



## **AGENDA**

**FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON**

**18 JUNE 2018 AT 6:30 PM**

**IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

### **MEMBERS**

Cr D Pilkington (Chairman)  
Mayor G Aldridge  
Cr D Balaza  
Cr S Bedford  
Cr B Brug  
Cr D Bryant  
Cr C Buchanan  
Cr G Caruso  
Cr L Caruso  
Cr E Gill  
Cr R Cook  
Cr S Reardon  
Cr D Proleta  
Cr G Reynolds  
Cr S White  
Cr J Woodman (Deputy Chairman)  
Cr R Zahra

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager City Infrastructure, Mr M van der Pennen  
General Manager Community Development, Ms P Webb  
Manager Governance, Mr M Petrovski  
Manager Communications and Customer Relations, Mr M Bennington  
Governance Support Officer, Ms K Boyd

### **APOLOGIES**

Apologies have been received from Cr E Gill, Cr D Bryant and Cr J Woodman.

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**LEAVE OF ABSENCE**

**PRESENTATION OF MINUTES**

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 21 May 2018.

**REPORTS**

*Administration*

|       |   |    |
|-------|---|----|
| 1.0.1 | Future Reports for the Policy and Planning Committee.....                                   | 13 |
| 1.0.2 | Minutes of the Tourism and Visitor Sub Committee meeting held on Tuesday 12 June 2018 ..... | 17 |

*Community Development*

|       |  |    |
|-------|--|----|
| 1.1.1 | Minutes of the Youth Council Sub Committee meeting held on Tuesday 12 June 2018..... | 23 |
| 1.1.2 | Smartphone Charging Stations .....   | 29 |
| 1.1.3 | Community Art Program.....   | 47 |
| 1.1.4 | Belgravia Fees and Charges .....   | 79 |

*Economic Development*

|       |   |    |
|-------|---|----|
| 1.2.1 | Approach to Supporting Business Growth and Investment ..... | 93 |
|-------|---|----|

*Urban Development*

|       |   |     |
|-------|---|-----|
| 1.3.1 | Actions to Optimise Parking in the Urban Core Zone .....                          | 101 |
| 1.3.2 | National Airports Safeguarding Framework - Proposal for Public Safety Zones ..... | 105 |
| 1.3.3 | Salisbury Community Hub - Signage and Wayfinding.....                             | 195 |
| 1.3.4 | RV Park at Pioneer Park.....  | 233 |

**OTHER BUSINESS**

**CLOSE**



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN THE  
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

**21 MAY 2018**

**MEMBERS PRESENT**

Cr D Pilkington (Chairman)  
Cr D Balaza  
Cr D Bryant  
Cr C Buchanan (*from 6:42pm*)  
Cr G Caruso  
Cr L Caruso  
Cr S Reardon  
Cr D Proleta (*from 6:42pm*)  
Cr G Reynolds  
Cr S White  
Cr J Woodman (Deputy Chairman)  
Cr R Zahra

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager City Infrastructure, Mr M van der Pennen  
General Manager Community Development, Ms P Webb  
Manager Governance, Mr M Petrovski  
Manager Communications and Customer Relations, Mr M Bennington  
Governance Support Officer, Ms K Boyd

The meeting commenced at 6:41pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

**APOLOGIES**

Apologies were received from Mayor G Aldridge, Cr S Bedford, Cr B Brug, Cr E Gill and Cr R Cook.

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## LEAVE OF ABSENCE

Nil

## PRESENTATION OF MINUTES

Moved Cr L Caruso  
Seconded Cr R Zahra

The Minutes of the Policy and Planning Committee Meeting held on 16 April 2018, be taken and read as confirmed.

**CARRIED**

*Cr C Buchanan and Cr D Proleta entered the meeting 6:42pm.*

## REPORTS

### *Administration*

#### **1.0.1 Future Reports for the Policy and Planning Committee**

Moved Cr R Zahra  
Seconded Cr L Caruso

1. The information be received.

**CARRIED**

### *Community Development*

#### **1.1.1 Salisbury Secret Garden 2019**

*Cr D Balaza declared a perceived conflict on the basis of being a member of the Salisbury Business Association. Cr Balaza managed the conflict by remaining in the meeting and voting in the best interest of the community.*

Moved Cr L Caruso  
Seconded Cr G Caruso

1. Note the information contained in this report.
2. Note that an advisory group will be established for the 2019 Salisbury Secret Garden program to assist with attracting sponsorship, securing partners and ensuring the strategic alignment of the event with Council's vision.
3. The 2019 Salisbury Secret Garden be held in Pitman Park.
4. That a late budget bid be included for consideration in the 2018/19 budget deliberations in the amount of \$83,000.

**CARRIED**

*The majority of members present voted IN FAVOUR of the MOTION.  
Cr D Balaza voted IN FAVOUR of the MOTION.*

### 1.1.2 Request for Sponsorship Support - Vietnamese Boat People Monument Association

*Cr C Buchanan declared a perceived conflict of interest on the basis of his previous employment. Cr Buchanan remained in the meeting and voted in the best interest of the community.*

Moved Cr C Buchanan

Seconded Cr R Zahra

1. That the report be noted
2. That Council provide a \$20,000 contribution towards the construction of the Vietnamese Boat People Monument, conditional upon practical completion of the monument, with funding included in the 2018/19 Third Quarter Budget Review.

**CARRIED**  
UNANIMOUSLY

*The majority of members present voted IN FAVOUR of the MOTION.  
Cr C Buchanan voted IN FAVOUR of the MOTION.*

### 1.1.3 Reconciliation Action Plan Status Report and Next Iteration Draft

Moved Cr J Woodman

Seconded Cr L Caruso

1. That this report be received.
2. That the RAP Status Report as contained in Attachment 1 to this report (Policy and Planning, 21/05/2018, Item 1.1.3) be noted.
3. That the next RAP Innovate draft as contained in Attachment 3 to this report (Policy and Planning, 21/05/2018 Item 1.1.3) be endorsed for submission to Reconciliation Australia for review.
4. That Council investigate and report back by February 2019 on possible costs and suitable sites/venues for a cultural community centre for indigenous people of the Northern Adelaide Plains where artwork could be created, displayed and sold; language learned; history recorded; consultative committees meet and tourists are encouraged.
5. That input be sought from potential stakeholders and in particular the Reconciliation Action Plan Working Group and the Salisbury Tourism and Visitor Sub Committee.

**CARRIED**  
UNANIMOUSLY

#### 1.1.4 Provision of Telephone for use in Domestic Violence and Other Emergency Situations

*Cr D Proleta declared a perceived conflict of interest on the basis of being a committee member of the Burton Community House. Cr Proleta managed the conflict by remaining in the meeting and voting in the best interest of the community.*

*Cr C Buchanan declared a perceived conflict of interest on the basis of being a Chairperson of a Centre. Cr Buchanan managed the conflict by remaining in the meeting and voting in the best interest of local residents.*

*Cr Woodman declared a perceived conflict of interest on the basis of being a member of the Burton Community House and also as a past member of the Northern Domestic Violence Service. Cr Woodman managed the conflict by remaining in the meeting and voting in the best interest of the community.*

Moved Cr C Buchanan

Seconded Cr L Caruso

1. That this report be received.
2. That neither option for telephone provision be endorsed for implementation due to the costs and risks associated with each.
3. That staff investigate, in collaboration with the local domestic and family violence sector, opportunities for programs and initiatives that align with Council's White Ribbon accreditation processes.
4. Council give further consideration to the Telstra Safe Connections Program and the administration consult with community centres about including the Telstra Safe Connections Program as a service delivered by community centres.

**CARRIED  
UNANIMOUSLY**

*The majority of members present voted IN FAVOUR of the MOTION.*

*Cr D Proleta voted IN FAVOUR of the MOTION.*

*Cr J Woodman voted IN FAVOUR of the MOTION.*

*Cr C Buchanan voted IN FAVOUR of the MOTION.*

### 1.1.5 Minutes of the Strategic and International Partnerships Sub Committee meeting held on Tuesday 15 May 2018

The Chairman advised that Item No. 1.1.5 on the agenda had been withdrawn.

#### *Economic Development*

#### 1.2.1 Cities Power Partnership Program

*Cr G Caruso declared a perceived conflict of interest on the basis of his employment. Cr G Caruso managed the conflict by remaining in the meeting and voting in the best interest of the community.*

Moved Cr C Buchanan

Seconded Cr D Proleta

1. That Council re-consider becoming a partner of the *Cities Power Partnership* program once the City of Salisbury's *Energy Management Plan* has been finalised and endorsed during 2018/19.

**CARRIED**

*The majority of members present voted IN FAVOUR of the MOTION.*

*Cr G Caruso voted IN FAVOUR of the MOTION.*

#### *Urban Development*

#### 1.3.1 Statement of Justification - Privately Funded Development Plan Amendment - Globe Derby Park - SA Harness Racing Club c/- Intro

*Cr G Caruso declared a perceived conflict of interest on the basis of his employment. Cr G Caruso managed the conflict by remaining in the meeting and voting in the best interest of the community.*

Moved Cr C Buchanan

Seconded Cr D Proleta

1. That the Statement of Justification forming Attachment 1 to this report (Policy and Planning, Item 1.3.1, 21 May 2018) be noted.
2. That the scope of the proposed Development Plan Amendment be discussed further with the Department of Planning, Transport and Infrastructure to gauge their level of support for the proposal, timing, and relationship between the proposed Globe Derby Development Plan Amendment and planning in relation to the Dry Creek Salt Fields and the Northern Connector/Port Wakefield Road corridor.
3. That further information be requested to be provided by the proponent to Council, namely:
  - A preliminary site plan indicating the current and proposed road networks, including internal service roads and access points to racing track (Zone 3 as shown in the SOJ).

- An indicative analysis of the potential impacts upon the existing rural living zoned land to the north of the subject site.
  - An indicative analysis of the potential impacts upon residential neighbourhoods in terms of social integration.
  - Correspondence from the relevant supplier(s) of sewer, power, water, gas, telecommunications to confirm availability and serviceability of the area subject to the DPA.
  - A preliminary plan for management of stormwater and flood risk.
  - Information in relation to any encumbrances that may apply to the land, in particular information relating to encumbrances that may support or preclude the attainment of the objectives of the proposed DPA, including evidence of support for the proposed DPA from any parties with a legal interest in the land.
  - Mechanisms that can provide a high level of certainty of continuation of the harness racing activity on the land, such as a land management agreement under the Development Act.
4. That Council write to the Harness Racing Association of SA seeking their views and interest on the proposed DPA statement of justification.
  5. That a further report be provided to Council upon receipt of further information from the proponent and receipt of feedback from the Department of Planning Transport and Infrastructure regarding the proposed Development Plan Amendment, prior to a decision by Council to proceed or not proceed with the Development Plan Amendment as proposed.

**CARRIED**

*The majority of members present voted IN FAVOUR of the MOTION.  
Cr G Caruso voted IN FAVOUR of the MOTION.*

### **1.3.2 Response to Coventry Street, Mawson Lakes land use change petition**

Moved Cr S White  
Seconded Cr L Caruso

1. The information be received.
2. A letter box drop be undertaken to Coventry Street residents providing information about appropriate parking and parking rules in relation to Coventry Street.
3. That line marking be undertaken in Coventry Street to delineate parking bays to improve parking efficiency and compliance.
4. That the Inspectorate team continue to monitor the area for car parking compliance as part of regular patrols and complaint responses.

**CARRIED**  
UNANIMOUSLY



### 1.3.3 Salisbury Community Hub - Status Update Report

*Cr G Caruso declared a perceived conflict of interest on the basis of his employment. Cr G Caruso managed the conflict by remaining in the meeting and voting in the best interest of the community.*

*Cr D Balaza declared a perceived conflict of interest on Part 1 of the recommendation on the basis of being a member of the Board of the Salisbury Business Association. Cr Balaza managed the conflict by remaining in the meeting and voting in the best interest of the community..*

The Chair indicated that he intended to deal with paragraph 3 of the recommendation dealing with the naming of the precinct to enable discussion and the ability for other naming suggestions to be considered before calling for a motion from the floor.

Moved Cr C Buchanan  
Seconded Cr L Caruso

1. That the report be received, and the current status of the Salisbury Community Hub project be noted.
2. That quarterly information and status reports be provided to Council through the Salisbury Community Hub construction period.
3. That a market approach be undertaken commencing June 2018 to identify the level of interest in the café offer framed by the Café Principles outlined in Section 9.6 (Item 1.3.3, Policy and Planning, 21/05/18), with a further report on the outcomes of the market approach to be brought back to Council.

**CARRIED**  
UNANIMOUSLY

*The majority of members present voted IN FAVOUR of the MOTION.  
Cr G Caruso voted IN FAVOUR of the MOTION.  
Cr D Balaza voted IN FAVOUR of the MOTION.*

Cr L Caruso moved that meeting procedures be suspended to enable discussion on the proposed naming of the Community Hub .

Seconded Cr J Woodman

Formal meeting procedures were suspended at 8:10 pm.

*Cr G Reynolds left the meeting at 08:16 pm.  
Cr G Reynolds returned to the meeting at 08:18 pm.*

Cr D Pilkington moved that meeting procedures be resumed.

Formal meeting procedures were resumed at 8:23pm.

Moved Cr L Caruso  
Seconded Cr S White

1. That 'Salisbury Civic Centre' be endorsed as the name to be applied to the precinct incorporating the Community Hub Building and Civic Square.

*Cr R Zahra sought leave of the meeting to speak for a second time and leave was granted.*

*Cr C Buchanan sought leave of the meeting to speak for a second time and leave was granted.*

**LOST**

*A **DIVISION** was requested by Cr C Buchanan and the following members responded to the Mayor's call as having voted in favour of the **MOTION**:*

*Crs D Balaza, C Buchanan, L Caruso, S Reardon and S White*

*The following members responded to the Mayor's call as having voted against the **MOTION**:*

*Crs D Pilkington, D Bryant, G Caruso, D Proleta, G Reynolds, J Woodman and R Zahra*

*The Chairman declared the **MOTION** was **LOST***

Moved Cr R Zahra  
Seconded Cr C Buchanan

1. That a report be brought to Council on holding a competition to let the community choose the name of the Salisbury Community Hub.
2. Options for a name include:
  - Salisbury Community Hub
  - Salisbury Civic Centre
  - Salisbury Community and Civic Centre
  - A name of a historic person relating to Salisbury
  - Any other suggestions

**LOST**

*A **DIVISION** was requested by Cr C Buchanan and the following members responded to the Chairman's call as having voted in favour of the **MOTION**:*

*Crs D Balaza, C Buchanan, D Proleta, S White and R Zahra*

*The following members responded to the Chairman's call as having voted against the **MOTION**:*

*Crs D Pilkington, D Bryant, G Caruso, L Caruso, S Reardon, G Reynolds and J Woodman*

*The Chairman declared the **MOTION** was **LOST***

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*Cr S White left the meeting at 09:06 pm.  
Cr S White returned to the meeting at 09:07 pm.*

Moved Cr G Reynolds  
Seconded Cr D Proleta

1. That 'Salisbury Community Hub' be endorsed as the name to be applied to the precinct incorporating the Community Hub Building and Civic Square.

*In accordance with the Code of Practice for Meeting Procedures, the presiding member provided a break to all present. The meeting was suspended at 9:08 pm.*

*The meeting reconvened at 9:14 pm.*

Cr D Bryant moved a FORMAL MOTION that the MOTION be PUT  
Seconded Cr G Caruso

**CARRIED**

*A **DIVISION** was requested by Cr C Buchanan and the following members responded to the Chairman's call as having voted in favour of the **FORMAL MOTION**:*

*Crs D Pilkington, D Bryant, G Caruso, L Caruso, S Reardon, D Proleta, S White and J Woodman*

*The following members responded to the Chairman's call as having voted against the **FORMAL MOTION**:*

*Crs D Balaza, C Buchanan, G Reynolds and R Zahra*

*The Chairman declared the **FORMAL MOTION** was **CARRIED***

*The **MOTION** was **PUT** and **CARRIED***

## **OTHER BUSINESS**

Nil

The meeting closed at 9:16 pm.

CHAIRMAN.....

DATE.....



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|                        |   |
|------------------------|---|
| <b>ITEM</b>            | 1.0.1   |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>  |
| <b>DATE</b>            | 18 June 2018  |
| <b>HEADING</b>         | Future Reports for the Policy and Planning Committee  |
| <b>AUTHOR</b>          | Joy Rowett, Governance Coordinator, CEO and Governance  |
| <b>CITY PLAN LINKS</b> | 4.3 Have robust processes that support consistent service delivery and informed decision making.  |
| <b>SUMMARY</b>         | This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral. |

**RECOMMENDATION**

1. The information be received.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

**2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 Report authors and General Managers.
- 2.2 External
  - 2.2.1 Nil.

### 3. REPORT

3.1 The following table outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution:

| Meeting Item  | Heading and Resolution   | Officer       |
|---|--|---------------|
| 19/12/2016<br>1.3.1<br><b>Due:</b>  | <b>Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment update</b><br>4. That a further report be provided to Council on the outcomes of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment public consultation process upon conclusion of the consultation period.<br>August 2018       | Peter Jansen  |
| 19/12/2016<br>P&P-OB1<br><b>Due:</b>  | <b>RAAF AP-3C Tailfin for Purposes of Display</b><br>That staff prepare a report working with Salisbury RSL to obtain an AP-3C Tailfin from RAAF for purposes of display within the Salisbury Council area, potentially as part of the Salisbury Oval Precinct upgrade.<br>December 2018   | Adam Trottman |
| 24/04/2017<br>1.3.2<br><b>Due:</b>  | <b>Privately Funded Development Plan Amendments Policy Review</b><br>2. That a review of the Privately Funded Development Plan Amendment Policy be conducted when relevant details of the Planning Reforms under the Planning, Development and Infrastructure Act are known.<br>September 2018   | Peter Jansen  |
| 24/04/2017<br>1.3.1<br><b>Due:</b>  | <b>Salisbury, Mawson Lakes and Ingle Farm Car Parking Review</b><br>Salisbury City Centre Study Area:<br>(d) Retain the current exemption from car park contribution for small business with a further review in two years.<br>June 2019   | Peter Jansen  |
| 27/11/2017<br>1.1.2<br><b>Due:</b><br><b>Deferred to:</b><br><b>Reason:</b> | <b>Regional Athletics Facility at Bridgestone Reserve</b><br>3. A further report be brought back to Council for consideration regarding the detailed scope of works and operating costs, revenue streams and end user commitments associated with Council's preferred option before June 2018.<br>June 2018<br>August 2018<br>Further consultation with Clubs is required. | Adam Trottman |
| 26/03/2018<br>1.1.2<br><b>Due:</b>  | <b>City of Salisbury Events</b><br>7. That a future report be brought back discussing the potential to rotate location of events in future financial years, or contemplate alternating venues.<br>December 2018  | Adam Trottman |

|                     |   |                |
|---------------------|---|----------------|
| 26/03/2018          | <b>Status of Salisbury Active Community Network (SACNET)</b>  | Adam Trottman  |
| 1.1.3               | 1. A review of the Salisbury Support and Recreation Network be conducted.   |                |
| <b>Due:</b>         | July 2018   |                |
| 26/03/2018          | <b>Budget Bids 2018/2019 -</b>  | Adam Trottman  |
| 6.4.2               | Budget Bids requiring further clarification and or reports as detailed in paragraphs 3.4 and 3.5 be brought back to the relevant Committee meeting for further consideration, with these bids being:-<br>- PSN000159 Mawson Lakes – Skate, Bike, Basketball Facility – Regional Facility West of the City and Rage Cage at Unity Park (to be considered in May in the context of the Game Plan) |                |
| <b>Due:</b>         | August 2018   |                |
| 23/04/2018          | <b>Mawson Lakes Traders</b>   | Clint Watchman |
| NOM2                | 1. That a report be brought forward providing advice on options for maximising parking space available for customers to assist the traders of Mawson Lakes.   |                |
| <b>Due:</b>         | July 2018   |                |
| <b>Deferred to:</b> | August 2018   |                |
| <b>Reason:</b>      | To be incorporated in the Mawson Lakes Indented Parking Bays Report to the Works and Services Committee.  |                |
| 23/04/2018          | <b>Mawson Lakes Community Garden</b>  | Adam Trottman  |
| NOM3                | 1. That a report be brought forward advising Council on the process for establishing Community Gardens and identifying potential locations in Mawson Lakes.   |                |
| <b>Due:</b>         | July 2018   |                |
| <b>Deferred to:</b> | January 2019  |                |
| <b>Reason:</b>      | Staff are required to prepare a business case which explores options and cost implications for the establishment of a Salisbury Community Gardens program as per Council resolution from 28 May 2018.   |                |
| 28/05/2018          | <b>Reconciliation Action Plan Status Report and Next Iteration Draft</b>  | Julie Kalms    |
| 1.1.3               | 4. That Council investigate and report back by February 2019 on possible costs and suitable sites/venues for a tourism and cultural centre in Salisbury showcasing the culture and heritage of Indigenous people of the Northern Adelaide Plains.   |                |
| <b>Due:</b>         | February 2019   |                |

|             |  |                |
|-------------|--|----------------|
| 28/05/2018  | <b>Statement of Justification - Privately Funded Development Plan Amendment - Globe Derby Park - SA Harness Racing Club c/ Intro</b>   | Clint Watchman |
| 1.3.1       | 5. That a further report be provided to Council upon receipt of further information from the proponent and receipt of feedback from the Department of Planning Transport and Infrastructure regarding the proposed Development Plan Amendment, prior to a decision by Council to proceed or not proceed with the Development Plan Amendment as proposed. |                |
| <b>Due:</b> | August 2018  |                |

#### **4. CONCLUSION / PROPOSAL**

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

#### **CO-ORDINATION**

Officer: EXEC GROUP  
Date: 08.06.18



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|                        |  |
|------------------------|--|
| <b>ITEM</b>            | 1.0.2  |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |
| <b>HEADING</b>         | Minutes of the Tourism and Visitor Sub Committee meeting held on Tuesday 12 June 2018  |
| <b>AUTHOR</b>          | Mechelle Potter, Administrative Coordinator - Business Excellence, Business Excellence   |
| <b>CITY PLAN LINKS</b> | 4.3 Have robust processes that support consistent service delivery and informed decision making.   |
| <b>SUMMARY</b>         | The minutes and recommendations of the Tourism and Visitor Sub Committee meeting held on Tuesday 12 June 2018 are presented for Policy and Planning Committee's consideration. |

#### **RECOMMENDATION**

1. The information contained in the Tourism and Visitor Sub Committee Minutes of the meeting held on 12 June 2018 be received and noted and that the following recommendations contained therein be adopted by Council:

##### **TVSC1 Future Reports for the Tourism and Visitor Sub Committee**

1. The information be received.

##### **TVSC2 Historical Way Finding Signage**

1. The information within the report be received.
2. Council staff continue to liaise with DPTI to confirm suitable locations for wayfinding signage as contained in Attachment 1 to this report (Item No. TVSC2 Tourism and Visitor Sub-Committee, 12/06/2018).
3. A program of works be developed and included for consideration by Council as a New Initiative Bid in 2019/20.

##### **TVSC3 Tourism and Visitor Strategy - Actions Status and Project focus for 2018/19**

1. That the information be received.
2. That the following actions from the Tourism and Visitor Strategy Implementation Plan be progressed;
  - 2.1 Explore options to provide visitor information services throughout the area at key locations - Project: Develop a visitor information plan that identifies locations and delivery.
  - 2.2 Develop and implement a public relations program - Project: Develop a visitor and tourism specific public relations campaign.

**TVSC4 Review of Tourism and Visitor Sub Committee Meeting Attendance**

1. Information be received.
2. That the current representatives from Kaurna and State Government are no longer members of the Tourism and Visitor Sub Committee.
3. That the positions remain vacant for the remainder of the term of the subcommittee and staff consult on relevant projects with the RAP working group and State Government as required.

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Minutes Tourism and Visitor Sub Committee - 12 June 2018

**CO-ORDINATION**

Officer: GMBE  
Date: 14.06.18



**MINUTES OF TOURISM AND VISITOR SUB COMMITTEE MEETING HELD IN  
COMMITTEE ROOMS, 12 JAMES STREET, SALISBURY ON  
12 JUNE 2018**

**MEMBERS PRESENT**

Mayor G Aldridge (ex officio)  
Mr Jack Buckskin  
Mr Kevin Collins  
Ms Marilyn Collins  
Ms Janine Kraehenbuehl  
Mr Jeffrey Pinney  
Mr David Waylen (Deputy Chairman)  
Cr R Zahra

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager Community Development, Mr P Webb  
General Manager City Development, Mr T Sutcliffe  
General Manager City Infrastructure, Mr M van der Pennen  
Manager Communications and Customer Relations, Mr M Bennington  
Manager Economic Development & Urban Policy, Mr G Ratsch  
Manager Governance, Mr M Petrovski  
Coordinator Urban Policy, Mr C Watchman  
Team Leader Landscape Design, Mr C Johansen  
Administrative Coordinator - Business Excellence, Mrs M Potter

The meeting commenced at 4:38 pm.

