



### NOTICE OF MEETING

TO: Chairperson: Cr Cody Davies  
Deputy: Deputy Mayor Nathan Shanks  
Members: Mayor Karen Redman  
Cr Helen Hennessy  
Cr David Hughes  
Cr Paul Koch  
Cr Mick Launer  
Cr Brian Sambell  
Cr Isaac Solomon  
Cr Ethan White

NOTICE is hereby given pursuant to the provisions of Section 83(1) of the Local Government Act 1999, that the next **Infrastructure & Environmental Services Committee meeting** for the **Town of Gawler** will be held in the Council Chambers, Gawler Civic Centre, 89-91 Murray St, Gawler SA 5118, viewing via video streaming at Town of Gawler YouTube, on **Tuesday 8 August 2023**, commencing at 7.00pm.

A copy of the Agenda for the above meeting is supplied as prescribed by Section 83(3) of the said Act.

A handwritten signature in black ink, appearing to read "Henry Inat".

Henry Inat  
**Chief Executive Officer**  
3 August 2023

## Order Of Business

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**1 STATEMENT OF ACKNOWLEDGEMENT**

*We would like to acknowledge this land that we meet on today is the traditional lands for the Kurna people and that we respect their spiritual relationship with their country. We also acknowledge the Kurna people as the custodians of the greater Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.*

**2 ATTENDANCE RECORD**

2.1 ROLL CALL

2.2 APOLOGIES

2.3 MOTIONS TO GRANT LEAVE OF ABSENCE

2.4 LEAVE OF ABSENCE

2.5 NON-ATTENDANCE

**3 PUBLIC OPEN FORUM**

*(Limited to a total time of up to 20 minutes)*

**4 DECLARATIONS OF INTEREST****5 CONFIRMATION OF MINUTES**

Infrastructure & Environmental Services Committee Meeting - 13 June 2023

**6 BUSINESS ARISING FROM MINUTES****6.1 BUSINESS ARISING****Record Number:** CC23/152;IC23/579**Author(s):** Anne Ledder-Johnson, Personal Assistant**Previous Motions:** Nil

<b>Meeting Council</b>	<b>Date</b> <b>26/8/2014</b>	<b>Title</b> <b>Steep Creeklines Management (CC14/23690)</b>	<b>Motion No:</b> <b>2014:08:296</b> <b>IES:2014:08:46</b>
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**Motion**

Council resolves in the terms of the recommendation from the Infrastructure & Environmental Services Committee made at item 9.3 of the meeting of that Committee meeting held on 12 August 2014, being:

Motion No. IES:2014:08:46

The Infrastructure and Environmental Services Committee recommends to Council that Council's administration proceed to update Councils' "Standards and Requirements for Land Development / Land Division Guideline" document to further reflect the requirements to rehabilitate water course environments prior to the vesting of such land in and under the care, control and management of Council.

**Status Update**

*Update to reflect the adopted Biodiversity Management Plan & Open Space Guideline strategic documents required. A review of these documents is scheduled by late 2023.*

*In interim an Addendum remains in operation to the Land Development/Land Division Guideline which is meeting this motion's requirement.*

<b>Meeting Council</b>	<b>Date</b> <b>23/2/2016</b>	<b>Title</b> <b>Willaston Cemetery Conservation and Management Plan (CC10/2457)</b>	<b>Motion No:</b> <b>2016:02:40</b> <b>IES:2016:02:04</b>
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**Motion**

That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.2 of the meeting of that Committee meeting held on 9 February 2016, being:

Motion No: IES:2016:02:04

That the Infrastructure and Environmental Services Committee recommends to Council that:-

1. The draft Willaston Cemetery Management Plan Community Consultation Summary as detailed in this report be noted.
2. That the Willaston Cemetery Management Plan be updated having regard of the Community Consultation received and presented to the April Infrastructure and Environmental Services Committee meeting.
3. Council adopt the infrastructure works outlined in the Willaston Cemetery Management Plan for 2015/16 implementation.

4. Council further consider the recommended increase in associated fees be considered in the context of preparing Council's 2016/17 Budget.			
5. It seek further input into the proposed management and restoration of individual gravesites.			
<b>Status Update</b> <p><i>An internal review of the existing 2014 Draft Conservation and Management Plan has been completed and it has been identified that this version is not consistent with the 2003 version.</i></p> <p><i>It is the recommendation of Heritage SA that a new Conservation and Management Plan is prepared by an experienced company using the 2003 document originally prepared by McDougall &amp; Vines as a base/starting point.</i></p> <p><i>Investigations are continuing to identify an experienced company who is able to undertake this report.</i></p>			
<b>Meeting</b> <b>Council</b>	<b>Date</b> <b>24/1/2017</b>	<b>Title</b> <b>Council Standards and Requirements for Land Development/Land Division – Update Report</b>	<b>Motion No:</b> <b>2017:01:15</b> <b>IES:2016:12:68</b>
<b>Motion</b> <p>That Council adopts the recommendation from the Infrastructure &amp; Environmental Services Committee made at item 7.7 of the meeting of that Committee meeting held on 6 December 2016, being:</p> <p>That the Infrastructure and Environmental Services Committee recommend to Council that:-</p> <ol style="list-style-type: none"> <li>1. Feedback received from Elected Members be noted and considered by staff when updating the Standards and Requirements for Land Development/Land Division Guidelines document.</li> <li>2. The draft updated Standards and Requirements for Land Development/Land Division Guidelines be presented to the Infrastructure and Environmental Services Committee in the near future.</li> </ol>			
<b>Status Update</b> <p><i>The Land Development/Land Division Guidelines document to be updated and presented to the IES Committee in the future including references from Biodiversity Management Plan and Open Space Guideline.</i></p>			
<b>Meeting</b> <b>Council</b>	<b>Date:</b> <b>22-06-2021</b>	<b>Title</b> <b>Local Design Review Scheme (IC21/301)</b>	<b>Motion No:</b> <b>2021:06:COU237</b>
<p>That Council notes the adopted Motions from the Infrastructure and Environmental Services Committee made under Delegated Authority at the meeting held on 8 June 2021, being:</p> <p>That the Infrastructure and Environmental Services Committee:</p> <ol style="list-style-type: none"> <li>1. Note the Local Design Review Scheme report.</li> <li>2. Note the administration to undertake further investigations into the establishment of a Local Design Review Panel for the Town of Gawler</li> <li>3. Request that a further report be presented to the next IES Committee meeting once investigations have been completed.</li> </ol>			
<b>Status Update</b> <p><i>A further report on this matter is to be presented to a future meeting. Investigation underway.</i></p>			

<b>Meeting:</b> <b>Council</b>	<b>Date:</b> <b>26/10/2021</b>	<b>Title:</b> <b>Town of Gawler Strategic Land Use Planning Priorities Report</b>	<b>Motion No:</b> <b>2021:10:COU409</b>
<p>That Council notes the adopted Motions from the Infrastructure and Environmental Services Committee made under Delegated Authority at the meeting held on 12 October 2021 being:</p> <p>That the matter be deferred pending further discussion with the Department of Planning and a further report be brought back to a future IES Meeting.</p>			
<p><b>Status Update:</b></p> <p><i>These matters will be addressed fully in G2046 Growth Management and Infrastructure Framework in 23/24.</i></p>			
<b>Meeting</b> <b>Council</b>	<b>Date</b> <b>24-05-2022</b>	<b>Title</b> <b>Electric Vehicle Update - Charging Stations and Transition Plan</b>	<b>Resolution</b> <b>2022:05:COU170</b>
<p>That:</p> <ol style="list-style-type: none"> <li>1. Council owned chargers available for public use, a user pays cost recovery model is recommended for the cost of electricity that would be provided to users.</li> <li>2. An Electric Vehicle Transition and Charging Plan be undertaken in 2023-24, with support from an external consultant with experience in electric vehicle operations.</li> </ol>			
<p><b>Status Update:</b></p> <p><i>Gawler's Electric Vehicle charges are now recovering the cost of the electricity in line with Councils Fees and Charges 2022/23.</i></p> <p><i>The funding for the Electric Vehicle Transition and Charging Plan is identified as an above the line project for 2023-24. This budget will provide for a plan to be developed with targeted external input, advice and expertise. Specialty providers like EVenergy, Fleetcare and Estart have developed customer planning and evaluation tools that can assist in preparing a transition Plan.</i></p>			
<b>Meeting</b> <b>Council</b>	<b>Date</b> <b>25-10-2022</b>	<b>Title</b> <b>Concordia Structure Planning</b>	<b>Resolution</b> <b>2022:10:COU323</b>
<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Notes the correspondence received from the Department for Trade and Investment that advises that Planning and Land Use Services (PLUS) will be preparing a structure plan for Concordia.</li> <li>2. Notes that Council staff, namely Executive Manager, Development and Compliance, will be Council's representative on the project team for the structure plan.</li> <li>3. Will be provided further updates in coming months when project timelines and the scope of the structure plan for Concordia become available.</li> </ol>			
<p><b>Status Update:</b></p> <p><i>The Minister for Planning on 28 April 2023 initiated the code amendment for Concordia.</i></p> <p><i>An update report was provided to the June 2023 IES Committee. Further updates will be provided as appropriate.</i></p>			
<b>Meeting</b> <b>Council</b>	<b>Date</b> <b>28-02-2023</b>	<b>Title</b> <b>Gawler Rural Areas Update</b>	<b>Resolution</b> <b>2023:02:COU073</b>
<p>That Council notes the adopted Motions from the Infrastructure &amp; Environmental Services Committee made under Delegated Authority at the meeting held on 14 February 2023, being:</p>			

<p>That the Infrastructure and Environmental Services Committee:</p> <ol style="list-style-type: none"> <li>1. Notes the letter from the State Planning Commission dated 15 November 2022, regarding Rural Living code amendments, in particular that the Commission will only be accepting Rural Living code amendments from Council (not third parties)</li> <li>2. Endorse the Land Capability Assessment, Gawler Rural Zone 2022 Report (Arris).</li> <li>3. Notes the report titled <i>Investigation of Farm Economic in Hillier and Kudla 2023</i> undertaken by Regional Development Australia (RDA) Barossa, Gawler, Light and Adelaide Plains.</li> <li>4. Staff undertake additional investigations concerning infrastructure provision and investment in the Rural Zone.</li> <li>5. A discussion paper be prepared on the future of the Gawler Rural Zone. It will be based on a sub-precinct approach to future planning and land use and be presented to a future Infrastructure and Environmental Services Committee meeting in mid-2023. The actions likely to be generated by that work, including a specific investigation of the zones and subzones capable of success for a Code Amendment will be condition on funding being provided in the Council 23/24 budget process.</li> <li>6. Develop a Consultation and Community Engagement Plan, parallel with the preparation of the discussion paper on the future of the Gawler Rural Zone. Implementation of the engagement plan will be contingent on the funding being granted for 23/24 to prepare any Code Amendment process.</li> </ol>			
<p><b>Status Update:</b></p> <p><i>A workshop has been scheduled for September to further discuss this issue. A Draft discussion paper is currently being prepared and it will be provided in the near future.</i></p>			
<b>Meeting</b>	<b>Date</b>	<b>Title</b>	<b>Resolution</b>
<b>Council</b>	<b>28-02-2023</b>	<b>Multi Deck Car Parking Project</b>	<b>2023:02:COU076</b>
<p>That Council adopts the recommendation from the Infrastructure &amp; Environmental Services Committee made at item 7.4 of the meeting of that Committee meeting held on 14 February 2023, being:</p> <p>That the Infrastructure and Environmental Services Committee recommend that Council notes:</p> <ol style="list-style-type: none"> <li>1. That a key recommendation of the Draft Gawler Town Centre Car Parking Strategy 2023-2028 (separately tabled in this agenda) is the future need for a multi deck car park being designed and delivered in Gawler.</li> <li>2. That there are six (6) sites identified for detailed investigations for a multi deck car park.</li> <li>3. The project brief for the Gawler CBD Multi Deck Car Park Project in Attachment 1 to assess the merits of the identified sites for a future car parking deck, provide a concept design, costing and further details on how this facility can be delivered.</li> </ol>			
<p><b>Status Update:</b></p> <p><i>The Project Request for Quote has been completed. Alinea Group Australia have been appointed for Part A of report and will present initial findings as part of this Agenda.</i></p> <p><i>Other milestone reports will follow throughout 23/24 as per the consultant brief.</i></p> <p><i>Completed</i></p>			
<b>Meeting</b>	<b>Date</b>	<b>Title</b>	<b>Resolution</b>
<b>Council</b>	<b>26-04-2023</b>	<b>Gawler Renewable Electricity Transition Plan (IC22/680)</b>	<b>2023:04:COU156</b>
<p>That Council notes the adopted Motions from the Infrastructure &amp; Environmental Services Committee made under Delegated Authority at the meeting held on 11 April 2023, being:</p>			

That the Infrastructure & Environmental Services Committee request that staff present a report to the October 2023 meeting of this Committee providing an update of the projects outlined within this report.

**Status Update:**

*The High Level Feasibility Assessment on capacity to connect to the grid was undertaken by SA Power Networks at no cost. The Report showed that at this time, there is current electrical and thermal capacity in the distribution grid adjacent to Paxton Street to allow for up to a 1.5MW solar farm with battery storage, without any need for significant augmentation works. This outcome will enable the Town of Gawler to develop potential options.*

*Before additional effort is spent on developing options in isolation or with partners to a stage where a business case could be prepared, the administration is methodically examining regulatory constraints that may apply in relation to ownership models and licensing.*

*Preparing the feasibility assessment case for options may be undertaken in several iterations commencing with preliminary scenarios. This will enable Council to be able to consider the opportunities and have confidence in making a future decision to seek expressions of interest from the market to develop a detailed proposal and business case.*

Meeting	Date	Title	Resolution
Council	26-04-2023	Hillier Residential Park – Proponent Initiated Code Amendment	2023:04:COU159

That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.3 of the meeting of that Committee meeting held on 11 April 2023, being:

That the Infrastructure and Environmental Services Committee recommends to Council:

1. Notes the update report concerning the proponent funded code amendment to initiate community consultation for 52-66 Hillier Road, Hillier in accordance with the Engagement Plan (Attachment 1). That community engagement will commence on 17 April 2023 and will run for a 7-week period to 5 June 2023.
2. Notes a draft Land Management Agreement (LMA) and associated Infrastructure deed for the Affected Area will be provided to Council for consideration after the proponent led consultation period concludes. The cost of these infrastructure works is currently being assessed and negotiated between the proponent and Council. The proposed works and costs will be included in the draft LMA and be presented back to this committee or Council for final consideration.
3. Make a formal 'interim' submission as per Attachment 2 to the Hillier Park Code Amendment. The interim submission requires further investigations and contributions by the proponent to address traffic, stormwater infrastructure and pedestrian networks proportionate with the impacts on the local infrastructure network.
4. Delegate power to the Chief Executive Officer to make minor amendments to the submission as required and further provide a copy to the Minister for Planning Mr Nick Champion.
5. Note that a further report will be provided to Council on progress of the code amendment at the completion of the formal consultation process required under the engagement plan, outlining the next steps for Council to complete its final submission to the code amendment which will include Council undertaking its own community consultation on its draft final submission to the code amendment as per process applied to the code amendment at the Vadoulis site located at 550-554 Main North Road.

**Status Update:**

*Community engagement was completed on 5 June 2023. Council administration are seeking to resolve outstanding infrastructure issues via a LMA before further reporting to Council.*

Meeting	Date	Title	Resolution
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<b>Council</b>	<b>26-04-2023</b>	<b>Building Upgrade Finance Program</b>	<b>2023:04:COU160</b>
<p>That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.5 of the meeting of that Committee meeting held on 11 April 2023, being:</p> <p>That the Infrastructure and Environmental Services Committee recommends that Council:</p> <ol style="list-style-type: none"> <li>1. Continues to support the Building Upgrade Finance program and notes that it is available for non-residential building owners in the community to access.</li> <li>2. Authorises the Chief Executive Officer (or his delegate) to sign the proposed Building better Finance Services Agreement to enable stronger promotion and management of the program within Gawler.</li> </ol>			
<p><b>Status Update:</b></p> <p><i>The detail of the proposed agreement is being considered by Finance to check any unintentional liability that may be created.</i></p>			
<b>Meeting Council</b>	<b>Date</b> <b>26-04-2023</b>	<b>Title</b> <b>Cities Power Partnership</b>	<b>Resolution</b> <b>2023:04:COU161</b>
<p>That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.6 of the meeting of that Committee meeting held on 11 April 2023, being</p> <p>That the Infrastructure and Environmental Services Committee recommends that Council:</p> <ol style="list-style-type: none"> <li>1. Endorses that Town of Gawler joins the Cities Power Partnership.</li> <li>2. Authorises the Mayor to write to the Cities Power Partnership providing Council's commitment (as outlined in this report) to: <ol style="list-style-type: none"> <li>a. Nominate five actions Council will strive to achieve.</li> <li>b. Complete an annual survey providing an update on Council's progress in achieving the nominated actions.</li> <li>c. Share information and learning with other Councils.</li> </ol> </li> </ol>			
<p><b>Status Update:</b></p> <p><i>The proforma letter to the Climate Council to initiate Council participation has been prepared and is subject to the approval by the Mayor, before it is sent.</i></p>			
<b>Meeting Council</b>	<b>Date</b> <b>26-04-2023</b>	<b>Title</b> <b>Gawler Skate Park Update</b>	<b>Resolution</b> <b>2023:04:COU163</b>
<p>That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.8 of the meeting of that Committee meeting held on 11 April 2023, being:</p> <p>That the Infrastructure and Environmental Services Committee recommend that Council:</p> <ol style="list-style-type: none"> <li>1. Notes the community engagement plan for the Clonlea Skate Park lighting and shade sails proposal.</li> <li>2. Approves the community engagement to commence in April 2023.</li> <li>3. Notes the outcomes of the community engagement will be presented to a future IES meeting in 2023.</li> </ol>			
<p><b>Status Update:</b></p> <p><i>The community engagement for the proposed Clonlea Skate Park improvements closed 17 May 2023. Council received 106 responses to the survey and are now evaluating the feedback.</i></p>			

*A report is included in this meeting's agenda.*

Meeting	Date	Title	Resolution
Council	27-06-2023	Concordia Update and Submission on Barossa Council Growth and Infrastructure Investment Issues Paper	2023:06:COU001

That Council adopts the recommendation from the Infrastructure & Environmental Services Committee made at item 7.3 of the meeting of that Committee meeting held on 13 June 2023, being:

That Infrastructure and Engineering Services Committee recommends that Council:

1. Notes the report herein and the Minister for Planning's decision of 28 April 2023 to initiate the Concordia Code Amendment (Attachments 1 and 2)
2. Continue to provide input and advocate for its community on effective infrastructure planning at Concordia as the code amendment progresses towards implementation in the next 12-15 months. The ultimate goal should be that structure planning in Concordia is informed not only by its local site context but its proximity and interconnection with Gawler as a regionally significant urban centre in Adelaide's northern growth corridor.
3. Notes the Barossa Growth and Infrastructure Investment Issues Paper (Attachment 3) and the Summary Report – Strategic Planning Review of the Barossa Character Area (Attachment 4) and endorse Council's Chief Executive Officer or delegate to make any minor changes and issue the draft submission to The Barossa Council on both documents (Attachment 5).

**Status Update:**

*A briefing of Council was provided at the June 2023 IES Committee meeting.*

*All actions have been completed.*

<Attachments Section>

## 7 DECISION REPORTS

### 7.1 GAWLER EAST

**Record Number:** CC23/152;IC23/550

**Author(s):** Andrew Goodsell, Executive Manager Development & Compliance

**Previous Motions:** CC21/46;IC21/271

**Attachments:**

1. **Lot Yield - Gawler East - July 2023 CR23/52507** 
2. **Funds collected - Gawler East Development Area CR23/52973** 

### PRESENTATION

A brief presentation will be provided by Council's Executive Manager Development and Compliance.

Wel.Co will also present to Council with respect to the Springwood development. The presentation will offer Council the opportunity to hear from the developers who purchased the development in mid 2021, their aspirations for the estate, thinking in respect to the estates revised master plan and related matters.

### OFFICER'S RECOMMENDATION

**That the Infrastructure & Environmental Services Committee recommends that Council notes:**

1. **The report provided relative to the Gawler East Separate Rate mechanism which is expected to generate \$25 m in funding over the next 10/15 years.**
2. **That a further report be provided to the IES Committee on:**
  - a. **the timing, prioritisation, cost and financial contribution of relevant stakeholders to traffic and non-conventional community infrastructure; and**
  - b. **progress on any updates of Deeds and other funding mechanisms applicable to Gawler East.**

### SUMMARY

Since Ministerial rezoning in 2010, the Gawler East Development Area (GEDA) is now well progressed in its development, albeit not at the rate initially envisaged. With some 700 lots cleared and an expectation that during 2023/2024 that total cleared lots will reach 1000, there remains approximately 1600 lots for future development (>10 yrs supply).

