materials which are recycled or reused.

Also provided below are comparisons for the same periods for contractor’s waste disposal (general contractors only, not including Council waste disposal or Solo) to the Cambrai Landfill facility.

Gary Mavrinac, Director for Development and Environmental Services at the Barossa Council will be attending the meeting to further discuss any formal arrangements and encouraging Barossa Council residents the possible patronage of transfer stations.

Cambrai Landfill

Since the closure of the Nuriootpa Landfill facility, Council has experienced a significant increase in activity at the Cambrai Landfill facility. Five (5) new accounts have been approved since July 2017, to allow contractors to dispose of waste materials at the landfill facility. While there has been a slight increase in disposal of asbestos and building materials (C&D) and green waste, the majority of material received is hard waste / commercial waste / putrescible waste.

<table>
<thead>
<tr>
<th>Commercial Waste / Domestic Waste / Hard Waste / Putrescible Waste only:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/7/2016 – 1/11/2016</td>
</tr>
<tr>
<td>1/7/2017 – 1/11/2017</td>
</tr>
</tbody>
</table>

The increase in material disposal at the Cambrai Landfill does generate an increase in revenue (for the 4 month period above – 395 tonne @ $130 per tonne = $51,350) and Council staff are working hard to ensure contractors using the facility are able to work around disposal times which suit their own operations. As indicated by the number of transactions above, individual disposals have increased dramatically.
8.1 WASTE MANAGEMENT COORDINATOR’S REPORT CONT’D

8.1.2 Closure of Nuriootpa Landfill – Impact to Mid Murray Council (MMC) Waste Facilities cont’d

With the increase in activity at the Landfill site, Council staff are required to dedicate more time to operating the facility, because much of the material being delivered by recently acquired contractors is generated from construction and demolition sites and delivered in skip bins. Council staff need to sort and separate various recycle materials and contaminants. There is also a greater need to spread, compact and cover the waste on a daily basis.

Transfer Stations

Weighbridge data confirms a significant increase in waste received at the Truro and Tungkillo Transfer Stations since the closure of the Nuriootpa Landfill. The table below identifies the quantity of household putrescible waste received in 40 cubic meter bins and brought back from Truro, Tungkillo and Cambrai waste Transfer Stations, for the period 1 July to 1 November 2016 & 2017. The waste is recorded via weighbridge entry prior to disposal in the Landfill cell.

<table>
<thead>
<tr>
<th></th>
<th>Truro</th>
<th>Tungkillo</th>
<th>Cambrai</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/7/2016 - 1/11/2016</td>
<td>13.9 tonne</td>
<td>23.2 tonne</td>
<td>31.3 tonne</td>
</tr>
<tr>
<td>1/7/2017 - 1/11/2017</td>
<td>30.6 tonne</td>
<td>36.7 tonne</td>
<td>35.3 tonne</td>
</tr>
</tbody>
</table>

Council has received enquiries from non MMC residents regarding waste disposal at MMC facilities which neighbour the Barossa Council area. As such, monitoring will be ongoing and Council may look at the option of introducing a specific waste Transfer Station Fee structure for non residents. If a non resident fee were to be introduced, the opportune time would be when Council gate fees are adjusted from 1 July 2018. Council advertises new fee schedules in July of each year to coincide with increases in the Solid Waste Levy, therefore, minimal additional advertising costs would be incurred.

As an example, attached with this report is a copy of the Barossa Council 2017 – 2018 Transfer Station Fees & Charges, which contains both resident general waste fee and also a non resident fee.

E-Waste

Attached with this report is an article from the October 4 edition of the Barossa Valley Leader – Letters to the Editor. In the article the author advises readers that the nearest E-waste receiving facility is located at Cambrai Transfer Station. The author goes on to suggest that the Barossa Council should perhaps look at supplying a storage vehicle so the E-waste material could be conveyed to Cambrai in bulk.

Council is not restricted to where it sources E-waste materials (the only requirement is that there is no fee). E-waste can be received from either residents or non residents. Commercial quantities of non landfill materials are generally not accepted by MMC. Certainly, large volumes of E-waste from other Council areas should not be encouraged.