In the absence of the Chair, Cr Reardon, the Deputy Chair, Mr Waylen, assumed the position of Acting Chair for the duration of the meeting.

The Acting Chair welcomed the members, staff and the gallery to the meeting.

**APOLOGIES**

Apologies were received from Cr S Reardon, Cr R Cook and Cr J Woodman.

**LEAVE OF ABSENCE**

Nil

## **PRESENTATION OF MINUTES**

Moved Cr R Zahra  
Seconded Mayor G Aldridge

The Minutes of the Tourism and Visitor Sub Committee Meeting held on 14 March 2018, be taken and read as confirmed.

**CARRIED**

## **REPORTS**

### **TVSC1 Future Reports for the Tourism and Visitor Sub Committee**

Moved Mayor G Aldridge  
Seconded Cr R Zahra

1. The information be received.

**CARRIED**

### **TVSC2 Historical Way Finding Signage**

Moved Mr K Collins  
Seconded Mayor G Aldridge

1. The information within the report be received.
2. Council staff continue to liaise with DPTI to confirm suitable locations for wayfinding signage as contained in Attachment 1 to this report (Item No. TVSC2 Tourism and Visitor Sub-Committee, 12/06/2018).
3. A program of works be developed and included for consideration by Council as a New Initiative Bid in 2019/20.

**CARRIED**

### **TVSC3 Tourism and Visitor Strategy - Actions Status and Project focus for 2018/19**

Moved Mr K Collins  
Seconded Mr J Pinney

1. That the information be received.
2. That the following actions from the Tourism and Visitor Strategy Implementation Plan be progressed;
  - 2.1 Explore options to provide visitor information services throughout the area at key locations - Project: Develop a visitor information plan that identifies locations and delivery.
  - 2.2 Develop and implement a public relations program - Project: Develop a visitor and tourism specific public relations campaign.

**CARRIED**

**TVSC4 Review of Tourism and Visitor Sub Committee Meeting Attendance**

Moved Ms M Collins  
Seconded Mayor G Aldridge

1. Information be received.
2. That the current representatives from Kaurua and State Government are no longer members of the Tourism and Visitor Sub Committee.
3. That the positions remain vacant for the remainder of the term of the subcommittee and staff consult on relevant projects with the RAP working group and State Government as required.

**CARRIED**

**TVSC5 RV Park at Pioneer Park**

*Mr K Collins declared a material conflict of interest on the basis of his involvement with the Caravan and Motorhome Club of Australia.*

*The Acting Chair noted that if Mr Collins left the room the meeting would be left inquorate. Accordingly, he advised that the meeting was unable to consider or make a decision on the matter and the item would be referred to the Policy and Planning Committee scheduled on 18 June 2018 for consideration.*

**OTHER BUSINESS**

Nil

**CLOSE**

The meeting closed at 4:57 pm.

CHAIRMAN.....

DATE.....



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|                        |  |
|------------------------|--|
| <b>ITEM</b>            | 1.1.1  |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |
| <b>HEADING</b>         | Minutes of the Youth Council Sub Committee meeting held on Tuesday 12 June 2018  |
| <b>AUTHOR</b>          | Bronwyn Hatswell, PA to General Manager, Community Development   |
| <b>CITY PLAN LINKS</b> | 4.3 Have robust processes that support consistent service delivery and informed decision making.   |
| <b>SUMMARY</b>         | The minutes and recommendations of the Youth Council Sub Committee meeting held on Tuesday 12 June 2018 are presented for Policy and Planning Committee's consideration. |

### RECOMMENDATION

- The information contained in the Youth Council Sub Committee Minutes of the meeting held on 12 June 2018 be received and noted and that the following recommendations contained therein be adopted by Council:

**YC1 Future Reports for the Youth Council Sub Committee**

- The information be received.

**YC2 Youth Council Membership**

- That the resignation of Debbie Cao from the position of Youth Member on Salisbury Youth Council be received and accepted.

**YC3 Youth Council Project Team Updates**

- That the information be received and noted.

**YC4 Youth Programs and Events Update May 2018**

- That the information is received and noted.

**YC5 Youth Council Community Hub Update**

- That the update on the Salisbury Community Hub be received and noted.
- That Youth Council nominate representatives to generate a list of suggestions relating to historical / community names for consideration as part of the final signage and wayfinding design package, with the suggestion list to be provided to the Manager Strategic Development Projects by 30 June 2018 for incorporation in a future update report to Council.

### ATTACHMENTS

This document should be read in conjunction with the following attachments:

- Minutes Youth Council Sub Committee - 12 June 2018

**CO-ORDINATION**

Officer: GMCD  
Date: 14/06/2018





**MINUTES OF YOUTH COUNCIL SUB COMMITTEE MEETING HELD IN THE JOHN HARVEY GALLERY, 12 JAMES STREET, SALISBURY ON**

**12 JUNE 2018**

**MEMBERS PRESENT**

Rebecca Etienne (Chairman)  
Mimona Abdalla  
Cr D Balaza  
Mon-Maya Chamlagai  
Reem Daou (Deputy Chairman)  
Samuel Field  
Luke Hall  
Eric Ngirimana  
Tyler Rutka-Hudson  
Peta-Maree Hyde  
Joel Winder  
Mark Verdini  
Cr S White  
Stacey Williams  
Thomas Wood  
Cr R Zahra  
David Waylen (Mentor)

**OBSERVERS**

Nil.

**STAFF**

Manager Community Capacity and Learning, Ms J Cooper  
PA to General Manager Community Development, Mrs B Hatswell  
Community Planner Youth Participation, Ms J Brett

The meeting commenced at 05.49 pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

## **APOLOGIES**

Apologies were received from Mayor G Aldridge, A Dhel, N Nedelcev, T Sawtell, J van der Zee and A O'Sullivan.

## **LEAVE OF ABSENCE**

Nil

## **PRESENTATION OF MINUTES**

Moved L Hall  
Seconded T Rutka-Hudson

The Minutes of the Youth Council Sub Committee Meeting held on 10 April 2018, be taken and read as confirmed.

**CARRIED**

## **REPORTS**

### **YC1 Future Reports for the Youth Council Sub Committee**

*M Abdalla left the meeting at 06:09 pm and did not return.*

Moved T Rutka-Hudson  
Seconded R Daou

1. The information be received.

**CARRIED**

### **YC2 Youth Council Membership**

Moved L Hall  
Seconded M Verdini

1. That the resignation of Debbie Cao from the position of Youth Member on Salisbury Youth Council be received and accepted.

**CARRIED**

### **YC3 Youth Council Project Team Updates**

Moved T Rutka-Hudson  
Seconded J Winder

1. That the information be received and noted.

**CARRIED**

**YC4 Youth Programs and Events Update May 2018**

*P Hyde left the meeting at 06:27 pm.*

*P Hyde returned to the meeting at 06:30 pm.*

*Cr D Balaza left the meeting at 06:32 pm and did not return.*

Moved Cr R Zahra

Seconded T Rutka-Hudson

1. That the information is received and noted.

**CARRIED**

*Cr R Zahra left the meeting at 06:36 pm and did not return.*

**YC5 Youth Council Community Hub Update**

*S Williams left the meeting at 06:40 pm.*

*S Williams returned to the meeting at 06:44 pm.*

*L Hall left the meeting at 06:49 pm.*

*L Hall returned to the meeting at 06:52 pm.*

Moved T Rutka-Hudson

Seconded T Wood

1. That the update on the Salisbury Community Hub be received and noted.
2. That Youth Council nominate representatives to generate a list of suggestions relating to historical / community names for consideration as part of the final signage and wayfinding design package, with the suggestion list to be provided to the Manager Strategic Development Projects by 30 June 2018 for incorporation in a future update report to Council.

**CARRIED**

**OTHER BUSINESS**

Nil

**CLOSE**

The meeting closed at 06.53 pm.

CHAIRMAN.....

DATE.....



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|                        |  |
|------------------------|--|
| <b>ITEM</b>            | 1.1.2  |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |
| <b>DATE</b>            | 18 June 2018   |
| <b>HEADING</b>         | Smartphone Charging Stations   |
| <b>AUTHORS</b>         | David Bevan, Manager Business Systems and Solutions, Business Excellence<br>Tom Curry, Senior Business Analyst, Business Excellence                                  |
| <b>CITY PLAN LINKS</b> | 3.3 Be a connected city where all people have opportunities to participate.  |
| <b>SUMMARY</b>         | This report responds to Council’s resolution requiring a report on “ <i>Council installing charging stations in the Salisbury CBD and Council-owned buildings</i> ”. |

### RECOMMENDATION

1. That the attached report be noted.
2. That it is feasible to provide smartphone charging facilities by converting existing power outlets to ones that include charging capability.
3. The suggested program of work be considered, noting the estimated unbudgeted cost of \$8,000, that would provide smartphone charging capability as follows:
  - i. some public areas of 12 James Street,
  - ii. libraries and selected community centres,
  - iii. trialing two wireless charging stations at Len Beadall.

### ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Report on Mobile Device Charging Station options for City of Salisbury

### 1. BACKGROUND

- 1.1 At its 29 January 2018 meeting council resolved “*That staff report on Council installing charging stations in the Salisbury CBD and charging facilities in Council-owned community buildings. Smartphones and technology are an essential aspect of Australians lives and as such smartphone charging facilities are a necessary investment in the basic infrastructure that would help people stay connected and safer.*” This report seeks to address that resolution by providing Council with information which can be used to determine an appropriate course of action based on desired outcomes and available resources.

- 1.2 This report is provided for information in relation to options for implementing mobile device charging facilities at a range of Council locations across the City of Salisbury. It is intended to inform the Executive Group and Council in relation to the current state of related technologies and describe some short term and longer term options for providing this type of service.
- 1.3 Guidance is sought from Council in relation to the degree of funding to be considered as these options vary significantly in cost.

## 2. CONSULTATION / COMMUNICATION

### 2.1 Internal

2.1.1 A number of internal stakeholders were consulted as follows:

- Manager Community Capacity & Learning
- Manager Property & Buildings
- Coordinator Facilities Management
- Coordinator Property
- Manager Community Health & Wellbeing
- Manager Community Planning & Vitality
- Manager Strategic Development Projects
- Manager Twelve25 Salisbury Youth Enterprise Centre
- Libraries & Community Centres Technology Coordinator,
- Community Planning & Vitality Contracts and Project Officer
- City Infrastructure (Projects) Senior Project Manager

### 2.2 External

- 2.2.1 Seven South Australian councils were contacted and six responded. Of these only City of Adelaide and the Town of Gawler currently provide charging facilities for public use.
- 2.2.2 City of Adelaide facilities are Chargebar multi-cable stations which have been located in council facilities including civic, community and recreation centres. All are cable connected and use of the facilities is at the users risk as devices are not secure while charging requiring the user to remain in close proximity. Each station is capable of charging up to eight devices.
- 2.2.3 Town of Gawler provides charging at its Visitors Centre and at the Evanston Gardens Branch Library.
- 2.2.4 City of Port Adelaide is currently investigating outdoor smart benches with a view to providing smartphone charging and Wi-Fi access.
- 2.2.5 No other council reported any services, or planned services, at this time.

### 3. REPORT

#### 3.1 Current situation

- 3.1.1 Mobile device penetration in South Australia is high by Australian standards with over 90% of respondents to the 2017 Sensis Social Media Report<sup>1</sup> indicating that they owned a Smartphone. The frequency of Internet usage, particularly for social media, is also increasing significantly according to the same report.
- 3.1.2 There is significant demand for mobile device charging facilities, at libraries in particular, with Len Beadell library facilities being used near constantly. Students in particular are frequently using general power outlets to plug in their power adapters as well as the USB outlets at various points to charge their devices.
- 3.1.3 Although there are limited opportunities for visitors to the Twelve25 Salisbury Youth Enterprise Centre it is clear that many users of the facility seek out opportunities to charge their devices. Available power points are few, and the difficulty of installing additional points in a building of this construction presents some challenges. When the centre is closed it is often the case that clients position themselves near the entrance to take advantage of the Wi-Fi service and it may be appropriate to provide access to charging facilities for these users.
- 3.1.4 Demand for charging facilities in the Community Hub is yet to be assessed although there are plans to provide some services in the civic square adjacent to the new building.
- 3.1.5 Other venues are experiencing varying levels of demand due to their clients' length of stay, demographics and the current availability of services.
- 3.1.6 Cost of charging smartphones is low with charging an iPhone from flat to fully charged each day for a year costing less than \$1.00 according to one energy provider's web site.

#### 3.2 Technology

- 3.2.1 Current technologies for charging smartphones include cable connected power via USB, cable connected via general power outlets using an adapter, and wireless charging devices which can transfer power using induction without a requirement for a physical connection.
- 3.2.2 Fast charging is available for those devices which can support it and many smartphones in current use can be charged from flat to fifty percent capacity in thirty minutes using cabled or wireless charging. This allows users to top up their phones even during a relatively short stay at a council facility.
- 3.2.3 One emerging technology is the lithium-air battery which will potentially be capable of storing significantly more energy than lithium-ion batteries. If these batteries can be commercialised it may be the case that future smartphone users will only need to charge their devices once a week, or less. This would significantly reduce the demand for charging facilities.

### 3.3 Use of solar power

- 3.3.1 Solar powered charging is a potential solution for some specific uses. One obvious disadvantage of solar is that daylight is required to provide power unless battery storage is included. If continual provision of service is a high customer expectation solar options should be backed up with grid connected power to ensure an uninterrupted service. Given the low power requirements of charging mobile devices solar installations should be restricted to those locations where providing a grid connection would be prohibitively expensive. It would be advisable to clearly indicate to users that the service is not guaranteed to be available at all times and should not be relied upon in an emergency.

## 4. CONCLUSION / PROPOSAL

### 4.1 Findings

- 4.1.1 Current demand for charging facilities is only being partially met due to limited opportunities at most council sites.
- 4.1.2 Whilst it is difficult to estimate the level of future demand it is clear that demand for smartphone charging will rise in the short to medium term due to smartphone penetration increasing towards its peak in the next two to four years.
- 4.1.3 Technology improvements in both devices and batteries will ultimately reduce demand although the effects of these improvements may not flow through to the majority of users for three to five years at a minimum.
- 4.1.4 Estimation of demand is difficult and the level of service needed should be tested at a number of council sites before being delivered across the city.
- 4.1.5 Demand for wireless charging is difficult to estimate and a trial site would assist with determining the likely take up for this type of charging.

### 4.2 Suggested actions

- 4.2.1 Should there be a desire to provide smartphone charging facilities, then suggested opportunities could include:
- Provision of two wireless charging stations at the Len Beadell library to assess the level of demand for wireless charging capability. Estimated cost of \$800. The charging stations can be removed and installed at other locations.
  - Conversion of exiting power points with the ground floor public areas at 12 James Street. Estimated cost \$1,600.
  - Conversion of existing power points within libraries and selected community centres at an estimated cost of \$6,400

## CO-ORDINATION

Officer: EXECUTIVE GROUP

Date: 08.06.18



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# Mobile Device Charging Stations

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## Options for City of Salisbury

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Tom Curry

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Date: June 2018

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Version: 1.3

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City of Salisbury  
12 James Street  
SALISBURY SA 5108

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## Mobile Device Charging Stations Options for City of Salisbury

### 1. Contents

|   |    |
|---|----|
| 1. Contents .....                                 | 2  |
| 2. Executive Summary .....                        | 3  |
| 3. Purpose .....                                  | 3  |
| 4. Scope .....                                    | 3  |
| 5. Consultation .....                             | 3  |
| 6. Background .....                               | 4  |
| 7. Business Needs and Goals .....                 | 6  |
| 8. Assessment of available options .....          | 6  |
| 8.1. Current technologies .....                   | 6  |
| 8.2. Emerging technologies .....                  | 7  |
| 8.3. Opportunities .....                          | 7  |
| 8.3.1. Short term solutions .....                 | 7  |
| 8.3.2. Longer term solutions .....                | 9  |
| 9. Status of other councils .....                 | 9  |
| 10. Indicative costings .....                     | 10 |
| Appendix 1 - Overview of existing Solutions ..... | 11 |
| Appendix 2 - Document Tracking .....              | 13 |
| Version Control .....                             | 13 |
| Distribution and event Control .....              | 13 |



## Mobile Device Charging Stations Options for City of Salisbury

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### 2. Executive Summary

At its meeting on 29/01/2018 council resolved 'That staff report on Council installing charging stations in the Salisbury CBD and charging facilities in Council-owned community buildings. Smartphones and technology are an essential aspect of Australians lives and as such smartphone charging facilities are a necessary investment in the basic infrastructure that would help people stay connected and safer'.

This report is in response to council's resolution.

### 3. Purpose

This report is provided for information in relation to options for implementing mobile device charging facilities at a range of council locations across the City of Salisbury. It is intended to inform the executive and council in relation to the current state of related technologies and describe some short term and longer term options for providing this type of service.

### 4. Scope

The scope of this report is limited to council locations where electrical power is currently available. There may be longer term options to provide charging capability at sites where there is no connection to the grid but where solar power may be viable as an alternative. Some limited information on solar powered options has been included in the report for completeness.

Provision of power for laptop computers has not been considered although it is clear that a number of library patrons are taking advantage of existing power outlets to charge their portable computers.



## Mobile Device Charging Stations Options for City of Salisbury

### 5. Consultation

Internally, staff from Property and Buildings, Libraries and Community Centres were consulted as well as staff in related areas.

| Section/Position                | Role  |
|---------------------------------|---|
| Property and Buildings          | Division Manager                                |
| Property and Buildings          | Coordinator Facilities Management               |
| Property and Buildings          | Coordinator Property                            |
| Libraries and Community Centres | Division Manager                                |
| Community Centres               | Division Manager                                |
| Community Hub                   | Manager Strategic Development Projects          |
| Libraries                       | Technology Coordinator                          |
| Libraries and Community Centres | Manager Twelve25 Salisbury Youth Enterprise Ctr |
| Community Planning & Vitality   | Contracts and Project Officer                   |
| Capital Works                   | Senior Project Manager                          |
| Technical Services              | Technical Officer - Energy & Lighting Assets    |

Externally, City of Adelaide was consulted as that organisation has already implemented charging facilities at ten council sites and staff from the cities of Port Adelaide Enfield, Charles Sturt, Tea Tree Gully, Barossa, Playford and Town of Gawler were also asked to describe their current service status and any future plans for mobile charging.

| Organisation                  | Position  |
|-------------------------------|---|
| City of Adelaide              | Product Manager Technology Platforms / CTO      |
| City of Port Adelaide Enfield | Major Projects Leader                           |
| City of Charles Sturt         | Business Analyst                                |
| City of Tea Tree Gully        | Business Solutions Team Leader                  |
| The Barossa Council           | Manager Knowledge and Technology Services       |
| City of Playford              | ICT Support Analyst                             |
| Town of Gawler                | Manager Business Enterprises and Communications |

All councils responded and only City of Adelaide and Town of Gawler indicated that they have implemented services for smartphone charging. City of Port Adelaide Enfield is looking into using outdoor benches in various locations for Wi-Fi access, smartphone charging and surveys of its customers as part of a Smart Cities project. No other council response indicated any services, or planned services, at this time.

Further information is provided in section 9 below.



## Mobile Device Charging Stations Options for City of Salisbury

### 6. Background

The City of Salisbury is working towards a Digital Strategy which will be guided by principles that will include using technology to enhance the lives of the Salisbury community and providing direct benefit to the community through solutions and services that are delivered using digital means.

In order to provide equitable access to these solutions, and to provide a community service to a broad range of stakeholders using smartphones, it is important that those device users have access to power for charging. Provision of public charging stations at council venues, and where practical at all times, will be a benefit to the community and may well contribute to public safety for users who need to communicate in an emergency. This is particularly relevant for users who change their device with lower frequency due to financial constraints and who are using older models with less reliable batteries.

Mobile device penetration in South Australia is high by Australian standards with over 90% of respondents to the 2017 Sensis Social Media Report<sup>1</sup> indicating that they owned a Smartphone. The frequency of Internet usage, particularly for social media, is also increasing significantly according to the same report.

<sup>1</sup> [https://www.sensis.com.au/asset/PDFdirectory/Sensis\\_Social\\_Media\\_Report\\_2017-Chapter-1.pdf](https://www.sensis.com.au/asset/PDFdirectory/Sensis_Social_Media_Report_2017-Chapter-1.pdf)

Smartphones have been available for over ten years and according to the Deloitte Mobile Consumer Survey 2017 Australia is heading toward a 'peak smartphone' environment. This is seen as likely because of the network operators switching off their 2G networks, and forcing users to convert to smartphones. Vodafone's web site advised that "Australia will say a final goodbye to 2G when Vodafone shuts down the country's last service on 30 April 2018."

What this means is that the majority of mobile phone users will have a relatively new device with both physically connected and wireless charging options. It is estimated that over 75% of smartphone users will be able to use one of the four main cable options i.e. Micro-USB, USB Type-C, Apple Lightning and Apple 30 pin connections.

There is significant demand for mobile device charging, at libraries in particular, with Len Beadell Library facilities being used near constantly. Students in particular are frequently using general power outlets to plug in their power adapters as well as the USB outlets at various points to charge their devices. The newer desk mounted pods with USB outlets, and integrated power outlets, are also proving to be very popular. In a recent visit to Len Beadell the desks without these facilities were not in use but those with power available were.

Although there are limited opportunities for visitors to the Twelve25 Salisbury Youth Enterprise Centre it is clear that many users of the facility seek out opportunities to charge their devices. Available power points are few, and the difficulty of installing additional points in a building of this construction presents some challenges.

Recreation Centres, given their longer duration of stay for clients and the nature of the activities undertaken, are more difficult to assess due to the lack of opportunities at the present time for device users to access power. Anecdotal evidence suggests that some users will quickly identify opportunities, such as unused power outlets, and utilise them for ad-hoc charging. There may be a significant unmet demand due to the lack of apparent opportunities for charging and this may best be gauged by trialling some options at one of the representative sites.

Demand for charging facilities in the community hub is yet to be assessed although there are plans to provide some services in the civic square and adjacent to the new building.



## Mobile Device Charging Stations Options for City of Salisbury

To put the cost of charging into perspective the Ergon Energy web site quotes figures of 60 cents per year to fully charge an iPhone every day for a year and \$2.80 for an iPad. Charging a laptop computer (with a 45kWh charger) will cost around \$14 per year if charged every day. Based on those estimates, if council facilities were used by 100 users a day to charge their devices the power cost would be approximately \$225 per year for 75 smartphones, 15 tablets and 10 laptops.

### 7. Business Needs and Goals

Potential business needs and goals are listed for consideration.

- Innovation in Smart Community Thinking – The ability to participate will be enhanced through provision of public charging options.
- Increasing digital inclusion within the community.
- Increased public safety through improved communications.
- Contribute to council's image through the provision of this additional service which can be enjoyed by around 90% of the population based on South Australian smartphone penetration.
- Business users, both staff and visitors, will have greater flexibility to charge their devices.
- Security considerations exist and all installations should be undertaken with the aim of minimising opportunities for theft and vandalism.

### 8. Assessment of available options

#### 8.1. Current technologies

Wired charging options for mobile devices are predominantly micro-USB, Apple Lightning, Apple 30-pin and the newer USB Type-C. These cover the vast majority of mobile devices in use in South Australia today. It is possible to obtain charging only cables to ensure that data cannot be accessed while charging if data security is a concern.

Wireless charging was first released in 2008. Early wireless charging devices were low power and slow to charge devices. This technology has been consolidated with the Qi (pronounced chee) standard displacing the competing standards in early 2017.<sup>2</sup> Also known as inductive charging this technology allows users to charge their devices by placing them on, or near, surfaces that have built-in electrical coils which facilitate the transfer of power without a physical connection. No providers currently offering a low-cost wireless product that can be installed outdoors were found although there are 'Smart Bench' products available in Australia that use wireless charging. One supplier indicated an interest in working with council to develop an outdoor solution.

<sup>2</sup> [https://en.wikipedia.org/wiki/Qi\\_\(standard\)](https://en.wikipedia.org/wiki/Qi_(standard)).

Fast charging e.g. Apple iPhone X which can charge to 50% capacity in 30 minutes or Samsung's Adaptive Fast Charging which quotes the same performance. Fast charging is only enabled if the smartphone requests it from the charger. Compatible devices and chargers will negotiate the optimum charging setup and charge at a higher current if the device requests this mode. Most phones released in the last two years have this capability.



## Mobile Device Charging Stations Options for City of Salisbury

### 8.2. Emerging technologies

New battery technologies are being researched with the aim of significantly improving battery life for mobile devices. Lithium-Air batteries for instance have been suggested as a replacement for some current technologies and researchers have suggested that performance of 5 to 15 times Lithium-ion battery life may be possible for electric vehicles. They have also indicated that charging times will be significantly reduced. If similar results can be achieved with smartphones they may only need to be charged once a week or less. Given that there are no commercial applications at this time however, it is likely that current technologies will be used for a number of years to come.