Springwood is one of the key development fronts within GEDA and has contributed the majority of new development in GEDA, not only with respect to new housing but also a local activity centre built in the last 2 years. Wel.Co, who own the site having purchased the Springwood development land in mid 2021 will present separately to Council on their timelines as well as perspective on opportunities and challenges with their development in the short to medium term.

Development at the scale of GEDA involves multiple landowners, extended timelines and complex infrastructure funding arrangements. GEDA has been since 2017/2018 subject to a Separate Rate enacted under the *Local Government Act 1999*. GEDA is the only greenfield residential precinct within the Town of Gawler subject to such a funding arrangement. Other large to medium development sites located in the Town of Gawler are subject to infrastructure

funding agreements (typically via LMA and deeds) including Gawler's Southern Urban Growth area and Evanston Gardens.

Given the extent of strategic work being addressed in 2023/2024 (G2046 Infrastructure and Growth Framework; G2046 Integrated Transport Plan etc) and a new Council being formed in late 2022, it is timely to update Council on the following:

- Growth within Gawler East and the plans of Wel.Co as the most active larger developer in this precinct;
- How the Gawler East Separate Rate applies;
- Planned and funded capital works in 2023/2024, relating to traffic interventions and other matters; and
- Other interventions and trigger points and how these should be updated via a planned addendum to the Gawler East Infrastructure Deed.

Key takeaways from this report include that:

1. Since the Ministerial rezoning in 2010, the expected lot yields potential of GEDA has reduced by about around one third (4000 lots to around 2660 lots). This is a reflection of market preferences, topography and other factors. The rate of lot production has also been slower and more uneven than first envisaged (some such as Wel.Co have made payments as per the contribution regime as allotments are created, others are yet to make payments).
2. Regardless of debate on the preferred alignment and functionality of the Gawler East Link Road (GELR), the delivery of this road has been instrumental in seeing GEDA developed in an orderly manner.
3. The use of a Separate Rate since 2017 is an important initiative to collect funding and deliver infrastructure. At this point in time, with development in GEDA now starting to approach the first intervention triggers (1000 lots is one of these), it is timely to review and update Deeds, where required that identify the infrastructure to be delivered. The timing of this delivery, the cost and apportionment across benefitting stakeholders is critical.
4. A workplan to update the list of interventions for traffic and non-conventional community infrastructure is required and is provided in this report. This will enable more effective scheduling of costs by Council in its Long Term Financial Plan (LTFP).

## BACKGROUND

- Where is the Gawler East Development Area (GEDA)?

GEDA sits upslope of the historic Gawler CBD and generally east of the established residential sections of Gawler. It is bounded by Calton Road and Balmoral Road to the north, Potts Road to the south and the local government boundaries with City of Playford and The Barossa Council to the NE as per Figure 1.

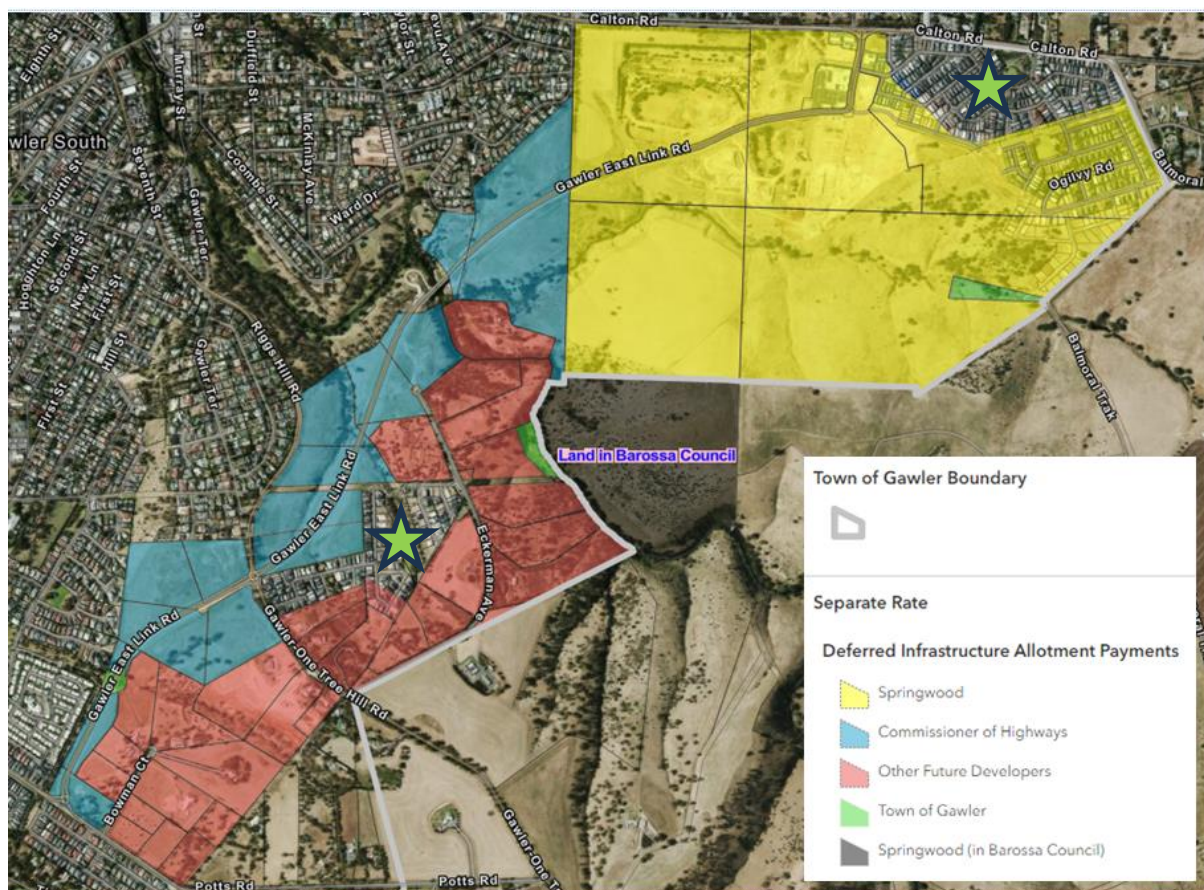
Gawler East Link Road, a Council maintained road, connects the northern section (Springwood), middle section (One Tree Hill) and lower sections (above Potts Road).

- State Significant Infrastructure & other constraints in Gawler East

These include the following:

- Gas pipeline - Port Campbell to Adelaide Gas Pipeline (SEA Gas), a 450mm DN pipe within a 15m wide easement running parallel with Barossa Trunk Main (water) in a NE-SW alignment.
- Water pipeline - Mannum to Adelaide SA Water Pipeline, a 750mm DN potable water main within a 10.06m wide easement.
- Power transmission lines - Electranet Power Transmission Lines, a 275kV transmission line within 100m wide easement running north to south through the site.
- Disused major quarry - used for sand mining that ceased operations around 2000 in the northern section of Springwood off Calton Road. This is the proposed location for a primary school in the Springwood masterplan.
- Native vegetation – requiring Federal (EPBC Act) and State Government approval (through DEW) along waterways, namely Iron Grass and Peppermint Box.

The key takeaway is that land like Gawler East is not topographically simple to develop, has had a range of constraints relating to infrastructure and natural values that have taken time and cost to address.



**Figure 1.** Gawler East Development Area (source: ToG, 2023).



Note areas not coloured within GEDA were developed prior to the Separate Rate being applied.

- Key timelines (land rezoning, key infrastructure and other relevant matters)

- **Aug 2010** - Minister establishes Gawler East Zone via Ministerial Development Plan Amendment (DPA) impacting 400 ha. Rezoning is from Primary Production to Residential. Expected yield 3,500-4,000 dwellings. Gawler East Link Road (GELR) is identified to relieve congestion on Adelaide Road and Murray Street. No infrastructure agreements were executed through the rezoning process. The Minister applies 1000 allotment non-complying trigger in the Development Plan (later replaced by Design and Development Code) as a ceiling for lot production until GELR is constructed.
- **2011** – Lendlease commences construction at Springwood.
- **2015** - State Government commits \$55M towards GELR construction.
- **21 Jan. 2016** - LendLease sell land to Springwood Communities, a consortium comprising Arcadian Communities, Burke Urban and the Ames Family.
- **28 Feb. 2017** - Proposed community hub at Gawler East scaled back to 1000m2. Dispute between Council and Minister on GELR road classification - local versus State road, alignment and financial contributions by parties.
- **March 2017** – Council engage Alexander Symonds to determine indicative developable land and potential allotments for Commissioner of Highways (CoH) land and Other Future Developers (OFD) land. This determined what charges should be applied to what land.
- **25 May 2017** – Council and Minister for Transport and Infrastructure enter GELR Deed. Council agrees to part reimburse State Government to the sum of \$8.4M. Reciprocal Deeds between Council and other parties to be entered into. Actual Council payment is approx. \$2.4M.
- **13 June 2017** - Updated masterplan for Springwood tabled with Council. Shows supermarket, specialty shops, primary school, sporting oval, club facilities, shared user paths.
- **1 July 2017** – Council declares Separate Rate for Gawler East.
- **5 Dec. 2017** – Council agreed to DPTI preferred alignment for GELR.
- **23 Oct. 2018** – Minister provides additional \$5M for GELR, bringing commitment to \$60M.
- **18 June 2019** – Four land divisions applications lodged with State Commission Assessment Panel (SCAP), for Springwood to create 1201 Torrens title lots, roads, infrastructure, public open space and removal of regulated and significant trees. Council raised a number of concerns which included vesting of infrastructure and assets, procedural matters and general compliance with provisions of the Development Plan.
- **14 Feb 2020** – SCAP issues permits for the four land divisions.
- **7 July 2020** – Council resolve to joinder SEA Gas in Environment, Resources and Development Court (ERD) against SCAP's classification decision and assessment pathway. Applications with SCAP amended to confirm Council agreement on asset standard before vesting assets in Council.

- **18 Oct. 2020** – GELR officially opens. Total cost \$67.7M. Decision made by then Minister for Transport that link road is a Council asset.

One of the key takeaways is that Ministerial rezoning of land prior to completion of masterplanning and establishing deeds for funding was problematic in achieving orderly planning outcomes.

The 1000 lot limit imposed by the Minister for Planning in the Development Act ensured that until the link road was built there were limits on growth in GEDA. The retention of 1000 lots as a trigger in the new Act (and deeds applicable to GEDA) for many of the interventions (mostly traffic related) also signalled that many interventions were not required for some years from when rezoning first occurred.

- How the Separate Rate operates as a mechanism to capture costs

The head of power for Council to charge a Separate Rate is found in S154 of *Local Government Act 1999*.

The application of the Separate Rate acts as financial security for Council, to ensure that as and when infrastructure is required to support growth (eg traffic interventions, nonconventional social infrastructure) that required funds have been paid by developers within GEDA. Priority infrastructure is explained further later in the report (next heading).

The Separate Rate is not payable until land is subdivided into new allotments. The Separate Rate is designed to be a one-off payment for the development of land.

Each year the Separate Rate is levied by Council as rates are declared for the next financial year. The Gawler East Separate Rates (GESRs) are indexed in accordance with the Local Government and Roads & Bridges (Construction) indexes. These rates are levied and then immediately postponed until development occurs. When division is approved and allotments are cleared the rates are immediately payable.

Indexing is undertaken via the annual budget process – a process that also includes an annual review of mapping to determine which properties have paid the money owed on their land. This helps to also maintain a general understanding of the rate of development.

The Separate Rate is funded via two mechanisms:

- Deeds linked to LMAs; and/or
- Applied spatially to Gawler East via rating process annually.

The itemised costs within the rating process are derived from the interventions costed in the Deeds and associated background research.

Developers are generally encouraged to enter into a Deed and LMA as it can provide greater flexibility as to when payment can be made. Essentially it can allow for some cash flow to be generated, whereas the Separate Rate needs to be paid upfront. Some stakeholders are signed to certain deeds but not others eg Wel.Co are signatories to the GELR Deed but not the Traffic Interventions and Community Infrastructure (TICI) Deed. What this means is that Wel.Co are legally liable to pay via the Separate Rate mechanism reflecting costs itemised in Deeds described below, but not by the Deeds themselves.

How Deeds operate is explained below.



- The Deed arrangements – triggers and priority infrastructure delivery

Unlike the Separate Rates which applies to land as gazetted, deeds are voluntary agreements between parties, applied to land via Land Management Agreements. Three deeds currently exist in GEDA, namely:

- Gawler East Link Road Deed (GELR Deed);
- Project Governance Deed; and
- Gawler East Infrastructure Deed – Traffic Interventions, Community Infrastructure and Link Road and Link Road Deferred Infrastructure (TICI Deed).

The **GELR Deed** executed on 25 May 2017 is between the Minister for Transport and Infrastructure and Council. It solely relates to the funding of the GELR as mapped in Figure 2. The latest documentation, being a Deed of Variation was endorsed 16 February 2018, but the original Deed was substantially unaltered.



**Figure 2.** GELR Project - Annexure A Plan (source: Crown Solicitor)

The primary purpose of the GELR Deed is for the State Government to be partially reimbursed by Council for investment made in the link road as development proceeds.

The GELR Deed sets out that the Minister will agree to pay a maximum cost of \$55M for the project (later increased to \$60M), set out as follows:

4.3.2 The contributions of the parties towards the Base Link Road Works  
Forecast are:



4.3.2.1 Minister \$46.233 million (84.99%); and

4.3.2.2 Council \$8.167 million (15.01%) (Council's Funding Proportion).

In effect, Council reimburse the Minister for the \$8.167M via a payment for \$2.4M (as per 5.2.1 of the Deed) directly on Potts Road upgrade with the balance paid from the private sector.

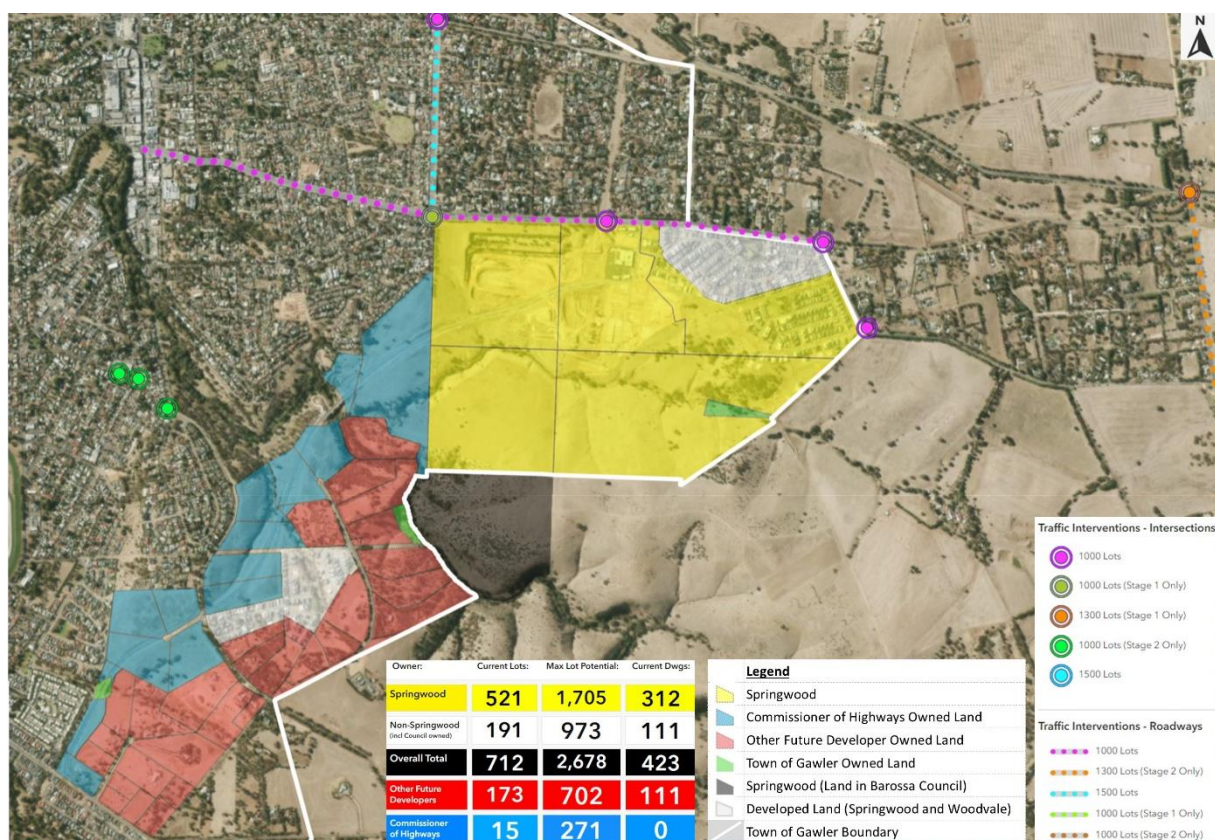
Under this arrangement, Springwood would reimburse a figure of \$4.4M, via Council to the Minister in a staged manner linked to allotment production. This included a front-end payment of \$500,000 at the practical completion of the Link Road Works connecting the Village centre to Calton Road.

Council in turn has a reciprocal Deed signed with Springwood Nominees for their payment to Council as set out above. In effect Council collects money on behalf of the Minister from third parties.

The **Project Governance Deed**, endorsed 25 May 2017 relates to how the GELR will be delivered, underpinned by objectives relating to the network benefits of GELR, how it will reduce traffic congestion in the Gawler town centre and related matters. Signatories to this Deed include Springwood Communities, DPTI and Council.

No financial obligations are set out in this Deed, but rather operational matters of governance, reporting (including a Project Executive Governance Group) and broad project outcomes to be facilitated.

The **TICI Deed** forms a substantive component of the Separate Rate. It specifies the amount to be paid by Springwood (now Wel.Co), Commissioner of Highways (CoH), Other Future Developers (OFD) and Council for traffic interventions and non conventional infrastructure including multi-use courts, community centre, playing fields and other facilities. Refer to Figure 3.



**Figure 3.** Transport Framework Proposed Treatments – these became the interventions in TICl Deed (source: ToG adapted from Tonkin, 2018)

Springwood are not signatories to this Deed but pay via the Separate Rate charge scheme. This decision has historical background related to the dispute on the Seagas pipe alignment and setbacks and perceptions of risk, whereby Deeds to be altered require agreement by all signatories.

The TICl Deed has been signed by other parties within GEDA including the developers at One Tree Hill. CoH have a liability but are exempt from payment as ultimately it will be future owners who make payment into the Deed or under the Separate Rate, not the Crown.

These contributions are set out as per table 1.

	State contribution \$	Developers contribution \$	ToG contribution \$	Total (approx.) \$
GELR	59.83M	See notes*	8.167M (2.4M)	67.99M
Social and Comm Inf.	Nil	7.87M**	1.03M**	8.90M**
Local Traffic Interventions	Nil	11.64M	9.332M***	20.977M

**Table 1.** Financial Contributions by stakeholders for Gawler East\*\* (source: ToG)

Notes:

\*Council's actual contribution was \$2.4M for work on Potts Road upgrade that has since expanded with deferred infrastructure (landscaping) valued at some \$0.5M also spent. This excludes localised traffic interventions outside GELR Deed eg under TICl Deed. Balance is paid by private developers.

\*\* Figures in 2017 were \$0.887M for Council contribution and have been indexed as per Local Government and Roads & Bridges (Construction) indexes. These were 11.6% of total contribution. Other figures have been also subject to indexes revision.

\*\*\* Refer to notes under table 3. These figures do not reflect likely required needs. Works only involving Council funding could/should be outside the Deed process. Intervention items 1F and 1G from table 4 for instance are capital works for asset upgrades to the value of \$3.3M. An overarching review of interventions is to occur in 23/24 in parallel with integrated transport plan.

- Assets to be vested in Council

Consistent with urban growth around Australia, with new residential estates coming online new infrastructure is ultimately vested in Council for maintenance and management. To get an idea of scale, within Springwood this consists of the following:

- Greater than 30km of new road pavement
- 48 ha of new road pavement
- 4km of shared paths
- 75 ha of public open space, 15 ha of which will be for active sports and passive recreation.

It would be expected that the quantum of assets will increase as other areas are developed within Gawler East in coming years, commensurate resourcing across Council to manage these assets will be provided.

- Financial Situation (funds collected)

As per **Attachment 2**, as of 19 July 2023 the amount Council has collected is set out as follows:

- \$632,016.32 has been charged for community infrastructure;
- \$1.321M has been charged for traffic interventions.
- The pro rata payment to DIT for GELR contributions is \$1.468M.

As these contributions accumulate there will need to be matching funding at the ratios or percentages set out in funding agreements.

The most recent tabling of information on Gawler East and the Separate Rate is from mid 2021 as detailed below.