Individuals wishing to dispose of E-waste at Transfer Stations however, whether they are resident of MMC or not, is acceptable under the guidelines of the Product Stewardship. While acknowledging there is a cost for Council staff to handle and transport the product, consideration also needs to be given to one of the alternatives or consequences of not accepting E-waste at Transfer Stations – that is, Council having to address it as illegal dumping.
8.1 WASTE MANAGEMENT COORDINATOR'S REPORT CONT'D

8.1.2 Closure of Nuriootpa Landfill – Impact to Mid Murray Council (MMC) Waste Facilities cont’d

Conclusion

The Waste Management Coordinator will continue to monitor activities at Council’s waste Transfer Stations and Landfill facility and will also liaise with the Barossa Council to determine if they have any immediate or future plans regarding waste management initiatives to service their residents.

Refer Appendix 8.1.2 Copy of correspondence

Recommendation

Moved __________________________ Seconded __________________________

That it be recommended to Council that

(1) The Closure of Nuriootpa Landfill – Impact to Mid Murray Council (MMC) Waste Facilities report be received.

(2) A separate fee structure for non residents using Council owned Transfer Stations be implemented in February 2018

Or

(3) A separate fee structure or some other means of payment for non residents using Council owned Transfer Stations be implemented 1 July 2018
FEES & CHARGES
SPRINGTON TRANSFER STATION

(Located on the SPRINGTON to WILLIAMSTOWN ROAD, approx 4km out of Springfield sign post/entrance on Left hand side)

**CASH OR CHEQUE ONLY – EFTPOS facilities are not available and credit will not be given**

<table>
<thead>
<tr>
<th>Opening Time</th>
<th>RESIDENT GENERAL WASTE FEE</th>
<th>NON RESIDENT FEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SECOND SATURDAY of each month</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.00am - 3.00pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ONLY UP TO 5 TONNES AT THIS SITE AT A TIME)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TYPE OF VEHICLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Boots &amp; Small Wagons</td>
<td>$30.00</td>
<td>$60.00</td>
</tr>
<tr>
<td>Utes &amp; Small Trailers up to 6 x 4 to water level</td>
<td>$45.00</td>
<td>$75.00</td>
</tr>
<tr>
<td>Utes &amp; Small Trailers up to 6 x 4 above water level no hurdles</td>
<td>$55.00</td>
<td>$85.00</td>
</tr>
<tr>
<td>Utes &amp; Small Trailers up to 6x4 above water level with hurdles</td>
<td>$60.00</td>
<td>$90.00</td>
</tr>
<tr>
<td>Trailers, Utes &amp; Tandem Trailers to water level (exceeding 6x4)</td>
<td>$65.00</td>
<td>$95.00</td>
</tr>
<tr>
<td>Trailers, Utes &amp; Tandem Trailers above water level (exceeding 6x4) no hurdles</td>
<td>$65.00</td>
<td>$95.00</td>
</tr>
<tr>
<td>Trailers, Utes &amp; Tandem Trailers above water level (exceeding 6x4) with hurdles</td>
<td>$80.00</td>
<td>$110.00</td>
</tr>
<tr>
<td>Rural Tickets</td>
<td>$120</td>
<td>N/A</td>
</tr>
</tbody>
</table>

The public is advised that the following will not be accepted at the Sprinngton Transfer Station:-

PERMAPINE POSTS, TYRES, LOOSE PAPER, PLASTIC, CONCRETE AND CAR BODIES
FRIDGES & FREEZERS must have gas cylinders and doors removed before dumping

To dump ASBESTOS, CHEMICAL CONTAINERS, POISONS, PAINT TINS contact
THE EPA - 1800 623 445

MULCH is available for purchase - Untreated $35, FOR A 6x4 TRAILER LOAD

GREEN WASTE :
$25 FOR A 6X4 TRAILER LOAD (TO WATER LEVEL)
$30 FOR A 6X4 TRAILER LOAD (EXCEEDING WATER LEVEL)
$60 FOR A TRUCK UP TO 5 TONNE GMV
$100 FOR A TANDEM TRUCK LOAD

Or Kuchel Landscape Supplies for Green Waste B562 2177
M-F 8am - 4.30pm, Sat 9am - 2.30pm, Sun - closed


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Our view

WEDNESDAY, OCTOBER 4, 2017

Card and biscuit cheer

Last Friday Angaston business proprietors and their staff were given a rare treat by students and parents of Good Shepherd Lutheran School.