### 8.3. Solar powered options

For outdoor use solar power has some advantages but there are also some disadvantages with use of solar power as it requires battery storage in order to provide power outside daylight hours. Battery storage adds significant cost and creates a maintenance overhead as batteries have an expected life of 18 months to 3 years in this type of installation. Creation of an expectation of service provision through stored power, only to have the service fail due to an inoperative battery, would have a negative impact on council's image and would not deliver on the aim of improving public safety. Using currently available solar solutions it is unlikely that cost savings can be achieved as the organisation's experience with solar lighting shows that maintenance costs are significantly higher.

### 8.4. Opportunities

#### 8.4.1. Short term solutions

Layouts in some buildings may not be suited to multiple device charging stations due to the need for users to remain close to their devices. Where this is the case, and particularly where security is a concern, it may be best to deploy single charging units into desks or tables. Patrons who are static while eating, reading or using workstations could then charge their device and keep it within reach while doing so.

Current levels of smartphone charging services at library branches vary significantly and all locations are candidates for conversion of some of the publicly accessible existing power points to include dual USB charging outlets. At least one library branch could have a wireless charging point installed in order to gauge the demand for this type of smartphone charging.

Similarly all Community Centres would benefit from conversion of power points, in publicly accessible areas, to those with USB outlets for charging mobile devices. The provision of services would be determined on a location basis and should take into account the capacity of the venue in terms of the number of patrons at any one time.

Recreation Centres have significant numbers of patrons, and length of visit tends to be longer, so there is likely to be significant demand in these locations. Security is seen as a major constraint for the centres as patrons may be participating in sports, spectating or officiating and their attention would be on those activities. For these locations it would be preferable to have some form of locker type facility where devices could be secured while charging. Given the administration of these venues is outsourced there will be some issues in relation to the provision of services that will need to be negotiated with the service provider. It may be appropriate to consider a paid service to offset the additional work involved, particularly if locker type charging facilities are implemented.



## Mobile Device Charging Stations Options for City of Salisbury

Costs for commercially available locker type charging stations are significant and vary from around \$3,390 for four to six bays up to \$7,000 for a unit capable of charging twelve devices. These units allow users to enter their mobile phone number and a four digit PIN code, or swipe a magnetic striped card such as a loyalty or credit card, to then select a secure bay for their device. Once the device is cable connected the bay is closed and the device is secured until the user swipes their card, or enters their mobile number and the four digit PIN code, to open the storage bay. This allows users to move freely around the location, or watch a sporting event, while their device is charged. These units can be wall mounted or free standing. They can also be branded creating potential for sponsorship in order to reduce the cost of implementing and providing the service.

One of the more interesting options is outside areas where it may be possible to include outdoor USB charging points in the seating. These could be controlled by a timer to deliver power within a set range of hours. This may also be appropriate for some reserves and sporting grounds where power is already available and installation costs can be minimised.

Wireless charging is possible using solar powered units with a relatively small panel providing sufficient power to charge directly and also to store power for use when solar power cannot be generated. These units could be installed as park furniture in locations where grid-connected power is not available. City of Adelaide is currently in the process of investigating and trialling services though staff have had concerns that ongoing maintenance of Lithium-ion storage batteries may reduce the viability of some of these products. Ultimately some of these installations may be grid connected to reduce maintenance costs and ensure continuous service. One vendor now offers a bench style unit with incorporated lead-acid batteries that are rated for 12 years use and this unit may be suitable for some installations with appropriate disclaimers attached.





## Mobile Device Charging Stations Options for City of Salisbury

### 8.4.2. Longer term solutions

In the longer term it is likely that wireless charging options will become ubiquitous and charging devices may be embedded in infrastructure or furniture in such a way that public access will be possible both within and immediately outside council facilities at all times of the day. These services are also likely to be provided by many commercial organisations as a service to their customers.

Areas outside council buildings may be suited to deployment of built-in wireless charging facilities where there is sufficient protection from the elements. Security considerations exist and would have to be considered during selection of locations. Well-lit areas with higher traffic would be most suitable. Other potential options for deployment might be bus shelters where power is available through current leasing arrangements. It may be possible to offset some of the costs of this type of installation through sponsorship.

Mid-range wireless charging where devices do not have to be in close proximity to the charging unit may, in the next 5 to 10 years, be commonplace. It is currently possible to span distances of up to 15 feet allowing charging to take place away from the power source. The Energous, WattUp<sup>3</sup> mid-range software controlled charging system can be used within a room to charge multiple WattUp enabled devices simultaneously. This technology has received certification in the USA and in Europe and gives an indication of the future of mobile device charging.

<sup>3</sup> <http://energous.com/>

## 9. Status of other councils

City of Adelaide has installed publicly available charging options. Ten locations have had the Chargebar Riley charging station installed with eight charging cables available in each unit. These are located at:

- Adelaide Aquatic Centre – North Adelaide
- North Adelaide Library – Tynte St
- Golf Links – North Adelaide (opposite Calvary hospital)
- PAR3 Golf Course – North Adelaide (in the shop next to the Weir / Red Ochre restaurant.
- City Library – Rundle Mall
- Hutt St Library – Hutt St
- Box Factory Community Centre – Off Halifax St towards Hutt St
- Sturt St Community Centre – Sturt St
- Council Customer Centre – 25 Pirie St
- Visitor Information Centre – James Place

All but one of the units is mounted on a stand and one is wall mounted. The units appear to be well used and there have not been any reports of damage to date. City of Adelaide is also investigating some outdoor locations with a view to providing public charging in Rundle Mall, Victoria Square and North Terrace. A smart bench installation is also being trialled in Hindley Street.

Town of Gawler currently offer a service at their Visitor Centre using a multi-device charging unit and at the Evanston Gardens Branch Library using the Devonshire Disc power bank units which are issued as a three hour short term loan item to patrons. (See Appendix 1 for a description.)

City of Port Adelaide Enfield is investigating using outdoor benches in various locations for Wi-Fi access, smartphone charging and customer surveys as part of a Smart Cities project.



## Mobile Device Charging Stations Options for City of Salisbury

### 10. Indicative costings

In order to provide accurate estimates for costing it will be necessary to assess each location individually to assess the level of demand and the installation costs for power within the particular building, and potentially on the exterior for weatherproof charging points.

The following indicative costs are not based on detailed investigations and are provided in order to inform readers of the broad cost parameters for council buildings only. If the more expensive locker style products are used costs will increase significantly per site.

#### Libraries

Based on six Air Charge units, with three being wireless only and three also being able to charge via cable, plus conversion of 10 general power outlets to add dual-USB charging points total cost, including installation, would be approximately \$4,744 per site. Addition of one Chargebar Riley wall mounted unit with eight cables would increase this cost to \$5,403 per site.

#### Community centres

Based on four Air Charge units with two being wireless only and two being capable of cabled charging plus conversion of 6 general power outlets to add dual-USB charging points total cost, including installation, would be approximately \$3,056 per site. Addition of one Chargebar Riley wall mounted unit with eight cables would increase this cost to \$3,715 per site.

#### Recreation Centres

Based on four Air Charge units with two being wireless only and two being capable of cabled charging plus conversion of 4 general power outlets to add dual-USB charging points total cost, including installation, would be approximately \$2,736 per site. Addition of one Chargebar Riley wall mounted unit with eight cables would increase this cost to \$3,395 per site.

#### Civic Centre

Civic Centre visitors tend to have short stays so the demand at Civic is expected to be low in terms of public use. Conversion of sixteen GPO's to add dual USB charging points is proposed at a cost of around \$2,560. Additional options outside of the public spaces, and committee rooms could be considered for business visitors, if required.

Civic square smart bench style product cost is estimated at \$7,000. This cost excludes Wi-Fi as the civic square is already has a free Wi-Fi service. If other locations were used additional costs for a 4G Wi-Fi service would be incurred.

#### Operations Centre

Similar to Civic and a smaller number of GPO's would be proposed for this location. Conversion of ten outlets at a cost of approximately \$1,600 is proposed. These would be mainly located in meeting rooms and at the reception desk.



## Mobile Device Charging Stations Options for City of Salisbury




### Appendix 1 - Overview of existing Solutions

A number of potential solutions are presented here to inform readers of the scope of current products available in Australia. The reference to security in the table indicates that the charging device is secured in some way to a desk or to a part of the building in order to minimise opportunities for unauthorised removal. Prices are as advertised and may be reduced on negotiation.

| Product  | Cost/unit | Installation | Secure | Charging points |  |
|--|-----------|--------------|--------|-----------------|--|
| USB outlets added to existing power points                       | \$40      | \$120        | Yes    | 2               |  |
| eISafe TUF <sup>5A</sup> desk pod with USB and two power outlets | \$282     | \$60*        | Yes    | 2               |  |
| AirCharge wireless Qi charger mounted in desk top                | \$289     | \$120        | Yes    | 1               |  |
| AirCharge with orb charger for cable connected charging          | \$499     | \$140        | Yes    | 1               |  |
| Chargebar Riley wall mounted including one spare cable set       | \$399     | \$130*       | Yes    | 8               |  |
| Chargebar Riley with stand                                       | \$649     | \$0*         | No     | 8               |  |
| Chargesafe 5 locker charge station with branding.                | \$3,390   | \$0*         | Yes    | 5               |  |



## Mobile Device Charging Stations Options for City of Salisbury

| Product   | Cost/unit | Installation     | Secure | Charging points |   |
|---|-----------|------------------|--------|-----------------|---|
| Legrand Soliroc outdoor socket. Single with USB's only, or power with keyed access.             | \$400     | To be determined | Yes    | 4               |  |
| Devonshire Discs (4 discs, can be up to 8) Powerbank charging for Micro-USB and Apple Lightning | \$427     | \$0              | Yes    | 4               |  |
| Steora Bench Hybrid model with grid connected power backup.                                     | \$6,600   | \$1,000*         | No     | 3               |   |

\* Assumes an existing power connection is available.



## Mobile Device Charging Stations Options for City of Salisbury

### Appendix 2 - Document Tracking

#### Version Control

| Version Number | Date       | Author    | Status            | Notes                    |
|----------------|------------|-----------|-------------------|--------------------------|
| 1.0            | 19/04/2018 | Tom Curry | In Progress Draft | Initial version          |
| 1.1            | 24/04/2018 | Tom Curry | First Draft       |                          |
| 1.2            | 07/05/2018 | Tom Curry | Second Draft      | Submitted to InfoCouncil |

#### Distribution and event Control

| Date       | Reviewer/Event participant                  | Notes                                      |
|------------|---|--|
| 19/04/2018 | Michelle Collins                            | Progress review                            |
| 24/04/2018 | Michelle Collins<br>Dave Bevan              | First draft, initial review.               |
| 27/04/2018 | Jo Cooper                                   | Initial stakeholder review.                |
| 04/05/2018 | Jo Cooper<br>Dave Bevan<br>Michelle Collins | Review prior to submission to InfoCouncil. |
| 07/05/2018 | Pippa Webb<br>Dave Bevan                    | Review InfoCouncil document.               |



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|                        |   |
|------------------------|---|
| <b>ITEM</b>            | 1.1.3   |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>  |
| <b>DATE</b>            | 18 June 2018  |
| <b>HEADING</b>         | Community Art Program   |
| <b>AUTHORS</b>         | Adam Trottman, Manager Community Planning & Vitality,<br>Community Development<br>Ann-Marie Arthur, Team Leader Place Curation & Cultural<br>Development, Community Development               |
| <b>CITY PLAN LINKS</b> | 3.2 Have interesting places where people want to be.<br>3.3 Be a connected city where all people have opportunities to<br>participate.<br>3.4 Be a proud, accessible and welcoming community. |
| <b>SUMMARY</b>         | This report provides information and options regarding community<br>and public art throughout the City of Salisbury.  |

### **RECOMMENDATION**

1. Note the information contained in the report.
2. Endorse Option 2, where local artists would be contracted direct to undertake artwork, in addition to mentorship of aspiring artists.
3. Authorise staff to prepare a bid for inclusion in the 2018/19 Budget for \$50,000 per annum for three years to deliver a community and public art mural program including contracting artists direct, staff coordination and maintenance.
4. Note that a further report regarding the Public Art Framework will be brought back to Council in February 2019.

### **ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Public Art in Salisbury
2. Street Art in Salisbury
3. Salisbury RSL Proposed Works
4. Murals in Adelaide Metropolitan Area

### **1. BACKGROUND**

- 1.1 Community street and public art programs are used throughout the world to enliven areas, create a sense of belonging, generate economic activity, improve amenity and provide upskilling opportunities within the community.

- 1.2 The City Plan Vision outlines the following outcomes if the plan is achieved. These outcomes include;
- Well designed and maintained neighborhoods and places that are inclusive and accessible
  - New communities and a regeneration of existing urban areas
  - Increased investment and a wider range of job opportunities
- 1.3 Under the heading the Livable City the following actions are relevant;
- Enhance our neighborhoods, streets and public spaces so they are welcoming and connected
  - Provide experiences that make our places livelier and more interesting
  - Provide opportunities for the community to engage in learning
- 1.4 Under the heading of Prosperous City the following action is relevant;
- Ensure Council’s regulations and procurement activities support local economic growth where possible
- 1.5 The City Pride Strategy 2020 has a strong focus on improving the public realm and working collaboratively with ratepayers, residents, traders and organisations to improve the amenity and visual appearance of the City.
- 1.6 City Pride Strategy 1.6 states *“Improve the appearance of non-residential areas”* with the following critical action *“Pilot a project, working in partnership with local businesses in a non-residential area, to improve streetscape appearance including the frontage of private properties”*.
- 1.7 Community street and public art can also contribute to the City of Salisbury Tourism and Visitor Strategy 2016-2021. Objective 3 seeks to *“create new visitor experiences that address identified gaps, capitalize on key themes, precincts and attractions; and increase visitor spend”*. Strategy 3.6 specifically states to *“work with industry, community groups and tourism stakeholders to develop new tourism and visitor attractions, products and experiences”*. One of the key areas of focus for strategy 3.6 is arts and culture.
- 1.8 There has been a number of community and public art projects that have been undertaken at locations across the City of Salisbury over an extended period of time; however most of these have been one off projects that have not been integrated into a single city-wide approach.

## 2. CITY PLAN CRITICAL ACTION

- 2.1 The City Plan Vision outlines the following outcomes if the plan is achieved. These outcomes include;
- Well designed and maintained neighborhoods and places that are inclusive and accessible
  - New communities and a regeneration of existing urban areas
  - Increased investment and a wider range of job opportunities
- 2.2 Under the heading the Livable City the following actions are relevant;
- Enhance our neighborhoods, streets and public spaces so they are welcoming and connected



- Provide experiences that make our places livelier and more interesting
- Provide opportunities for the community to engage in learning

2.3 Under the heading of Prosperous City the following action is relevant;

Ensure Council's regulations and procurement activities support local economic growth where possible

### 3. CONSULTATION / COMMUNICATION

#### 3.1 Internal

3.1.1 Manager Community Planning and Vitality

3.1.2 Manager Strategic Development Projects

#### 3.2 External

3.2.1 Gallery and Public Art Coordinator, City of Prospect (formerly City of Adelaide)

3.2.2 Salisbury Business Association

### 4. REPORT

4.1 Public art can enhance the quality and experience of the City of Salisbury. It goes beyond the purely functional and reflects the life and aspirations of the people that live in and use the space. Public art can also act as a bridge between different groups and generations of people, inspiring new ways of looking at the world.

#### **Types of Community and Public Art**

4.2 Community and public art can take a variety of forms including:

- Stand-alone – These artworks are typically three dimensional and freestanding rather than embedded into the structure of a building or built space. Works may be a singular piece or a series of related works. Typically, these works use permanent materials such as metal, stone, wood or glass.
- Integrated – This is typically art that is integrated into the design of buildings and built form. Works can span both the interior and exterior of built structures.
- Applied – These types of works are typically applied to an interior or exterior surface and may include paintings, murals and mosaics.
- Installation – This is where the artwork and landscape are integral to each other. An example of this is The Field of Light in Uluru Northern Territory (made up of 50,000 LED light bulbs powered by solar).
- Ephemeral – These types of works are non-permanent that are often more experimental and may include performance, exhibitions or dance.

4.3 For the purposes of this report, the focus of community and public art will be on stand-alone and applied forms due to their long term impact and sustainability.

4.4 Consideration of integrated works, that is building and structural designs integrated into the built form, will be undertaken on a case by case basis where appropriate.

### **Importance of Quality, Size and Scale of Public Art**

- 4.5 The quality, visual appearance and scale of community and public art are important considerations in making a positive contribution to public realm.
- 4.6 Many councils have adopted community and public art as a way to address issues such as:
- A lack of youth engagement and pride leading to excessive tagging/graffiti
  - Variability in standards in business precincts from business owners regarding the maintenance of property facades
  - Low foot traffic leading to safety issues, and lack of economic activity
  - Developing business skills in the artistic community
- 4.7 Typically where community and public art has been successful from a visitor and tourism perspective, in addition to improving public realm, has been where projects have been done on a large scale.
- 4.8 Examples of large scale works include the Coonalpyn silos where the size of the art work is significant, through to the Adelaide CBD and Port Adelaide, where the size and number of the art works have contributed to their success.
- 4.9 To maximize the return on any investment, it is important that future works are coordinated as part of either a broader urban design framework, street scape upgrade or have a planned approach to ensuring the size and scale will add significant value to the amenity of an area.
- 4.10 Small one off isolated projects do not have the ability to contribute to the vibrancy of public places like coordinated larger scale projects do.
- 4.11 Community and public art can assist with generating a sense of pride within the community. Significant art works can also contribute to way finding and be landmarks similar to those of *Spheres* (also known as The Malls Balls), *A Day Out* (also known as the Rundle Mall Pigs) and one of Adelaide's latest installments *The Life of Stars*, a spectacular 6m tall stainless steel sculpture installed in front of the Art Gallery of South Australia in February 2018 and which is illuminated at night.

### **Existing Community and Public Art in the City of Salisbury**

- 4.12 There are a number of existing community and public art works already located across the City of Salisbury. The City of Salisbury currently has over 9 large scale public art sculptures valued at over \$750,000.
- 4.13 Some of these art works are of a size and scale that contribute to the public realm. Examples include, but are not limited to, sculptures at Mobarra Park, Civic Square, Pooraka Farm and the Bagster Road entry statement.
- 4.14 A list of more significant art pieces are featured in Attachment 1. This list is not exhaustive and may not include smaller scale pieces of work across the city.
- 4.15 Maintenance of some of these art installations has not been factored into operational budgets and some existing pieces require repairs to reinstate their original visual appearance. Work is being undertaken over the coming months to ascertain the cost of repairs ongoing maintenance of the installations, and maintenance of the immediate surrounds.

- 4.16 In addition to the list of works listed in Attachment 1, there are also some sites where the community has undertaken its own form of artwork. One example is of street art undertaken on the building located on the corner of Brown Terrace opposite Salisbury Oval. Attachment 2 features some of these murals undertaken by a group of street art members understood to have been coordinated with the building owner in an attempt to reduce poorer quality graffiti on the building.
- 4.17 The murals and pieces of work undertaken on the Brown Terrace building have been in place for an extended period of time and are updated by local street artists. These works have often been featured in magazines and online, particularly by car enthusiasts who often photograph their vehicles in front of the building.
- 4.18 Staff have discussed the Brown Terrace building works with some of the street artists involved. It is understood the group has been commissioned to undertake works across Adelaide and do so either at the request of building owners or with building owners consent. Members of the group report that their experience in these situations (where buildings have high graffiti rates) is to maintain a balance between murals and more traditional street art to ensure that the works are respected by those that typically undertake non-authorized work.

#### **Opportunities for Community and Public Art**

- 4.19 Staff have commenced work to develop a Public Art Framework, which will inform future decisions in relation to community and public art projects.
- 4.20 This more comprehensive framework will form part of a place curation action plan. This is likely to be presented to Council later in 2018.
- 4.21 The framework will contain an audit of current public artworks, a proposed maintenance and upgrade program.
- 4.22 In the meantime, staff continue to seek opportunities to add to public amenity through art works and are currently working with the Salisbury RSL for a major artwork on the RSL building.
- 4.23 Attachment 3 shows a concept of works proposed in partnership with the Salisbury RSL to celebrate the centenary of World War 1 and to improve the amenity of the site. The Salisbury RSL has submitted an application for funding through the Federal Government to undertake the works with a local artist. The cost of this project is in the order of \$5,000 plus coordination of the works and necessary approvals.
- 4.24 There are a number of steps involved in rolling out a community and public art project including:
- Determining the quality, scale and guiding principles of proposed works
  - Agreeing on precincts for community street and public art
  - Identifying locations through the precinct in consultation with landowners
  - Artist call out, selection and engagement
  - Engagement for initial works and ongoing maintenance
  - Community engagement and building capacity of local youth

4.25 It is important that a community and public art program:

- Provides opportunities for the community to learn new skills
- Ensure the program delivers vibrant spaces across the precinct which attracts people to view the works
- Where possible funding supports local economic growth
- Engage reputable artists and where possible, engage artists that are respected by the local street art community

4.26 Community and public art projects vary in the manner in which they are deployed. The following is a summary list of the various methodologies which are currently in use by other councils;

- Contract an organisation to work with community groups across the city to determine sites, training and up skill and project manage the deployment of murals across the city. An example of this is the approach taken by Renewal SA in partnership with the City of Port Adelaide Enfield and the “Wonderwalls” project. This biennial event in the Port attracts thousands over a weekend of mural painting with significant international artists involved in projects. Young people also have the opportunity to attend workshop and be mentored by some of the artists.
- Community based programs – these are generally run with a coordinator who is responsible for project management of the sites as well as coordinating content approvals and skilling community members who then undertake the work. Prospect Council has previously adopted this methodology.
- Private Owner incentives – some councils offer incentives to private owners through funding the application of artistic content to their buildings, and also include a budget for council owned buildings. Under this method a panel of suitable artists are available for contracting commissioned works to be placed on council and private buildings in precincts, and an application processes for submissions is held annually. A panel of artists is selected to provide the services. Co-ordination of the art works is undertaken by council staff.

4.27 All of these methods also require consideration of ongoing maintenance for the art works. If the art work is not refreshed the value is lost to the community over time. As a result there are costs involved in maintaining a commitment to works once they are completed.

4.28 Staff have been working interdepartmentally to capitalize on potential community and public art opportunities.

#### **Artworks on SA Power Network Stobie Poles**

4.29 Opportunities for creative contributions from community groups and individuals in the form of community and public art installations are also being encouraged via the SA Power Networks painted stobie poles.

4.30 As part of the Public Art Framework, staff are currently documenting the process around this including;

- Guidelines for public art on stobie poles
- Application process to SA Power Networks for artwork on stobie poles
- Template letter for neighboring property owners

- 4.31 The application process for artworks on stobie poles is extensive and includes a requirement for:
- Contact Information
  - Title and description of the proposed artworks
  - Description of materials and method of construction
  - Precise location of proposed artworks
  - An accurate description, or drawing of the works and the position of the artwork in relation to the street address.
  - Evidence of consultation including letter box drops, door knocking etc.
  - Evidence of support by property owners or residents for the proposed artwork.
  - Agreement to maintain the artwork for a period of time
  - Coloured sketch of the design proposed (on minimum A4 paper)
  - Copies of support letters or letters of objection for the proposed artwork
- 4.32 Staff are exploring ways it may be able to assist with or streamline the SA Power Networks process for community groups or artists that may wish to explore this as an opportunity.

#### **Large Scale Murals**

- 4.33 Large scale murals are a very cost effective way to add to the vibrancy and amenity of public places and spaces. Artworks in the form of large scale murals are being commissioned by councils and building owners throughout the metropolitan area and Adelaide CBD.
- 4.34 Verbal advice received from staff from other councils and the local street art community suggests that depending on the size, scale and nature of works sought, an amount of \$4,000-\$6,000 should be allowed per piece for a local artist to undertake the work. A further amount of \$1,000-\$2,000 should be allocated for maintenance by the artist in the initial 12 month period per piece. Evidence suggests that maintenance beyond the initial 12 month period is minimal and can be programed to refresh the works over time.
- 4.35 An amount of \$4,000 to \$6,000 is for quality work that is likely to be of the scale and nature that will contribute to the vibrancy of a precinct. Examples of desirable forms of this work are included in Attachment 4.
- 4.36 Should higher profile artists be sought from interstate or overseas, this amount would not be sufficient and a larger budget per piece would be required based on negotiations. International artists should not be required though as there are sufficient numbers of high quality local artists more than capable of producing high quality works.
- 4.37 Advice received regarding the experience of art works undertaken in the City of Adelaide suggests that ongoing maintenance is key to the success of any works and reducing ongoing vandalism.
- 4.38 Maintenance of the artwork should be agreed upon with artists as part of any negotiations. This should include more frequent maintenance in the initial 12 months (suggested revisits at 1 month, 3 months, 6 months and 12 months and thereafter annually or as required). Artists should be able to be called back at short notice within the initial 12 month period to redo any vandalized works as this leads to reduced vandalism in the future. Many pieces of works in the City of Adelaide receive little to no vandalism as a result of this approach.