**RESOLUTION 2021:05:COU155**

Moved: Cr D Fraser

Seconded: Cr P Little

*That Council:*

1. *Notes the Gawler East Separate Rates Update Report.*
2. *Notes that the remaining funds required to be collected to ensure the delivery of the significant level of infrastructure provided in the Gawler East Development Area to facilitate its orderly development and to meet quality of life issues for future residents totalled **\$25,203,197** as at 1 July 2020, which is intended that developers will fund on the 'beneficiary pays' principle.*
3. *Supports the inclusion of Option 2 as detailed in this report as the adjustment approach to the Gawler East Separate Rate for Transport Infrastructure in land defined as Other Future Developers.*

4. *Acknowledges the Transport Separate Rate over the land defined as Other Future Developers is proposed to be decreased to **\$4,117,189** ( -0.57% decrease in index, \$1.39M increase in cost of deferred infrastructure absorbed from Council's \$1.44M Schomburgk Drive repayment within this rate (not increased) and less \$176k street tree installation saving)*
5. *Notes that the extent of change proposed to the required Transport Other Future Developers Separate Rate is approximately a \$200k reduction from the 2020/21 respective rate, equating to a 4.7% reduction.*
6. *Notes that this proposed decrease (applicable to Other Future Developers) will result in an estimated per allotment contribution for all categories of infrastructure at a rate of an estimated \$8,224 per allotment. This to be compared with the Springwood Estate per allotment contribution of \$10,815, the difference between the two rates being relatively consistent with the current 2020/21 contribution regime.*
7. *Notes that the Transport Separate Rate for Other Future Developers will not be applicable to existing land owners if they do not trigger land division to the final developed form of their respective land holding.*
8. *Notes there is not expected to be any further material increases to scope change and revised costs applicable to the Transport Separate Rate in Gawler East apart from annual adjustments aligned with the Australian Bureau of Statistics South Australian Roads and Bridge Construction Index movements until the works are constructed.*

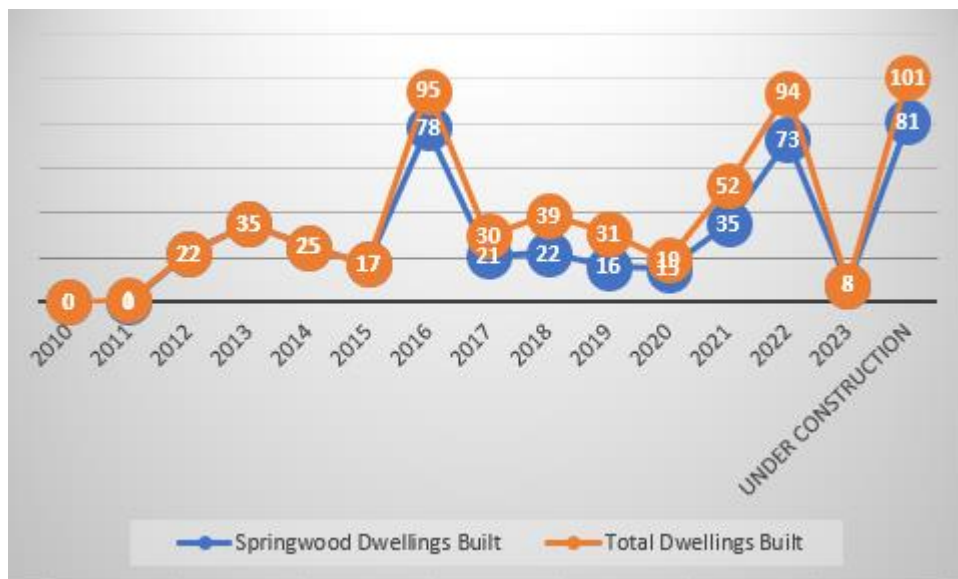
## COMMENTS/DISCUSSION

- **Rate of Development – brief summary of how development has been tracking**

Lot production is always a lead indicator of dwelling construction and accordingly is monitored at both a local and State level.

Early reports assumed GEDA would be fully developed within 10-11 years, meaning it would be fully developed by 2023. The rate of growth in 2017 for the GEDA was assumed to be 220 lots/p.a. In 2019 it was reduced to 100 lots/p.a.

As of July 2023 the data suggests 699 (excluding reserves) lots have been cleared for issue. Typical dwelling construction has been variable but within the range of 30-40 p.a in Springwood and 15-20 p.a within the balance of Gawler East (ie One Tree Hill, Bentley on Riggs etc).



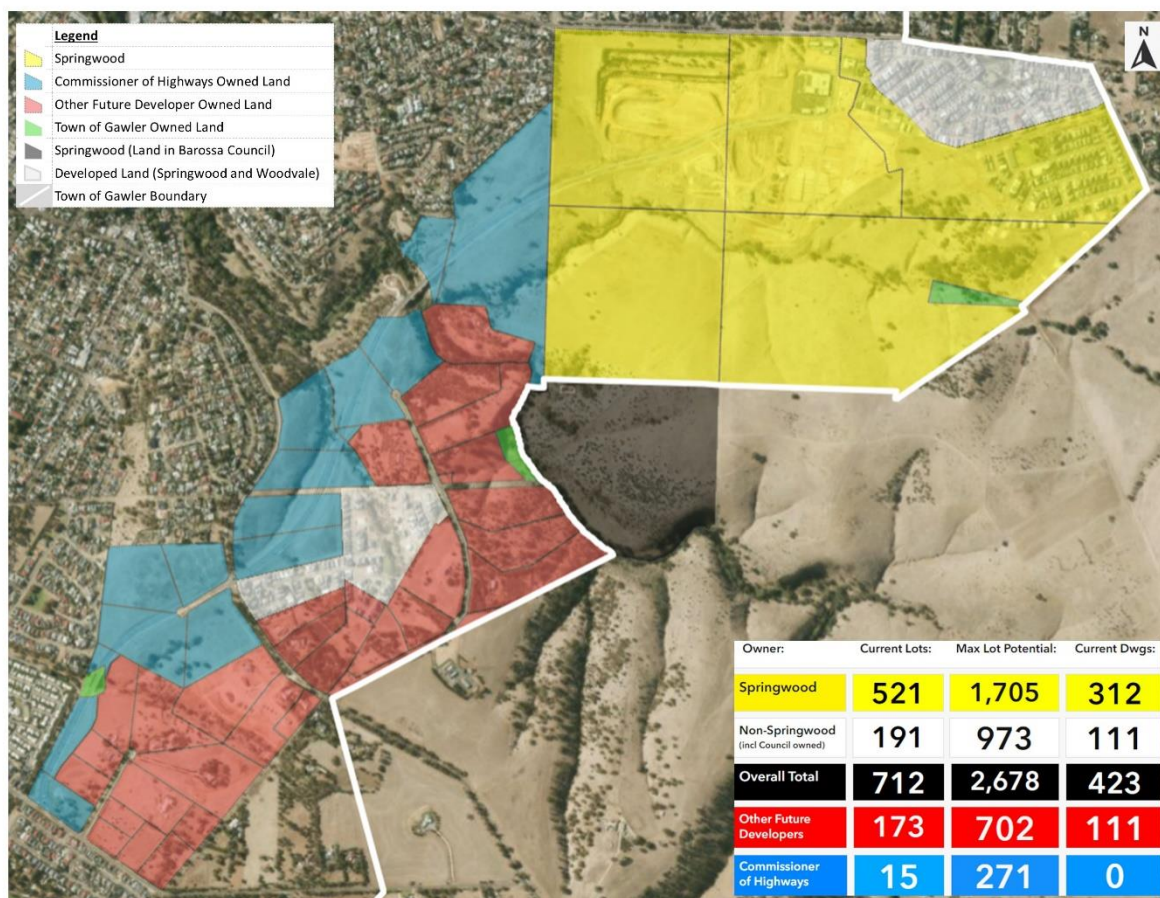
**Figure 4.** Number of dwellings built by year 2012-23 for Springwood (source: ToG)

Five commercial buildings over this time have been built, with stated values estimated at \$10M, though it is likely higher (ie \$ value is as stated at DA stage, not build stage). The largest investment was in 2021 at \$7.908M being a substantive component of the commercial shopping/activity centre, preceded by \$2.45M in the previous year (2020). The first commercial development was approved in 2014 and was valued at \$420,000.

An overall snapshot of GEDA is provided in Figure 5.



### Gawler East Separate Rate Areas - Number of Allotments and Dwellings



**Figure 5.** GEDA Growth Snapshot – without interventions mapped (source: ToG)

- **Inflation impacts – rate of increase over the years – potential to hinder future development? Incentives to pay now and risks paying now to building later**

A high inflationary environment can significantly escalate costs for lot production. In the year 2022/2023 versus 2023/2024 the additional cost for delivering interventions alone increased \$1.93M or almost 10%. Such a result is not unique to GEDA and is likely to be replicated across the development industry. But it does nonetheless create challenging liquidity conditions for developers and escalates the price points of land put to market.

Where this becomes more critical is at scale, where payment in one financial year may be the difference of several million dollars between June and July of a given calendar year. A developer may wish to front end infrastructure delivery to reduce later financial exposure but then this needs to be balanced with the need for the infrastructure and maintenance of assets.

For 2023/2024 the Gawler East Separate Rates is set out in Table 2 applying to some 228 ha (excl CoH land and Barossa land).

**Gawler East Separate Rates (excluding Barossa Council & Ministers Land)**

<b>20 - Gawler East Transport Infrastructure</b>	<b>9,932,523.25</b>
Springwood Communities	4,853,613.51
Other Future Developers	5,078,909.74
<b>30 - Gawler East Community Infrastructure</b>	<b>5,155,286.73</b>
Springwood Communities	2,923,402.61
Other Future Developers	2,231,884.13
<b>40 - Gawler East Traffic Interventions</b>	<b>7,806,731.51</b>
Springwood Communities	6,775,958.77
Other Future Developers	1,030,772.74
<b>TOTAL VALUE OF GAWLER EAST SEPARATE RATES 2023/24</b>	<b>22,894,541.49</b>
Springwood Communities	14,552,974.88
Other Future Developers	8,341,566.61

**Table 2.** Separate rates for 2023/2024 (source: ToG)

This charge equates to \$100,415/ha for Springwood and OFD land. As can be seen, the GELR contribution is the largest individual component of the charge levied. The smallest component is non-conventional community infrastructure at \$22,611/ha, with traffic interventions levied at \$34,240/ha.

Put in simpler terms, if developer 'A' owns 1 ha of land and divides into 10 allotments the Separate Rate payable is \$100,415 divided by 10 allotments, or just over \$10,000 per allotment. Should they secure 13 allotments it would be less than this figure/allotment and if it were 8 allotments it would be greater. But the same charge against the parent title applies.

- Previously projected numbers vs now (what's happening on the ground)**

As indicated earlier in the report, there are terrain and other constraints that impact lot yield in Gawler East. Market preferences, whether it be flat sites (even with retaining walls) or lot size are also critical along with price point in the market.

Previous planning on infrastructure interventions was based on an expected lot yield. Historic reporting on lot yields are set out in Table 3 below.

<b>Report</b>	<b>Total Overall</b>	<b>Stage 1 (Springwood)</b>	<b>Stage 2 (DPTI and Private)</b>	<b>Timing (completion)</b>
QED 2008	3,900	2,700	1,200	2019
Aurecon (May 2012)	3,500	2,500	1,000	Stage 1 by 2021
Aurecon (Feb 2015)	2,950	2,000	950	Stage 1 by 2021 Stage 2 by 2027
Council (2016)	3,300	1,700	1,600	unknown

**Table 3.** Dwelling yield estimates for Gawler East

Noting market preferences, especially in the southern section of Gawler East for larger lots and the steeper terrain for Commissioner of Highways land, Council administration recently commissioned Alexander Symonds Surveyors to revisit and update their earlier modelling

from 2016. Inputs into the updated modelling included recent stages of Springwood, for which Alexander Symonds acts for Wel.Co and trends to the south at Bentley on Riggs.

The latest figures give an overall allotment yield of 2836. But of these, some 176 are located in Barossa Council. The actual indicative yield is 2660 lots within the Town of Gawler.

These figures need to be factored into any new modelling undertaken, monitored regularly and used to ensure Deed costings are realistic and achievable.

- **Triggers for intervention**

The triggers for intervention are set out in the TICl Deed. These are lot based for traffic interventions and population based for non-conventional community infrastructure. 'Non-conventional' community infrastructure includes multi-use sports courts, a community hub and related matters. Triggers also reference different areas of Gawler East. For instance, 'stage 1' is Springwood. A reference to simply a number of lots is a reference to the entire Gawler East. 'Stage 2' is essentially the lower or southern sections of Gawler East.

The main **traffic** triggers are set out in Table 4 as follows, with Council currently funded works in orange:

Capital works Descriptor	Details	Provider	Cost (as per March 2023 indexation)	When/ Trigger	Delivered Y/N	In LTFP Y/N
1A	Part of GELR Deed. See Table 2	DPTI	Developer cost	N/A	No	N/A
1B	Cheek Ave # upgrade pavement upgrade, widening etc	ToG	<b>\$3.715M</b> - ToG 54% - SW 32% - CoH 8% - OFD 6%	1500 lots	No	No
1D	Barossa Valley Way/Cheek Av Intersection- Interim # channelisation and widening	ToG	<b>\$262,846</b> - ToG 11% - SW 63% - CoH 15% - OFD 11%	1000 lots	No	No
1E*	Calton Rd upgrade – Cheek Av roundabout to Mullamar Way roundabout on Calton Rd.	SW	<b>\$3,202,741</b> - ToG 13% - SW 87%	1000 lots	No	Yes – funded for 23/24
1F***	Calton Rd- Murray St to Cheek Av #pavement marking and	ToG	<b>\$583,421</b> - ToG 100%	1000 lots	No	No**



	painting median treatment					
1G***	Calton Rd from Murray St jcn to Cheek Av #pavement rehab.	ToG	<b>\$2,806,823</b> - ToG 100%	1000 lots	Confirm if required via civil engineer	No**
1I	Calton Rd/link Rd intersection @ Hamilton Reserve (part of DPTI GELR Project) **	SW	Funded and Built by DPTI	N/A	Yes	N/A
1J*	Calton Rd/Link Rd intersection roundabout	SW	<b>\$2,504,698</b> - ToG 11% - SW 67% - CoH 13% - OFD 8%	1000 lots (stage 1 only)	No	Yes – funded for 23/24
1L*	Calton Rd upgrade – project entrance to Balmoral Rd	SW	<b>\$962,757</b> - ToG 13% - SW 87%	1000 lots (stage 1 only)	No	Yes – funded for 23/24
1M*	Link Rd/Balmoral Rd junction #T junction.	SW	<b>\$522,171</b> - ToG 12% - SW 57% - CoH 13% - OFD 18%	1000 lots	No	Yes – funded for 23/24
1N	Kalbeeba Rd upgrade #seal and widen unsealed section	TBC	<b>\$327,480</b> - unallocated	1300 lots (stage 1)	No	No
1O	Kalbeeba Rd/Barossa Valley Way intersect #channelisation & widening	TBC	<b>\$229,438</b> - ToG 8% - SW 56% - CoH 16% - TBC 20%	1300 lots (stage 1)	No	No
2F	First Street intersection, Fifth St/Hill St intersection (Seventh St) #junction upgrades	ToG	<b>\$429,390</b> - ToG 10% - SW 25% - CoH 8% - OFD 12%	1000 lots (stage 1)	No	No
2H	Gawler – One Tree Hill Rd from Deadmans	ToG	<b>\$3,616,658</b> - ToG 76%	1000 lots	No	No

	Pass/Gawler Terrace to Eckermann Drive		- SW 4% - CoH 8% - OFD 12%	(stage 2)		
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**Table 4.** Traffic Interventions from TICI Deed

Notes:

\*Council funded contributions for 23/24 with matching required by Council for 24/25 as part payment.

\*\*Main entrance roundabout off Calton Road into Springwood. Built in 2020.

\*\*\* Could be excluded from Deed as Council is sole contributor ie capital works.

On review, and given the passage of time, there is merit to update and issue a refreshed deed or provide an addendum to the Deed that addresses the following:

- Where the priorities sit relative to the integrated transport plan and road hierarchy, that will be developed in 23/24.
- Separating works that are solely the responsibility of one party and don't need to be in a Deed because they are capital works eg items 1F and 1G. Whilst these items could remain in the Deed as a commitment of Council within an agreed sequence of works within GEDA, there are several reasons why this may not be optimal. It is likely more logical to move outside a Deed as Council may wish to refine when and to what standard these works occur and whether they have any bearing on other works flagged within a Deed. It should be able to do so without seeking agreement from other non-contributing parties.
- Revisiting the actual trigger points to avoid too many referencing the same threshold ie allowing more balanced spending across multiple years and matching with developer staging.
- Recalculating costs/ha based on updated interventions priorities, costings and lot yields.

The main **non-conventional community** triggers are set out in Table 5 as follows:

Capital works Descriptor	Details	Provider*	Cost**	When	Delivered Y/N	In LTFP & Funded Y/N
District level x 1	Minimum 3 ha, typically capable of multi-use activity, containing sports fields, courts, sports infrastructure etc including skate park, BMX track, community garden, natural play areas	ToG	\$1.6M	5000+ people	N	N
General activity green space x 1	15,000 sq.m general play fields, top soil, sandy loam, turf irrigation and sports equipment/infrastructure	ToG	\$0.7M	10,000+ pop. (3500 lots+-)	N	N
Multi-Use Courts x 2	Netball/basketball/tennis courts with associated infrastructure to be	ToG	\$242k	10,000+ pop. (3500 lots+-)	N	N

	located within district play space					
Community hub/centre x 1	1000 sq.m multipurpose community centre facility/meeting facilities	ToG	\$6.4M***	10,000+ pop. (3500 lots+-)	N	N

**Table 5. Non-conventional community triggers\*\*\*\***Notes:

\*It is not clearly established in the TICI Deed who is responsible for community infrastructure interventions. It is assumed that it would be Council.

\*\*To be recosted in next phase of work. Current figures have been updated to July 2023 figures based on Local Government and Roads & Bridges (Construction) indexes

\*\*\* As costed in Feb 2017. At 1000 sq.m this is same as approximate size of facility in Evanston Gardens.

\*\*\*\*Excludes public open space at 12.5%.

The interventions are based in part on the social infrastructure and services study report 2, prepared by Jensen Planning and Design (2016) as well as master planning by previous developers at Springwood.

The majority of the interventions remain relevant today. Nonetheless, some aspects of the community infrastructure works schedule likely warrant revisiting and updating. This includes:

- Mapping where interventions should be delivered, or else running the risk of not having any suitable land for provision if developed. This is likely to occur within the former quarry site at Springwood.
- Ensuring triggers are based on latest data. As already established, the population of GEDA is unlikely to achieve 10,000 residents (likely to be closer to 7,000-8,000 due to newer projections on lot yields). The need for timing/estimates on delivery should be resolved.
- The schedule is silent on who is responsible for delivery, unlike the traffic interventions. Whether Council or Wel.Co is responsible for coordinating delivery needs further consideration.
- An updated schedule that reflects Council's financial obligations is appropriate with respect to the LTFP as it is reasonably possible to project when trigger points will be met based on annual lot production. In 2017 the modelled Council cost was \$0.9M. Depending on what is delivered (and inflation) this cost will have changed.
- Updated costings for all infrastructure in table 5 and whether it is still required and fit for purpose.

Council's most recent social infrastructure and services study was issued in April 2016, some 7 years ago. It is timely and appropriate that it be updated, likely as an action to be recommended in G2046 Infrastructure and Growth Framework.

Further discussions and modelling of needs is likely required within the lenses of community need, affordability, drive time/accessibility and other considerations. In turn, this will enable re-costing of interventions that should be reflected in Deeds and the Separate Rate.

- **Developer contributions – it is still a user pays scheme**

As already touched upon, funding is a complex issue for infrastructure within larger development fronts such as GEDA. Throughout much of the history of development within GEDA, there is reference to developer funding of infrastructure to ensure that landowners and rate payers are not paying these costs.

Given the mechanism of funding, that is developers paying the Separate Rate charges payable for approved lots at clearance, these costs are initially paid by the developer. But they then are also reflected in the sales price as land settles under private treaty. The user still pays.

It is correct that under Deeds developed and the Separate Rate applied that Town of Gawler ratepayers have limited financial obligations relative to the overall cost of delivering full development within GEDA. Overall costs including the link road are well beyond \$80M in present day terms. However, with 254 existing dwellings within GEDA being built before the Separate Rate was established in 2017, these landowners contribute through the standard rates levied, along with the wider community, for asset maintenance and renewal as well as Council funded interventions.

New home owners within GEDA, building post 2017, contribute as essentially beneficiaries of infrastructure delivered via the final price of cleared allotments when they hit the market and settle.

- **Financial commitments and 10 year Long Term Financial Plan (LTFP)**

Beyond the one-off payment made for Potts Road valued at some \$2.4M Council has not made financial commitment to GEDA within the LTFP. This is likely due to the triggers for intervention not being met yet.