Year 6 students from the school spent the morning delivering home-made cards and biscuits to businesses as a way of giving back to the community and spreading the love.

Mr Simon Herrmann, year 6 teacher at Good Shepherd Lutheran School said the gesture came about after his students had just finished their Christian studies on love and service.

Apparently it was the students themselves who came up with the idea of holding their own biscuit and visiting card for all the businesses in Murray Street and surrounds.

Students walked the streets accompanied by a parent or teacher to distribute their generous gifts.

On each stop the students made a point of personally thanking business owners and staff for their contribution to Angaston and its community.

What a wonderful gesture in giving back to the community, and here we have in our midst, a group of young people who were not thinking of themselves but others who, in some way, help them.

There are few things that are free to business in this day and age. Let alone receiving a bag of delicious home baked chocolate chip cookies and hand written thank you cards from primary school students that both acknowledge and recognise that business actually contribute to our community.

As well as being major employers in any community, businesses also provide valuable opportunities for staff to learn important employable skills. They are also hugely responsible for much of the sponsorship in local activities.

Letters to the editor

Concerned bird lover

Dear Sir,

Once again I find the attitude expressed by various councils towards our Little Corellas to be absolutely appalling, ignorant and baseless.

Barossa Council’s Mr Jamie Turley outlined the campaign to rid the district of one of our most beautiful bird species as reported in The Leader, September 27, on page 9. Council increases Little Corella Controls.

Light, Mid Murray, Barossa and Gawler Councils are to spend $50,000 driving off the Corellas from presumably the bigger towns in their respective districts to what end, flocks of homeless birds being reduced to the status of refugees in their own land.

Sure these little snow white feathered devils tip prune the gum trees, make a bit of a racket when settling down for the night but, for Heaven’s sake, do they require the Police and other agencies to wage war on them? Quoted from The Leader story is the calling term of phrases that the $50,000 is to be used to eradicate the corellas from these council districts.

As a bird lover and sanctuary owner I am disgusted and ashamed that these innocent little birds are to be eradicated, driven away and persecuted by ignorant people who would be better off using their money and resources to deal with a far worse pest, feral and roaming domestic cats that destroy wild life and domesticated birds.

DAVID FORBESY

E-Waste huge disgrace

Dear Sir,

I am writing to you on behalf of the Barossa and Gawler Ranges Councils have been doing some research on recycling and reuse of products and waste.

I stumbled over e-waste which is the recycling of electronic items such as phones, TVs and other electrical equipment.

I did a little bit more research into the subject and found that 1.5 to 6.5 metric tons of e-waste goes to landfill a year. You may be thinking, why is this a problem? Or what is the purpose in recycling e-waste? The following statements will convince you.

When waste is sent to landfill tonnes of dangerous chemicals are released into the atmosphere. These toxic substances can be dangerous to humans and the Earth.

The purpose of recycling e-waste is not only to protect us and the Earth, but recycle the value you may not know is lurking in your electronic device.

Did you know that your electronic have gold, silver, copper and lead and many other valuable materials that can be recycled to save the Earth? Ask yourself one more question: do you have mobile phones or electronics lying around the house, unused or broken?

Did you know you have to travel to Cumbrai which is 46 minutes from Nuriootpa in order to drop off your e-waste?

Why can’t the Barossa have an e-waste recycling depot?

My proposal to the Barossa Council is to run an e-Waste recycling depot or at least have a vehicle that takes the community’s recycling to Cumbrai e-waste recycling centre monthly or even weekly.