- 4.39 Maintenance beyond the initial 12 months should be undertaken either by the artist or contractor as required, however experience of other locations throughout the State is that maintenance beyond the initial 12 months is minimal and usually only required to refresh the works periodically.

#### **Potential for Large Scale Murals in Salisbury**

- 4.40 There are a number of private and publicly owned buildings throughout the City of Salisbury that would lend themselves to high quality public art murals.
- 4.41 Examples of the type and scale of artworks that may be appropriate for various buildings throughout the City of Salisbury are included in Attachment 4. These works could be undertaken in precincts such as Salisbury City Centre, Mawson Lakes and other desirable locations.
- 4.42 Consideration could also be given to locations where there is a high traffic volume (such as Main North Road) and where there are high levels of undesirable graffiti that do not present a good image of Salisbury to residents and visitors alike.
- 4.43 There are a number of steps involved in rolling out a community and public art mural project including:
- Determining the quality, scale and guiding principles of proposed works
  - Agreeing on the precinct for community and public art
  - Identifying walls and locations through the precinct in consultation with landowners
  - Artist call out, selection and engagement
  - Engagement for initial works and ongoing maintenance
  - Community engagement and building capacity of local youth
- 4.44 It is important that a community street and public art program:
- Provides opportunities for the community to learn new skills
  - Ensure the program delivers vibrant spaces across the precinct which attracts people to view the works
  - Where possible funding supports local economic growth
  - Engage reputable artists and where possible and where murals are undertaken, engage artists that are respected by the local street art community
- 4.45 The management methodology would vary depending upon the objectives which Council deem relevant. If the above principles were to be adopted the following management methodology analysis is provided to assist Council in making a decision on which approach best suits to achieve the objectives.
- 4.46 It is important to note that the below options do not take into account marketing and promotion of the works. For projects like Wonderwalls in Port Adelaide, marketing and promotion was a significant additional cost of the project and included promotional signage, temporary wayfinding signage, printed maps, mobile phone applications, social media and paid advertising through television, print and radio.

**Options for Community and Public Art Mural Program****Option 1 – Contract an Organisation**

- 4.47 Under this model the contracted organisation would need a high profile suite of artists in order to ensure that local economic growth was well supported.
- 4.48 The organisation would need to demonstrate their ability to deliver a project on a large scale and would also need to demonstrate their ability to deliver training and mentoring of local street artists.
- 4.49 This model results in a third party building relationships within the local community and reduces the opportunity for sound community development by Council. In addition, there can be added risk to Council where contractors may not have the same approach to balancing community, business and council interests.
- 4.50 The cost for this model could be in the vicinity of \$80,000 per annum for four to five artworks. Council would still need to administer and oversee the contract to ensure compliance and consistency with Council objectives.

**Options for Community and Public Art Mural Program****Option 2 – Contract Artist Direct**

- 4.51 Under this model local artists would be contracted direct to undertake artwork.
- 4.52 Artists would be identified through an expression of interest or similar process.
- 4.53 Sites would be identified also through an expression of interest process in addition to sites identified by Council. Where Council has identified a site, an approach would be made to landowners to negotiate the placement of works.
- 4.54 This approach allows Council to work with both sites identified by landowners and sites identified by the community or Council itself. It also allows Council an opportunity to match identified artists with complimentary sites to ensure maximum impact of the artworks.
- 4.55 Artists would also be required to mentor local artists and instill a sense of local ownership of the works.
- 4.56 The City of Salisbury Youth Council would be best placed to co-ordinate the engagement with young people; however the mentoring would be undertaken by artists themselves.
- 4.57 The cost for this model could be in the vicinity of \$4,000-\$6,000 per piece plus additional costs for ongoing maintenance and staff time to coordinate the project.
- 4.58 An initial budget of \$50,000 per annum over a three year period could be considered for around six to seven works per year including staff coordination time and an initial twelve months maintenance.
- 4.59 A model whereby Council contracts artists direct and work with landowners will provide the best return on investment and support for community development in the initial phase.
- 4.60 A budget allocation of \$50,000 per annum, will provide for six to seven artworks and allow for coordination, support and maintenance for a twelve month period.

- 4.61 An expression of interest process should be run as part of this model to select artists and sites appropriate that complement each other and the precinct they are within.
- 4.62 An advisory group consisting of a member from the arts community, Community Planning and Vitality Staff, Elected Member representation and members from the business community would help to ensure appropriate selection of sites, artists and artworks that align with Council and community expectations.

### **Options for Community and Public Art Mural Program**

#### **Option 3 – Funding Program**

- 4.63 Under this model a funding program could be established where landowners or artists apply for funding to undertake the works. Council could be included on the list of eligible organisations to facilitate works on public buildings.
- 4.64 Sites and artists would be selected based on an established set of criteria which would include the need for local street artists to be engaged and mentored through the process.
- 4.65 A twelve month maintenance program could be included as part of the funding conditions for artists and a longer period required for landowners.
- 4.66 Artists would also be required to mentor local street artists and instill a sense of ownership of local street artists on the works.
- 4.67 The cost for this model could be in the vicinity of \$4,000-\$6,000 per piece plus additional costs for ongoing maintenance and a reduced amount of staff time to coordinate the funding program and oversee funded projects.
- 4.68 An initial budget of around \$45,000 per annum could be considered for around six to seven works including staff time to coordinate the funding and twelve months maintenance.
- 4.69 The risk with this model is that the success of the program relies heavily on the type and number of funding applications received by both artists and landowners. Council also has reduced ability to negotiate direct with key sites to improve the vibrancy of a particular area.
- 4.70 This model is one that should be considered once a street and public art program has matured over three years and Council has built relationships with the artistic & business/landowner community and has successful examples to draw upon to guide applicants.

#### **Other Forms of Art Works and Opportunities**

- 4.71 As stated in 4.19, staff are currently developing a public art framework that will include consideration of other artworks and strategies to increase the number, quality and contribution that art makes in the City of Salisbury.
- 4.72 Art forms such as sculptures, light installations (including projection lighting), wraps (for infrastructure like bins, bollards and seats) and other installation, integrated, stand-alone and applied art forms will be considered as part of the public art framework.



- 4.73 In addition, consideration will be given to offering opportunities to locally based businesses or educational institutions that may be able to showcase their capabilities or new technologies through public art installations.
- 4.74 Consideration will also be given to facilitating corporate stewardship of art whereby businesses and educational institutions are encouraged to fund their own works which are visible to the public, inspiring, add to the amenity of an area, and are consistent with community expectations and desires.
- 4.75 It is also important that future projects leverage off of existing infrastructure, programs and plans. An example of this may include featuring works from the Watershed Art Prize in digital form through projection or using the exhibition to raise the profile of other works across the city.

#### **Public Art Trail**

- 4.76 To further engage members of the public with the current public art installations it is proposed that an Art Trail be developed, to increase visitation and encourage tourism.
- 4.77 The Salisbury Art Trail should also be linked with the Gallery Exhibitions promotional material in order to encourage an increased attendance in this space also.
- 4.78 The City of Salisbury has established mediums such as social media and printed publications in order to promote community and public art well and an Art Trail would help to promote various locations across the City of Salisbury as well as inform residents and visitors regarding the history and meaning of each art piece.
- 4.79 The Salisbury Art Trail will be considered as part of the Public Art Framework and any funding required will be submitted for inclusion in the 2019/20 via the budget bid process.

### **5. CONCLUSION / PROPOSAL**

- 5.1 There is a variety of community and public art forms that can contribute to the overall vibrancy of a precinct, improve amenity of the public realm, increase visitation and contribute to reduced crime.
- 5.2 Staff are currently developing a Public Art Framework that will guide future consideration by council of investment in other art forms including sculptures and integrated designs (eg. Streetscape art).
- 5.3 A Salisbury Art Trail and large scale murals will form part of the Public Art Framework. Large scale murals are a very cost effective way to quickly add to the vibrancy and amenity of public places and spaces. Artworks in the form of large scale murals are being commissioned by councils and building owners throughout the metropolitan area and Adelaide CBD.
- 5.4 Any immediate investment into public and community art should focus on a large scale mural project that will provide high quality and quick results like those featured in Attachment 4.
- 5.5 Staff are already assisting the Salisbury RSL to source funding for a mural project to commemorate the anniversary of World War I.

- 5.6 A future model whereby Council contracts artists direct and works with landowners (through an expression of interest process) will provide the best return on investment and support for community development in the initial phase.
- 5.7 Option 2 is recommended and a budget allocation of \$50,000 per annum, would provide for six to seven artworks and installations over a 12 month period and allow for staff salary for coordination and support, as well as maintenance by the artist for a twelve month period. Maintenance of the works beyond the initial 12 months would be negotiated with property owners to ensure the works are maintained at a high standard.
- 5.8 An expression of interest process should be run as part of this model to select artists and sites appropriate that complement each other and the precinct they are within.
- 5.9 An advisory group consisting of a member from the arts community, Community Planning and Vitality Staff, Youth Council and Elected Member representation and members from the business community would help to ensure appropriate selection of sites, artists and artworks that align with Council and community expectations.
- 5.10 Upon completion of the Public Art Framework, consideration will be given to the inclusion of other priority projects in future years' budget considerations.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP

Date: 08.06.18

## Public Art in Salisbury

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Public Artworks can be found right across the city with new works being commissioned regularly adding vibrancy to the landscape as well as capturing the diversity and history of the Salisbury community.

Public art enhances the quality of our environment and our experience of it. It can enliven and animate a space and add a very human and distinctive element. It goes beyond the purely functional and reflects the life and aspirations of the people that live in and use the space. Public art can also act as a bridge between different groups and generations of people and inspires new ways of looking at the world.

Public Artworks can be found right across the city with new works being commissioned regularly adding vibrancy to the landscape as well as capturing the diversity and history of the Salisbury community.

### Civic Square Sculpture



**Title of Artwork**

*Civic Square Sculpture*

**Artist/s**

Tony Rosella and David Adderton

**Location**

Salisbury Civic Square, corner John and Church Streets, Salisbury

**Form**

Sculpture

**Commissioned by**

City of Salisbury

**Project Partners**

Arts SA and Planning SA

**Year of Completion**

2004

**Rationale**

The sculptural work creates a focal point within the Town Square and illustrates the unique values and characteristics that define 'the sense of place' of the City and community of Salisbury. The vertical form represents the growth and development of the district, visually strong in its form.

## Winds of Change



**Title of Artwork**

*Winds of Change*

**Artist**

Annalise Rees

**Location**

Unity Park, Main North Road, Pooraka

**Form**

Sculpture

**Commissioned by**

City of Salisbury

**Project Partners**

Arts SA

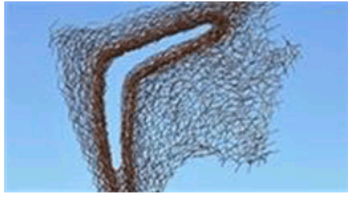
**Year of Completion**

2013

**Rationale**

Winds of Change is a heritage marker in recognition of the SAMCOR abattoirs and stockyards. The abattoirs were home to the South Australian Meat Corporation (commonly referred to as the 'Meat Works') as well as stock agents for more than ninety years. At the peak of its activity the Meatworks was the largest individual government employer in South Australia. The work reflects the physical character of the Abattoirs site and bears resonance with the atmosphere and the people who worked there. The work features a combination of representational and symbolic references pertaining to architectural vernacular, the butchery trade, livestock auctioning and geographical location. The nature of the original site and the methods and materials of its construction are integral to the overall aesthetic of the artwork.

## Together Woven



**Title of Artwork**

*Together Woven*

**Artist/s**

Marijana Tadic & Alexis West

**Location**

Greenfields Wetlands, Salisbury Highway, Greenfields

**Form**

Sculpture and performance space

**Commissioned by**

City of Salisbury

**Project Partners**

Arts SA

**Year of Completion**

2013

**Rationale**

Together Woven is a heritage marker in recognition of Kurna people as the original inhabitants of the Adelaide plains. 'Together Woven' with its vertical and highly prominent sculpture draws instant attention to the site. The boomerang shape and its references speak clearly and proudly of Kurna culture. The art work resembles a net or a flock of birds suspended in the sky. The hollow part within the net suggests that a boomerang has flown through. The concept is based on the traditional Kurna hunting practice. The 'Together Woven' sculpture points south west towards Kangaroo Island, a sacred place for Kurna People. Located between two landscaped mounds, the site design consists of accessible paths, a large circular performance space, elliptical shape resting areas, a ceremonial platform and the local flora focus area with a drinking water fountain. The site incorporates text in the Kurna and English languages, as well as a time capsule which will promote the awareness and wisdom behind the Kurna people's way of life.

**Awards:**

2013 Winner KESAB sustainable cities award for heritage and Culture

2014 Finalist for National Awards for Local Government Category for promoting indigenous recognition.

## Seeds of Attainment



**Title of Artwork**

*Seeds of Attainment*

**Artist/s**

Martin Corbin, Chris Ormerod, Gerry McMahon and Sandy Elverd

**Location**

Henderson Square, Montague Farm

**Form**

5 Sculptural elements in copper and stainless steel

**Commissioned by**

City of Salisbury

**Project Partners**

Veterans, DVA and Arts SA

**Year of Completion**

2007

**Rationale**

Seeds of Attainment commemorates the role that Vietnam Veterans have played within our community. Henderson Square was chosen for the site of this artwork as it has become the focus for the Vietnam Veteran Community through the memorial rock located at this site and the annual Vietnam Veterans Ceremony held there on the anniversary of Long Tan. The sculpture comprises of four pod-like elements which appear to be randomly scattered within the site. Seed pods of native species known to regenerate after fire were the starting point for the sculptural form as a metaphor for the Vietnam experience. Three awakening pods lie at different angles and splitting slightly, revealing reflective bronze and stainless steel within. The forth pod form has split open from which a brilliant 5.5 meter bronze and stainless steel spire emerges, an expression of new growth and promise for the future.

## Collecting Thoughts



**Title of Artwork**  
*Collecting Thoughts*

**Artist**  
Margaret Worth

**Location**  
Technology Park, Mawson Lakes Blv, Mawson Lakes

**Form**  
Sculpture

**Commissioned by**  
Land Management Corporation

**Project Partners**  
City of Salisbury, Delfin and Arts SA

**Year of Completion**  
2003

**Rationale**  
The artwork provides an object that symbolizes the concept of Technology Park, i.e. the clustering of ideas and innovative practices towards the generation of health and wealth in the society. The style and shapes relate to surrounding architectural textures, consolidating a local visual language. The size relates to human scale in the outdoor environment.

The artwork creates a focal point that is highly visible to many people. Through innovative application in the use of materials, form and interactivity, the artwork presents a dynamic images of the technological era. It becomes an identifying maker.

Its play with light and sound making reflects the aspects of environmental and human interaction that are central to the idea of Technology Park. The sound component would be an experience that draws people's attention and invites participation.

## Balancing Act



**Title of Artwork**  
*Balancing Act*

**Artist/s**  
Marijana Tadic

**Location**  
Mobara Park, Garden Terrace, Mawson Lakes

**Form**  
Sculptures in concrete

**Commissioned by**  
City of Salisbury

**Project Partners**  
Mawson Lakes Community Trust Fund, Delfin Lend Lease and Arts SA

**Year of completion**  
2004

**Rationale**

This sculpture symbolises a balance between our inner needs such as tranquillity and comfort versus material abundance and economic progress. The work makes references to North and South as two different hemispheres, and East and West as two cultures that have evolved from different traditions but share similar values, aspirations and design principles. The work is inspired by geometric simplicity which reveals a subtlety and richness in spatial articulation. It derives from circular forms that share the serenity and clarity characteristic to traditional Japanese architecture. The sculptures are placed over the gentle curved mound, designed to evoke a sense of movement or rolling effect. The artwork together with the Garden of Shifting Skies makes a compelling statement about the need to understand nature and the need to work with it.



## Drawn Place, Drawn Space



**Title of Artwork**

Mawson Lakes School Artistic Fence - Drawn Place, Drawn Space

**Artist/s**

Leslie Matthews

**Location**

Mawson Lakes School, Garden Terrace, Mawson Lakes

**Form**

Metal fencing panels

**Commissioned by**

Department of Education

**Project Partners**

City of Salisbury and Arts SA

**Year of completion**

2004

**Rationale**

The concept for the artistic fence is *The Environment: natural, geographical, historical and multicultural*. The design is focussed on historical research and images of the local environment, whilst the final images for the designs were created by the children at Mawson Lakes Primary School in response to this theme. Some of the images and colours chosen reflect the history of the area, the existing architectural environment and the colours of the land and soil.

The story of the fence begins with images of Aboriginal mounds, which represent the day to day life of the Kaurna people, skeletal animals and the surrounding environments of the Mawson Lakes School. The next series of images are a representation of what can be found in the local environment. Then with the introduction of images of people, boats and cars there is a representation of western cultural influences, ending with an image of the school itself as an end to this part of the story.

## Bagster Road Entrance Statement



**Title of Artwork**

*Bagster Road Entrance Statement*

**Artist/s**

Adrian Potter and Bridgette Minuzzo

**Location**

Intersection of Bagster and Waterloo Corner Roads, Salisbury North

**Form**

Bronze sculptures

**Commissioned by**

South Australian Housing Trust

**Year of Completion**

2000

**Rationale**

This artwork symbolises the rapid and recent growth of the suburb of Salisbury North. Urban development has been matched by the growth of the community spirit, which continues to flourish. The trees increase in size, indicating the initial rapid expansion of the suburb from 1950. With the use of trees as a symbol of growth the artists wish to draw attention to the beauty of the local area and a reminder that growth may be occurring all around us. The leaves in the trees point to the sky, as do the leaves on a sapling, symbolising a forward-looking community.

## Mawson Lakes Promenade



**Title of Artwork**

*Mawson Lakes Promenade*

**Artist/s**

Hussein Valamanesh and Craig Andrae

**Location**

Mawson Lakes Boulevard, Mawson Lakes

**Form**

Sculptures in stainless steel and powder coated steel

**Commissioned by**

Delfin Lend Lease

**Project Partners**

Mawson Lakes Community Trust Fund and City of Salisbury

**Year of Completion**

2004

**Rationale0**

The concept of the curvilinear lines was picked up from the initial landscape design and taken further to engage the water's edge. By placing the sculptures in the water it opens up the space and makes connections between land and water. While the two elements of steps and spirals may compliment each other they can also be seen as opposites. The steps may be seen as logic, order and man-made while the spiral has reference to intuition, the organic and the natural.

## Other Known Works

|  |   |
|--|---|
| Bagster Road Community Centre, Salisbury North | Sculpture, Seating, paving and story stones corner of Shaxton Street  |
| Ingle Farm Library, Ingle Farm                 | Mural panels (3) - Artists Lucy Turnbull, Krystle Hart, Roy Ananda  |
| Len Beadell Library (New Central)              | Sculpture, Meeting Room, Len Beadell Library - Glass panels   |
| Len Beadell Library (New Central)              | Banners (4) at entrance to library. Artists Fiona Ley and Tane Williams   |
| Pooraka Farm Community Centre                  | Mural panels (5). Artists Ned Bajic, Alexia Cafcakis and Robyn Dixon  |
| Salisbury East Neighbourhood Centre            | Mural panels (3). Artists Lucy Turnbull, Krystle Hart, Roy Ananda.  |
| First Avenue, Mawson Lakes                     | Sculpture, corner of Parkway. Artist Annabelle Lollette<br>Title of the three elements <i>Obelisk, Flag, Pyramid</i> .                            |
| Greencroft Road, Salisbury North               | Corner Kelsey Road. Mosaic Bench  |
| James Street, Salisbury                        | Outdoor Seats - Tiled seats between office and cinema. Mosaic.  |
| Reserve Kaurna Park, Burton                    | Carved, painted rocks, 50m north of carpark near footbridge   |
| Reserve Mobara Park, Mawson Lakes              | Sculpture on Mobara Park - Donated to City of Salisbury by the City of Mobara, Japan - bronze sculpture   |
| Reserve Pooraka Unity Park Reserve             | Murals at the Skate Park. Artist - James Cochran (Jimmy.C)  |
| Reserve Salisbury North Oval, S/North          | Art Work - Skate Park Toilets - Aerosal murals  |
| Reserve Salisbury North Oval, S/North          | Art Work/Sculpture, corner Greencroft/Kelsey. Story Stone Wall & artistic path. " <i>Meeting Places, Local Stories and Hopes for the Future</i> " |
| Reserve Technology Park Plantations, Levels    | Sculpture Metal Sphere, near lake First Ave   |
| Salisbury Civic Square                         | Sculpture and Water feature (Tony Rosella & David Adderton)   |
| Salisbury Interchange Car Park                 | Salisbury Interchange facing Gawler - Adelaide tracks- Mural panels (7) - Artist Doris Ayala  |
| Salisbury Interchange Car Park                 | Mosaic and painted murals.  |

## Street Art in Salisbury

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The below works have been undertaken by the street art community, understood to have been coordinated with the approval of the building owner.