However, in 23/24 with the 1000 lot trigger of cleared allotments to be met, that situation will change. The Gawler East TICD Deed sets out a number of transport asset improvements, the responsibilities of those improvements and the respective contributions required by all the stakeholders.

A number of traffic interventions, of which the Springwood developers are responsible for, are due to commence implementation during the 2023-2024 financial year with that same funding to be delivered in 24/25. These interventions and Council's contributions are detailed below.

Intervention No.	Location	Treatment	Intent	Council Contribution	Council Commitment
1L	Calton Road Up-Grade Cheek Road to Project entrance	Upgrade to kerbed collector road	Formalise road corridor and improve drainage.	12.7%	\$408,403
1M	Link Road / Balmoral Road Intersection	Installation of a T-junction	Provide local Gawler East traffic with direct access to Main North Road (via Potts Rd), without travelling through the Gawler Town Centre	11.6%	\$60,981
1E	Calton Road Upgrade – Project entrance to Balmoral Road (Part	Widen through to T-junction	Upgrade southern side of road (where allotments have frontages to	12.7%	\$122,768

Intervention No.	Location	Treatment	Intent	Council Contribution	Council Commitment
	of Gawler East Link Road project)		Calton Road) to align with Barossa Council and Gawler Council local connectivity cycling and walking plans		
1J	Calton Road / Link Road Intersection @ Cheek Avenue	Installation of a Roundabout	Upgrade intersection to facilitate future traffic growth	11.3%	\$283,404

**Table 6.** What Council has agreed to fund in 23/24 (50% of Council contribution, balance in 24/25).

Following a review of the impending interventions, the Council contributions to these works were initially calculated in early 2023 for budgeting purposes as \$795,000. However, as now indexed the updated figure is \$875,556, a difference of \$80,556.

What is budgeted for 23/24 is \$400,000. The balance, which is now \$465,556 will be payable in 24/25.

Overall, these works match with where Wel.Co are undertaking works and where it would be logical to renew/upgrade infrastructure in a staged manner.

The total value of assets to be transferred to the Council's control upon completion of the works is estimated to be in the order of \$7.2m, an increase of \$0.7M since previously indexed.

- Governance and role of PCG**

The TICI Deed outlines that a Project Control Group will need to be formed and be a collaborative governance team to provide directions for key decisions during the course of delivery of traffic and community infrastructure interventions.

Council expects to schedule a PCG meeting in the next 2-3 months to ensure that all relevant parties that have a stake in the planning and delivery of Gawler East are effectively communicating on all issues relevant to the update of Deeds and infrastructure delivery priorities. With the review and updating process under way, it is now timely for the PCG to be convened.

- TICI Deed**

The Deed of greatest ongoing relevance to Council and the community is the TICI Deed as it brings commitments and expectations on a wide range of infrastructure interventions yet to be delivered. As discussed in this report the following matters need to be addressed:

Issue	Traffic Interventions Yes/No	Non conventional infrastructure Yes/No	Analysis
Trigger points	Yes	Yes	Needs updating, ideally with population, lot creation or dates delivered (or combination)

Prioritising interventions	Yes	Yes	<ul style="list-style-type: none"> <li>• New modelling of traffic interventions is required.</li> <li>• GIS modelling of locational accessibility for community infrastructure and update of funded facilities is needed.</li> </ul>
Accurate costing of interventions	Yes	Yes	Attribution of costs, who benefits pays principles and priority interventions should drive updated costings.
Endorsement by affected parties	Yes	Yes	All parties with payments due on interventions should be registered on Deed.
Funding where triggers are met but some fund providers are yet to develop	Yes	Yes	See note 1.

**Table 7.** Council traffic interventions for 23/24Notes:

1. The substantive issue is that a number of interventions require funding from multiple landowners. Using an example - A trigger such as 1B in Table 3 requires payment by Commissioner of Highways equivalent to 8% of \$2.8M (2019 values). Yet there is no money collected by Council from Crown within GEDA, nor a timeline for collection. Until this land is sold and developed by a third party ie lots cleared there will be no payments collected. Yet the trigger for lots may require payment from CoH. so who pays? One answer is that everyone pays as the works are deferred but the trigger also requires payments from other parties. If they have paid and the trigger is met the works should occur. This is a solid reason for reviewing how to update the Deed and Separate Rates for funding to better match development timelines with priorities.

Overall, Deeds relating to infrastructure funding mechanisms need to be clear on the following:

- Robust numbers required for all interventions ie what is the intervention (service standard of asset)
- Who pays for it?
- When?
- Clear and consistent indexation
- Clear nexus between need and who pays.
- Where? This is pretty obvious for traffic interventions. Not so clear for community infrastructure.

Deeds need to not only be established, as has occurred at Gawler East, but be maintained and updated as conditions change, something Council administration is now actively addressing.

**Way Forward**

Task	When	Who	Analysis
Ensure Deeds in Gawler East remain relevant, targeted, equitable, unambiguous and effective	Ongoing	EM Devt & Compliance	Council should have an annually reviewed Deeds Register with updates at regular intervals

Commission a review of lot yields within Gawler East and schedule regular updates, every 3-5 years.	July 2023 & ongoing	Mgr Devt Services & Assessment	Review completed for 2023.
Remodel non-conventional community infrastructure needs	Aug 2023	EM Devt & Compliance*	Based on industry standards and GIS modelling of accessibility needs can be re-quantified. Engagement with Wel.co and local community required.
Re-cost non-conventional community infrastructure needs	Sept 2023	EM Devt & Compliance*	Consultant RLB has been briefed to model delivery costs for identified needs.
Re-apportion costs for non-conventional community infrastructure needs	Oct 2023	EM Devt & Compliance	Michelle Bennets at LGIQ has been briefed to assist.**
Remodel traffic interventions	Nov 2023	Senior Traffic Engineer	To be an ongoing task linked to reviewing lot yields.
Update TICl Deed	Dec 2023	EM Devt & Compliance/ Governance Co-ordinator	Develop Addendum, undertake engagement with affected parties and register Addendum. Wel.co to endorse.
Update Social Infrastructure and Services Study	Budget bid for 24/25	Manager Strategy	Developed in 2016 but needs refresh.
Ensure GIS and linkages with Authority in real time monitor when triggers are being met.	TBC	TBC	TBC

**Table 8. Action Plan**Notes:

\*Ordinarily addressed by Social Infrastructure Planner

\*\*David Hope at Skilmar (2017) completed original cost apportionment but has retired.

**COMMUNICATION (INTERNAL TO COUNCIL)**

Henry Inat, CEO

Kelly Munday, Senior Rates Officer

David Bielatowicz, Manager Development Services and Assessment

Shannon Quick, GIS

Bryce Norton, Manager Strategy  
Richard Frimpong, Senior Traffic Engineer  
Daniel Tet, Development Engineer

### **CONSULTATION (EXTERNAL TO COUNCIL)**

Victoria Shute, Kelledy Jones Lawyers  
Robert Fletcher, Alexander Symonds Surveying Consultants  
Michelle Bennets, LGIQ  
David Petruzzela, URPS  
Andrew Knowles, RLB Quantity Surveyors

### **POLICY IMPLICATIONS**

#### **Strategic Rating Policy (adopted 23 May 2023)**

The purpose of this policy is to provide policy direction relating to the formulation and composition of annual Rates and Service Charges applied pursuant to Chapter 10 (Rates and Charges) of the *Local Government Act 1999*.

S3.3.5 concerns Separate Rates as follows:

#### **Gawler East Separate Rates (Transport, Community, and Traffic Interventions infrastructure)**

*These proportional separate rates are levied for the purpose of securing developer contributions towards construction of the Gawler East Link Road, community infrastructure, and traffic interventions infrastructure which will be of direct benefit to the land and occupiers of the land within the Gawler East Development Area.*

*The application of the separate rates is done pursuant to Council's Gawler East Development – Infrastructure Funding Policy.*

*The properties which are levied these separate rates are outlined in Appendix 2.*

The benefits of this approach as per 1.2 of the Policy include public accountability and transparency; ensuring a considered approach; consistency of decision making; and clear guidance for staff. The report provided clearly aims to address all of these matters.

#### **Gawler East Development – Infrastructure Funding Policy (adopted 23 May 2023)**

Concerning this Policy important background is provided in 1.5. Indexation of rates is addressed in section 4.4 as is annual adoption of separate rates and the postponement process. The report before Council is consistent with this Policy.

### **RISK EVALUATION**

<b>Risk</b>	
<b>Identify</b>	<b>Mitigation</b>
<b><u>Financial:</u></b>	The May 2017 Gawler East Road Deed, signed between Council and the Minister for Transport



<p>Council is 'locked-in' to a repayment timeframe schedule regarding the \$8.167M repayment to the State Government towards the construction of Gawler East Link Road, irrespective of the rate of development that occurs within Gawler East Development area. Thus, a financial risk whereby major repayments would need to be made to the State Government in advance of Council receiving the per new allotment payments from Developers over the life of the development.</p>	<p>and Infrastructure, stipulates 'locked in' timing of repayments from Council of \$2.9M (being \$2.4M on practical completion of GELR and \$500,000 payable from Springwood developers no later than 12 months following completion of GELR) – noting that the \$2.4M relates to the reconstruction of the existing Potts Road which had already been provided for within Council's Long Term Financial Plan forward estimates.</p> <p>The residual \$5.267M repayable to the State Government is <u>only</u> payable as development occurs (on a per new allotment basis), thus Council will only make payment to the State Government upon receipt of the associated contributions from developers.</p>
<p>Where Council is expending capital funds on infrastructure related to the Gawler East development, the financial contributions from beneficiaries of the infrastructure are only received considerably after the provision of such works.</p>	<p>The intent is that the provision of transport infrastructure will directly align with the rate of development growth.</p> <p>The triggers within Deeds need to clearly articulate timing and realistic expectations. This is why Deeds need ongoing monitoring.</p> <p>It is however also correct to note that payments are collected in advance of delivery under the Separate Rate. Provided this is matched with LTFP funding risks are limited.</p>
<p>Developer contributions not secured by way of a Deed of Agreement.</p>	<p>Previous advice has been that Council could/would un-postpone the Separate Rate making them immediately payable. Wel.co has not signed and Council has not taken this approach, even though it could.</p> <p>A more realistic approach is to update the TICl Deed and get relevant parties to endorse. That is essentially what is being proposed in this report.</p>
<p>The quantum of separate rates applied does not keep pace with future increases in infrastructure construction costs.</p>	<p>This is addressed via the annual indexation process.</p> <p>However, as lot yields get progressively revised there is likely upward pressure as the number of lots/ha decrease. This is why the addendum is required to reschedule costs and apportionment.</p>
<p>Given the long-term life of the Gawler East Development area (&gt;10 yrs), risk of inconsistent financing/accounting treatment occurring over the life of the development.</p>	<p>Council has a Gawler East Development Infrastructure Funding Policy in place which guides the application of the Separate Rate.</p> <p>A critical further review of the Policy will occur parallel with any suggested addendum to Deeds already established.</p>

<p><b><u>Social:</u></b></p> <p>Risk of existing residents within the Gawler East Development area having to pay the Separate Rates.</p>	<p>The Separate Rate was implemented in 2017. By then some 250 homes were already built in the Gawler East Development area. These properties are excluded from any payments applicable. Should they wish to sell the entire land, assuming it has additional development capacity, the future owner will pay the separate rate as and when they seek clearance of new allotments.</p>
<p>Affected ratepayers within the Gawler East Development area are not appropriately kept informed of any material proposed changes in the Separate Rate.</p>	<p>In circumstances where a material change in the quantum of separate rates to be applied is proposed, Council directly consult with affected ratepayers, advising of the proposed changes.</p>
<p><b>Opportunity</b></p>	
<p><b>Identify</b></p>	<p><b>Maximising the Opportunity</b></p>
<p>Reduce reliance on Separate Rate mechanism by more broadly applying Deeds to land via LMA process.</p>	<p>Update and apply revised Deeds with costed and prioritised actions that reflect the likely sequencing and staging of development within GEDA.</p>
<p>Ensure that underpinning modelling that supports the Separate Rate charges (traffic, social, other) remains robust and reliant on best available information.</p>	<p>As timing for the planning for Concordia accelerates and Council embarks on an integrated transport plan and 2046 infrastructure and growth framework, there is ample opportunity to remodel traffic and community infrastructure needs and ensure rates charged are realistic and efficient in creating quality infrastructure outcomes in new communities.</p>

## STATUTORY REQUIREMENTS

*Local Government Act 1999 Section 154 Separate Rates*

## FINANCIAL/BUDGET IMPLICATIONS

There are financial/budget implications with the following:

- Modelling traffic interventions based on updated local traffic volumes and local needs
- Modelling build costs for non-conventional community infrastructure
- Preparing an addendum to the TICl Deed, including legal costs

These costs will be forecast as and when known, but are not likely to be substantial (<\$25,000) and will be offset against efficiencies across Council budget lines.

Any community engagement costs can likely be managed by using existing Council resources. Likewise, modelling of non-conventional community infrastructure can be undertaken to a level that is sufficient for updating existing Deeds.

Other suggested actions rely largely on staff time and capacity.

**COMMUNITY PLAN**

- 1.2 Foster a vibrant and active local community that is proud of Gawler
- 2.1 Physical and social infrastructure to service our growing population and economy
- 3.2 Provide sporting and recreational facilities to meet local and regional community needs
- 4.5 Support the provision of useable public realm that preserves and enhances the environment and biodiversity
- 5.3 Continue to deliver effective services and refine management processes

## 7.2 RETAIL AND COMMERCIAL MARKET ANALYSIS

**Record Number:** CC23/152;IC23/518

**Author(s):** Chris Hannaford, Senior Strategic Planner

**Previous Motions:** RESOLUTION 2023:02:COU076

**Attachments:** 1. **Retail and Commercial Market Analysis - Alinea Group CR23/45410** 

### PRESENTATION

Mr David Snoswell from Alinea Group will provide a presentation on the “Gawler Town Centre, Retail & Commercial Market Analysis”.

### OFFICER’S RECOMMENDATION

That the Infrastructure & Environmental Services Committee recommends that Council notes:-

1. The Gawler Town Centre, Retail & Commercial Market Analysis – Part A in Attachment 1.
2. The CBD, Multi Deck Car Park Project: Part B (Priority Property and Delivery Options Analysis) and Part C (Concept Plans and Costings) are to be provided to Council as per the project timelines.

### EXECUTIVE SUMMARY

The investigation of a preferred location, concept design, costing and advice on funding models for a multi deck car park within the Gawler CBD is as a key recommendation of the Town of Gawler CBD, Car Parking Strategy 2023-2028.

This report tables the interim “Gawler Town Centre, Retail & Commercial Market Analysis” prepared by Alinea Group (**Attachment 1**). The final version will be tabled once targeted stakeholder engagement is completed in coming weeks. In essence, the retail modelling provided is required to update retail floor data held by Council that is now 10 years old. This will allow Council to better understand likely retail floor area needs within the Gawler CBD and therefore future car parking demand.

The findings include that:

- The Gawler Town Centre (GTC) is a district level retail and commercial centre serving the Town of Gawler, surrounding suburbs and a hinterland extending to the Lower Mid North/Barossa Valley region.
- The Main Trade Area for GTC catchment had an estimated population of nearly 67,000 residents in 2021, with 31,700 residents in its Primary Trade Area (PTA). This is forecast to grow to 102,700 residents by 2046. This strong growth in its catchment is expected to support additional retail floor area, estimated at approx. 16,000sqm by 2046.
- Furthermore, a larger workforce is expected to be employed within the Town Centre, including additional demand for office based employment, healthcare, retail and services.
- This growth in customers and employees in Gawler is expected to place pressure on existing parking spaces within Gawler, particularly in the busiest parts of the town centre near the western side of Murray Street near anchor tenants such as Woolworths, Coles and Big W.
- It is estimated that the additional retail and commercial floor area may create demand for approx. 1,977 car parking spaces. While some of this demand will be catered for by existing excess parking spaces, it is likely that new multi-level parking solutions will be required to ensure the Gawler Town Centre continues to provide accessible, convenient parking for its

customers, businesses and employees. It is noted that the CBD currently provides 4,150 public and private carparking spaces.

- Council has identified six sites that may provide long-term solutions for parking in the Gawler Town Centre. Sites in the northern and central precincts, west of Murray Street are best placed to cater for future demand. This area is currently the busiest part of Gawler and is expected to remain the main focus for retail activity, with three existing supermarkets, a potential fourth supermarket (ALDI) and Big W anchoring new development.
- Furthermore, there are opportunities for potential site amalgamation, which would support catalyst development aimed at re-invigorating the Town of Gawler, increasing its destination appeal and ensuring it is the destination of choice for shopping, services, entertainment and doing business in Adelaide's outer northern and Mid North/Barossa region.

## **BACKGROUND**

Alinea Group (Alinea) were successful in securing the car parking deck project, of which the retail modelling is the initial phase. Alinea has wide experience in the development of joint ventures for car parking projects in South Australia.

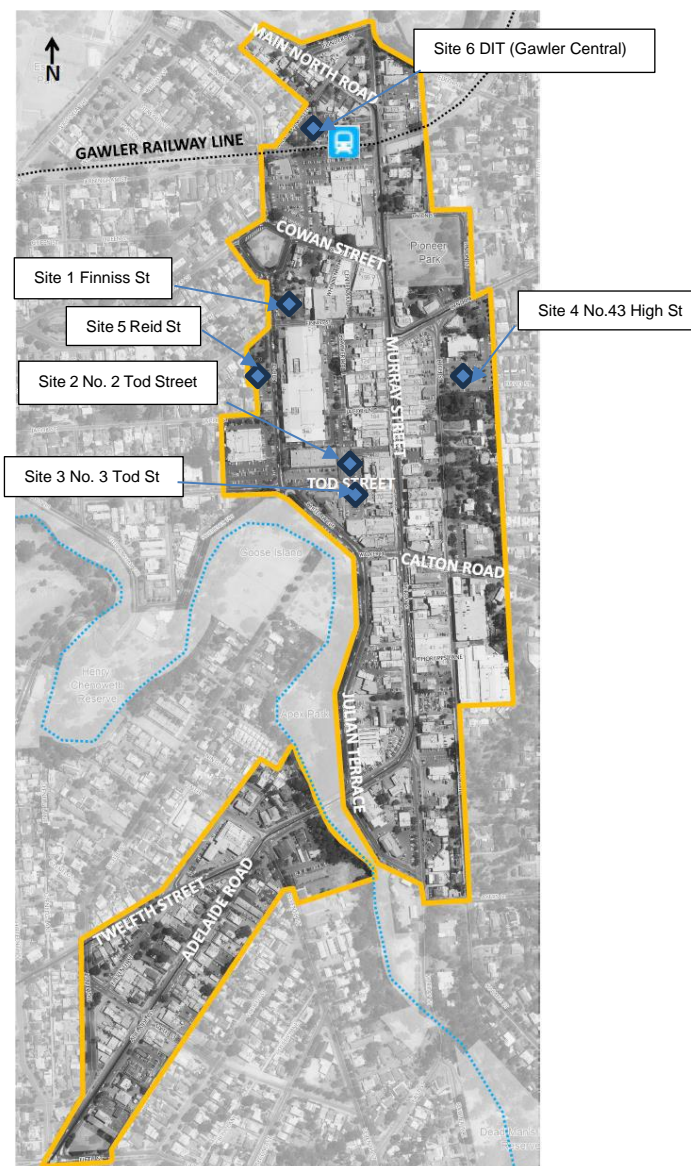
The scope of work for the Gawler CBD, Multi Deck Car Park Project has three distinct parts:

- Part A: Retail and Commercial Market Analysis (funded in 22/23)
- Part B: Priority Property and Delivery Options Analysis (funded in 23/24)
- Part C: Concept Plans and Costing (funded in 23/24).

These elements require a high level of property analysis, financial analysis, project management and quantity surveying.

The project along with the separately briefed Gawler Employment Lands Analysis, also being prepared by Alinea, will inform the next phase of growth planning. In particular, the CBD Retail and Commercial Market Analysis and the Gawler, Employment Lands Analysis which will provide a strong foundation for the Gawler 2046 (G2046) Growth Management and Infrastructure Framework.

The Gawler Town Centre Car Parking Strategy 2023 – 2028 provides a high level analysis regarding a range of sites that may be suitable for new parking deck opportunities. Six sites have been selected for detailed investigations in the next phases of this Multi Deck Car Parking Project. The sites are all north of Calton Road and located in the Mainstreet Township Zone as per Figure 1.



**Figure 1** Township Main Street Zone

Council resolved in February 2023 to adopt the Gawler Town Centre Car Parking Strategy 2023-28 as set out below. Specific reference is made to reviewing the merit of a number of parking opportunities as shown in Figure 1.