But if not possible to save the Earth, at least to make the possibility we can raise awareness in the community.

MARKUS MADER

Helping our brothers and sisters

Dear Sir,

In South Australia there is a movement called “Shoe boxes of Love.” Generous people fill a shoe box with clothing, toys and other articles likely to delight a child.

This is then sent to an overseas country where there is need.

I have seen a video showing the joy little children experience when receiving such a shoe box.

The cost of packing each box is ten dollars.

The cost of the box and contents would be about the same or more. That means the cost of a thousand such boxes would be twenty thousand dollars.

There is a better way to be effective.

Millions of the world’s disadvantaged people lack clean drinking water, teachers and school buildings and equipment, medical care, hospitals, basic sanitation and training in skills and community organisation.

There is another layer of poverty when refugees must flee their homeland and often need food in emergencies.

Sometimes parents lose children and family members are separated.

Natural disasters means there is more need for assistance.

Reliable and well known organisations with years of experience and dedicated staff are working overseas.

They give hope, training and there is gradual improvement. (They must provide an audited balance sheet every year to the government so that donations remain tax deductible.)

In New Guinea, our nearest country, a new case of leprosy is diagnosed every day.

With Multi Drug Therapy this dreaded disease can be eradicated - as is almost the case in Australia.

Only more funds for the hard working leprosy organisation are needed.

In Uganda five hundred Australian dollars will pay a nurse in a clinic for a whole year.

To be EFFECTIVE we need outright giving in tens or hundreds or thousands of dollars to aid organisations.

Why? Because our brothers and sisters are suffering - sorely.

THELMA YOUNG,
8.1 WORKS AND ENGINEERING SERVICES - CONFIDENTIAL

8.1.1 TENDER - SPRINGTON ROADS UPGRADE CIVIL WORKS CONSTRUCTION – TENDER NUMBER – T0050-2017

The matter of the agenda item being a tender to carry out works pursuant to Section 90(3)(k) of the Local Government Act 1999 ("the Act") being information that must be considered in confidence in order to ensure that commercial in confidence information is not divulged and Council does not disclose information which may prejudice the outcome of the tender or future tenders.

There is strong public interest in enabling members of the public to observe Council’s transparent and informed decision-making. This helps to ensure accountability, maintain transparency of public expenditure, facilitate participation, assist public awareness and allow for the scrutiny of information. Attendance at a Council meeting is one means of satisfying this interest. The public will only be excluded from a Council meeting when the need for confidentiality pursuant to Section 90(2) of the Act outweighs the public interest of open decision making.

In this matter, the reasons that receipt, consideration or discussion of the information or matter in a meeting open to the public would be contract to the public interest are that:-

- The disclosure would unreasonably expose commercial in confidence information provided by tenderers through the tender process and the Council report, attachments, and associated document; and
- The disclosure would give an unfair advantage to a person with whom Council proposes to do business.
On balance, the above reasons which support the need for confidentiality pursuant to Section 90(2) of the Act outweigh the factors in favour of the public interest of open decision making.

**RECOMMENDATION**
That Council:

(1) Under the provisions of Section 90(2) of the Local Government Act 1999 an order be made that the public be excluded from the meeting with the exception of the Chief Executive Officer, Director Community Projects, Director Development and Environmental Services, Director Works and Engineering Services, Acting Director Corporate and Community Services and the Minute Secretary, in order to consider in confidence a report relating to Section 90(3)(k) of the Local Government Act 1999 relating to the receiving, reviewing and assessing of tenders for Springton Roads Upgrade Civil Works construction being information that must be considered in confidence in order to ensure that Council does not disclose information relating to tenders for the supply of goods, the provision of services or the carrying out of works; and

(2) Accordingly, on this basis, Council is satisfied that public interest in conducting meetings in a place open to the public has been outweighed by the need to keep the information and discussion confidential to prevent the unreasonable exposure of commercial in confidence information provided by tenderers through the tender process and the Council report, attachments and associated documents and to prevent an unfair advantage to a person with whom Council proposes to do business.