### Brown Terrace, Salisbury



**Artist/s**  
Unknown (local street artists)





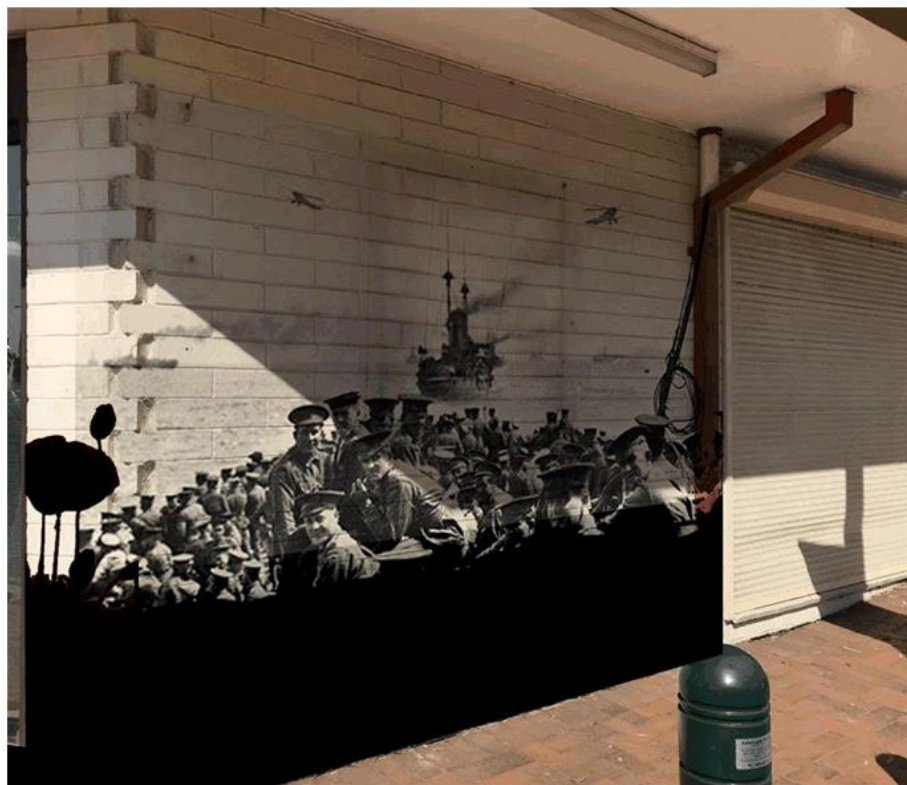
## Salisbury RSL

### ANZAC Centenary Mural Concepts



North Lane, Salisbury RSL





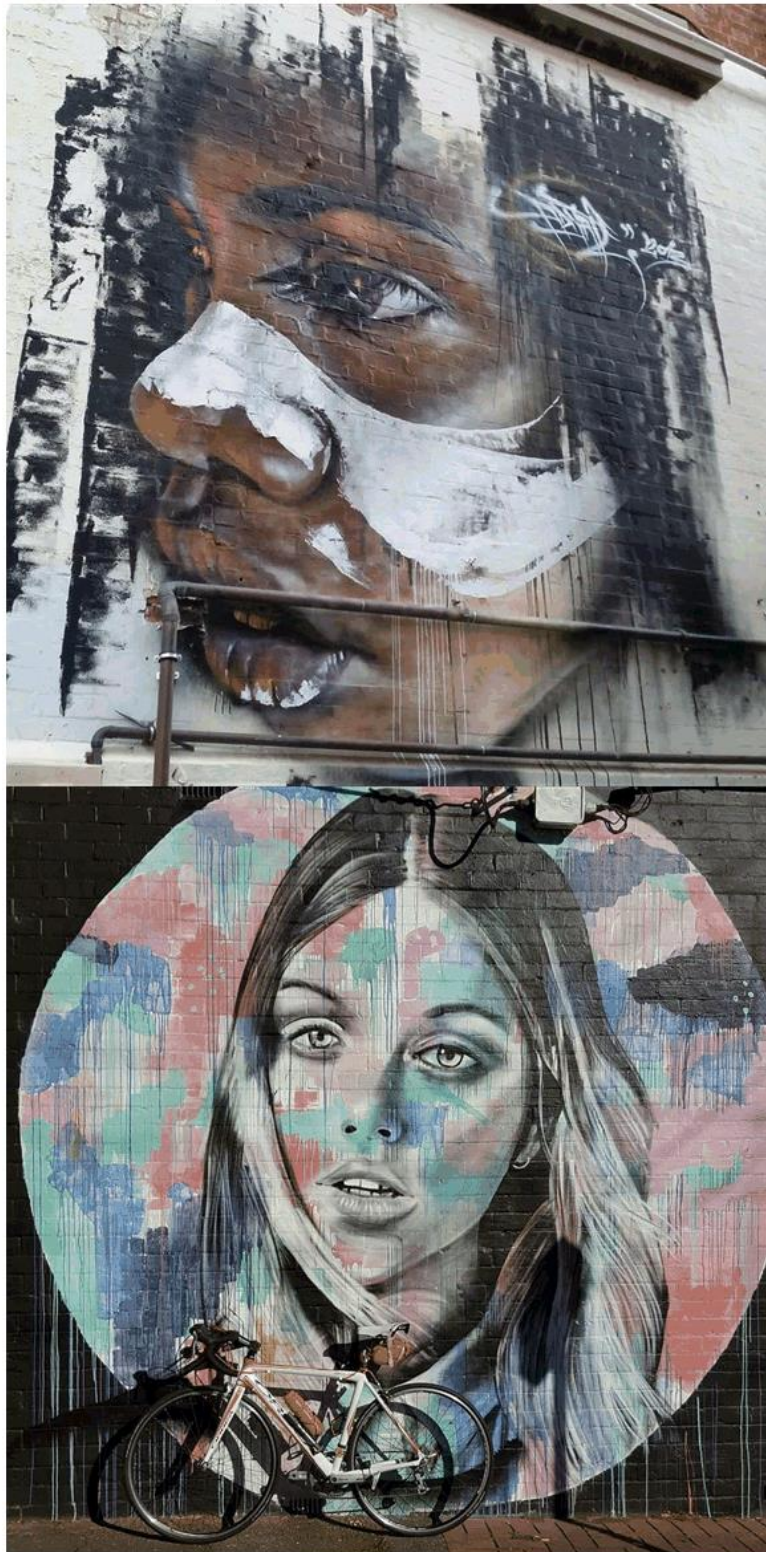
Park Terrace, Salisbury RSL

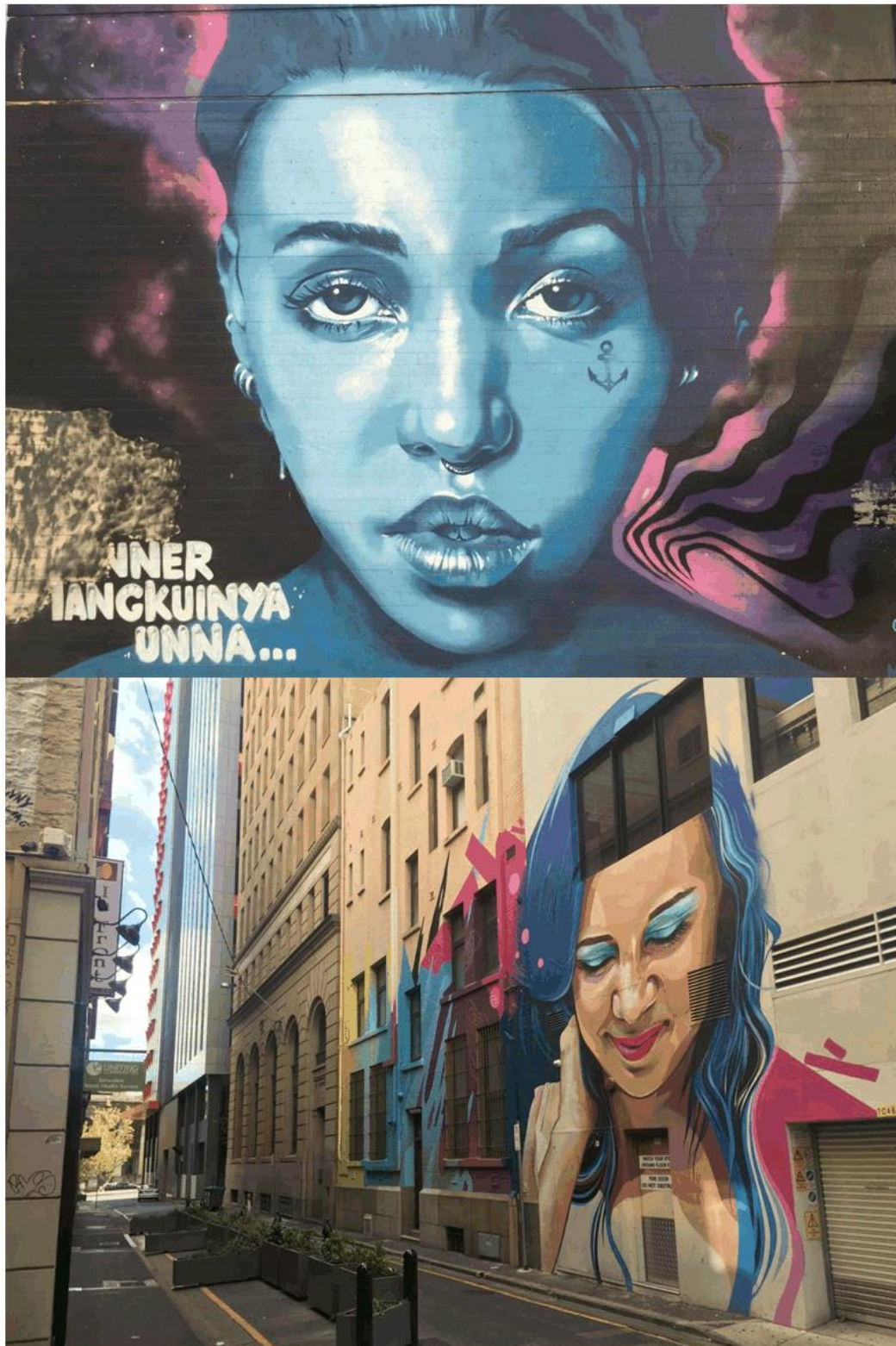


Street location, 19 Park Terrace Salisbury, South Australia

## Examples of Murals in South Australia

The below are examples of works undertaken throughout the Adelaide CBD and metropolitan area.







Item 1.1.3 - Attachment 4 - Murals in Adelaide Metropolitan Area



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|                        |   |
|------------------------|---|
| <b>ITEM</b>            | 1.1.4   |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>  |
| <b>DATE</b>            | 18 June 2018  |
| <b>HEADING</b>         | Belgravia Fees and Charges  |
| <b>AUTHOR</b>          | Adam Trottman, Manager Community Planning & Vitality,<br>Community Development  |
| <b>CITY PLAN LINKS</b> | 3.3 Be a connected city where all people have opportunities to participate.<br>3.4 Be a proud, accessible and welcoming community.  |
| <b>SUMMARY</b>         | This report presents the financial implications if fees and charges are set at the same rates for like services (at the lowest rate) and with no increase from the 2017/18 rates. |

### **RECOMMENDATION**

1. That the information contained in the report is noted.
2. Endorse OPTION 1
  - a. Council approve the proposed fees and charges by Belgravia Leisure as contained within the 2018/19 Business Plan.

or
3. Endorse OPTION 2
  - a. Council determine that the lowest rate for the 2017/18 fees for like services be applied as contained in Attachment 1, 2 and 3.
  - b. The 2018/19 Budget be updated to reflect additional expenditure of \$70,938 to accommodate the change in 4.5.
  - c. Note that future budgets may be impacted by the compounding effect of the 2018/19 fee structure proposed in Option 2.

### **ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Ingle Farm Recreation Centre and The Gardens Recreation Centre Fees and Charges
2. Little Para Golf Course Fees and Charges
3. Salisbury Recreation Precinct Fees and Charges
4. Total Impact on Revenue

## 1. BACKGROUND

1.1 Council commenced a five year management agreement with Belgravia Leisure on 1<sup>st</sup> October 2014 for the management of three Recreation Centres on behalf of the City of Salisbury:

- Salisbury Recreation Precinct (tennis courts and swimming pool)
- The Gardens Recreation Centre
- Ingle Farm Recreation Centre

1.2 Management of the Little Para Golf Course was also entered into with Belgravia Leisure in 2016, which expires in 2021.

1.3 Under the terms of the management agreement Belgravia Leisure will provide annually to Council the Business Plan's for the Centre's and the proposed fees and charges for the upcoming Financial Year.

1.4 This report addresses Council resolution inter alia 2513/2018:

*That staff bring back a report in June 2018 which details the financial implications if fees and charges are set at the same rates for like services (at the lowest rate) and with no increases from the 2017/18 rates.*

## 2. CONSULTATION / COMMUNICATION

2.1 External

2.1.1 Discussions have occurred with Belgravia Leisure in relation to the development of the Business Plans and Fees and Charges

## 3. REPORT

### Fees and Charges

3.1 Belgravia Leisure has undertaken extensive analysis of their pricing, pricing of its competition and the desire to increase participation at centres.

3.2 As part of its 2018/19 Business Plans, Belgravia Leisure proposed an increase in fees across the sites that it manages.

3.3 Whilst increases to fees were proposed, fees remained competitive. The fees and charges initially proposed allowed Belgravia Leisure to continue their position as an affordable provider of community recreation services.

3.4 The quality of services and programs offered can differ from centre to centre. These differences may include the standard of the facilities and courts being played on. This can make direct comparison of one service to another difficult.

### Analysis of No Increase to Fees and Charges from 2017/18 to 2018/19 and lowest rate applied across like services

3.5 A comprehensive analysis has been undertaken regarding the financial impact of not increasing fees and charges from 2017/18 to the 2018/19 financial year, including using the lowest rate across like services at like facilities.

3.6 It is important to note that not increasing fees from 2017/18 to 2018/19 is unlikely to lead to an increase in participation rates. In 2014/2015, Belgravia Leisure did not increase fees and there was no impact on participation rates. In that instance,



there was a slight decrease in team nominations that was consistent with a decline in participation rates of many court sports nationally.

- 3.7 By adopting the lowest rate from 2017/18 of like services and applying those rates with no increase to the 2018/19 fees, there is a forecast loss of revenue of \$70,938.
- 3.8 The negative compounding effect of this option will increase in future years. For example, if in 2019/20 fees and charges are increased by 2.5%, the true impact of the above option will be \$72,711. In 2020/21 the impact would be \$74,528. In 2021/22 it would be \$76,391 and so on.
- 3.9 The above rates are based on 2018/19 forecasts and will vary depending on actual visitation numbers and any variance year to year.

#### **Contract implications**

- 3.10 The contract between Belgravia Leisure and the City of Salisbury is silent on what should occur if the proposed fees and charges are not approved and Council decides to apply a different rate. There are however clauses in the contract covering disputes and dispute resolution that require the Chief Executive Officers to resolve.
- 3.11 The proposed solution is that Belgravia Leisure provide actual visitation numbers on a quarterly basis and invoice council the revenue shortfall resulting from the above fee equalisation.
- 3.12 Future budget considerations should recognise the compounding effect of the 2018/19 fee equalisation.

#### **4. CONCLUSION / PROPOSAL**

- 4.1 Below are two options for Councils Consideration;

##### **OPTION 1**

- 4.2 Council approves the proposed fees and charges by Belgravia Leisure as contained within the 2018/19 Business Plan.
- 4.3 This option maintains the fees of service at benchmarked pricing, and allows for minor increases in line with the market.

##### **OPTION 2**

- 4.4 Council determine that the lowest rate for the 2017/18 fees for like services be applied as contained in Attachment 1, 2 and 3.
- 4.5 This would require Council to update the 2018/19 budget to reflect the projected expenditure of \$70,938 to accommodate the changes.
- 4.6 If Option 2 is adopted, Belgravia Leisure will provide actual visitation numbers on a quarterly basis and invoice council the projected shortfall.
- 4.7 Future budgets may be impacted by the compounding effect of the 2018/19 fee structure proposed in Option 2.
- 4.8 It should be noted that there may be a compounding effect of the 2018/19 fee structure proposed in Option 2.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 08.06.18

PGRC & IFRC Fees/Charges Review

Total reduction in income for 2018/19  
\$53,561.50

| Fee Type  | Parafield Gardens Recreation Centre |                     |                  |                    |                 |                              | Ingle Farm Recreation Centre |                     |                  |                    |                 |                              |
|---|-------------------------------------|---------------------|------------------|--------------------|-----------------|------------------------------|------------------------------|---------------------|------------------|--------------------|-----------------|------------------------------|
|   | 18/19 Fee (Inc GST)                 | 17/18 Fee (Inc GST) | Lowest 17/18 Fee | Variance 18/19 Fee | Annual Quantity | Total \$ reduction in income | 18/19 Fee (Inc GST)          | 17/18 Fee (Inc GST) | Lowest 17/18 Fee | Variance 18/19 Fee | Annual Quantity | Total \$ reduction in income |
| <b>Basketball</b>   |                                     |                     |                  |                    |                 |                              |                              |                     |                  |                    |                 |                              |
| Evening Senior Team Fee   | \$48.00                             | \$47.00             | \$ 47.00         | \$1.00             | 1350            | \$ 1,350.00                  | \$49.00                      | \$48.00             | \$ 47.00         | \$2.00             | 1889            | \$ 3,778.00                  |
| Evening Senior Player Registration Fee                                | \$11.00                             | \$11.00             | \$ 10.00         | \$1.00             | 600             | \$ 600.00                    | \$10.00                      | \$10.00             | \$ 10.00         | \$0.00             |                 |                              |
| Evening Senior Team Nomination Fee (inc 5 player registrations)       | \$80.00                             | \$75.00             | \$ 70.00         | \$10.00            | 60              | \$ 600.00                    | \$75.00                      | \$70.00             | \$ 70.00         | \$5.00             | 112             | \$ 560.00                    |
| Senior Permit   | \$7.00                              | \$7.00              | \$ 5.00          | \$2.00             | 100             | \$ 200.00                    | \$5.00                       | \$5.00              | \$ 5.00          | \$0.00             |                 |                              |
| NEIB Player   | NA                                  | NA                  |                  |                    |                 |                              | \$8.00                       | \$8.00              | \$ 8.00          | \$0.00             |                 |                              |
| Junior Team Fee   | \$38.00                             | \$37.00             | \$ 37.00         | \$1.00             | 1204            | \$ 1,204.00                  | \$37.00                      | \$37.00             | \$ 37.00         | \$0.00             |                 |                              |
| Junior Player Registration Fee (U8/U10/U12/U14/U16/U19 per season)    | \$8.00                              | \$8.00              | \$ 7.50          | \$0.50             | 550             | \$ 275.00                    | \$7.50                       | \$7.50              | \$ 7.50          | \$0.00             |                 |                              |
| Junior Player Late Registration Fee                                   | NA                                  | NA                  |                  |                    |                 |                              | \$10.00                      | \$10.00             | \$ -             | \$10.00            | 10              | \$ 100.00                    |
| Junior Team Nomination  | \$20.00                             | \$20.00             | \$ 15.00         | \$5.00             | 68              | \$ 340.00                    | \$15.00                      | \$15.00             | \$ 15.00         | \$0.00             |                 |                              |
| Junior Permit   | \$5.00                              | \$5.00              | \$ -             | \$5.00             | 30              | \$ 150.00                    | NA                           | NA                  |                  |                    |                 |                              |
| Junior Practice Half Court ¾ hr (Centre based teams ONLY)             | \$13.00                             | \$12.00             | \$ 12.00         | \$1.00             | 1080            | \$ 1,080.00                  | \$13.00                      | \$13.00             | \$ 12.00         | \$1.00             | 480             | \$ 480.00                    |
| Junior Practice Half Court 1 hr (Centre based teams ONLY)             | \$17.00                             | \$15.00             | \$ 15.00         | \$2.00             | 40              | \$ 80.00                     | \$15.00                      | \$15.00             | \$ 15.00         | \$0.00             |                 |                              |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Junior 3-Ball Team Fee  | \$30.00                             | NA                  | \$ 30.00         | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| Junior 3-Ball Nomination Fee  | \$0.00                              | NA                  | \$ -             | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| Junior 3-Ball Player Registration                                     | \$8.00                              | NA                  | \$ 8.00          | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Casual Shooting (per person per hour)                                 | \$6.00                              | \$6.00              | \$ 5.00          | \$1.00             | 3100            | \$ 3,100.00                  | \$5.00                       | \$5.00              | \$ 5.00          | \$0.00             |                 |                              |
| 10 Visit Casual Shooting  | \$50.00                             | \$50.00             | \$ 50.00         | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Aussie Hoops Casual Visit (Continue fee for late starters)            | \$10.00                             | \$10.00             | \$ 10.00         | \$0.00             |                 | \$ -                         | \$10.00                      | \$10.00             | \$ 10.00         | \$0.00             |                 |                              |
| Aussie Hoops Term Fee inc Pack  | \$100.00                            | \$95.00             | \$ 95.00         | \$5.00             | 40              | \$ 200.00                    | \$100.00                     | \$95.00             | \$ 95.00         | \$5.00             | 40              | \$ 200.00                    |
| Aussie Hoops Term Fee (returning customer no pack)                    | \$80.00                             | \$70.00             | \$ 70.00         | \$10.00            | 40              | \$ 400.00                    | \$80.00                      | \$75.00             | \$ 70.00         | \$10.00            | 40              | \$ 400.00                    |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| <b>Netball</b>  |                                     |                     |                  |                    |                 |                              |                              |                     |                  |                    |                 |                              |
| Evening Senior Team Fee   | \$58.00                             | \$57.00             | \$ 57.00         | \$1.00             | 2784            | \$ 2,784.00                  | \$59.00                      | \$58.00             | \$ 57.00         | \$2.00             | 694             | \$ 1,388.00                  |
| Evening Senior Player Registration Fee                                | \$11.00                             | \$11.00             | \$ 10.00         | \$1.00             | 1400            | \$ 1,400.00                  | \$10.00                      | \$10.00             | \$ 10.00         | \$0.00             |                 |                              |
| Evening Senior Team Nomination Fee (inc first 7 player registrations) | \$102.00                            | \$97.00             | \$ 90.00         | \$12.00            |                 | \$ -                         | \$95.00                      | \$90.00             | \$ 90.00         | \$5.00             | 68              | \$ 340.00                    |
| Senior Permit   | \$7.00                              | \$7.00              | \$ 5.00          | \$2.00             | 550             | \$ 1,100.00                  | \$5.00                       | \$5.00              | \$ 5.00          | \$0.00             |                 |                              |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Junior Team Fee   | \$45.00                             | \$44.00             | \$ 44.00         | \$1.00             | 2456            | \$ 2,456.00                  | NA                           | \$44.00             |                  |                    |                 |                              |
| Junior Player Registration Fee (U8/U10/U12/U14 & U17 per season)      | \$8.00                              | \$8.00              | \$ 7.50          | \$0.50             | 1368            | \$ 684.00                    | NA                           | \$7.50              |                  |                    |                 |                              |
| Junior Team Nomination  | \$20.00                             | \$20.00             | \$ 15.00         | \$5.00             | 152             | \$ 760.00                    | NA                           | \$15.00             |                  |                    |                 |                              |
| Junior Permit   | \$5.00                              | \$5.00              | \$ -             | \$5.00             | 200             | \$ 1,000.00                  | NA                           | NA                  |                  |                    |                 |                              |
| Junior Practice Half Court 3/4 hour (Centre based teams ONLY)         | \$13.00                             | \$12.00             | \$ 12.00         | \$1.00             | 2120            | \$ 2,120.00                  | NA                           | \$13.00             |                  |                    |                 |                              |
| Junior Practice Half Court 1 hr (Centre based teams ONLY)             | \$17.00                             | \$15.00             | \$ 15.00         | \$2.00             | 40              | \$ 80.00                     | NA                           | \$15.00             |                  |                    |                 |                              |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Netskillz Casual Visit  | \$6.00                              | \$6.00              | \$ 6.00          | \$0.00             |                 | \$ -                         | \$8.00                       | \$7.50              | \$ 6.00          | \$2.00             | 120             | \$ 240.00                    |
| Netskillz Term Fee  | \$54.00                             | \$54.00             | \$ 54.00         | \$0.00             |                 | \$ -                         | \$60.00                      | \$60.00             | \$ 54.00         | \$6.00             | 36              | \$ 216.00                    |
|   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| <b>Futsal</b>   |                                     |                     |                  |                    |                 |                              |                              |                     |                  |                    |                 |                              |
| Kick Start Futsal Casual Visit  | \$6.00                              | \$6.00              | \$ 6.00          | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| Kick Start Futsal Term Fee  | \$54.00                             | \$54.00             | \$54.00          | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |

Item 1.1.4 - Attachment 1 - Ingle Farm Recreation Centre and The Gardens Recreation Centre Fees and Charges