RESOLUTION 2023:02:COU076

*Moved: Cr D Hughes*

*Seconded: Cr M Launer*

*That Council adopts the recommendation from the Infrastructure & Environmental Services Committee made at item 7.4 of the meeting of that Committee meeting held on 14 February 2023, being:*

*That the Infrastructure & Environmental Services Committee recommend that Council notes:*

- 1. That a key recommendation of the Draft Gawler Town Centre Car Parking Strategy 2023- 2028 (separately tabled in this agenda) is the future need for a multi deck car park being designed and delivered in Gawler.*

2. *That there are six (6) sites identified for detailed investigations for a multi deck car park.*
3. *The project brief for the Gawler CBD Multi Deck Car Park Project in Attachment 1 to assess the merits of the identified sites for a future car parking deck, provide a concept design, costing and further details on how this facility can be delivered.*

## **FINDINGS**

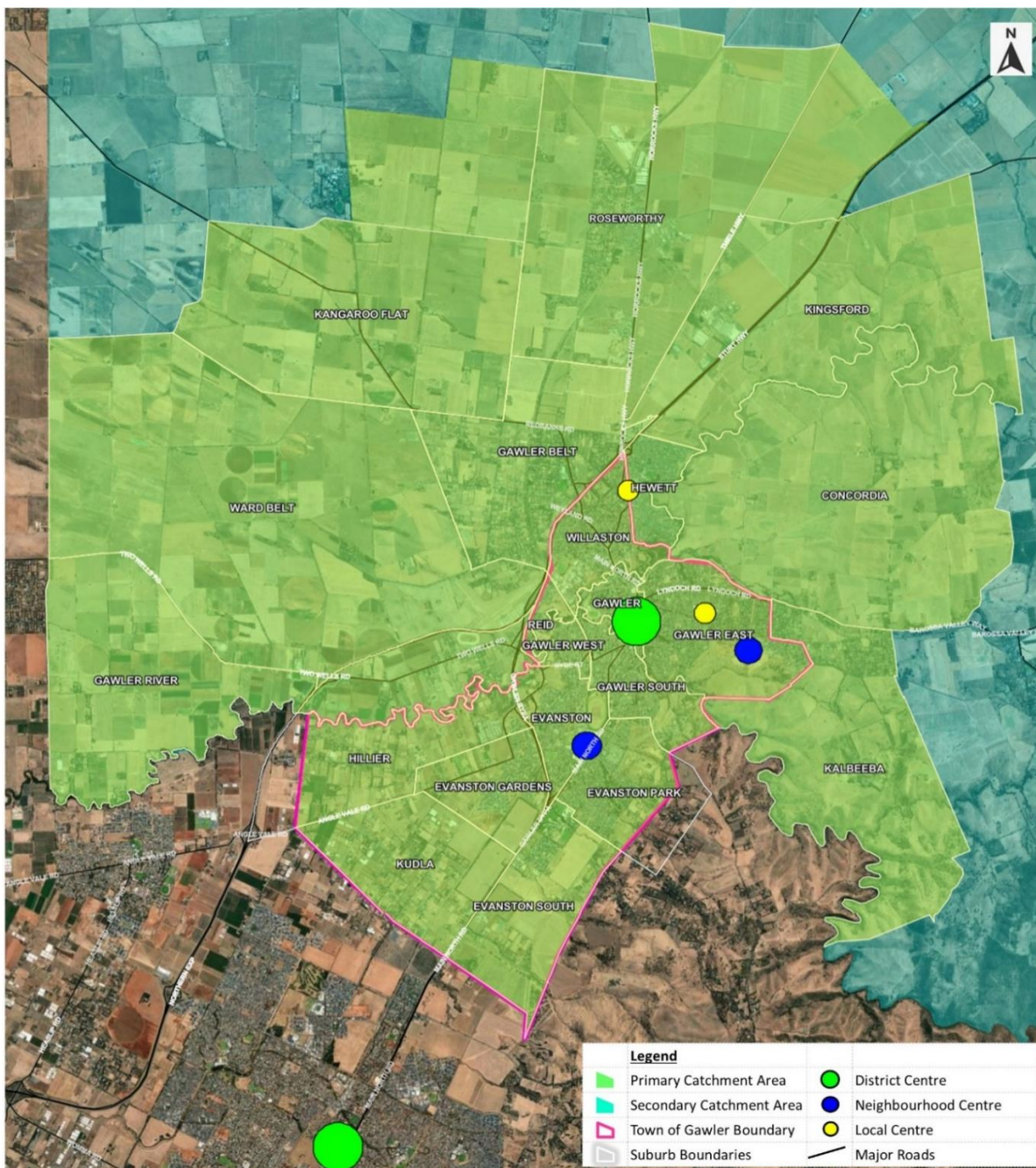
### **- Trade Area Mapping**

Retail modelling typically includes consideration of primary trade area (PTA) and secondary trade areas (STA) or the customer base/service areas as this constitutes the retail demand.

The PTA for Gawler Town Centre comprises the Town of Gawler LGA and adjoining urban areas. These comprise the Gawler South and Gawler North Statistical Areas (Gawler-North and Gawler South Statistical Areas Level 2 (SA2), including all of Gawler LGA, Gawler Belt, Roseworthy, Hewett and Concordia. As at June 2021, the population of the PTA was 31,570 residents.

For residents in the PTA, Gawler Town Centre will be the closest large retail destination. Residents are expected to naturally gravitate to the Town Centre although there may be more convenient supermarket-based centres for weekly grocery needs and services.





**Figure 2. Primary Trade Area**

The STA for Gawler Town Centre comprises a large region north and east of Gawler, incorporating much of the Barossa Valley. Specifically, the STA includes Angaston, Kapunda, Lyndoch, Nuriootpa and Tanunda SA2s. As at June 2021, the STA had a resident population of 35,386.

These regions have a range of choices for weekly convenience shopping. While Gawler Town Centre is unlikely to be the main shopping centre for weekly shopping, residents may utilise its more comprehensive range of retailing and services from time to time. Alinea note that for residents of the Barossa Valley, the Gawler Town Centre is the closest centre offering discount department stores such as Big W and Target.



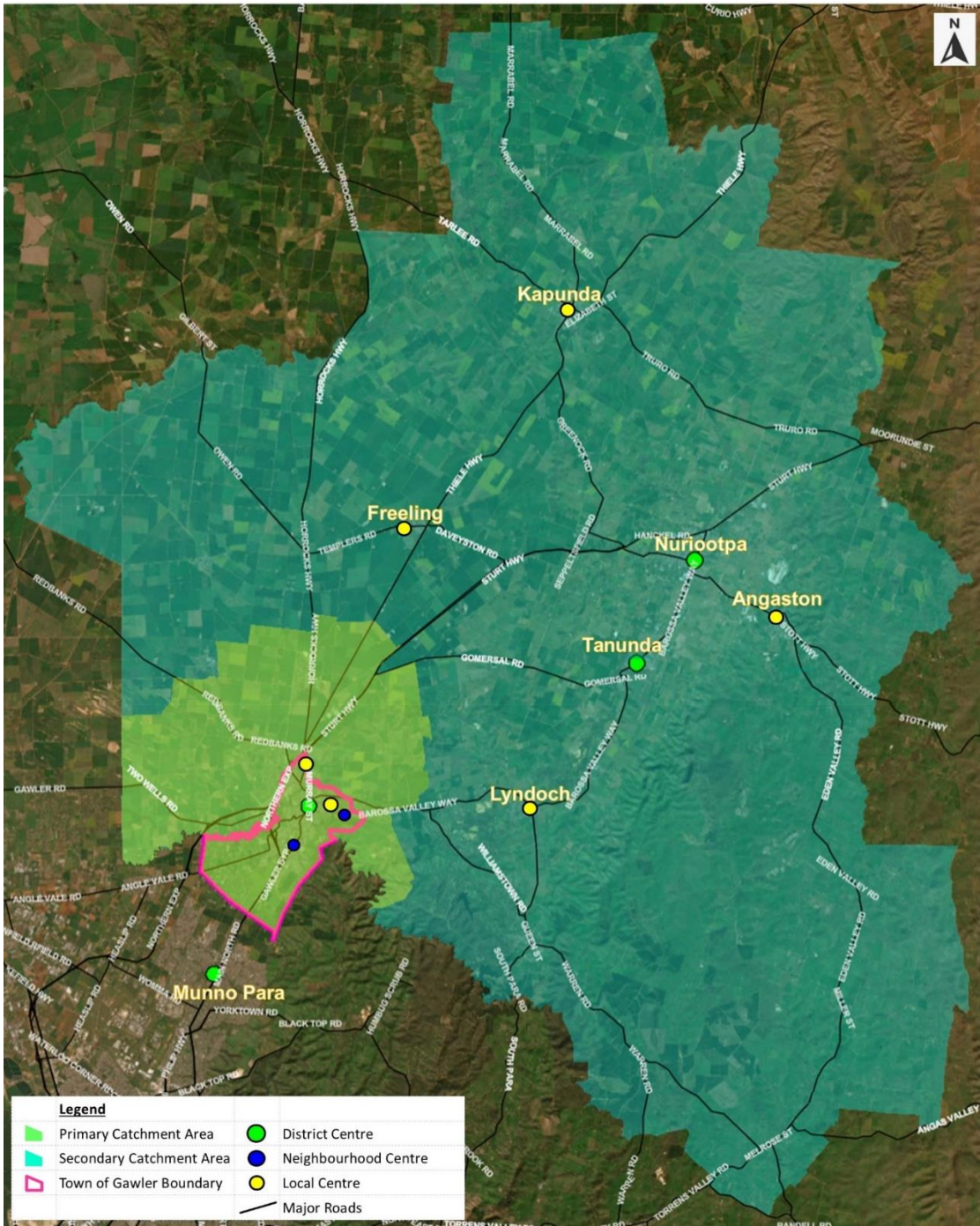
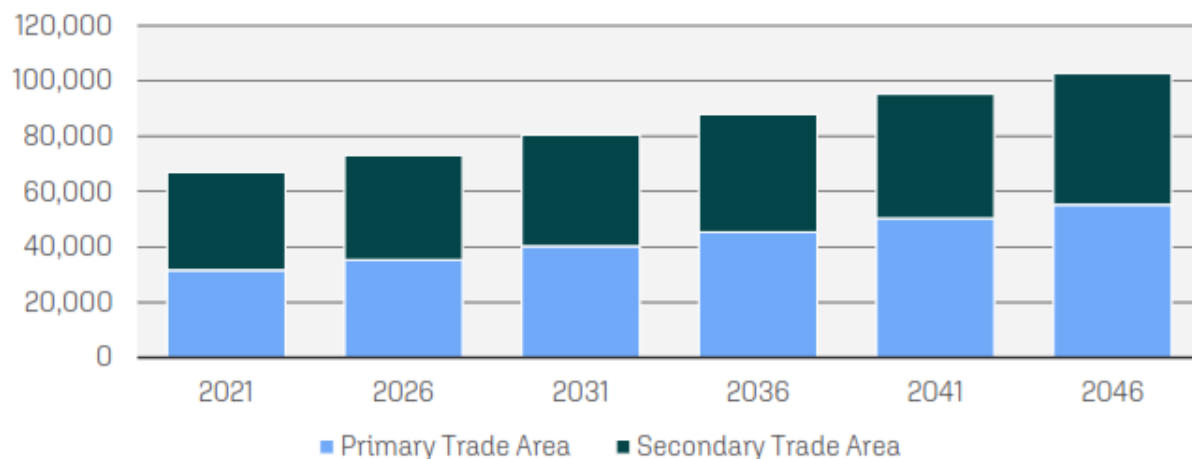


Figure 3. Secondary Trade Area.

### - Population model and demographics

Having confirmed both the Primary and Secondary Trade Area catchment's, a population model can be built. Alinea has developed/refined initial work by Council administration with respect to a population model for the Gawler Region. The model is based on the Plan SA population projections, ABS data and information available to the Town of Gawler. The model will also be useful for both the Integrated Transport Strategy and the G2046, Growth Management and Infrastructure Framework.

By 2046, it is estimated that the population in the PTA will be over 55,000. The STA is estimated to have just over 100,000 people (ie total service catchment is 100,00 being PTA and STA figures). The population and retail model provides for substantial growth, in and around Gawler.



Source: Australian Bureau of Statistics, SA Government, Alinea Group

**Figure 4.** Population Projections for PTA and STA 2021-2046

A full resident customer profile is provided on pages 9-21 of the Alinea report. Data confirms the trade areas are quite similar to the state average in most socio-economic characteristics.

Key differences are:

- A lack of apartments throughout both the PTA and STA with separate houses dominating.
- Less multi-cultural diversity than the state average, particularly with a very low proportion of Asian born residents.
- Slightly less affluent in terms of income than the state average, but with still a sizable proportion of households with relatively high incomes. This should support a more aspirational retail offer within the Gawler Town Centre.

Alinea note that the strong growth expected over the next 20-30 years may change the demographic profile significantly, with young families and couples planning to have children typically a major part of greenfield estates. This in turn will drive demand for childcare centres and new schools as well as other services accessed by young families.

## SUPPORTABLE FLOOR AREA, GAWLER TOWN CENTRE, 2021-2046

Supportable Floor Area	Turnover / sqm	2021	2026	2031	2036	2041	2046
Yield per sqm							
Supermarket and grocery stores	12,000	7,377	7,891	8,347	8,557	9,921	11,400
Specialty Food & Liquor Retailing	10,000	1,349	1,431	1,514	1,552	1,799	2,068
Household Goods	4,000	2,111	2,570	2,975	3,414	3,890	4,406
Clothing, footwear, accessories	6,000	1,497	1,817	2,154	2,520	2,919	3,351
Department stores	3,000	5,287	5,994	7,144	8,396	9,757	11,235
Other retailing	6,000	5,890	6,619	7,002	7,178	8,321	9,563
Cafes, restaurants and takeaway food services	10,000	2,535	2,956	3,521	4,136	4,804	5,530
Supportable Retail Floor Area (sqm)		26,046	29,279	32,657	35,754	41,411	47,553
Allowance of 20% additional floor area							
Allowance of 20% additional floor area	20%	5,209	5,856	6,531	7,151	8,282	9,511
Total retail/shopfront tenancies		31,255	35,134	39,188	42,905	49,693	57,063
Existing Floor Area		41,000	41,000	41,000	41,000	41,000	41,000
+ / -		- 9,745	- 5,866	- 1,812	1,905	8,693	16,063

Source: Australian Bureau of Statistics, SA Government, Alinea Group

**Table 1.** Supportable Floor Area, Gawler Town Centre, 2021 - 2046

Based on the above, an oversupply of retail floorspace has been identified to occur between 2021 and 2031. However, as the population increases, there will be an increased demand for commercial and retail space. Table 1 demonstrates the supportable floor area as derived from the estimated retail trade.

The report estimates that by “2046 there may be support for an additional 16,063 sqm of retail / shopfront areas” relative to 2021. This increase in demand is estimated to start in 2036 and will be ongoing. To get a sense of scale, this growth in floor area is larger than the Gawler Green activity centre (12,000 sq.m) and three times larger than the Gawler East commercial hub at Springwood (4,400 sq.m).

### - Future Competition

The report identifies that the increase in floorspace and jobs is not inevitable. There are a number of potential threats to growth:

*It is expected that the early stages of retail development at Roseworthy and Concordia will be supermarket-anchored centres with a small group of specialty retailers. However, in the long term, a more comprehensive range of retail services may be provided. Should this occur, there is the potential for Roseworthy and Concordia to be serious competitors to Gawler Town Centre. Enhancing the retail offer and appeal of Gawler Town Centre will help safeguard it from the threat of future competition. (p 22)*

The risk and opportunities for growth and increased vibrancy of the Gawler Main Street are further discussed on page 37 of the Alinea report. These risks and opportunities will be further examined as part of a review of the *Gawler Town Centre Design Framework*. This Framework was adopted in 2016, and a report to Council on the implementation of the Design Framework will be provided in the near future.

The Gawler region has significant greenfield land identified for future residential growth, as highlighted in the strong expected population growth within the PTA and STA. As these new suburbs grow, a range of facilities and services will be delivered to serve an expanding residential population. In particular, new shopping centres will be delivered at both Roseworthy and Concordia, while some local level shopping is already emerging at Evanston Gardens.

There is also expected to be new retail investment within Gawler Town Centre, with ALDI having secured approval to develop a supermarket at 7 Tod Street, while the Ginos family, who own Phoenix Plaza, have a large development site between Murray Street and High Street that is earmarked for a future development. These developments will add to the overall retail offer within the Gawler Town Centre.

### - Where Parking is needed?

The current relatively significant vacancy rate in Murray Street and moderate overall utilisation of car parks indicates that there is limited immediate demand for a new multi deck car park in Gawler at this point.

However, the key reason to commission this project is to plan for the future and anticipated growth. This report demonstrates that by 2036 there should be increased demand for additional floorspace in the Town Centre. This *Retail and Commercial Market Analysis* provides two indicators about where and when such a facility may be required:

- *Such an addition to the Gawler Town Centre is about future proofing the Town Centre and positioning the centre for significant growth. It may also provide an opportunity to provide retail tenancies and activation at ground floor level while providing convenient parking at upper levels.*
- *Greatest demand is north of Walker Place. Most of the available off-street parking spaces are also located north of Walker Place.*

## COMMUNICATION (INTERNAL TO COUNCIL)

Chief Executive Officer  
Executive Manager, Development and Compliance  
Executive Manager Infrastructure and Operations  
Senior Strategic Planner.

## CONSULTATION (EXTERNAL TO COUNCIL)

Consultation will be undertaken with the Gawler Business Development Group and other key stakeholders to finalise the part A work (retail analysis).

In the next stages of the project there will be clear opportunities for community engagement as more detailed analysis of sites, opportunities and challenges is provided.

## POLICY IMPLICATIONS

The adoption of a Multi Deck Car Parking Project (should it eventuate) is likely to impact on the current Town of Gawler Town Centre Car Parking Policy. It will also be a positive step in the implementation of the Gawler CBD Town Centre Car Parking Strategy (2023 – 2028).

## RISK EVALUATION

Risk	
Identify	Mitigation
Failing to understand retail and commercial dynamics and how this will impact parking demand due to lack of modelling,	Undertake assessment and modelling of retail and commercial needs in Gawler CBD (this project)
Not undertake planning for a Multi Deck Car Parking Project due to budget restrictions.	Shortlist sites, identify preferred site, concept design, costing and property advice (this project)
Risks in choice and location of future car parks and the need for such car parks	Undertake robust analysis of supply and demand of car parking and determine need and potential location
Opportunity	
Identify	Maximising the Opportunity
Likely areas of growth in retail floor space	Identify sites for future growth
Identify suitable car parking site in CBD for a future deck	Develop options to deliver car parking sites such a joint venture.
Examine opportunities to secure sites.	Ensure potential sites can maximise opportunities to revitalise the CBD.
Examine opportunities to link perimeter car parking solutions with urban renewal of existing buildings within the CBD.	Examine link between building condition and suitability for purpose, parking demand and how off-sets could operate.

## STATUTORY REQUIREMENTS

Council's car parking fund could be transitioned to an Off-Set Scheme under the *Planning, Development and Infrastructure Act 2016*.

## FINANCIAL/BUDGET IMPLICATIONS

A budget of \$20,000 in the 2022/23 financial year was allocated to complete Part A: retail and commercial demand floorspace demand analysis.

The next phases of the project Parts B and C have funding allocated in the current budget. A detailed property analysis with delivery options (Part B) and the development of concept plans and costings (Part C) could be completed in 23/24 subject to funding. A budget of \$65,000 has been allocated to develop Part B and Part C of the project.

## COMMUNITY PLAN

2.1 Physical and social infrastructure to service our growing population and economy.



### 7.3 TOWN OF GAWLER CAR PARKING STRATEGY UPDATE

**Record Number:** CC23/152;IC23/576

**Author(s):** Jack Darzanos, Manager Environment & Regulatory Services

**Previous Motions:** Resolution 2023:02:COU001; Resolution 2023:02:COU002; Resolution 2023:07:COU2

**Attachments:** 1. **Gawler Town Centre - Car Parking Strategy CR23/41226** 

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#### OFFICER'S RECOMMENDATION

That the Infrastructure & Environmental Services Committee recommends that Council notes that:

1. Council Administration will undertake a licence plate recognition parking enforcement trial for six months in the 2023/2024 Financial Year. The outcomes of the trial will be assessed before any final decision is made on extending the programme.
2. Prior to commencement of the trial an extensive community engagement program will be undertaken to provide important information on the nature of the trial, timing for delivery and review processes.
3. The application and suitability of new technologies such as road sensors, parking wayfinding, entrance and directional sign technologies will be examined by Council Administration and a future report will be presented to the IES Committee on the outcome of these investigations.
4. Upgrades to the existing carpark adjoining SA Water in Murray Street South including lighting, footpath upgrades and other associated improvements will be further scoped and costed for Council consideration having clear consideration of the sites use also for a RV parking trial as per Council's recent resolution to this effect.