| PGRC & IFRC Fees/Charges Review  |                                     |                     |                  |                    |                 |                              |                     |                     |                  |                    |                 |  |
|--|-------------------------------------|---------------------|------------------|--------------------|-----------------|------------------------------|---------------------|---------------------|------------------|--------------------|-----------------|--|
| Total reduction in income for 2018/19  |                                     |                     |                  |                    |                 |                              |                     |                     |                  |                    |                 |  |
| \$53,561.50  |                                     |                     |                  |                    |                 |                              |                     |                     |                  |                    |                 |  |
| Fee Type   | Parafield Gardens Recreation Centre |                     |                  |                    |                 | Ingle Farm Recreation Centre |                     |                     |                  |                    |                 |  |
|  | 18/19 Fee (Inc GST)                 | 17/18 Fee (Inc GST) | Lowest 17/18 Fee | Variance 18/19 Fee | Annual Quantity | Total \$ reduction in income | 18/19 Fee (Inc GST) | 17/18 Fee (Inc GST) | Lowest 17/18 Fee | Variance 18/19 Fee | Annual Quantity | Total \$ reduction in income   |
| <b>Forfeits and Fines (Court Sports)</b>   |                                     |                     |                  |                    |                 | \$ -                         |                     |                     |                  |                    |                 |  |
| All Junior Basketball Programs – less than 24 hours notice   | \$55.00                             | \$55.00             | \$ 50.00         | \$5.00             | 2               | \$ 10.00                     | \$50.00             | \$50.00             | \$ 50.00         | \$0.00             |                 |  |
| All Junior Basketball Programs – more than 24 hours notice   | \$50.00                             | \$50.00             | \$ 45.00         | \$5.00             | 1               | \$ 5.00                      | \$45.00             | \$45.00             | \$ 45.00         | \$0.00             |                 |  |
| All Junior Basketball Programs – less than 24 hours notice   | \$70.00                             | \$70.00             | \$ 65.00         | \$5.00             | 8               | \$ 40.00                     | \$65.00             | \$65.00             | \$ 65.00         | \$0.00             |                 |  |
| All Junior Netball Programs – more than 24 hours notice  | \$60.00                             | \$60.00             | \$ 55.00         | \$5.00             | 4               | \$ 20.00                     | \$55.00             | \$55.00             | \$ 55.00         | \$0.00             |                 |  |
| All Programs – no notification - Junior  | \$85.00                             | \$85.00             | \$ 80.00         | \$5.00             | 1               | \$ 5.00                      | \$80.00             | \$80.00             | \$ 80.00         | \$0.00             |                 |  |
| All Programs – no notification - Senior  | \$95.00                             | \$95.00             | \$ 90.00         | \$5.00             | 3               | \$ 15.00                     | \$90.00             | \$90.00             | \$ 90.00         | \$0.00             |                 |  |
| All Senior Basketball Programs – less than 24 hours notice   | \$70.00                             | \$70.00             | \$ 65.00         | \$5.00             | 22              | \$ 110.00                    | \$65.00             | \$65.00             | \$ 65.00         | \$0.00             |                 |  |
| All Senior Basketball Programs – more than 24 hours notice   | \$60.00                             | \$60.00             | \$ 55.00         | \$5.00             | 12              | \$ 60.00                     | \$55.00             | \$55.00             | \$ 55.00         | \$0.00             |                 |  |
| All Senior Netball Programs – less than 24 hours notice  | \$80.00                             | \$80.00             | \$ 75.00         | \$5.00             | 64              | \$ 320.00                    | \$75.00             | \$75.00             | \$ 75.00         | \$0.00             |                 |  |
| All Senior Netball Programs – more than 24 hours notice  | \$65.00                             | \$65.00             | \$ 60.00         | \$5.00             | 35              | \$ 175.00                    | \$60.00             | \$60.00             | \$ 60.00         | \$0.00             |                 |  |
| Team Withdrawal Fee  | \$110.00                            | \$110.00            | \$ 100.00        | \$10.00            | 11              | \$ 110.00                    | \$100.00            | \$100.00            | \$ 100.00        | \$0.00             |                 |  |
| <b>Kindigym Program</b>  |                                     |                     |                  |                    |                 | \$ -                         |                     |                     |                  |                    |                 |  |
| Kindigym (per child per session)   | \$7.00                              | \$7.00              | \$ 6.50          | \$0.50             | 1910            | \$ 955.00                    | \$7.00              | \$6.50              | \$ 6.50          | \$0.50             | 1300            | \$ 650.00  |
| Kindigym - 2nd, 3rd and subsequent children  | \$6.00                              | \$6.00              | \$ 5.50          | \$0.50             | 300             | \$ 150.00                    | \$6.00              | \$5.50              | \$ 5.50          | \$0.50             | 375             | \$ 187.50  |
| 10 Visit Pass (valid 6 months)   | \$63.00                             | \$63.00             | \$ 55.00         | \$8.00             | 80              | \$ 640.00                    | \$60.00             | \$55.00             | \$ 55.00         | \$5.00             | 140             | \$ 700.00  |
| 10 Visit Pass (valid 6 months) discounts for 2nd, 3rd and subsequent children  | \$54.00                             | \$54.00             | \$ 45.00         | \$9.00             | 20              | \$ 180.00                    | \$50.00             | \$45.00             | \$ 45.00         | \$5.00             | 23              | \$ 115.00  |
| Term Registration Fee (previously was a stand alone registration of \$6, now includes registration of \$6 and 1 reduced casual visit to \$4) | \$10.00                             | \$6.00              | \$ 10.00         | \$0.00             | 800             | \$ -                         | \$10.00             | \$6.00              | \$ 10.00         | \$0.00             |                 | previously was a stand alone registration of \$6, now includes registration of \$6 and 1 reduced casual visit to \$4 |
| Unlimited Usage for Term (Membership)  | \$80.00                             | \$80.00             | \$ -             | \$80.00            |                 | \$ -                         | NA                  | NA                  |                  |                    |                 |  |
| Kindigym Birthday Party  | NA                                  | NA                  |                  |                    |                 |                              | \$300.00            | \$300.00            | \$ 300.00        | \$0.00             |                 | IFRC Party includes 3 hours hire of function room, invitations, & pass the parcel                                    |
| Kindi Sports - Casual Visit  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$8.00              | \$7.50              | \$ 7.50          | \$0.50             | 193             | \$ 96.50   |
| Kindi Sports - Term Fee  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$60.00             | \$60.00             | \$ 60.00         | \$0.00             |                 |  |
| <b>Squash</b>  |                                     |                     |                  |                    |                 | \$ -                         |                     |                     |                  |                    |                 |  |
| Squash - Casual Booking  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$22.00             | \$22.00             | \$ 22.00         | \$0.00             |                 |  |
| Squash - Permanent Booking   | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$20.00             | \$20.00             | \$ 20.00         | \$0.00             |                 |  |
| Squash - Club Members  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$17.00             | \$17.00             | \$ 17.00         | \$0.00             |                 |  |
| Squash - Off Peak Bookings   | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$14.00             | \$14.00             | \$ 14.00         | \$0.00             |                 |  |
| Squash - 10 Visit Pass - Peak  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$180.00            | \$180.00            | \$ 180.00        | \$0.00             |                 |  |
| Squash - 10 Visit Pass Off Peak  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$120.00            | \$120.00            | \$ 120.00        | \$0.00             |                 |  |
| <b>Roller Skating</b>  |                                     |                     |                  |                    |                 | \$ -                         |                     |                     |                  |                    |                 |  |
| Roller Skating - Casual Visit  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$9.00              | \$8.50              | \$ 8.50          | \$0.50             | 7406            | \$ 3,703.00  |
| Roller Skating - Family Pass   | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$30.00             | \$30.00             | \$ 30.00         | \$0.00             |                 |  |
| Roller Skating - 10 Visit Pass   | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$80.00             | \$75.00             | \$ 75.00         | \$5.00             | 10              | \$ 50.00   |
| Roller Skating - Birthday Party  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$260.00            | \$260.00            | \$ 260.00        | \$0.00             |                 |  |
| Roller Skating - Group   | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$400.00            | \$400.00            | \$ 400.00        | \$0.00             |                 |  |
| Learn to Skate - Casual Fee  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$10.00             | \$9.00              | \$ 9.00          | \$1.00             | 920             | \$ 920.00  |
| Learn to Skate - Term Fee  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$80.00             | \$75.00             | \$ 75.00         | \$5.00             | 68              | \$ 340.00  |

PGRC & IFRC Fees/Charges Review

Total reduction in income for 2018/19  
\$53,561.50

| Fee Type   | Parafield Gardens Recreation Centre |                     |                  |                    |                 |                              | Ingle Farm Recreation Centre |                     |                  |                    |                 |                              |
|--|-------------------------------------|---------------------|------------------|--------------------|-----------------|------------------------------|------------------------------|---------------------|------------------|--------------------|-----------------|------------------------------|
|  | 18/19 Fee (Inc GST)                 | 17/18 Fee (Inc GST) | Lowest 17/18 Fee | Variance 18/19 Fee | Annual Quantity | Total \$ reduction in income | 18/19 Fee (Inc GST)          | 17/18 Fee (Inc GST) | Lowest 17/18 Fee | Variance 18/19 Fee | Annual Quantity | Total \$ reduction in income |
| <b>Archery</b>   |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Archery Wednesday  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$5.00                       | \$5.00              | \$ 5.00          | \$0.00             |                 |                              |
| Archery Sunday - Junior  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$7.00                       | \$7.00              | \$ 7.00          | \$0.00             |                 |                              |
| Archery Sunday - Senior  | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$8.50                       | \$8.50              | \$ 8.50          | \$0.00             |                 |                              |
| <b>Hire of Sports Equipment</b>                                      |                                     |                     |                  |                    |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| Bibs   | \$5.00                              | \$5.00              | \$ 5.00          | \$0.00             |                 | \$ -                         | \$5.00                       | \$5.00              | \$ 5.00          | \$0.00             |                 |                              |
| Racquets - Badminton Only  | \$2.50                              | \$2.50              | \$ 2.50          | \$0.00             |                 | \$ -                         | \$6.00                       | \$6.00              | \$ 2.50          | \$3.50             | 30              | \$ 105.00                    |
| Racquets - Squash only   | NA                                  | NA                  |                  |                    |                 | \$ -                         | \$6.00                       | \$6.00              | \$ 6.00          | \$0.00             |                 |                              |
| <b>Miscellaneous Activities</b>                                      |                                     |                     |                  |                    |                 |                              |                              |                     |                  |                    |                 |                              |
| Badminton Court Hire   | \$20.00                             | \$20.00             | \$ 18.00         | \$2.00             | 40              | \$ 80.00                     | \$20.00                      | \$18.00             | \$ 18.00         | \$2.00             | 225             | \$ 450.00                    |
| Friday Badminton   | \$5.00                              | \$5.00              | \$ 5.00          | \$0.00             |                 | \$ -                         |                              |                     |                  |                    |                 |                              |
| School Holiday - Vacation Care Program - per child (minimum 30)      | NA                                  | NA                  |                  |                    |                 |                              | \$12.00                      | \$12.00             | \$ 12.00         | \$0.00             |                 |                              |
| School Holiday - Skills Clinic - per child                           | \$10.00                             | NA                  |                  |                    |                 |                              | \$10.00                      | \$10.00             | \$ 10.00         | \$0.00             |                 |                              |
| Model Planes - Casual Visit  | NA                                  | NA                  |                  |                    |                 |                              | \$13.00                      | \$13.00             | \$ 13.00         | \$0.00             |                 |                              |
| Model Planes - Casual Visit (1hr 12-1pm)                             | NA                                  | NA                  |                  |                    |                 |                              | \$6.00                       | \$6.00              | \$ 6.00          | \$0.00             |                 |                              |
| Model Planes - Per Session (Courts 2 & 3 from 6.00pm – 10pm)         | NA                                  | NA                  |                  |                    |                 |                              | \$200.00                     | \$200.00            | \$ 200.00        | \$0.00             |                 |                              |
| Sports-Ability - Casual Visit  | NA                                  | NA                  |                  |                    |                 |                              | \$8.00                       | \$7.50              | \$ 7.50          | \$0.50             | 481             | \$ 240.50                    |
| Sports-Ability - Term Pass - (based on 10 weeks)                     | NA                                  | NA                  |                  |                    |                 |                              | \$60.00                      | \$60.00             | \$ 60.00         | \$0.00             |                 |                              |
| Active Adults Fitness Class - Casual Visit                           | NA                                  | NA                  |                  |                    |                 |                              | \$6.00                       | \$6.00              | \$ 6.00          | \$0.00             |                 |                              |
| Active Adults Fitness Clas - 10 visit pass (valid 6 months)          | NA                                  | NA                  |                  |                    |                 |                              | \$54.00                      |                     | \$ 54.00         | \$0.00             |                 |                              |
| Disability Disco - Casual Entry                                      | NA                                  | NA                  |                  |                    |                 |                              | \$8.50                       | \$8.50              | \$ 8.50          | \$0.00             |                 |                              |
| Sports - Birthday Party (IFRC - daytime party)                       | NA                                  | NA                  |                  |                    |                 |                              | \$260.00                     | \$260.00            | \$ 260.00        |                    |                 |                              |
| Birthday Parties – Kindigym (PGRC - 3 Hours, no instructor)          | \$250.00                            | \$235.00            | \$ 235.00        | \$15.00            | 20              | \$ 300.00                    | NA                           | NA                  |                  | \$0.00             |                 |                              |
| Birthday Parties – Sports (PGRC - 3 Hours, instructor for 1.5 Hours) | \$250.00                            | NA                  | \$ -             | \$250.00           |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| <b>Facility Hire (PGRC)</b>  |                                     |                     |                  |                    |                 |                              |                              |                     |                  |                    |                 |                              |
| Main Stadium - Community Group/Long Term (6 plus months minimum)     | \$40.00                             | \$40.00             | \$ 40.00         | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| Main Stadium - Commercial Group/Once off                             | \$55.00                             | \$50.00             | \$ 50.00         | \$5.00             | 12              | \$ 60.00                     | NA                           | NA                  |                  |                    |                 |                              |
| Minor Stadium - Community Group/Long Term                            | \$40.00                             | \$40.00             | \$ 40.00         | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| Minor Stadium - Commercial Group/Once off                            | \$50.00                             | \$45.00             | \$ 45.00         | \$5.00             | 12              | \$ 60.00                     | NA                           | NA                  |                  |                    |                 |                              |
| Training Room – Community Group/Long Term                            | \$20.00                             | \$20.00             | \$ 20.00         | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| Training Room – Commercial Group/Once off                            | \$30.00                             | \$25.00             | \$ 25.00         | \$5.00             | 12              | \$ 60.00                     | NA                           | NA                  |                  |                    |                 |                              |
| Exclusive Use ( Whole Stadium per Day)                               | \$1,500.00                          | \$1,200.00          | \$ 1,500.00      | \$0.00             |                 | \$ -                         | NA                           | NA                  |                  |                    |                 |                              |
| <b>Stadium Hire (IFRC)</b>   |                                     |                     |                  |                    |                 |                              |                              |                     |                  |                    |                 |                              |
| Main Stadium (Court 2 & 3, per court, per hour)                      | NA                                  | NA                  |                  |                    |                 |                              | \$56.00                      | \$55.00             | \$ 55.00         | \$1.00             | 473             | \$ 473.00                    |
| Minor Stadium (Court 1, per hour)                                    | NA                                  | NA                  |                  |                    |                 |                              | \$48.00                      | \$45.00             | \$ 45.00         | \$3.00             | 708             | \$ 2,124.00                  |
| Event Hire (6 hours)   | NA                                  | NA                  |                  |                    |                 |                              | \$900.00                     | \$800.00            | \$ 800.00        | \$100.00           | 4               | \$ 400.00                    |

PGRC didn't offer this service in 17/18

New service for 18/19

IFRC Party includes 2 hours hire, instructor, invitations, ice cream cake & 16 lolly bags

PGRC party includes no instructor, 3 hours hire

PGRC party includes instructor for 1.5 hours, 3 hours hire

Item 1.1.4 - Attachment 1 - Ingle Farm Recreation Centre and The Gardens Recreation Centre Fees and Charges



**Little Para Golf Course Fees & Charges**

Total reduction in income for 2018/19

\$8,552.45

| Fee Type                              | Little Para Golf Course |                        |                       |                    |                                    |
|---------------------------------------|-------------------------|------------------------|-----------------------|--------------------|------------------------------------|
|                                       | 18/19 Fee<br>(Inc GST)  | 17/18 Fee<br>(Inc GST) | Variance<br>18/19 Fee | Annual<br>Quantity | Total \$<br>reduction in<br>income |
| <b>Green Fees</b>                     |                         |                        |                       |                    |                                    |
| <b>9 Holes</b>                        |                         |                        |                       |                    |                                    |
| Monday - Adult                        | \$11.00                 | \$10.00                | \$1.00                | 470                | \$ 470.00                          |
| Monday - Concession                   | \$10.00                 | \$9.00                 | \$1.00                | 310                | \$ 310.00                          |
| Tuesday - Friday - Adult              | \$13.00                 | \$12.00                | \$1.00                | 2030               | \$ 2,030.00                        |
| Tuesday - Friday - Concession         | \$12.00                 | \$11.00                | \$1.00                | 405                | \$ 405.00                          |
| Weekend / Public Holiday - Adult      | \$15.00                 | \$14.00                | \$1.00                | 2720               | \$ 2,720.00                        |
| Weekend / Public Holiday - Concession | \$14.00                 | \$13.00                | \$1.00                | 185                | \$ 185.00                          |
| Junior U18*                           | \$10.00                 | \$9.00                 | \$1.00                | 415                | \$ 415.00                          |
| <b>18 Holes</b>                       |                         |                        |                       |                    |                                    |
| Monday - Adult                        | \$13.50                 | \$13.00                | \$0.50                | 130                | \$ 65.00                           |
| Monday - Concession                   | \$12.50                 | \$12.00                | \$0.50                | 300                | \$ 150.00                          |
| Tuesday - Friday - Adult              | \$16.50                 | \$16.00                | \$0.50                | 430                | \$ 215.00                          |
| Tuesday - Friday - Concession         | \$15.50                 | \$15.00                | \$0.50                | 350                | \$ 175.00                          |
| Weekend / Public Holiday - Adult      | \$18.50                 | \$18.00                | \$0.50                | 890                | \$ 445.00                          |
| Weekend / Public Holiday - Concession | \$16.50                 | \$16.00                | \$0.50                | 90                 | \$ 45.00                           |
| Junior U18*                           | \$12.50                 | \$12.00                | \$0.50                | 55                 | \$ 27.50                           |
| Twilight Golf                         | \$11.00                 | \$10.00                | \$1.00                | 170                | \$ 170.00                          |
| <b>Memberships</b>                    |                         |                        |                       |                    |                                    |
| <b>7 Day Membership</b>               |                         |                        |                       |                    |                                    |
| Adult PIF (Paid in Full)              | \$650.00                | \$625.00               | \$25.00               | 2                  | \$ 50.00                           |
| Adult DD (Direct Debit - Weekly )     | \$12.20                 | \$11.90                | \$0.30                | 239                | \$ 71.70                           |
| Concession PIF                        | \$585.00                | \$560.00               | \$25.00               | 1                  | \$ 25.00                           |
| Concession DD                         | \$10.75                 | \$10.50                | \$0.25                | 165                | \$ 41.25                           |
| Junior PIF                            | \$380.00                | \$380.00               | \$0.00                |                    |                                    |
| Junior DD                             | \$7.30                  | \$7.30                 | \$0.00                |                    |                                    |
| <b>5 Day Membership</b>               |                         |                        |                       |                    |                                    |
| Adult PIF (Paid in Full)              | \$545.00                | \$520.00               | \$25.00               | 5                  | \$ 125.00                          |
| Adult DD (Direct Debit - Weekly )     | \$10.15                 | \$9.90                 | \$0.25                | 83                 | \$ 20.75                           |
| Concession PIF                        | \$490.00                | \$470.00               | \$20.00               | 1                  | \$ 20.00                           |
| Concession DD                         | \$9.15                  | \$8.90                 | \$0.25                | 205                | \$ 51.25                           |
| Membership Administration fee         | \$20.00                 | \$20.00                | \$0.00                | 15                 | \$ -                               |
| <b>Driving Range</b>                  |                         |                        |                       |                    |                                    |
| 25 Balls                              | \$7.00                  | \$7.00                 | \$0.00                |                    |                                    |
| 50 Balls                              | \$6.00                  | \$6.00                 | \$0.00                |                    |                                    |
| 100 Balls                             | \$63.00                 | \$63.00                | \$0.00                |                    |                                    |
| 10 Visit Pass (10 x 100 Balls)        | \$130.00                | \$120.00               | \$10.00               | 26                 | \$ 260.00                          |
| 20 Visit Pass (20 x 100 Balls)        | \$240.00                | \$220.00               | \$20.00               | 3                  | \$ 60.00                           |
| <b>Hire Fees</b>                      |                         |                        |                       |                    |                                    |
| Driver                                | \$5.00                  | \$5.00                 | \$0.00                |                    |                                    |
| Single Club/Putter                    | \$3.00                  | \$3.00                 | \$0.00                |                    |                                    |
| Full Set (3 Clubs)                    | \$8.00                  | \$8.00                 | \$0.00                |                    |                                    |
| Pull Cart                             | \$5.00                  | \$5.00                 | \$0.00                |                    |                                    |
| <b>Miscellaneous Activities</b>       |                         |                        |                       |                    |                                    |
| Food Vans                             | \$5.00                  | \$5.00                 | \$0.00                |                    | New service                        |
| Amusements                            | \$2.50                  | \$2.50                 | \$0.00                |                    | New service                        |
| <b>TOTAL</b>                          |                         |                        |                       |                    | <b>\$ 8,552.45</b>                 |





**Salisbury Recreation Precinct Fees & Charges**

Total reduction in income for 2018/19

\$8,825.00

| Fee Type   | Salisbury Recreation Precinct |                         |                       |                    |                                    |
|--|-------------------------------|-------------------------|-----------------------|--------------------|------------------------------------|
|  | 18/19 Fee<br>(Incl GST)       | 17/18 Fee<br>(Incl GST) | Variance<br>18/19 Fee | Annual<br>Quantity | Total \$<br>reduction<br>in income |
| <b>Aquatic - Casual Entry</b>  |                               |                         |                       |                    |                                    |
| Public Entry Fee - Adult Swim  | \$6.00                        | \$5.50                  | \$0.50                | 3180               | \$1,590.00                         |
| Public Entry Fee - Concession  | \$5.00                        | \$5.00                  | \$0.00                |                    |                                    |
| Public Entry Fee - Child Swim (Over 3 years and under 15 years)                  | \$5.00                        | \$4.50                  | \$0.50                | 3790               | \$1,895.00                         |
| Public Entry Fee - Family Swim (2 Adults & 2 Children or 1 Adult & 3 Children)   | \$18.00                       | \$16.00                 | \$2.00                | 682                | \$1,364.00                         |
| Public Entry Fee - Spectators  | \$2.50                        | \$2.00                  | \$0.50                | 1095               | \$547.50                           |
| Public Entry Fee - Under 3 years - If accompanied by a paying adult              | \$0.00                        | \$0.00                  | \$0.00                |                    |                                    |
| Public Entry Fee - Group Booking (Booking over 20 people)                        | \$4.50                        | \$4.00                  | \$0.50                | 140                | \$70.00                            |
| Public Entry Fee - OPAL Salisbury Schools Special (Mon - Fri during school term) | \$2.50                        | \$2.50                  | \$0.00                |                    |                                    |
| Public Entry Fee - entry plus Inflatable (group booking only)                    | \$5.50                        | \$5.50                  | \$0.00                |                    |                                    |
| Public Entry Fee - Inflatable Fun Run per person                                 | \$2.50                        | \$2.50                  | \$0.00                |                    |                                    |
| Public Entry Fee - Community event (e.g. Open Day)                               | \$4.00                        |                         | \$4.00                | 300                | \$1,200.00                         |
| Public Entry Fee - Social Inclusion - Safety education program                   | \$0.00                        |                         | \$0.00                |                    |                                    |
| <b>Swim School</b>   |                               |                         |                       |                    |                                    |
| Swim and Survive - Upfront - "block" payment                                     | \$16.00                       | \$15.00                 | \$1.00                | 1456               | \$1,456.00                         |
| Swim and Survive - Direct Debit  | \$15.00                       | \$15.00                 | \$0.00                |                    |                                    |
| Swim and Survive - Upfront - "block" payment 3rd & subsequent children           | \$14.50                       | \$13.50                 | \$1.00                | 96                 | \$96.00                            |
| Swim and Survive - Direct Debit - 3rd & subsequent children                      | \$13.50                       | \$13.50                 | \$0.00                |                    |                                    |
| Swim and Survive - Admin Fee   | \$20.00                       | \$20.00                 | \$0.00                |                    |                                    |
| Swim and Survive - Baby Classes Upfront - "block" payment                        | \$10.00                       |                         | \$10.00               | 16                 |                                    |
| Swim and Survive - Baby Classes - Come and try                                   | \$0.00                        |                         | \$0.00                |                    |                                    |
| Swim and Survive - Private Lesson  | \$27.00                       | \$22.00                 | \$5.00                | 34                 | \$170.00                           |
| Swim and Survive - Private Lesson subsequent children in same class              | \$22.00                       | \$17.00                 | \$5.00                | 0                  | \$0.00                             |
| Swim and Survive - Private Lesson Upfront - 5 sessions                           | \$115.00                      | \$100.00                | \$15.00               | 4                  | \$60.00                            |
| Vac Swim Entry per person  | \$3.80                        | \$3.50                  | \$0.30                | 455                | \$136.50                           |
| Aqua Aerobics  |                               |                         |                       |                    |                                    |
| Aqua Aerobics - Cost per Class   | \$10.00                       | \$10.00                 | \$0.00                |                    |                                    |
| Aqua Aerobics - Book of Ten  | \$90.00                       | \$90.00                 | \$0.00                |                    |                                    |
| <b>Pool Facility Hire</b>  |                               |                         |                       |                    |                                    |
| Carnival Hire - Whole Pool Exclusive - min 3hr initial fee (up to 200 people)    | \$630.00                      | \$600.00                | \$30.00               | 4                  | \$120.00                           |
| Carnival Hire - Whole Pool Exclusive - per hour thereafter (up to 200 people)    | \$170.00                      | \$160.00                | \$10.00               | 4                  | \$40.00                            |
| Carnival Hire - Whole Pool Exclusive - min 3hr initial fee (200 - 500 people)    | \$675.00                      | \$675.00                | \$0.00                |                    |                                    |
| Carnival Hire - Whole Pool Exclusive - per hour thereafter (200 - 500 people)    | \$180.00                      | \$180.00                | \$0.00                |                    |                                    |
| Carnival Hire - Whole Pool Exclusive - min 3hr initial fee (over 500 people)     | \$750.00                      | \$750.00                | \$0.00                |                    |                                    |
| Carnival Hire - Whole Pool Exclusive - per hour thereafter (over 500 people)     | \$200.00                      | \$200.00                | \$0.00                |                    |                                    |
| Inflatable Hire - 2 hour (additional to carnival hire)                           | \$220.00                      | \$220.00                | \$0.00                |                    |                                    |
| Carnival Hire - Exclusive 50m Only - min 3hr initial fee                         | \$500.00                      | \$500.00                | \$0.00                |                    |                                    |
| Carnival Hire - Exclusive 50m Only - per hour thereafter                         | \$150.00                      | \$150.00                | \$0.00                |                    |                                    |
| Carnival Hire - Exclusive 25m Only - min 3hr initial fee                         | \$200.00                      | \$200.00                | \$0.00                |                    |                                    |
| Carnival Hire - Exclusive 25m Only - per hour thereafter                         | \$90.00                       | \$90.00                 | \$0.00                |                    |                                    |
| Club Hire - 50m pool - Per lane per hour   | \$27.50                       | \$27.50                 | \$0.00                |                    |                                    |
| Club Hire - 25m pool - Per lane per hour   | \$17.00                       | \$17.00                 | \$0.00                |                    |                                    |
| <b>DECD</b>  |                               |                         |                       |                    |                                    |
| School Lessons - School Term - 45 minute lesson run by Education Dept.           | \$2.50                        | \$2.50                  | \$0.00                |                    |                                    |
| School Lessons - School Term - 90 minute lesson run by Education Dept.           | \$3.00                        | \$3.00                  | \$0.00                |                    |                                    |