#### SUMMARY

This report presents further information relevant to the Gawler Town Centre Car Parking Strategy 2023-2028 (**Attachment 1**) and represents a progress report on actions being undertaken.

Opportunities exist to examine and trial new emerging technologies aligned to parking management, controls, and enforcement. One of these is to undertake a trial of the Database Consultants Australia (DCA) Licence Plate Recognition (LPR) hardware and software for a period of up to 6 months.

Further research is also being conducted into the introduction and utilisation of wayfinding parking technology, timed parking, road sensor capability in the 2023/2024 financial year. This will assist in addressing supply and demand and information for motorists on parking choices within the Gawler CBD.

As foreshadowed in the Town Centre Car Parking Strategy 2023-2028, there was considerable community concern regarding the availability of car parking in Gawler. In fact, 80% of survey respondents to the draft Town Centre Car Parking Strategy 2023-2028 believed that the car parking in the Gawler Town Centre was not sufficient – despite data showing otherwise.

As per the previous reports to the 14 February 2023 IES Committee, it was identified that ongoing growth in the greater Gawler area will generate more additional traffic and parking demand in the medium to longer term. The separate report also tabled in this August 2023 IES Committee meeting on retail floor demand also foreshadows significant growth and timelines for that growth.

## BACKGROUND

Council's Town Centre Car Parking Strategy 2023-2028 has acknowledged that over a short period of time (next 5 years and certainly in next 10 years) that overall demand for parking in Gawler CBD will increase.

Increased infill development, the transition of the Gawler CBD into a stronger specialised service hub as witnessed by the allied health and other new investment will fuel demand. Ongoing housing growth both within the Town of Gawler and adjoining areas such as Roseworthy to Concordia in the north to the expansion of Blakeview and Playford Alive in the south will impact the CBD directly.

Enhancements to car parking management can improve the actual or perceived availability of parking provision within Gawler. Allowing better utilisation of existing parking spaces, whether within existing decks (Finniss Street) or at grade parking on street or in private parking areas is required.

To commence implementing recommendations from the car parking strategy, preliminary investigations into trialling technologies to assist with car parking management have commenced. Accordingly, Council's administration has met with DCA who currently provide enforcement solutions to Council's community safety team and local government across Australia. In South Australia the following councils are using similar technology, namely City of Holdfast Bay, City of Adelaide and City of Unley.

Council continues to examine the application and suitability of the following technologies:

- Wayfinding and signage technology
- Licence Plate recognition
- Paid parking for multi-deck infrastructure
- Multi-deck and car park capacity signage.

With respect to the Town of Gawler car parking strategy, Council at the 28 February 2023 meeting of Council resolved as follows:

Moved: Cr D Hughes  
Seconded: Cr H Hennessy  
Motion 2023:02:COU075

That Council adopts the recommendation from the Infrastructure & Environmental Services Committee made at item 7.3 of the meeting of that Committee meeting held on 14 February 2023, being:

*That the Infrastructure & Environmental Services Committee recommends that Council:*

1. *Receives the report summarising the key aspects and findings of the draft Gawler Town Centre Car Parking Strategy 2023-2028.*
2. *Acknowledges the consultation findings from the public engagement phase undertaken on the draft Gawler Town Centre Car Parking Strategy 2023-2028.*
3. *Recognises that ongoing growth in the Greater Gawler Area will generate more additional traffic and parking demand in the medium to longer term driven by population growth and associated retail/commercial and other development.*
4. *Adopts the Draft Town Centre Car Parking Strategy 2023-2028 for the purposes of:*
  - *Publishing on Council's website and informing the community more broadly;*
  - *Confirming the work plan provided in Appendix A of the Strategy.*

Moved: Cr D Hughes  
Seconded: Cr M Launer  
Motion 2023:02:COU076



That Council adopts the recommendation from the Infrastructure & Environmental Services Committee made at item 7.4 of the meeting of that Committee meeting held on 14 February 2023, being:

*That the Infrastructure & Environmental Services Committee recommend that Council notes:*

1. *That a key recommendation of the Draft Gawler Town Centre Car Parking Strategy 2023-2028 (separately tabled in this agenda) is the future need for a multi deck car park being designed and delivered in Gawler.*
2. *That there are six (6) sites identified for detailed investigations for a multi deck car park.*
3. *The project brief for the Gawler CBD Multi Deck Car Park Project in Attachment 1 to assess the merits of the identified sites for a future car parking deck, provide a concept design, costing and further details on how this facility can be delivered.*

## COMMENTS/DISCUSSION

### Technology

The utilisation of technology to improve efficiencies in traffic management and information to commuters is ongoing, with the monitoring of car parks no exception. Emerging technology such as parking management and enforcement systems utilise vehicle detection sensors and smart network cameras. These determine available car parks via wayfinding and durations of parked cars and when appropriate can automatically generate and issue expiation notices.

Such technologies can also be utilised to monitor bus zones and loading zones. Generally, in Australia these systems are administered by a third party who require an upfront set up cost and often require ongoing rental costs.

The use of smart parking sensors in selected locations relay parking availability to digital signage located at entrance roads, allowing visitors to be informed about available parking spot(s). The parking usage data from the sensors can be used by Council to make informed decisions regarding future parking infrastructure and policy to help manage parking turnover. Significant efficiencies, not the least being staff time spent in the field and expanding coverage of wider areas can be achieved by implementing such systems.

Licence plate recognition (LPR) is a technology solution embraced by several interstate and South Australian councils (Byron Bay, Randwick, City of Holdfast Bay, City of Adelaide and City of Unley) to scan a vehicle licence plate using a digital camera. It then uses optical character recognition techniques to convert the licence plate image to a licence plate number.

The LPR system integrates with Council's PinForce system and is deployed on Android-based phones and tablets, networked together within a vehicle using WiFi.

The camera platform is an Android device (phone), housing the PinForce LPR camera controller which performs the main image processing and licence plate recognition. The application is capable of processing images and processing license plates at up to 30 frames per second and can be moved from vehicle to vehicle.

### Licence Plate Recognition (LPR) Trial Proposal

Council utilises DCA as its supplier of Pinforce, the parking expiation management tool used for the issuing of expiations in the field. Authorised officers in the field employ the tool in the form of a mobile device and printer.

A proposal to trial the feasibility of the DCA licence plate recognition hardware and software for a period of six-months is currently being considered. The trial will examine the suitability of the LPR in carrying out effective parking enforcement in the Town of Gawler.

Upon completion of the trial, a comprehensive report will be delivered, detailing the trial's results, and providing recommendations. These recommendations will either endorse the introduction of LPR, require modification of how it is employed or advise against proceeding with its implementation.

## **Licence Plate Recognition**

1. **Parking Systems:** LPR technology is employed in parking facilities to automate the process of identifying and monitoring vehicles entering and exiting. It enables seamless access control and efficient management of parking spaces.
2. **Parking Violation Enforcement:** LPR technology aids in enforcing parking regulations by automatically detecting and capturing license plate data of vehicles violating parking rules. It simplifies the process of issuing citations and enhances parking enforcement efficiency.
3. **Way Finding and Smart City Applications:** LPR contributes to the development of smart cities by enabling various applications such as traffic monitoring, parking optimisation, and enforcement. It enhances urban efficiency, improves safety, and promotes sustainable transportation practices.

### **Trial Cost**

The trial is cost neutral for the 23/24 budget due to internal savings achieved within the community safety unit. The costs incurred (\$8,500) relate to purchase of a tablet, phone linked to the tablet and software upgrades to the existing Pinforce platform.

Post the trial completion, any financial implications will be further assessed and considered as part of any budget consideration.

### **Efficiency**

There is greater efficiency to be gained with the introduction of a LPR program and the anticipated outcome of the trial will be to show that the officer(s) will be given the ability to service a greater area of the Town of Gawler for similar or lesser staff time. Officer's will then have more time to spend on other tasks including unsightly premises, domestic animal call outs, illegal dumping, and fire protection.

Some areas however will still require the officer to check for permits such as disabled and other parking permits.

Benchmarking was conducted with two councils using LPR and it was found that there were significant efficiency gains in vehicle scans, including enforcement of previously un-monitored areas.

### **Work Health and Safety (WHS)**

Council's parking officer(s) conduct daily monitoring of the CBD by walking and recording vehicles parked in timed locations. They are equipped with essential equipment including personal protective equipment (PPE), electronic devices, chalk sticks, body cameras, and a printer. After the allocated time for parking has elapsed, the officer returns to all visited areas to identify any vehicles that have exceeded the permitted time limit.

This process is time-consuming and restricted to the areas that can be predominantly covered on foot. Consequently, it also exposes the officers to various work health safety risks, such as adverse and inclement weather conditions, the potential for assaults, and the possibility of accidents like slips, trips, falls, or even impacts from moving vehicles.

LPR will provide the ability to monitor a greater area in significantly less time as the equipment is attached to the internal surfaces of a car. It will also provide officers with greater WHS protection.

### **On street parking**

On street parking presents certain challenges to drivers wishing to park in the CBD. Parking availability is often hit and miss until drivers enter busy precincts such as Julian/Whitelaw Terrace and Murray Street.

The use of smart parking sensors and electronic variable message sign systems can alert drivers to the capacity of numerous parking areas across the township. Wayfinding signs strategically located identifying available parking bays prior to drivers approaching busy parking areas are immensely beneficial. Existing electronic signage owned by Council cannot be adapted to this purpose.

Visitors to the town centre, particularly those who are not familiar or regular visitors to the area should be guided by the efficient provision of information that not only directs them to the right area but can

also reduce congestion as visitors can identify or be directed to available car parks close to their destinations faster (**Image 1**) and (**Image 2**).

During the 2023/2024 period, wayfinding technology will be examined further. A business case and detailed concept plan will be developed for further evaluation and potential funding in 2024/2025.



Image 1: Example of variable message directional signage (source: ToG, 2022)



Image 2: Example of digital signage (source: City of Unley 2022)

### **Murray St South**

Council owns an informal car park at the southern end of Murray Street (**Image 3**). Council at its meeting on 25 July 2023 endorsed support in principle for the development of the Murray Street

South car park as daytime parking for RV vehicles and its suitability and acceptance for such parking by the RV community which is to be monitored over the next 12-month period.

Council has also been approached multiple times by a local business owner regarding business development in the area and the pressing issue of inadequate nearby parking. The discussions have mainly revolved around the necessity for more off-street parking to cater to the growing number of staff and customers seeking specialised services in the vicinity. A range of improvements are likely required to this particular site identified, including:

- improved lighting for better security,
- surfacing the parking lot,
- footpath upgrades with improved lighting
- introducing clear line markings for better organisation and traffic flow.

This car park has been identified in the car parking strategy as being significantly underutilised. It is adjacent the SA Water site and often doubles as a storage area for plant, machinery and for contractors who are undertaking works in nearby surrounds. The space has the potential to accommodate approximately 60 car parks within proximity to the town centre, but generally only has about 5-7 cars occupying it daily. It is recommended that connectivity and signage relative to this car park be improved to enhance its appeal/presence in the first instance.

During the 2023/2024 period, the opportunities associated with the use of this car park will be examined further including consideration of the area being used as a RV parking area (trial).

A business case and concept plan will be developed to further evaluate the site. It is anticipated that a report will be presented to the IES Committee for detailed discussions as part of any future project and budget deliberations with the above improvements costed.



Image 3: Council owned land on southern end of Murray Street (source: ToG, 2022)

### Off street parking signage

Parking availability signage can direct drivers and members of the public of car park availability in multi deck car parks and other off street parking areas such as Tod Street and the Gawler Administration Centre. As beneficial as wayfinding is to direct drivers to on street parking locations the same signage can also be used to direct vehicles to off-street car parking areas (particularly underutilised car parks) (**Images 4, 5 and 6**).



Such signage can also indicate the number of parking spaces available as well as applicable timing restrictions. The benefit of quality, easy to read signage cannot be underestimated and Council may even consider a more holistic town centre signage strategy.

During the 2023/2024 period, the opportunities associated with the use of this car park will be examined further. A concept plan and project costs will be developed to further evaluate opportunities in this regard. It is anticipated that a report will be presented to Council for detailed discussions as part of any future project and budget deliberations.



Image 4: Examples of variable message signage (source: ToG, 2022)



Image 5: Variable message signage - Multi Deck Car Park (source: Park Help)



Image 6 : Existing car parking signage (High Street)

### Phoenix Plaza

Council staff recently convened a meeting with the owner of the Phoenix Plaza Complex and the currently vacant properties on Murray Street. The car parking strategy was presented, and the meeting explored ways to enhance the utilisation of the multi-deck car park that forms part of the Phoenix Plaza centre. Additionally, the meeting also included the future development of the vacant properties in Murray Street with site specific activities and activation of the precinct to improve both connectivity and engagement between the two locations. **(Image 7).**



Image 7: Phoenix Plaza and 47-55 Murray Street (source: ToG)

As a private car park and noting the ongoing planning relating to redevelopment in this section of Murray Street, no immediate action is proposed with respect to parking management at the Phoenix Plaza deck.

### Smart Parking Sensors

Smart parking sensors can also help residents and visitors find parking via the use of an app, such as the Park Adelaide App. The app as currently used by other councils in the metropolitan area display parking spaces that are available in real time so motorists can identify and secure parking

spaces quickly and easily (**Image 1 below**). Importantly should such an App be used it would not be a standalone, but rather a sector/market wide existing system that is available.

The app reduces the time spent looking for parking, therefore improving the visitor experience and provides greater opportunities for visitors to linger longer, benefiting the local economy.

Although parking locations displayed in an app would be free and no payment required, once logged into the app, a driver may receive notifications for when their parking time-limit is close to expiring. If the technology is embraced and as opportunities to extend smart parking technology grow over time, so will the number of car parks listed on the app, making parking in the Town of Gawler easier for all. The app is designed to work in busy high traffic flow and parking demand areas. It may not be suitable for parking precincts in Gawler but its application will be further researched.

### Conclusion

The proposed investigations into new technologies will be carried out over the 2023/2024 and 2024/2025 financial years. This will include further deliberations and consideration with supporting information to be presented to Council as part of the regular project review process.

### **COMMUNICATION (INTERNAL TO COUNCIL)**

Chief Executive Officer  
Executive Manager Development and Compliance  
Executive Manager Finance and Corporate Services  
Development Services and Assessment  
Manager Infrastructure  
Manager Development and Assessment

### **CONSULTATION (EXTERNAL TO COUNCIL)**

Database Consultants Australia (Pinforce)  
Byron Shire Council  
Randwick City Council  
City of Holdfast Bay

Prior to commencement of the trial a community engagement program will be undertaken to provide important information on the nature of the trial, timing for delivery and review processes. This will be undertaken utilising a range of methods including:

- social media
- Council's website
- Local newspaper
- Targeted information to businesses in the Gawler CBD via the Gawler Business Development Group

### **POLICY IMPLICATIONS**

Gawler CBD Town Centre Car Parking Strategy (2023 – 2028)

### **RISK EVALUATION**

Risk	
Identify	Mitigation
Budget and planning.	Financial planning meets the timing obligations specified in the Car Parking Strategy 2023-2028 regarding the Annual Business Plan and Budget.



Partnerships and funding.	The Car Parking Strategy 2023-2028 will assist in identifying potential partnerships and funding opportunities to support project delivery.
<b>Opportunity</b>	
Identify	Maximising the Opportunity
Implement outcomes of the strategy to guide the provision and management of car parking in the Town Centre of Gawler.	Undertake investigations to guide outcomes of key strategic recommendations in the Car Parking Strategy 2023-2028

**STATUTORY REQUIREMENTS**

Nil

**FINANCIAL/BUDGET IMPLICATIONS**

The LPR trial will be funded within the 2023/2024 operation budget.

**COMMUNITY PLAN**

- 2.1 Physical and social infrastructure to service our growing population and economy
- 2.4 Local economic activity to create local job opportunities and generate increased local wealth

## 7.4 CLONLEA SKATE PARK - CONSULTATION RESULTS

**Record Number:** CC23/152;IC23/460

**Author(s):** Whendee Young, Executive Manager Infrastructure & Operations

**Previous Motions:** 2022:08:IES030

**Attachments:** 1. **Community Consultation Summary Report by Landskap - Clonlea Skate Park Upgrades CR23/50853** 

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### OFFICER'S RECOMMENDATION

**That the Infrastructure and Environmental Services Committee recommend that Council:**

1. **Notes Attachment 1 (*Community Consultation Summary Report*) which summarises the community feedback, and notes the broad community support for new lighting and new shade sails in the Clonlea Skate Park.**
2. **Notes the alignment of objectives of this project with the priorities noted in the Inklusivity and Playground Strategy, including recommendations that Council consider implementing or improving youth activity opportunities within reserves.**
3. **Supports the project being put forth as a Budget Bid for the 2024/2025 financial year.**
4. **Staff consider future budget or grant opportunities to expand the skate park, given feedback received during community consultation.**
5. **Supports the review and amendment of the *Clonlea Reserve Skate Park Facility Management Plan*, including community engagement to support any changes to the plan.**
6. **Support Council staff putting forth a variation to the Development Application to amend the hours of operation of the skate park and that the application be processed accordingly. and that the application be processed accordingly.**

### SUMMARY

At the 26 April 2022 Council Meeting a Motion on Notice was submitted following feedback from the community about possible improvements for the Clonlea Skate Park. At this meeting, local resident Mr Sam Shetler spoke to Council Members about the proposed changes, his concerns relating to health and safety improvements, and general usability of the Gawler Skate Park.

The August 2022 IES report outlined the project history and clarified issues for consideration to address the Motion on Notice. In April 2023, Council endorsed the community engagement plan and approach. This report seeks to provide an update on the community consultation results regarding possible new, timed lighting and shade sails being installed at the Clonlea Skate Park.

Community consultation was undertaken between 26 April 2023 until 16 May 2023. This consultation period aligned with a major activity occurring at the park, the Town of Gawler Skate Park Leagues Competition held by the Skate Australia Skateboarding and Gawler Youth on 30 April 2023.

Refer to **Attachment 1** and below for further details.

### BACKGROUND

At the Infrastructure & Environmental Services Committee meeting held on 9 August 2022, the following resolution was recommended to Council and subsequently adopted at the Council meeting held on 23 August 2022 Resolution 2022:08:COU266.

COMMITTEE RESOLUTION 2022:08:IES030

Moved: Cr N Shanks

Seconded: Cr D Hughes

*That Council:*

- 1. Notes the report which outlines improvement options for Clonlea Skate Park to improve its function and responds to the Council resolution from the 26 April 2022 Council meeting.*
- 2. Notes Council staff to undertake stakeholder engagement with the community, including local residents and park users, to better understand resident views on the proposed changes to Clonlea Skate Park, which may include a) new lighting to extend usage of the park into the evening hours, b) the provision of shade for skate park users, c) provision of a new drinking water fountain which provides cooler water during summer months.*
- 3. Note the consultation process will be undertaken after the November 2022 Council election.*
- 4. Notes Council staff to report back to Council at a later date on the outcomes of the stakeholder engagement period with any regulatory restrictions, potential capital investment, operating maintenance costs and resourcing to undertake increased service level changes.*

At the Infrastructure & Environmental Services Committee meeting held on 11 April 2023, the following resolution was recommended to Council and subsequently adopted at the Council meeting held on 26 April 2023 Resolution 2023:04:COU163

#### COMMITTEE RESOLUTION 2023:04:IES022

Moved: Deputy Mayor N Shanks

Seconded: Cr H Hennessy

*That the Infrastructure and Environmental Services Committee recommend that Council:*

- 1. Notes the community engagement plan for the Clonlea Skate Park lighting and shade sails proposal.*
- 2. Approves the community engagement to commence in April 2023. 3. Notes the outcomes of the community engagement will be presented to a future IES Committee meeting in 2023.*

#### COMMENTS/DISCUSSION

Due to limited internal resourcing, Council elected to engage landscape architecture firm Landskap to assist with the engagement.

Community consultation was undertaken between 26 April 2023 until 16 May 2023.

The consultation process included the following means of outreach:

- Social media posts
- Email to Council Members advising of engagement
- Survey Monkey promoted on Council social media & Have Your Say (survey was open to all residents)
- A1 coreflute poster in Clonlea skatepark and playground advertising the engagement and with a QR code link to the survey.
- Letter drop to local residents located within 500m radius of the park
- Notification on Council's 'Have Your Say' website
- Collection of responses by email and telephone
- Posters and hard copy surveys available in the main Council buildings

Key consideration was given to the consultation dates to ensure alignment with a major activity occurring at the park, the Town of Gawler Skate Park Leagues Competition held by the Skate Australia Skateboarding and Gawler Youth on 30 April 2023.

**Survey Results**

Full details on the survey & results can be within **Attachment 1**.

Council received 106 responses by survey and 5 email responses.

Generally speaking, the results showed that most users support the installation of shade sails (87% of respondents) and new lighting with extended hours from dusk to 9pm (85% of respondents).

Council provided an open-ended text box at the end of the survey where respondents could provide additional information and thoughts on the project.

- Council received 9 open text comments which were against new lighting or shade sails; broadly these comments related to perceived impacts of light spill on their individual properties, 'wastage' of Council resources, and concerns about possible poor behaviour and vandalism. Perceived poor teenage behaviour was mentioned in several responses.
- Conversely, Council received 22 open text comments supportive of the new lighting and shade sail upgrades. Other positive comments included desire to see improvements to the skate park including making it bigger, inclusion of a half ramp, adding more jumps/rails, making a separate skate area for younger children, and provision of more seating.

Generally, youth and respondents under 45 years of age supported the initiatives, while respondents over 55 were not supportive of the upgrades – refer to **Attachment 1** which outlines the breakdown of responses for the key survey questions.

Broadly, the feedback shows that the skate park is a well-loved community asset, and many respondents would like to see upgrades beyond just new lighting & shade sails. Further to this, as there are few parks oriented for teenage activity within Gawler, improvements to this asset would be highly valued by the community. It is worth noting that the feedback received in this engagement is consistent with recent feedback received through the Playground and Inclusivity Strategy engagement processes. The engagement feedback and results from the Clonlea skate park engagement have been shared with the staff and consultant preparing the playground strategy.

**Discussions with SAPOL**

Council received a few select responses which noted they believed additional lighting would encourage vandalism and poor behaviour on site.

In response to these comments, Council staff sought feedback from SAPOL's Gawler station and SSIC Rob Mowday regarding the possible lighting upgrades. His response was *"In broad terms any Crime Prevention Through Environmental Design (CPTED) initiative has our support. Lighting is one element of CPTED that reduces vulnerability, to which end it has our support"*.

**COMMUNICATION (INTERNAL TO COUNCIL)**

Council Members  
Chief Executive Officer  
Manager of Infrastructure and Engineering  
Manager of Town Services  
Landscape Coordinator

**CONSULTATION (EXTERNAL TO COUNCIL)**

Mr Sam Shetler (local resident who first raised these queries)  
Community engagement  
SAPOL

**POLICY IMPLICATIONS****Development Application Implications**

By way of reminder, in March 2013 the Town of Gawler submitted a development application to develop a skate park within Clonlea Park. The application was treated as a Category 3 application for purposes of public notification and consultation, pursuant to s28 of the Development Act 1993 (the governing Planning Act at the time of application). The proposal in amended form went to a meeting of the Council's Development Assessment Panel on 8 July 2013, and the panel resolved to grant development plan consent, subject to 8 conditions.

However, residents within close proximity to the Skate Park appealed this decision to the Environment Resources and Development Court, citing concerns regarding the appropriateness of the land use and the impact of the proposed development on the general character and amenity of Clonlea Park, including the noise impacts of the skate park, the safety of pedestrians and security / management issues.

The appeal was upheld, but only for the purposes of amending the proposal plans and varying certain conditions of consent.

The decision items which relate to this report include:

1. The approved hours of operation of the skate park facility are from 7am to sunset, 7 days per week.
2. No lighting shall be developed around the skate park, apart from low level lighting required to demarcate the car park and adjacent bike path.

If Council Members elect to support putting this project forth as a budget bid in the 2024/25 financial year, a variation to this DA would need to be lodged to allow for new lighting and for the extension of the use into evening hours. This would likely need to be supported by the results received in the consultation process.

There is a risk that the variation will again be appealed by some local residents. However, Council staff believe that wider community benefit should be considered in balance with local concerns.

If the project is supported as a Budget bid, Council staff will work with the relevant consultants to ensure there is minimal light spill onto neighbouring properties by using shields where possible. As noted in the consultation, the lighting will only be on from dusk until 9pm and will be motion activated (meaning it will be off when not in use). The skate park is already being used until 9pm in summer months, and installation of winter lights will allow additional usage in the winter months.

Council staff propose the following next steps in the 2023/2024 in preparation for the project:

1. Council staff undertake steps to amend the Clonlea Reserve Skate Park Facility Management Plan to allow differing operational hours and new lighting, noting this will likely require community engagement.
2. Council staff submit a variation to the original DA application to install new lighting and change the hours that the facility could be used.
3. Subject to the outcomes of the development application that will need to be lodged to vary the current condition applicable to flood lighting of the facility, submit a budget bid for the 2024/25 year as a Design & Construct project for the proposed changes to the skate park.

### **Policy Implications**

Public Consultation Policy

**RISK EVALUATION**

<b>Risk</b>	
Identify	Mitigation
Even if the broader community is supportive of new lighting through the community consultation phase, there is a risk that the variation to the Development Application could be rejected.	If the community is broadly supportive of new lighting at the skate park, Council staff would need to work with the Planning team to review and update the Clonlea Reserve Skate Park Facility Management Plan (dated 16 October 2013) to be supportive of lighting and to submit an amendment to the original planning application.
The project is currently unfunded. There is risk that supportive residents may feel disappointed if the stakeholder consultation is undertaken, but the project never gets funding despite having support.	Ensure that at all stages in the process (letter drop, community meeting, etc), ensure there is full transparency and understanding that while the project may be submitted for a budget bid, it is not guaranteed to be successful.
<b>Opportunity</b>	
Identify	Maximising the Opportunity
Feedback indicated a strong desire from residents to expand the overall skate park, as it is currently very well used and over congested currently.	Council may want to consider an overall upgrade to the skate park, including new ramps/skate jumps, new lighting and new shade sails all at once, getting further value for money.
Grant funding may be available to assist Council's improve community spaces. This project would be well suited for funding, especially the shade sail component.	Council staff will explore potential federal or state grant opportunities suitable for the project, as they arise.
There is an opportunity to review the Clonlea Reserve Skate Park Facility Management Plan, which is now over ten years old.	It is timely to review the park's management plan and review whether its policies are still effective, reasonable and suitable for today's user groups, given it is over 10 years old.

**STATUTORY REQUIREMENTS**

Local Government Act 1999

**FINANCIAL/BUDGET IMPLICATIONS****Capital & Operational Costs**

Currently no detailed design has been undertaken for either the new lighting or shade sails at this time. As such, the operational costs noted below are compiled in discussions with Town Services staff and based on past costs for similar sites and infrastructure within the Town of Gawler.

Capital costs are indicative only and based on advice from speaking to industry sales representatives and reviewing past Tenders for similar projects/works.

Council staff recommending undertaking a formal cost estimate once detailed design is undertaken and prior to issuing for tender to better understand possible capital costs.

	Operational Costs	Capital Costs
Lighting	General operational inspections as required.  Note: Inspections & visits due to vandalism or <i>Force Majeure</i> are unable to be accounted for.	Estimated to be \$70,000 (ex GST) includes supply and installation, pits & trenching, connection to SAPN
Shade sails	Inspections are outsourced to a Contractor  \$170 per year – full inspection  \$60 bi-monthly inspection at – quick visual inspection  Note: Inspections & visits due to vandalism or acts of God are unable to be accounted for.	Estimated to be \$90K (ex GST) includes design, engineering, supply and installation (ex GST)

## COMMUNITY PLAN

- 1.2 Foster a vibrant and active local community that is proud of Gawler
- 2.1 Physical and social infrastructure to service our growing population and economy
- 2.3 Manage growth through the real connection of people and places
- 3.1 Gawler to be an inclusive community with quality health and social wellbeing services to meet the needs of our growing community
- 3.2 Provide sporting and recreational facilities to meet local and regional community needs



## 8 INFORMATION REPORTS

### 8.1 CLIMATE EMERGENCY ACTION PLAN - IMPLEMENTATION UPDATE

**Record Number:** CC23/152;IC23/554

**Author(s):** Tim Kelly, Environment & Sustainability Officer

**Previous Motions:** Council 31/08/2022 RESOLUTION 2022:08:COU279, Council 28/02/2023 RESOLUTION 2023:02:COU073

**Attachments:** 1. **Bunyip - Double Page Environment Article 12-07-2023 CR23/56109**



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#### OFFICER'S RECOMMENDATION

**That the Infrastructure & Environmental Services Committee notes the Climate Emergency Action Plan – Implementation Update Report.**

#### SUMMARY

Council adopted its Climate Emergency Action Plan (CEAP) on 31 August 2022, with the aspirational plan outlining a range of goal and actions towards achieving the stated mission:

*“Rapidly decarbonise operations by 2030, lead and enable climate action across our community and businesses to achieve new zero emissions and adapt to climate impacts.”*

The development of the CEAP was in response to Council declaring a Climate Emergency in January 2019 – the first council in South Australia to do so. The CEAP guides Council to act and play its part in supporting global action locally, to protect our way of life, our businesses, our economy, and our local environment. Climate change presents the biggest threat to current and future generations, with solutions requiring collaboration across communities, business, and all levels of government.

This report provides the Infrastructure & Environmental Services Committee with a second update on the implementation of the CEAP following its adoption by Council last year.

#### BACKGROUND

The Climate Emergency Action Plan was adopted by Council on 31 August 2022

RESOLUTION 2022:08:COU279

Moved: Deputy Mayor D Hughes

Seconded: Cr B Sambell

*That:*

1. *Council adopts the Climate Emergency Action Plan (CEAP) prepared by the CEAP Working Group, following internal and external stakeholder consultation.*
2. *Council notes that the CEAP is an aspirational plan that will inform Council decisions on taking action to address the Climate Emergency.*
3. *Council advocate on climate change policy issues that may impact its community at a regional, state and national level where appropriate.*
4. *The Chief Executive Officer be authorised to make changes of a minor and or technical nature as required.*

In February 2023, the Administration presented to the Infrastructure & Environmental Services Committee an initial report outlining the progress made in implementing the CEAP in its first five months as well as identifying priority projects and initiatives for 2023. As part of implementing the CEAP, reporting to Council through its Infrastructure & Environmental Services Committee twice

yearly was identified, with these update reports being supplemented by standalone reports relating to specific projects and initiatives as necessary.

RESOLUTION 2023:02:COU73

Moved: Cr I Solomon

Seconded: Cr P Koch

That Council notes the adopted Motions from the Infrastructure & Environmental Services Committee made under Delegated Authority at the meeting held on 14 February 2023, being:

Item 8.1 - Climate Emergency Action Plan - Progress and priorities IC23/56

*That the Infrastructure & Environmental Services Committee notes:*

1. *The Climate Emergency Action Plan – Progress and Priorities report.*
2. *The progress outlined within this report regarding the implementation of the Climate Emergency Action Plan.*
3. *The 2023 priority areas and initiatives from the Climate Emergency Action Plan as identified within this report.*
4. *That Council Staff intend to present twice yearly Climate Emergency Action Plan – Progress and Priorities update reports to this Committee, commencing with this report.*
5. *That standalone reports will continue to be presented to Council and/or this Committee on specific projects and initiatives as necessary.*

This is the second report to be provided to the Committee updating the progress of implementing Council's CEAP.

Council's annual Greenhouse Gas emission data could not be provided as a part of this report as the June and July billing records are not yet available. Council Staff will consider the timing of future CEAP implementation reports to better align with when information is expected to be received, thereby allowing for more complete reporting.

## COMMENTS/DISCUSSION

The implementation of the CEAP includes taking priority action on identified projects and initiatives, and continuous improvement in processes and routine actions, while making use of opportunities where further progress can be achieved through advocacy and grant funding.

In February 2023, as part of the CEAP Progress Report, the Administration identified six Priority Projects and Initiatives for 2023:

Priority 1 - Climate Policy Advocacy

Priority 2 - Greening of Gawler

Priority 3 - Electricity Procurement

Priority 4 - Onsite Renewable Electricity

Priority 5 – Electric Vehicle Transition

Priority 6 - Regional Climate Partnerships

This report describes progress against all CEAP actions, although reflects the greater focus provided to the six identified Priority Projects and Initiatives above.

Progress relating to some of the CEAP Actions has also contributed to the recent two-page environmental article published in The Bunyip on Wednesday 12 July 2023 titled '*It's easy going green in the Town of Gawler*' (**Attachment 1**).

CEAP implementation progress is described against each action in Table 1 below.

**Table 1: Progress towards implementation of the CEAP**

<b>COMMUNITY RELATED CEAP ACTIONS</b>		
<b><i>Communities are enabled to achieve net zero emissions by 2030</i></b>		
<b>1</b>	<b><i>Communities have access to affordable 100% renewable electricity</i></b>	
	<b>Action</b>	<b>Progress</b>
1.1	<p>Advocate for fair accredited renewable electricity pricing structures, that reflect the falling cost of renewables with firming for all customers.</p> <p><b><u>(Priority 1 - Climate Policy Advocacy)</u></b></p>	<p>12 submissions have made to the following consultation processes:</p> <ul style="list-style-type: none"> <li>• Greenhouse Gas Protocol Review - 2023</li> <li>• Australian Carbon Credit Units Review - 2022</li> <li>• GreenPower Review - 2022</li> <li>• Climate Active – 2020-2022</li> <li>• Corporate Emissions Reduction Transparency Scheme – 2021-2022</li> </ul> <p>In the six months since the previous CEAP implementation report the following advocacy actions have occurred:</p> <ul style="list-style-type: none"> <li>• Greenhouse Gas Protocol Review submission.</li> <li>• Submit Motion on Notice to Australian Local Government Association 2023 National General Assembly.</li> <li>• Mayor and CEO meetings with Clean Energy Regulator and Australian Competition and Consumer Commission (ACCC).</li> </ul> <p>The ACCC has recently commenced consultation on new <i>Draft guidance to protect consumers from 'greenwashing'</i>. A submission will be prepared for Council to consider at its August 2023 Ordinary Meeting proposing that clear and consistent information about products and services purchased by Council to protect against the potential risk of Council making inaccurate claims needs to be ensured.</p>
1.2	<p>Explore and assess partnerships for local and regional South Australian renewable electricity.</p> <p><b><u>(Priority 6 – Regional Climate Partnerships)</u></b></p>	<p>There continues to be a positive and active level of collaboration through the Electricity Working Group of SA and Councils broadly, with Town of Gawler being strongly involved in this collaboration. There are numerous initiatives being investigated/progressed across the sector, with Council liaising and learning from these opportunities. An example of this being Mitcham Council</p>

		<p>making progress on new approaches for large scale solar projects, use of battery storage to reduce costs, and supporting community power initiatives.</p> <p><b>Northern Adelaide Regional Climate Partnership</b></p> <p>The Administration has been exploring a Regional Climate Partnership with the City of Playford, City of Salisbury and the Northern Adelaide Waste Management Authority (NAWMA).</p> <p>The Administration is continuing this collaboration on an informal trial basis and a second meeting has been scheduled for August 2023. There is support from the City of Playford and NAWMA to progress this opportunity and work towards a more formal arrangement.</p> <p>There is a potential for a fully funded coordinator position to be established via Green Adelaide (similar to those in other areas of Adelaide e.g., Resilient East) subject to the trial demonstrating outcomes and a formal proposal being prepared.</p> <p>The purpose of the Partnership would be to strengthen collaboration, share knowledge and establish a stronger collective Northern Adelaide voice for advocacy on climate related matters, including for renewable electricity, waste, recycling, planning matters and greening.</p>
<b>2</b>	<b><i>Communities are supported in the transition to electric vehicles by 2030</i></b>	
2.1	Advocate for Gawler's rail service to be powered using 100% accredited renewable electricity, with accreditation to become a carbon neutral service.	<p>Council will be advised when opportunities are available to advocate for the Adelaide to Gawler Central rail service to be operated utilising 100% accredited renewable electricity. Of note in this regard is the recent State Government announcement that the line will be utilising only electric fleet in the near future, with the delivery and testing of additional electric railcars to occur in August 2023.</p>
2.2	Collaborate with the State Government and business on ways to provide recharging infrastructure.	<p>Council Staff will continue to look for and act upon opportunities to collaborate with Government and business in relation to recharging infrastructure as they arise.</p> <p>The Gawler Integrated Transport Strategy 2046 to be developed in 2023/24 will have regard to this action.</p>

2.3	Prioritise low carbon transport options in a Town of Gawler Transport Plan.	The Gawler 2046 Growth Infrastructure Framework and the Gawler Integrated Transport Strategy 2046 both to be developed in 2023/24 will have regard to this action.
2.4	Advocate for policy reforms necessary to enable broad scale take-up of electric vehicles.	<p>Advocacy to address barriers for Electric Vehicles will be considered as opportunities are identified.</p> <p>Council is seeking to transition its own vehicle fleet to electric. Two Council owned public charging stations have also been installed to assist in transition to electric vehicles, as well as a Council vehicle recharge station.</p>
2.5	<p>Promote public transport and active transport options.</p> <p><b>(Priority 5 – Electric Vehicle Transition)</b></p>	<p>The promotion of public transport and active transport options can be achieved through the CEAP page on Council's website and Council's social media platforms.</p> <p>The Gawler 2046 Growth Infrastructure Framework and the Gawler Integrated Transport Strategy 2046 both to be developed in 2023/24 will have regard to this action.</p>
<b>3</b>	<b><i>Connected, safe and cooler walking and cycling routes</i></b>	
3.1	Support local businesses and shopping centres to provide designated bicycle parking (with room for cargo bikes/bike trailers)	<p>The Administration has considered how it could have the greatest influence and is looking to develop Better Futures Development Principles (which will incorporate the Greening of Gawler aspirational statement) to share with proponents at the earliest opportunity seeking the most likely opportunity to influence development decisions.</p> <p>The Administration will also seek to capture opportunities where Council may be able to encourage improved bicycle facilities at established sites - the Gawler Integrated Transport Strategy 2046 to be developed in 2023/24 will have regard to this action.</p>
3.2	Establish and enhance a pedestrian and cycling network that improves connectivity to existing and new communities and destinations.	<p>Council has made significant investment in its pedestrian and cycling networks in recent years and will continue practical implementation of this action through Council's annual footpath construction and maintenance programs.</p> <p>Further to these regular pedestrian and cycling improvements, broader strategic connections have been achieved through projects such as the Gawler Cycleway Project that provides a formalised cycling route</p>

		<p>connecting the Stuart O'Grady Cycleway to The Barossa Trail via Gawler's Town Centre.</p> <p>Council's Development Services Team works closely with major developers to ensure that appropriate pedestrian and cycling networks are incorporated into master planned neighbourhoods such as Springwood, Orleana Waters, Aspire and similar.</p> <p>The following Council initiatives being undertaken across 2023/24 will have further regard to this action:</p> <ul style="list-style-type: none"> <li>• Elliot Goodger Memorial Park Master Plan</li> <li>• Gawler Integrated Transport Strategy 2046</li> <li>• Gawler 2046 Growth Infrastructure Framework</li> <li>• Southern Rural Areas Strategy.</li> </ul>
3.3	Ensure that pedestrian and cycling networks are designed to be safe, accessible and well shaded with complementary infrastructure (such as. bike parking, complementary infrastructure (such as. bike parking, drinking fountains and rest stops).	<p>This action has practical implementation through Council's annual footpath planning, construction and maintenance programs. Further to these regular activities, broader strategic connections have been achieved through projects such as Greater Adelaide Cycle way through Gawler.</p> <p>Council's Development Services Team works closely with major developers to ensure that appropriate pedestrian and cycling networks and complementary infrastructure are incorporated into master planned neighbourhoods such as Springwood, Orleana Waters, Aspire and similar.</p> <p>The following Council initiatives being undertaken across 2023/24 will also have regard to this action:</p> <ul style="list-style-type: none"> <li>• Elliot Goodger Memorial Park Master Plan</li> <li>• Gawler Integrated Transport Strategy 2046</li> <li>• Gawler 2046 Growth Infrastructure Framework</li> <li>• Southern Rural Areas Strategy.</li> </ul>
<b>4</b>	<b><i>Gawler community is able to utilise existing and new technology and practices that reduce consumption of energy at an affordable price.</i></b>	
4.1	Town of Gawler will continue to act as an agent for the State Government's Building Upgrade Finance Scheme.	Council continues to act as an agent for the State Government's Building Upgrade Finance Scheme, further resolving in April

		2023 to a partnership with Building Better Finance to promote the program and support engagement and processing.
4.2	Explore and collaborate with the State Government and the Local Government Association on ways for customers to access advice, finance and available grant opportunities.	<p>Council provides information to the community on where to access current grant opportunities. The CEAP page on Council's website provides a link to the Regional Development Authority – Yorke and Mid North which provides an excellent monthly update on local, state, and federal grant funding opportunities.</p> <p>Specific opportunities are promoted by Council as they arise, an example of this being the recent promotion of the Northern and Yorke Landscape Board – Bite-Sized Grants Program.</p>
<b>5</b>	<b><i>Communities are resilient and prepared to cope with the increased frequency and severity of extreme weather, bushfire events and other natural disasters.</i></b>	
5.1	Engage and collaborate with local schools to assist students and families in understanding and planning for climate change.	Council Staff have, when contacted, aided and responded to students working on climate related projects, providing the CEAP document and further, more detailed information relating specific initiatives and projects.
5.2	Support community resilience programs such as the Red Cross Climate Ready Communities.	<p>Council has recently supported and hosted two Disaster Relief Australia's 'Big Map' Capability Scenario Planning Exercises for the Gawler River catchment area. The first session was targeted towards government and agency stakeholders and the second exercise more specific to the Gawler River Floodplain Management Authority.</p> <p>A major scenario response exercise is being considered for delivery in late 2023. If it proceeds it will involve various emergency services related agencies and Council.</p>
5.3	Establish a Town of Gawler Climate Change Open Day. Engage with Renew Australia on promoting Gawler best practice climate solutions as part of Sustainable House Day, where residents can tour participating households and businesses to hear from local champions, see solutions for climate adaptation and reducing emissions.	Council Staff have had initial contact with potential partners for this action including the Gawler Environment Centre and the Sustainable House Day administration to explore opportunities for promoting low carbon and climate resilient house examples.
5.4	Participate in consultation and advocacy opportunities that assist Council and our local community in contributing to a safer climate and to prepare for contributing to	Council will continue to contribute content and prepare proposals as consultation and advocacy opportunities arise. A key imminent opportunity for Council to respond to is the new Greater Adelaide Regional Plan. The



	a safer climate and to prepare for continuing climate change impact.	<p>State Government has announced that consultation regarding the Greater Adelaide Regional Plan commences on 14 August 2023.</p> <p>Council Staff collaborate with the Metropolitan and Country Fire Services to deliver bushfire awareness sessions as part of Gawler Public Library programs. Council Staff have also facilitated disaster preparedness sessions involving NBN Co that provide information to the community about what to do if connectivity is lost due to a disaster.</p>
<b>6</b>	<b><i>Climate risks and impacts are assessed and understood whilst addressing barriers that restrict climate change action and advocate on behalf of the community</i></b>	
6.1	Communities have guidance to access the best advice and opportunities to improve household and business resilience, including preparedness for extreme weather resilience, including preparedness for extreme weather events such as heat waves bushfires, storms, and flooding.	<p>Council Staff will continue to maintain various pages on Council's website and look for further opportunities to improve the information provided, as well as how specific messages are promoted broadly to the community.</p> <p>The Gawler Public Library has delivered disaster preparedness and resilience sessions in partnership with Metropolitan and Country Fire Services and NBN Co. with such programs are generally repeated on an annual basis.</p>
6.2	Support forums where community can participate in assessing climate risks and impacts, and sharing ideas on how to be better prepared, including Council, SES, CFS and Red Cross initiatives.	Council Staff will liaise with various stakeholders including SES, CFS, Red Cross and others to support forums and other opportunities for community participation in assessing climate risks and impacts and sharing ideas on how to be better prepared.