56 kids x10 weeks + 64 kids x14 weeks

4 kids x10 weeks + 4 kids x14 weeks

New progra

**Salisbury Recreation Precinct Fees & Charges**

Total reduction in income for 2018/19

\$8,825.00

| Fee Type   | Salisbury Recreation Precinct |                         |                       |                    |                                    |
|--|-------------------------------|-------------------------|-----------------------|--------------------|------------------------------------|
|  | 18/19 Fee<br>(Incl GST)       | 17/18 Fee<br>(Incl GST) | Variance<br>18/19 Fee | Annual<br>Quantity | Total \$<br>reduction<br>in income |
| <b>Pool Memberships</b>  |                               |                         |                       |                    |                                    |
| Membership - Pool - Individual   | \$250.00                      | \$250.00                | \$0.00                |                    |                                    |
| Membership - Pool - Couples  | \$450.00                      | \$450.00                | \$0.00                |                    |                                    |
| Membership - Pool - Family (2 Adults & 2 Children or 1 Adult & 3 Children)       | \$500.00                      | \$500.00                | \$0.00                |                    |                                    |
| Membership - Pool 3 months (from Jan) - Individual                               | \$150.00                      | \$150.00                | \$0.00                |                    |                                    |
| Membership - Pool 3 months (from Jan) - Couples                                  | \$250.00                      | \$250.00                | \$0.00                |                    |                                    |
| Membership - Pool 3 months (from Jan) - Family (as above)                        | \$300.00                      | \$300.00                | \$0.00                |                    |                                    |
| Membership - Pool - Family (per child - additional child)                        | \$45.00                       | \$45.00                 | \$0.00                |                    |                                    |
| Visit Pass - Pool - 30 Visit Adult   | \$130.00                      | \$125.00                | \$5.00                | 4                  | \$20.00                            |
| Visit Pass - Pool - 30 Visit Concession  | \$115.00                      | \$115.00                | \$0.00                |                    |                                    |
| Visit Pass - Pool - 10 Visit Adult   | \$54.00                       | \$50.00                 | \$4.00                | 15                 | \$60.00                            |
| Visit Pass - Pool - 10 Visit Concession  | \$40.00                       | \$40.00                 | \$0.00                |                    |                                    |
| School Holiday Pass - Adult (6 week Christmas holidays)                          | \$80.00                       | \$80.00                 | \$0.00                |                    |                                    |
| School Holiday Pass - Child (6 week Christmas holidays)                          | \$65.00                       | \$65.00                 | \$0.00                |                    |                                    |
| <b>Tennis Memberships</b>  |                               |                         |                       |                    |                                    |
| Membership - Tennis 3 months - Individual Adult                                  | \$65.00                       | \$65.00                 | \$0.00                |                    |                                    |
| Membership - Tennis 3 months - Individual Concession                             | \$50.00                       | \$50.00                 | \$0.00                |                    |                                    |
| Membership - Tennis 3 months - Couples   | \$110.00                      | \$110.00                | \$0.00                |                    |                                    |
| Membership - Tennis 6 months - Individual Adult                                  | \$100.00                      | \$100.00                | \$0.00                |                    |                                    |
| Membership - Tennis 6 months - Individual Concession                             | \$70.00                       | \$70.00                 | \$0.00                |                    |                                    |
| Membership - Tennis 6 months - Couples   | \$165.00                      | \$165.00                | \$0.00                |                    |                                    |
| Membership - Tennis 12 months - Individual Adult                                 | \$165.00                      | \$165.00                | \$0.00                |                    |                                    |
| Membership - Tennis 12 months - Individual Concession                            | \$110.00                      | \$110.00                | \$0.00                |                    |                                    |
| Membership - Tennis 12 months - Couples  | \$280.00                      | \$280.00                | \$0.00                |                    |                                    |
| Membership - Tennis 12 months - Family   | \$350.00                      | \$350.00                | \$0.00                |                    |                                    |
| <b>Tennis Court Hire</b>   |                               |                         |                       |                    |                                    |
| Club Hire - Social Tennis Annual Hire Agreement (four courts)                    | \$1,150.00                    | \$1,150.00              | \$0.00                |                    |                                    |
| Club Hire - Social Tennis Annual Hire Agreement - additional courts              | \$385.00                      | \$385.00                | \$0.00                |                    |                                    |
| Club Hire - Commercial Tennis Annual Hire Agreement (per court, per year)        | \$2,000.00                    | \$2,000.00              | \$0.00                |                    |                                    |
| Casual Court Hire - Day – per hour   | \$13.00                       | \$13.00                 | \$0.00                |                    |                                    |
| Casual Court Hire - Evening (with lights) – per hour                             | \$19.00                       | \$19.00                 | \$0.00                |                    |                                    |
| Casual Court Hire - If accompanying an existing facility member* - per hour/pers | NA                            | \$5.00                  |                       |                    |                                    |
| <b>Miscellaneous</b>   |                               |                         |                       |                    |                                    |
| Food Vans (if charging customers for goods/services, per hour)                   | \$15.00                       |                         |                       |                    | New fee                            |
| Amusments (if charging customers for goods/services, per hour)                   | \$10.00                       |                         |                       |                    | New fee                            |
| <b>TOTAL</b>   |                               |                         |                       |                    | <b>\$8,825.00</b>                  |

Item 1.1.4 - Attachment 3 - Salisbury Recreation Precinct Fees and Charges

**Belgravia Leisure - Salisbury Facilities**

| <b>Sites</b>                  | <b>Total reduction in income for 2018/19</b> |
|-------------------------------|--|
| Recreation Centres            | \$ 53,561.50                                 |
| Salisbury Recreation Precinct | \$ 8,825.00                                  |
| Little Para Golf Course       | \$ 8,552.45                                  |
| <b>Grand Total</b>            | <b>\$ 70,938.95</b>                          |



|                        |  |
|------------------------|--|
| <b>ITEM</b>            | 1.2.1  |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |
| <b>DATE</b>            | 18 June 2018   |
| <b>HEADING</b>         | Approach to Supporting Business Growth and Investment  |
| <b>AUTHOR</b>          | Nina Parletta, Coordinator Economic Growth, City Development   |
| <b>CITY PLAN LINKS</b> | 1.2 Be the place of choice for businesses to invest and grow within South Australia, nationally and internationally.<br>1.3 Have a thriving business sector that supports community wellbeing, is globally oriented and creates job opportunities.<br>4.2 Develop strong capability and commitment to continually improve Council's performance. |
| <b>SUMMARY</b>         | Council policies and practices can stimulate or hinder local business growth, employment creation and the attraction of new businesses to the area. This report outlines the status of activities that have been undertaken or are underway since June 2017 and the proposed future focus.   |

## RECOMMENDATION

1. That the report be noted.
2. That it be noted that further individual reports will be provided for consideration in respect to:
  - a) Footpath Trading Policy to be considered by the Resources and Governance Committee on 18 June 2018.
  - b) Charging for Use of Council Land – a report and policy will be provided in Council in July 2018 for consideration.
3. That the Green Infrastructure Plan identify sites for landscaping of commercial precincts for consideration as part of the budget bid process for 2018/19 including development of precinct-based landscape standards.

## ATTACHMENTS

There are no attachments to this report.

### 1. BACKGROUND

1.1 At its meeting on 26 June 2017, Council resolved (1838/2017):

*That the following issues and/or policies gaps be addressed as part of a 2017/18 implementation program, including:*

- *Review of footpath trading policy;*
- *Development of a policy to guide charges for use of council land;*

- *Business signage;*
- *Information technology interfaces with business as an element of the Digital Strategy; and*
- *Vegetation management (e.g. verge maintenance, tree thinning to improve business visibility, landscape standards in commercial precincts).*

1.2 A key direction in Council's *City Plan 2030* is for Salisbury to be a prosperous City. Salisbury is the State's fourth largest local economy and has a significant commercial rate paying base. At the same time, Salisbury's unemployment rate is above the state average and there is a need to support an environment that attracts investment and supports job creation.

1.3 The City of Salisbury has for a number of years through the Makes Good Business Sense campaign and broader investment attraction initiatives promoted itself as a pro-business, progressive and proactive city.

1.4 Recognising that job creation will come from the investment choices of the private and public sector (through State and Federal budget decisions), Council's *City Plan* contains a critical action to "*further our reputation as a business friendly Council by reforming our processes and how we work with business in the City.*"

1.5 Council recognises the importance of the business sector as a vital contributor to local and regional economies and communities. This includes existing and new businesses that seek to locate or expand within the City Salisbury.

## 2. CITY PLAN CRITICAL ACTION

2.1 Further our reputation as a business friendly Council by reforming our processes and how we work with business in the City.

## 3. CONSULTATION / COMMUNICATION

3.1 Internal

3.1.1 Responsible Divisions were consulted to provide update reports on implementation of each of the initiatives.

3.2 External

3.2.1 Nil

## 4. REPORT

4.1 A one-size-fits-all approach will not meet the needs of all businesses, and the City of Salisbury endeavours to be flexible to understand and meet individual needs where possible and appropriate, acknowledging the statutory and regulatory functions of Council, the need for consistency and transparency, and the expectations of the broader community.

4.2 Many parts of Council have an impact on business activity. This includes policies and regulatory functions, the types of services offered specifically to businesses, the way in which Council interacts with business through functions such as our communications, technology interfaces and payment options, to the way in which Council maintains and provides services to commercial and industrial precincts.

- 4.3 Since June 2017, a number of activities have been completed or are underway in response to the issues and/or policy gaps identified, and to further support the ‘business friendly’ agenda:

Completed:

- Implemented a procurement policy which recognised that local small business is a significant contributor to economic development and should be provided with fair opportunity to service Council, wherever possible.
- Introduced and promoted a timely and cost effective process to manage any disputes arising between the City of Salisbury and small business clients.
- Vegetation management: An initial project to thin vegetation and re-plant more suitable vegetation was completed along Main North Road, between McIntyre and Kesters Roads, to provide greater visibility of businesses along that area.
- Salisbury Business and Invest Salisbury websites have been created, with the Polaris Business and Innovation Centre website also updated.
- Refocus of Polaris Centre business services and engagement programs in line with the recommendations and focus of the program review recommendation.
- Case management function for inbound investment opportunities and businesses seeking to grow developed.
- CEO industry roundtables introduced: Defence and Space Industry (5 December 2017) and Advanced Manufacturing (23 March 2018). A roundtable with technology intensive firms is scheduled for August 2018 with food manufacturing later in the year
- Introduced online development application lodgment capability, with 60% of applications being assessed electronically (minor domestic applications only at present, but to be expanded to eventually encompass all development applications).
- Signed up to the Office of the Small Business Commissioner’s Small Business Friendly Initiative
- In line with the requirements of the Office of the Small Business Commissioner’s Small Business Charter, committed to pay invoices from small business suppliers within 30 days.
- Sponsored Brand SA’s “I Choose SA for Industry” Shipbuilding and Defence Industries month resulting in multiple requests for further information about doing business in Salisbury, events attended by 320 people and several investment leads.
- Introduced a business engagement framework with a number of key activities and events taking place including the inaugural Annual Business Luncheon attended by 120 people and the CEO briefing the larger accounting firms (KPMG, PwC, Deloitte, and EY) on the economic performance of the City of Salisbury and future opportunities for investment.

Ongoing:

- Council's approach to sustainability and the role of Salisbury Water, with businesses able to purchase water at a reduced rate.
- Maintaining competitive commercial and industrial council rates.
- Delivering a range of business start-up programs, advisory services, workshops and networking events through the Polaris Centre.
- Supporting the local residential development industry through Council's strategic property development program
- A Development Services team that aims to provide certainty for investors and with the capability to issue approvals for most commercial extensions within 14 days, commercial buildings within 28 days, and major projects within 4 months
- Council also continues to interface with the Northern Economic Leaders group in addition to more targeted interaction with Salisbury-based businesses to better understand and consider matters affecting business growth and job creation.

To be progressed during the remainder of 2018:

- Footpath trading policy (including identifying circumstances where Council may choose to invest in infrastructure to support street level activity) - A report on this matter is included in the agenda of the Resources and Governance Committee meeting on 18 June 2018.
- The existing approach regarding charging for use of Council land is currently being reviewed, with a further report and policy to be provided to Council in July 2018.
- Business signage
  - Initial review of business signage has been undertaken, with a report provided to Executive for information and further direction on 8 May 2018. Subsequently, further work will be undertaken on the following issues:
    - Precinct Signage – further investigation to be undertaken in respect to the need for business precinct signage, if so where, costs etc. To be completed by September 2018 and report provided back to Executive.
    - Gateway Signage – to be reviewed in more detail to consider the purpose of gateway signage and what messaging it may/should incorporate in respect to economic/business messaging, where it is located and the potential use of digital signage. To be completed by September 2018.
    - Home-based businesses – the informal procedure developed by Development Services to manage requests for larger signage, to be documented and formalised in a procedure.
    - A-frame/Moveable signage – there is already a process in place for businesses to request consideration for A-Frame signage when it falls outside of the By-Law requirements. Guidelines that clearly outline when these requests will be considered will be prepared to ensure clarity and consistency and thereby assist businesses.



- Mawson Lakes Signage – directional signage for traffic movement into Mawson Lakes Centre from Main North Road/Mawson Lakes Boulevard, Elder Smith Road/Main Road, and Salisbury Highway/Elder Smith Road to be raised with the Department of Planning, Transport and Infrastructure. Business Directional Signage within Mawson Lakes Centre to be considered further, with engagement with business, as many businesses have chosen to not renew lease arrangements for existing signs.
- Precinct landscaping and vegetation management:
  - Recently the consideration of a more business friendly approach has resulted in a change in the view of landscaping and tree screening in front of commercial and industrial precincts where businesses have sought to present a more active street front. This is supported and has been addressed on a case by case basis.
  - There are three main reasons for this approach: improving business visibility; attracting investment to the area; and improving amenity (ie the business location and wanting to work in the area).
  - Having completed the tree screen renewal works at Main North Road Salisbury Heights from Old Spot Hotel to Ward Street, the renewal works of the Para Hills West used the same tree species so that consistent landscape character is portrayed.
  - The issues that have been identified to date are the following;
    - Adjacent land use mix in some locations, residential and commercial/ industrial
    - Available space in which to undertake works
    - Ownership of existing screens such as Liebherr which is on private land.
    - Current Land Management Agreements (LMA) in place.
    - Location of overhead easements which restrict planting opportunity.
    - State Government guidelines for ‘Trees in Medians and Roadsides in the Urban Environments’
  - Council has had in place an opportunity through the High Profile Landscaping program to partner with local businesses for the delivery of localised amenity uplift, but to date none of these opportunities have gained traction. Whilst Council is managing vegetation to improve visibility of businesses from adjacent major thoroughfares, it also needs to be recognised that some businesses do not maintain or present their premises to a high level of visual amenity. As part of the precinct landscaping and vegetation management program there is also the opportunity to encourage relevant businesses as part of the notification process to also uplift the appearance of premises to take advantage of the increased exposure this program delivers.

- Vegetation obscuring business signage has been raised as an issue by businesses. Further investigation will be undertaken by City Infrastructure as a part of the Green Infrastructure Plan to identify sites for future commercial precinct landscaping (including tree screen renewal as part of the Streetscape asset Management Plan). This will require development of precinct-based urban landscape design guidelines, and considered as a part of the 2018/19 budget bid process.
  - Information technology interfaces with business as an element of the Digital Strategy.
    - Opportunities are being identified as a part of the development of a Digital Strategy.
    - Online Development Application Lodgment: Subject to implementation of related software upgrades in June this year, all development applications will be able to be lodged on-line and we will be able to promote the full online lodgment/ tracking of applications.
    - Opportunities to improve the menu structure and information on the City of Salisbury website have been identified. A new initiative bid is included as a part of the 2018/19 budget for the redevelopment of the website.
  - Develop a more formalised approach to welcoming new businesses, including start-ups to the region, and through that increase awareness of Council services available for business.
- 4.4 As per recommendation 2 of the report provided in June 2017, Council resolved *that a common set of principles that support the development of a business supportive culture and policy approach throughout Council be developed and incorporated into Council's customer service framework.*
- 4.4.1 Whilst the recommendation suggests that these principles be incorporated in Council's customer service framework, if the City of Salisbury is to continue to be positioned as a council that supports business growth, investment and job creation, the principles are broader than customer service and a set of principles should underpin policy development and be incorporated into our daily operations through Divisional Business Plans.
- 4.4.2 The principles are:
- Our actions reinforce and recognise Salisbury's significant role in the State's current and future economy;
  - Our policies and procedures support and build upon regional strengths and expertise to create jobs;
  - Our businesses and potential investors know we can be counted on to contribute skills, knowledge, ideas and a commitment to achieving the best results; and
  - We apply regulations in a pragmatic way that seeks to support appropriate investment whilst also balancing broader community interest and fulfilling our statutory responsibilities.

- 4.5 These principles aim to provide a set of positioning statements to guide thinking and action around several of the Prosperous City objectives in the City Plan including:
- 4.5.1 Be the place of choice for business to invest and grow within South Australia, nationally and internationally.
  - 4.5.2 Have a thriving business sector that supports community wellbeing, is globally oriented and creates job opportunities; and
  - 4.5.3 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.
- 4.6 The “business friendly” agenda, which is the main focus of this report supports Council’s broader approach to supporting business activity, investment and growth. This broader agenda, over the coming year includes:
- Improving recognition of Salisbury’s significant role in the State’s current and future economy.
  - Creating jobs by increasingly focusing programs on sectors in which Salisbury has a compelling competitive advantage namely defence, food processing, innovation, advanced manufacturing, knowledge intensive research and logistics, to create globally focused jobs. There will also be a focus on supporting the development of new industries such as space, cybersecurity, manufacturing 4.0, energy and health manufacturing.
  - Having a focus on key economic precincts and opportunities including:
    - Driving the development of Technology Park and the University of SA as the centre for South Australia’s space industry, defence sector and future industries.
    - Ensuring the operations of the Edinburgh Defence Precinct are not impacted by short term planning and investment decisions.
    - Reinforcing the primacy of Pooraka as South Australia’s centre for fresh food distribution and value adding.
    - Working with the State Government to attract tenants and investment into the Edinburgh Parks so it is widely viewed as the logical location for food processing, advanced manufacturing and logistics investment.
    - Undertaking land use planning that investigates the potential for the Heaslip Road (Vicinity development)/Port Wakefield Road/Northern Connector corridor to be a hub for logistics and distribution.
    - Regenerating the Salisbury City Centre into a vibrant, diverse and successful destination recognised as the business heart of northern Adelaide.
  - Achieve high rates of business investment and growth, building on the in excess of \$3 billion of investment activity currently announced or underway.

- 4.7 During the past 12 months, the Polaris Business and Innovation Centre has won the tender to deliver business support services to the City of Tea Tree Gully for the next three years. We have also been advised by the City of Playford that it will not be renewing its Memorandum of Understanding for business service delivery once the current arrangement ends on 30 June 2018. This will result in the loss of one position.
- 4.8 An unknown at this point, which may impact on some activity, is the direction the new State Government intends to take with small business and the Northern Economic Plan. The Economic Development Unit will continue to monitor this as a part of our business as usual and government engagement approach.
- 4.9 Further, currently the Polaris Centre delivers over 90 events and workshops each year that provide opportunities for businesses to network, improve management capability and hear about relevant topics. The continued transition to sector and precinct focused activities arising from the Economic Development & Urban Policy program review has necessitated a review of the current program of activity to ensure that it is targeted and best supports the delivery of outcomes envisaged by the City Plan, while taking into account the reduced staffing level and consideration of other options available for businesses. Networking is an element of this, with various events now being organised across the region by Rotary Clubs (Northern Business Breakfast and at Port Adelaide), Northern Economic Leaders, Mawson Lakes Lions and the Stretton Centre. The manner in which Polaris engages with these opportunities is inconsistent. In some cases Polaris operates in a formal partnership, in other instances Polaris assists in identifying speakers or promoting activities, while in other instances the involvement is minimal. What is clear though, is that there is a mature market for business events, something which was not the case several years ago.
- 4.10 Moving forward it is proposed to standardise the approach taken by Polaris to these opportunities with support being provided for promotion and publicity, identification of speakers and providing advice to other organisers on avoiding clashes. This would entail reducing the current level of involvement in the Northern Business Breakfast. Polaris will continue to deliver an extensive program but focused on less frequent “thought leader” events, smaller sector-specific networking opportunities and increasing the delivery of workshops that respond to business needs identified through business advisory services and business meetings.

## **5. CONCLUSION / PROPOSAL**

- 5.1 This report outlines the activity undertaken or underway that supports the development of a business supportive culture and policy approach throughout the City of Salisbury. It also outlines the future focus and approach to be taken in continuing to build upon current activities and to further encourage and support business investment and expansion into the region.
- 5.2 A number of initiatives will continue to be progressed during the remainder of 2018, with further reports to be provided to Council on specific activity, and another status update report to be provided at the end of September 2018.

### **CO-ORDINATION**

Officer: GMCID  
Date: 06.06.18

|                        |  |
|------------------------|--|
| <b>ITEM</b>            | 1.3.1  |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |
| <b>DATE</b>            | 18 June 2018   |
| <b>HEADING</b>         | Actions to Optimise Parking in the Urban Core Zone   |
| <b>AUTHOR</b>          | Clint Watchman, Coordinator Urban Policy, City Development   |
| <b>CITY PLAN LINKS</b> | 1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.   |
| <b>SUMMARY</b>         | Current parking standards applying to residential development in Mawson Lakes were implemented in 2016 upon authorisation of the Mawson Lakes DPA, but an inconsistency exists between the Mawson Lakes and Salisbury Urban Core Zones in relation to parking standards. It is proposed that this inconsistency be addressed as part of the transition from the current Development Plan to the new Planning and Design Code under the Planning, Development and Infrastructure Act. |

#### **RECOMMENDATION**

1. That staff continue to work with the Department of Planning Transport and Infrastructure (DPTI) through the Planning and Design Code transition and identify any opportunities to review standard car parking ratios with the Urban Core Zone, including a more consistent approach between Mawson Lakes and Salisbury City Centre.

#### **ATTACHMENTS**

There are no attachments to this report.

### **1. BACKGROUND**

- 1.1 At the 23 April 2018 meeting Council resolved:

*That Council raise a report on the change of the urban core zone to apply a standard of one car per residence.*

[Resolution 2436/2018]

- 1.2 The current minimum parking ratio within the Mawson Lakes Urban Core Zone is 0.75 parking spaces per dwelling. In the Salisbury City Centre Urban Core Zone the minimum is 1.0 space per dwelling.

### **2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 N/A
- 2.2 External
  - 2.2.1 N/A

### 3. REPORT

- 3.1 The Mawson Lakes Urban Core Zone was included as part of the Mawson Lakes DPA approved by the Minister for Planning in 2016. The minimum parking requirements reflected the State Government's zone policy module of the time which included a minimum parking rate of 0.75 parking spaces per dwelling. The car parking rates within that policy module were based on studies undertaken by DPTI in 2011.
- 3.2 Prior to the approval of the Mawson Lakes DPA the Urban Core Zone was zoned Multi Function Polic (MFP) which did not have a specified minimum car parking space per dwelling.
- 3.3 In 2016 the *Ministerial Activity Centres Policy Review* amended the policies relevant to parking across metropolitan Adelaide centres and introduced tables for off street parking. It identified designated areas which applied various rates of between 1 – 2 car parking spaces per dwelling dependent upon proximity to public transport services. Council at that time responded to the consultation process for that review suggesting that the Minister lift minimum car parking requirements in the Mawson Lakes Urban Core Zone to 1.0 spaces per residence to bring it into line with the new standards. This was not adopted by the Government.
- 3.4 The Salisbury City Centre Development Plan Amendment was authorised in 2016 – this included the new parking rates as applied through the Ministerial Activity Centres Policy Review DPA. Accordingly there is a discrepancy between the parking rates applying in the Salisbury and Mawson Lakes Urban Core Zones.
- 3.5 The opportunity to have a consistent approach to car parking rates across the Mawson Lakes and Salisbury Urban Core Zone should be considered as part of the State Government's new Planning and Design Code. Given the Salisbury City Centre Zone is more contemporary model it is appropriate that the higher Salisbury Urban Core Zone parking rate be adopted at that time and that this be promoted with DPTI.
- 3.6 Under current arrangements, the process to change the car parking ratio within Mawson Lakes Urban Core Zone would require a Development Plan Amendment (DPA). It is unlikely that a request to undertake a DPA would be approved by the Minister due to the fact Mawson Lakes is largely developed and that the new Planning and Design Code is aimed to be in effect within the next couple of years, and the policy may, subject to the Minister's and DPTI's support, be updated as part of that process.
- 3.7 Council has also provided submissions to Parliamentary Inquiries as part of a broader agenda to provide for improved on-street and off-street parking provision in locations of high parking demand, such as some areas of Mawson Lakes.
  - 3.7.1 Regulation of Car Parking and Traffic Management (most recently briefed Policy and Planning 17 July 2017) as per below resolution;

*The report be received.*

*The submission to the Inquiry into the Regulation of Parking and Traffic Movement in South Australia, as set out in Attachment 1 (Item No. 1.3.1, Policy and Planning Committee 17/07/2017) be endorsed and finalisation of the letter be delegated to General Manager, City*

*Development for submission by 21 July 2017, noting the submission date is prior to consideration of the matter by Council.*

*[Resolution 1906/2017]*

- 3.7.2 Amendment to Australian Road Rules to enable parking on verges (19 March 2018) as per the below resolution;

*That a further report be presented to the Resource and Governance Committee on options to expand application of the Council procedure for enforcing parking on verges, to allow parking on verges in streets in addition to those streets that are six metres or less in width.*

*[Resolution 2386/2018]*

#### **4. CONCLUSION / PROPOSAL**

- 4.1 Council staff are actively involved in the new planning and design code transition and will continue to work with DPTI to implement a best practice approach to car parking within Council's retail and commercial centres. Staff will advocate for a parking ratio of 1.0 parks per dwelling to standardise residential parking requirements across Urban Core Zones in Salisbury as part of the transition from our current Development Plan to the new Planning and Design Code.