**COUNCIL OPERATIONS CEAP ACTIONS*****Net zero emissions for Council operations and community emissions by 2030.***

<b>7</b>	<b><i>Goal: A 25% improvement in efficiency for buildings and operations that require electricity by 2027.</i></b>	
	<b>Action for COUNCIL</b>	<b>How will it work, what is required</b>
7.1	Upgrade Town of Gawler street lighting to LEDs by 2022 to reduce public light energy consumption by 60%.	The Gawler Public Lighting Upgrade Project has been completed, with a report presented to Council in July 2023 quantifying the outcomes of this project.

7.2	Use smart technology during street upgrades to optimise efficiency of the public lighting whilst maintaining lighting standards.	<p>Opportunities for 'smart technology' for public lighting within Gawler will be considered on a case-by-case basis, although are considered to be focused upon lighting options such as self-dimming lights and photovoltaic sensor lighting aligned to daylight, with these able to be used to save electricity consumption and associated costs.</p> <p>The Finnis St Multi Level Car Park has been recently fitted out with self-dimming LED lighting whilst maintaining required minimum levels of lighting.</p>
7.3	Establish an energy efficiency upgrade program that aims for a 25% improvement in efficiency for buildings and operations that require electricity.	<p>In comparing against the baseline year (2018/19), Council has made significant improvements in its electricity efficiency. When the full year data is available for 2022/23, the improvements will be able to be quantified and reported as part of a future report to this Committee.</p> <p>Further opportunities will continue to be investigated during system upgrades and/or replacements.</p>
7.4	Investigate the cost of establishing the Gawler Aquatic Centre as a carbon neutral operation to determine if this can be achieved through energy savings.	<p>The current cost to offset the electricity and gas emissions for the Gawler Aquatic Centre is approximately \$5,000 per year.</p> <p>It is not proposed to proceed in purchasing offsets prior to investigations to switch to alternative heating and renewable electricity have been fully undertaken.</p> <p>Council is advocating, and will continue to advocate, for clear and consistent rules for renewable electricity and carbon offsets before it has the confidence to purchase offsets at scale.</p>
<b>8</b>	<b>Goal: 100% renewable electricity for Council</b>	
8.1	<p>Commit to a transition pathway to 100% renewable electricity through the purchasing of accredited GreenPower and/or onsite and local renewables development.</p> <p><b>(Priority 3 - Electricity Procurement)</b></p>	<p>Progress has been made to increase Council's renewable electricity use, although a full transition to renewable electricity has been constrained given recent major pricing spikes in standard grid electricity as well as an increase to the GreenPower premium which is charged above the standard grid electricity price.</p> <p><u>Council renewable electricity use is estimated at 62% based on its mandatory renewable electricity contribution for its imported grid electricity, additional voluntary GreenPower and on-site renewable electricity.</u></p>

8.2	<p>Investigate options to continue a program of on-site and off-site renewable electricity options to contribute to Council's 100% renewable transition.</p> <p><b>(Priority 4 - Onsite Renewable Electricity)</b></p>	<p>Council has recently installed and commissioned solar systems at the Gawler Visitor Information Centre and Gawler Elderly Centre, with Council now achieving approximately 15% of its electricity needs from on-site renewable systems.</p> <p>With the installation of these two systems, opportunities for additional small scale on-site systems are now limited.</p> <p>A report was presented to the April 2023 Meeting of this Committee titled "Gawler Renewable Electricity Transition Plan".</p> <p>As identified within the April 2023 report, a larger MW scale proposal continues to be investigated. The purpose of undertaking these investigations is to determine if this is a feasible opportunity to pursue to significantly reduce Council's electricity costs and emissions.</p> <p>SA Power Networks has advised that its preliminary assessment of the local grid showed adequate transmission capacity and thermal capacity to accept a MW scale solar farm (subject to any other new solar farms not proceeding first).</p> <p>Council Staff are continuing to consider governance requirements and contracting options for such large scale solar, in conjunction with other Councils investigating similar opportunities.</p> <p>An update report relative to this initiative is scheduled to be presented to the October 2023 meeting of this Committee.</p>
<b>9</b>	<b><i>Goal: Transitioning gas to renewables by 2030</i></b>	
9.1	<p>Install alternative heat pump/solar/electric and insulation options for the heating of the Gawler Aquatic Centre</p>	<p>Council previously investigated the use of heat pump technology for heating pool water at the Gawler Aquatic Centre and found that a hybrid option for the main pool would have provided the best current option to minimise gas usage and maintain facility operations.</p> <p>This initiative was not further progressed at this time given competing priority infrastructure needs at the facility relative to the pool's filtration requirements and the significant additional immediate capital investment required for the heat pumps to be installed.</p> <p>The current gas heating systems at the Gawler Aquatic Centre, in particular for the 50m pool, will require replacement in coming years. As such Council Staff are continuing to keep abreast of developments in this</p>

		<p>technology and installation of heating systems in similar facilities, in particular in South Australia.</p> <p>The Federal Government recently announced a \$100million Community Energy Upgrades Fund, with the announcement including reference to replacing energy-intensive heating in Council pools with heat pumps. While there have not been any further details regarding this Fund released following its announcement, Council Staff will continue to monitor this as a future opportunity for the Gawler Aquatic Centre, noting that the Fund is expected to be a multi-year program.</p>
9.2	Transition all sites away from gas to all electric technology options (by 2030).	<p>The gas heating of pool water at the Gawler Aquatic Centre will continue to be considered as a separate project.</p> <p>For other Council sites where a minor amount of gas is consumed, as old cooking/heating appliances are replaced, Council Staff in consultation with appliance users would seek to switch gas appliances across to electric appliances.</p>
<b>10</b>	<b><i>Goal: Council to transition its fleet to electric vehicles by 2030</i></b>	
10.1	Establish a trial of fully electric vehicles for the light vehicle fleet.	Two electric vehicles were ordered in 2021/22, although to date these are yet to be delivered.
10.2	Ensure that for every vehicle due for replacement a life cycle cost comparison is undertaken between an EV and fossil fuel powered option.	As vehicles are identified for replacement a full life cycle cost comparison will be undertaken by Council Staff utilising the Better Fleet comparison tool to provide the most complete information available for better decision making to occur.
10.3	Develop a costed EV transition plan (including a recharge strategy). <b>(Priority 5 – Electric Vehicle Transition)</b>	Council's 2023/24 budget provides a funding allocation for the development of an 'Electric Vehicle Transition and Charging Plan', with Council Staff to commence the procurement process shortly.
10.4	From 2025, Gawler will implement a default procurement policy for all new light vehicles to be electric.	This is an aspirational target that is considered achievable as vehicle manufacturers move away from internal combustion engines, with the policy's development being informed by the Electric Vehicle Transition and Charging Plan (being undertaken this financial year).
10.5	From 2030, Gawler will implement a default procurement policy for all new heavy vehicles to be electric	This is a similar aspirational target noting that larger electric vehicles may not be available as quickly as light electric vehicles.

11	<b><i>Establish a Greening of Gawler Policy to Increase Tree canopy cover from 15 % to 30% by 2045 and enhance greening and biodiversity outcomes, supported by water sensitive urban design</i></b>
11.1	<p>Establish sufficient plantings on council land and encourage greening on private land by 2030, that will result in 30% tree canopy cover by 2045 when the trees have matured.</p> <p><b>(Priority 2 - Greening of Gawler)</b></p> <p>The Greening of Gawler initiative is the major climate adaptation action that is consistent with State Government policy to double canopy cover or achieve greater than 30% canopy cover by 2045.</p> <p>The action involves:</p> <ul style="list-style-type: none"> <li>Increasing canopy cover on Council land.</li> <li>Increasing canopy cover on private land.</li> </ul> <p>Council has recently successfully undertaken a number of free plant giveaway events for Gawler residents to assist local community members improve the greening of their properties.</p> <p>300 additional trees have recently been planted as part of the Getting Gawler Greener project, an initiative Council received \$150,000 in funding from the Department of Environment and Water's Greener Neighbourhoods Grant Program to:</p> <ul style="list-style-type: none"> <li>Increase tree canopy cover to shade our walking and cycling routes.</li> <li>Support revegetation of areas affected by the Gawler Rail Electrification.</li> <li>Enhance local biodiversity and increase resilience to climate change.</li> <li>Increase urban greenery to support the beautification of our town.</li> </ul> <p>Council Staff will continue to investigate opportunities to increase canopy cover across Gawler including within Council funded projects, partnerships with other agencies (in particular landowners such as Department of Infrastructure and Transport), and through external funding programs.</p>
11.2	<p>Review infrastructure project checklists to ensure that WSUD elements are sought and integrated into hard and soft infrastructure projects and renewals.</p> <p>This action is planned to be incorporated within the development of the Gawler Better Futures Principles and review of internal project management documentation.</p>
11.3	<p>Establish 20 small and medium scale Water Sensitive Urban Design (WSUD) sites to demonstrate:</p> <ul style="list-style-type: none"> <li>Kerbside water inlets</li> <li>Permeable paving</li> </ul> <p>The target for WSUD Projects provides a foundation to ensure that WSUD features are included in projects where appropriate.</p> <p>Council Staff will continue to identify and negotiate for WSUD outcomes in private developments and/or code amendments such as the opportunity being pursued related to</p>

	<ul style="list-style-type: none"> <li>• Permeable asphalt</li> <li>• Rain gardens</li> </ul>	the use of stormwater at Karbeethan Reserve resulting from the Hillier Park Code Amendment.
11.4	Continue to integrate and establish recycled water and harvested stormwater systems to supplement or replace mains water on council irrigated sites.	Council Staff will continue to investigate the integration and/or use recycled water and harvested stormwater as opportunities arise.
11.5	Become a member or Water Sensitive SA	Council is now a member of Water Sensitive SA and has recently hosted an internal staff session about WSUD.
11.6	Investigate ways to create micro-rewilding sites with native gardens and shrubs.	Council Staff will continue to investigate opportunities for micro rewilding, with or without WSUD, and may include grassland enhancement, shrubland enhancement, tree planting and micro-rewilding in roadsides, open space, and private land.
<b>12</b>	<b><i>Goal: To be a leader in procurement of low carbon goods and services, precluding single use plastics, eliminating waste and maximising circular economy outcomes.</i></b>	
12.1	Review the <i>Council Procurement Policy</i> to ensure that it is consistent with responding to the climate emergency.	Improvements will be made as required to Council's Procurement Policy to support lower emissions and costs.
12.2	Incorporate whole of life costing evaluation in major purchase decisions	Life cycle costing is being undertaken for electric and non-electric light fleet vehicles to allow evaluation to compare whole of life costs, not solely the initial purchase price.
12.3	Increase purchasing of low carbon and recycled products and infrastructure materials.	Council is already a customer for some recycled road and civil engineering materials and will consider opportunities to increase the range and volume of recycled products purchased and utilised by Council.
12.4	Support the Northern Adelaide Waste Management Authority (NAWMA) to increase diversion of organic waste from landfill and maximise circular economy outcomes.	<p>Council plays an important role in supporting NAWMA to manage waste and increase diversion from landfill.</p> <p>In 2022 Council encouraged a local increase in the Food Organics and Garden Organics (FOGO) bin program for Gawler residents by waiving the price of the kerbside bin to further divert recoverable resources away from landfill.</p>
12.5	Continue to eliminate sources of single use plastics.	Council has made significant progress to eliminate the purchasing of single use plastics through its operations, in particular in areas such as food serving at Council facilities, and in library, community development and youth services programs/events.

		Council recently undertook a trial of compostable dog waste bags in the dog park at Clonlea Reserve in place of the traditional single use plastic dog waste bags.
12.6	Establish a zero-waste strategy for Council operations.	This yet to commence action intends to find ways to avoid creating waste that enters red-lid bins and/or industrial waste or divert such waste to recycling.
12.7	Seek to reinvest efficiency outcomes and cost savings from actions into climate change actions.	<p>Projects and initiatives that create efficiency outcomes and/or cost savings are regularly reported to Council, the Gawler Public Lighting Upgrade project being a more recent example.</p> <p>The action is about monitoring the costs and savings of taking climate action, and where savings are achieved, re-investing some of these into further climate related action. Any individual decision will be subject to a proposal being presented to Council for a Council determination.</p> <p>This reporting will also assist Council to communicate with the community that funds are being used efficiently and effectively.</p>
12.8	Trial a carbon neutral event or events for Council	The Administration is currently identifying a small Council delivered event to trial the process of achieving a carbon neutral outcome.
<b>13</b>	<b><i>Goal: To establish a best practice approach in identifying and managing climate change risks for Council and our community</i></b>	
13.1	<p>Continue to develop and improve the Town of Gawler's preparedness and resilience to climate change, including to cope with</p> <ul style="list-style-type: none"> <li>• Prolonged drought and heatwaves</li> <li>• Bushfires</li> <li>• Storm and flooding events</li> <li>• Biological events such as pandemics and pest plagues.</li> </ul>	Council has participated in a range of risk management activities and scenarios, with Council Staff continuing to engage in local and regional initiatives to check and improve Council's preparedness and support resilience.
13.2	Participate in a <i>Corporate Risk and Governance Program</i> for Elected Members, the Executive and other key staff.	<p>Most metropolitan Adelaide Councils have participated in the <i>Corporate Risk and Governance Program</i> delivered by Edge Consulting.</p> <p>Council Members and the Executive Management Team have undertaken a range of risk management and governance programs since the November 2022 Local Government elections.</p> <p>Council Staff will seek to compare the content of these risk management and governance programs with the scope of recent <i>Climate</i></p>



		<i>Risk and Governance</i> forums to identify if there are any gaps and/or opportunities.
13.3	Audit Town of Gawler Council heatwave preparedness against the <i>LGA Heatwave Guide for Local Government 2020</i> .	This action has not yet been progressed.
<b>Implementation and Review</b>		
<b>14</b>	<b>Goal: Implement the CEAP, monitor outcomes revise and improve to assure its effectiveness</b>	
14.1	Prepare a <i>Climate Governance and Accountability Plan</i> that will guide our public reporting and transparency in how we respond to the climate emergency and report progress to implement our <i>CEAP</i> .	<p>The Administration has commenced the twice-yearly process of presenting the Infrastructure &amp; Environmental Services Committee with reports outlining the implementation of the CEAP – this being the second of these update reports.</p> <p>Council Staff will look to the next of these regular reports to present this information in a more formal 'Climate Governance and Accountability Plan' as identified within this action.</p>
14.2	Monitor community scale emissions whilst continuing to broaden and improve greenhouse and renewable accounting methods.	<p>Council supports the Snapshot Project which provides regular community emission profiles for the Town of Gawler based on broad Australian Bureau of Statistics information to quantify resource consumption, energy consumption and waste. Improvements are possible where actual rather than inferred data can be sourced.</p> <p>The most recent data will be provided and reported to this Committee when the emissions information for Council activities is available.</p>
14.3	Continue to advocate that local, state, and federal governments and organisations declare a climate emergency and take urgent action to reduce emissions.	Council submissions and advocacy through the LGA, ALGA National General Assembly, and direct engagement with Government Agencies demonstrates its strong advocacy.

**COMMUNICATION (INTERNAL TO COUNCIL)**

Executive Management Team  
Manager Strategy

**CONSULTATION (EXTERNAL TO COUNCIL)**

Nil

**POLICY IMPLICATIONS**

The future implementation of goals and actions within the CEAP will require policy development, for example Goal 11 - *Establish a greening of Gawler policy to increase tree canopy cover from 15% to*

*30% by 2045 and enhance greening and biodiversity outcomes, supported by water sensitive urban design.*

## RISK EVALUATION

Risk	
Identify	Mitigation
Community and stakeholders have expectations that the CEAP will be implemented to the extent possible and may be critical if not kept informed of progress.	Ongoing communication with key stakeholders to manage expectations and regular public reporting will assist to manage and mitigate this risk.  The information presented in this second progress report can be utilised to inform stakeholders including community members and ratepayers of progress being made.
Community may misunderstand the intent of Council without regular quality information.	Council can remain on the front foot by regularly providing clear updates and communicating achievements and future priorities, including through the CEAP page on Council's website and social media platforms.
Opportunity	
Identify	Maximising the opportunity
Engaging with and supporting communities.	Efforts to reduce costs and strive for other benefits are being communicated.
Leadership and advocacy.	Being an engaged participant at a state and national level, and for the Greenhouse Gas Protocol review, enables the Town of Gawler to achieve significant outcomes for communities.  Town of Gawler is being recognised for its efforts for Clear and Consistent Rules for Renewable Electricity reforms that will ultimately benefit Gawler ratepayers and community members, as well as other Councils and communities.

## STATUTORY REQUIREMENTS

Nil

## FINANCIAL/BUDGET IMPLICATIONS

The CEAP is an aspirational document based around achieving goals that does not by itself have a direct impact upon the budget. The actions in the CEAP will assist Council to achieve those goals, with these actions and initiatives being subject to a range of factors including Council's annual budgeting and review processes. An example of this process is the development of an 'Electric Vehicle Transition and Charging Plan' that has been provided for within the 2023/24 Council budget.

## COMMUNITY PLAN

- 1.2 Foster a vibrant and active local community that is proud of Gawler.
- 2.3 Manage growth through the real connection of people and places.
- 4.1 Act on climate change.

- 4.2 Create and maintain a riverine environment that reflects the social, cultural and landscape values of the river corridor.
- 4.3 Protection of environmentally significant areas of native vegetation for present and future generations.
- 4.4 Support sustainable use of natural resources and minimise waste.
- 4.5 Support the provision of useable public realm that preserves and enhances the environment and biodiversity.
- 5.1 Be recognised as a best practice organisation delivering effective services and collaborating regionally.
- 5.2 Foster and encourage community teamwork.
- 5.3 Continue to deliver effective services and refine management processes.

**9 ITEMS LISTED FOR DISCUSSION**

**10 ITEMS LISTED FOR DISCUSSION AT FUTURE MEETINGS**

**11 QUESTIONS WITHOUT NOTICE**

**12 MOTIONS WITHOUT NOTICE**

**13 CLOSE**

**14 NEXT ORDINARY MEETING**

Tuesday 10 October 2023 commencing at 7.00pm