#### **CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 08.06.18





|                        |  |       |              |
|------------------------|--|-------|--------------|
| <b>ITEM</b>            | 1.3.2  |       |              |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |       |              |
| <b>DATE</b>            | 18 June 2018   |       |              |
| <b>PREV REFS</b>       | Policy and Planning Committee  | 1.4.2 | 16 Feb 2009  |
|                        | Policy and Planning Committee  | 1.5.4 | 19 Sept 2011 |
|                        | Policy and Planning Committee  | 1.3.1 | 16/03/2015   |
|                        | Policy and Planning Committee  | 1.3.3 | 16/02/2015   |
| <b>HEADING</b>         | National Airports Safeguarding Framework - Proposal for Public Safety Zones  |       |              |
| <b>AUTHOR</b>          | Peter Jansen, Strategic Planner, City Development  |       |              |
| <b>CITY PLAN LINKS</b> | <p>1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.</p> <p>1.2 Be the place of choice for businesses to invest and grow within South Australia, nationally and internationally.</p> <p>Choose an item.</p>   |       |              |
| <b>SUMMARY</b>         | <p>The National Airport Safeguarding Framework has a number of Guidelines that seek to protect the operations of airports and the communities around them. The latest Draft Guideline is now out on consultation and affects areas around Parafield Airport and the Edinburgh RAAF Base. The draft Guideline identifies Public Safety Zone areas that will require land use control to minimise hazards and the congregation of people at the end of runways of airports. In the case of Parafield Airport an area of 1km length is applied. For Edinburgh RAAF Base an area extending 4.5km is applied. It is considered that there are significant impacts on the communities around the airports, including the need for Council to consider the Guideline in the Development Plan Amendment that has been out on public consultation. It is recommended that a submission be made on the draft Guideline flagging a range of issues for consideration, including the impact upon development of potentially affected properties.</p> |       |              |
| <b>RECOMMENDATION</b>  | <ol style="list-style-type: none"> <li>1. The information be received.</li> <li>2. That upon completion of the public consultation stage for the current Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment (DPA), the requirements for and implications of the proposed National Airports Safeguarding Framework Public Safety Zones be considered as part of Council's review of the DPA.</li> </ol>   |       |              |

3. That the Minister for Planning and the Department of Transport Infrastructure and Planning be advised that the proposed Planning and Design Code should include relevant airport related matters and the NASAF Guidelines and Department of Defence controls where considered appropriate, in recognition of the importance of aviation to the State economy, that it affects multiple communities and is not a single Council issue, and accordingly requires a standardised policy approach and leadership from the State Government on these matters.
4. The General Manager City Development be delegated the authority to make a submission on the Draft Guideline – Managing the Risk in Public Safety Zones at the Ends of Runways, incorporating the commentary under paragraph 4.1 of the report to the 18 June 2018 Policy and Planning Committee meeting (Agenda item 1.3.2) summarised as relating to the following matters:
  - a. The need for NASAG to investigate land value impacts on existing land owners and businesses within the designated areas if Public Safety Zones are applied.
  - b. Recognition of the need for authorities (including Councils) to have access to relevant information and expertise, and the need for funding for modelling to understand the relevance to specific airports.
  - c. NASAG obtain legal advice regarding councils' potential legal liability.
  - d. How changing operations at airports are consulted on, managed and incorporated into the identified public safety zones.
  - e. Rights and triggers for Councils and Authorities to impose future restrictions on airports should the Public Safety Zones result in unreasonable impacts upon affected properties.
  - f. Clear and unambiguous information is relayed to the affected communities and businesses by the Federal authorities that this is a result of a Federal direction.
  - g. Recognition and acceptance by the Federal Government that compulsory acquisition, compensation and relocation is available to the affected property owners and occupiers from Federal funding, with an agreed framework of eligibility.
  - h. Recognition that a long term Council Development Plan Amendment has been significantly impacted as a result of this Guideline.
  - i. Recognition by the Federal Government, NASAG, and the State Planning Ministers that the incremental release of the various Guidelines, and regulations for the protection of airports have a significant incremental and increasing impact on the communities around airports, and are multiplied in the City of Salisbury due to the presence of two significant airports in the City.

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft Guideline - Managing the Risk in Public Safety Zones at the Ends of Runways
2. Fact Sheet

3. Frequently Asked Questions
4. Potential Affected Areas Maps
5. March 2015 Report and attachments to Policy Planning Committee

## 1. BACKGROUND

- 1.1 The Federal Government in response to its obligations arising from the Convention on International Civil Aviation formed the National Airports Safeguarding Advisory Group in 2010 which has been preparing a National Airports Safeguarding Framework. The Framework takes the form of various Guidelines which are agreed upon by the State Planning Ministers and incorporated into the respective planning systems as appropriate.
- 1.2 There have been a number of Guidelines prepared and adopted and relate to
  - 1.2.1 Managing Aircraft Noise
  - 1.2.2 Managing Windshear and Turbulence
  - 1.2.3 Wildlife Strikes
  - 1.2.4 Wind Turbines Farms
  - 1.2.5 Lighting
  - 1.2.6 Intrusions into Protected Airspace
  - 1.2.7 Communications, Navigation, Surveillance protection
  - 1.2.8 Helicopter Landing sites
- 1.3 A new draft Guideline – *Managing the Risk in Public Safety Zones at the Ends of Runways* is now out on consultation. (Refer Attachment 1)
- 1.4 Consultation closes on 12<sup>th</sup> July 2018.

## 2. CONSULTATION / COMMUNICATION

- 2.1 Internal
  - 2.1.1 Development Services
- 2.2 External
  - 2.2.1 Parafield Airport Ltd

Parafield has indicated at the Airport forums that the Guideline should reflect a model that is best suited based on each airports usage and fleet mix statistical risk analysis. This may result in a different model than those preferred in the draft Guideline, particularly for airports with flight training.
  - 2.2.2 Department of Defence

The Department of Defence (DoD) has recently informed Council staff via email that it now considers civil airport Public Safety Zones (like the Queensland Model) are not suited for military airfields, and that it supports the approach of the USA Model. A meeting is arranged with staff and the DoD for 18<sup>th</sup> June 2018, and a verbal update of any new information will be provided at the Committee meeting.

### 3. REPORT

- 3.1 The Draft Guideline (Attachment 1) essentially proposes that:
- 3.1.1 State and Local planning authorities are responsible for development proposals based on adopted policies that have been incorporated into planning schemes.
  - 3.1.2 Public Safety Zones are designated areas of land at the end of runways within which restrictions apply to developments to ensure the number of people and hazardous materials are controlled and minimised to reduce the risk to the community in the event of an accident on take-off or landing.
  - 3.1.3 The dimensions of a Public Safety Area are typically determined by statistical chance of an accident occurring at a particular location. There is no current International Civil Aviation Authority standard or methodology recognised as best practice. As such, implementation of Public Safety Areas around the world has not been uniform.
  - 3.1.4 The Guideline is not intended to apply retrospectively to existing development, but is intended to ensure there is no risk from new development, with new or replacement development, changes of use, and rezoning of land being discouraged unless it results in reducing the number of people living, working or congregating within the Public Safety Area.
  - 3.1.5 Potentially incompatible land uses could be considered for approval in a Public Safety Zone if a qualified risk report is prepared for the Planning Authority.
  - 3.1.6 Transport infrastructure such as roads and rail within Public Safety Areas should also be considered for its risks.
  - 3.1.7 The Public Safety Zones may be applied through the identification of an area of land based on the Queensland model, the UK model, or an assessment of public risk on a case by case basis. The City of Salisbury has applied both of these assessment models in its Development Plan policy. (Refer to Attachment 4)
  - 3.1.8 As the City of Salisbury also contains the Department of Defence RAAF Edinburgh Base, it is necessary to consider the Public Safety Zones that are sought to apply to military airfields. In the absence of the Australian Defence guidelines, it is recommended in the Draft Guideline that the US Department of Defence apply is used. The affected area is made of three areas of differing levels of land use control, with a total length of 4.5km (Refer to Attachment 4). This model is now supported by the Department of Defence.

### 3.2 Current City of Salisbury situation

- 3.2.1 The City of Salisbury has been responsible in its previous considerations of the two significant airports within its area, and has been aware of airport related matters for many years. Council has adopted various planning policies and previous NASAF Guidelines and included Public Safety Zones as opportunities arose. This has often been in the absence of any State Government guidance.
- 3.2.2 Authorised Development Plan Amendments that have considered this issue include:
- Burton/Direk Residential Plan Amendment Report 1998
    - This considered residential opportunities as a result of changed noise contours, and included the public safety area in considerations.
  - Direk Plan Amendment Report 2007
    - This considered rezoning Deferred Industry to Industry and included policies protecting Edinburgh operations such as building heights, lighting, hazardous materials, noise, and a public safety area identification for the secondary runway.
  - Rural (Aircraft Noise)/Direk West Sector Industry DPA 2011
    - This converted a portion of Rural Aircraft Noise Zone to Industry and included policies on building heights, noise, hazardous materials, and land use restrictions for a public safety area for the main runway.
  - Mixed Use (Bulky Goods, Entertainment and Leisure) Zone DPA 2014
    - This adopted a risk based analysis to develop the land use policies for building location, heights, and lighting for the Kings Road site opposite the Parafield Airport.
    - A development application for use of this land has considered airport operations in the assessment of the application.
  - Mawson Lakes DPA 2016
    - This incorporated a Public Safety Area based on the Queensland model over the University sports grounds to the southwest of Parafield Airport.
- 3.2.3 The current Development Plan Amendment that is affected by this proposed Guideline is the *Rural (Aircraft Noise) Direk Industry and Residential Interface DPA* which is out on public consultation. This DPA proposes to use the Queensland model for the land use policy over land to the south of the RAAF Base, and also incorporates building heights, land use controls for hazardous materials, noise assessment and building position and use controls.
- 3.2.4 Attachment 4 seeks to inform of the main areas that have already been identified for public safety areas, and the newly impacted areas based on the Guideline directions.

### 3.3 Impacts on City of Salisbury

3.3.1 The primary impacts for the Parafield Airport locality are (refer Attachment 4):

- Extension of Public Safety Zones beyond the Kings Road site into the Industry Zone in Salisbury South for the main runways to the north east.
- Identification of Public Safety Zones into the Residential Zone in Parafield Gardens for the secondary runways to the west.
- Identification of Public Safety Zones that reach into the Commercial Zone and Industry Zone in Para Hills West along Main North Road, for the secondary runways to the east.
- Potential impact on a development application for a site opposite the airport on Kings Road that has been the subject of a Development Plan Amendment which considered airport requirements and applicable Guidelines at the time.
- Approximately 370 additional properties are affected.

3.3.2 The primary impacts for the RAAF Edinburgh Base locality (refer Attachment 4):

- The USA Defence model is significantly larger and more detailed than the Queensland Model and extends south of the main runway for 4,580m, and is 915m wide.
- There are three areas within the potential area of decreasing control away from the runway.
- The 'Clear Zone' should have no structures of any kind. Agriculture is the recommended use.
- APZ 1 (Accident Potential Zone 1) prohibits large congregations of people or storage or handling of hazardous material.
- APZ 2 (Accident Potential Zone 2) allows for some manufacturing uses and the like that have low staff requirements, but still limits activities with hazardous materials and high public congregations. Dwelling density of five dwellings per hectare is allowed (very low density).
- The USA Defence model overlays current Urban Employment Zone land, Primary Production Zone, Residential Zone, Open Space Zone, and Neighbourhood and Local Centre Zones.
- Approximately 40 properties are in the Clear Zone, 370 properties in the APZ 1 Zone, and 1950 properties in the APZ 2 Zone – a total of 2360 properties.
- Current residential density of the existing residential areas in the APZ 2 Zone area is in the order of 15 dwellings per hectare.
- The proposed model is significantly different to the Queensland Model that has been used in the preparation of the DPA currently on public consultation that is seeking to change the Primary Production Zone to Urban Employment Zone.

### 3.4 Implications

- 3.4.1 The Draft Guideline, if eventually adopted, would have serious implications for residents and owners of residential, retail, commercial and industrial properties within the areas identified for Parafield Airport and Edinburgh RAAF Base as per Attachment 4.
- 3.4.2 The actual current risk is not changed by the identification of these areas, however, the long term land use implications are significant.
- 3.4.3 The Draft Guideline indicates that it will not apply retrospectively to existing development, but is intended to ensure there is no risk from new development or replacement development. The Frequently Asked Questions associated with the Draft Guideline (refer Attachment 3) comments that the introduction of a Public Safety Zone should not affect the value of properties around airports, and refers to a study that looked at house prices relative to aircraft noise.
- 3.4.4 The requirements of Draft Guideline, if adopted, would eventually be incorporated into the Development Plans of councils, which has a potentially significant impact on land value depending on the allowed uses within zones. It is considered that acoustic impacts are very different from land use restrictions when assessing property value. This is not articulated in the draft Guideline or supporting documentation.
- 3.4.5 There would be significant impost on current land owners should restrictions be imposed on the developments within the affected areas. In the absence of any reports on this in the Guideline, it is assumed that there would be a significant difference in land value from current values as the transition of land uses occurs in accordance with the proposed Guidelines controls.
- 3.4.6 The current *Rural (Aircraft Noise) Direk Industry and Residential Interface DPA* out on public consultation has proposed policy based on the Queensland Model for public safety zones. It seeks to convert Primary Production Zone land to Urban Employment, and identifies portion of a site to be incorporated into the existing Neighbourhood Centre on Waterloo Corner Road with the remainder to become Residential in accordance with noise contours. The USA Department of Defence Model as considered in the Draft Guideline if applied to the Edinburgh Airport would stifle proposed policy and zone changes and require Council reconsideration of the draft DPA now out on public consultation.
- 3.4.7 This position by the Department of Defence is significantly different to its previously stated position in previous dealings with rezonings. The previous position was to support the Queensland model. (Refer to Attachment 5)
- 3.4.8 The State position on the impact of the draft Guideline is unknown at the time of this report.

- 3.4.9 Different countries have adopted various models of Public Safety Zones which have different identified affected areas. It appears that authorities are able to investigate their own preferred models, but in the absence of access to aircraft knowledge and operational information, and a risk analysis for each airport, a template has been offered for consideration in this draft Guideline.
- 3.4.10 It also needs to be identified that this Draft Guideline is part of a suite of Guidelines and controls on communities around airports in order to protect airport operations. However, there has been no overall consideration by the Federal Government that the incremental imposition of the various Guidelines and controls has an incrementally increasing impact upon the communities, particularly if one Council area such as Salisbury contains two significant airports that require the application of these Guidelines and controls.
- 3.4.11 Communities around airports are limited and affected by various existing restrictions and controls over lighting, building heights, intrusions into airspace, windshear and turbulence minimisation, wildlife strike management, wind turbine locations, lighting controls, communications and navigation protection, helicopter landing sites, and aircraft noise.
- 3.4.12 When these Guidelines are combined, a significant number of properties are affected, and a large proportion are subject to more than one control. This is having an impact on the economic potential of many properties and is not being recognised or considered in the draft Guideline, the National Airports Safeguarding Framework, or the individual airports' Masterplans investigations or Defence (Aviation Area) Regulations.
- 3.5 Draft Guideline process
- 3.5.1 The Draft Guideline approval process is that the National Airport Safeguarding Group will consider public responses and then present the finalised Guideline to the Federal Transport and Infrastructure Council for endorsement. The Council is made up of Commonwealth, State, and Territory planning and transport representatives, Department of Defence, Civil Aviation Safety Authority, Airservices Australia, and the Australian Local Government Association. It is then a matter for each State to determine timeframes and approach for the introduction of the Public Safety Zones.
- 3.5.2 Council staff and the Aviation Consultation Committees have been prosecuting this issue (and other aviation related policy) to the State Planning Reforms for its consideration in the belief that it is the responsibility of the State to consider the impacts of the airports policy on the communities around them and are best positioned to impose a consistent and equitable policy framework.
- 3.5.3 The responsibility eventually transfers to councils in their Development Plans, but this can take some time to occur. This Draft Guideline has been in preparation for some time, and is likely to be the subject of differing acceptance across the country.



- 3.5.4 However, not taking into consideration the land use policy implications as a result of this Guideline could be a serious matter for councils. Even though the actual risk of aircraft accident is not changed by applying or not applying the Guideline, there are potential consequences if Council allowed developments to occur that were not compliant with the guidelines, and there was an accident within the designated areas affected by the guidelines. Noting also that this is in an over-arching context that the primary development policy document that councils must refer to when assessing development applications is the Development Plan, and unless the guidelines are embodied in Development Plans, the ability of councils to apply the guidelines in development assessment is more limited.

#### 4. CONCLUSION / PROPOSAL

##### 4.1 It is considered that

- 4.1.1 Council should complete the public consultation stage of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment, and incorporate consideration of the Draft Guidelines in the further review of the DPA post-consultation.
- 4.1.2 DPTI and the Minister for Planning be advised that there must be consideration and inclusion into the Planning and Design Code of airport related matters and the NASAF Guidelines and Department of Defence controls as a recognition of aviation importance to the State economy, that it affects multiple communities and that a standardised approach and leadership is provided by the State on these matters.
- 4.1.3 A submission is made on the Draft Guideline with commentary based on this report, particularly:
- It is considered that there is a critical need for NASAG to investigate land value impacts within the designated areas if Public Safety Zones are applied, and not rely on airplane noise studies to provide a position on land value impacts as is the case in the draft Guideline. This study must also include consideration of the other restrictions that apply to properties as per the Framework Guidelines in order to understand the full impact of airport protection.
  - Recognition that the consideration of various models of Public Safety Areas requires access to information that individual authorities do not have, and that expertise and funding be made available on modelling to understand the relevance of particular models to each airport.
  - NASAG obtain legal advice to show that Councils that use the recommended templates are not liable for future litigation in the event of an aircraft accident.

- Recognition that changing operations occur at airports and how these might be consulted on, managed and incorporated into the identified public safety zones, and the provision of funding for the relevant authorities for the assessment and application of these amended impacts into its controls.
- Recognition that there must be reciprocal rights for councils and Authorities to require airports to have future restrictions imposed should the impost on the identified properties and communities around airports be increased to a level that is unreasonable, and that triggers for the imposition of further controls be identified.
- Clear and unambiguous information is relayed to the affected communities and businesses by the Federal authorities on the impact of the proposed Guidelines, including that this is a result of a Federal direction.
- Acceptance by the Federal Government that compulsory acquisition, compensation and relocation is available to the affected property owners and occupiers, with an agreed framework of eligibility, and promotion of this option to affected property owners and occupiers.
- Recognition that a long term DPA has been significantly impacted as a result of this Guideline.
- Recognition by the Federal Government, NASAG, and State Planning Ministers that the incremental imposition of the various Guidelines and regulations for the protection of airports have a significant incremental and increasing impact on the communities around airports, and are multiplied in the City of Salisbury due to the presence within the City of two significant airports. This is having an impact on the economic potential of a significant number of properties and businesses, and is not being considered in the context of a balance between community and airport needs.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 08.06.18

*Consultation Draft as at May 2018*

**GUIDELINE I**

**NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK**

**MANAGING THE RISK IN PUBLIC SAFETY ZONES AT THE ENDS OF RUNWAYS**

| REVISION DATE | VERSION NUMBER | CHANGES MADE | APPROVED BY |
|---------------|----------------|--------------|-------------|
|               |                |              |             |
|               |                |              |             |
|               |                |              |             |

**Purpose of Guideline**

1. To provide guidance to Australian Government, state, territory and local government decision makers on the assessment and treatment of potential increases in risk to public safety which could result from an aircraft incident or development proposal in areas near the end of an airport runway.
2. To inform a more consistent approach to the application of Public Safety Zones (PSZs) at and near Australian airports.

**Why it is important**

3. The *Principles for a National Airports Safeguarding Framework* acknowledge the importance of airports to national, state, territory and local economies, transport networks and social capital.
4. While Australia has an excellent aviation safety record there will always be an inherent risk associated with flying and the operation of aircraft at or around airports. The use of PSZs in land use planning can further reduce the already low risk of an air transport accident affecting people who live, work or travel in close proximity to airports.
5. While air crashes are rare events, historically, the majority occur in the vicinity of airports during take-off or landing of aircraft. Data collated by the International Civil Aviation Organization (ICAO) indicates that accidents are most likely to occur within 1,000 metres before the runway on landing or within 500 metres beyond the runway end on take-off<sup>1</sup>. In many cases, but not all, these areas extend beyond the boundaries of airports.
6. The way land use is managed at the end of runways, including beyond airport boundaries, can contribute to mitigating the risk of on-ground fatalities from aircraft incidents.

<sup>1</sup> Queensland Government, 2016, *State Planning Policy—State interest guideline: Strategic airports and aviation facilities*, Brisbane Qld, p 27.

*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

7. The consideration of public safety risks is not unique to airports. These risks are also considered for developments and emergency management in the vicinity of a range of existing or proposed industrial sites that can give rise to adverse public safety outcomes.

### **Roles and responsibilities**

#### **Department of Infrastructure, Regional Development and Cities**

8. Twenty-two Australian airports are under Australian Government planning control administered by the Department of Infrastructure, Regional Development and Cities (Infrastructure) under the *Airports Act 1996* (the Airports Act).
9. Infrastructure is responsible for policy advice regarding public safety risks within the boundaries of these leased federal airports. The Minister responsible for the Airports Act considers this advice in the assessment of Airport Master Plans (MPs) and Major Development Plans (MDPs).

#### **Department of Defence**

10. The Department of Defence (Defence) is responsible for providing public safety advice in relation to military airfields and joint-user airports (see paragraphs 60-63 and Attachment 3). Military aircraft, although different in operational tempo, face the same risks in take-off and landing as civilian aircraft.

#### **Civil Aviation Safety Authority (CASA)**

11. CASA is Australia's safety regulator for civil air operations and the operation of Australian aircraft overseas. CASA is responsible for the implementation of ICAO Standards and Recommended Practices (SARPS). ICAO has not developed SARPS regarding PSZs.
12. CASA have a role in the regulation of ICAO mandated Runway End Safety Areas (RESA). RESAs are sometimes confused with PSZs. A RESA is a cleared ground area extending from the end of the runway strip for the purpose of decelerating an aircraft if it overruns the runway.

#### **State, territory and local governments**

13. State, territory and local governments are responsible for land use planning outside the boundaries of leased federal airports and Defence airfields. Planning on and around other airports is also undertaken by state, territory and local governments or private operators. This includes consideration of public safety risks at the end of airport runways.
14. For this Guideline to be effective, it is important that each jurisdiction considers how best to implement the Guideline within their respective planning systems. Off-airport development proposals within PSZs should be assessed in a consistent manner to those on-airport.
15. This Guideline does not prescribe in detail how state/territory and local governments should implement it into their planning systems. That is a matter for individual jurisdictions and it is appropriate that jurisdictions have some flexibility in implementation given the variability in planning approaches.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

16. Once policies are put into place in planning schemes, state/territory/local governments are responsible for approving or refusing proposed developments based on those planning schemes.

#### **Airport Operators**

17. At leased federal airports, the Airport Lessee Company is responsible for preparing MPs and MDPs for the Minister's approval. The safety and amenity related guidelines (including this Guideline) of the National Airports Safeguarding Framework form part of the Minister's consideration.
18. On airport planning at non-federally-leased airports is undertaken by the airport operator – either a private owner/operator or, in some cases, the local council which owns and operates the airport. These airports are responsible for complying with relevant state/local planning regimes (including any safeguarding guidelines).
19. At non-federally-leased airports this Guideline is useful in providing airport operators with guidance to avoid the incompatible use of land within a PSZ. Examples of incompatible uses within a PSZ are outlined in Table 1.

#### **What is a PSZ?**

20. A PSZ is a designated area of land at the end of an airport runway within which development may be restricted in order to control the number of people on the ground at risk of injury or death in the event of an aircraft accident on take-off or landing.
21. The purpose of a PSZ is not, primarily, to reduce the severity of damage to an aircraft or injury to its occupants as a result of an aircraft incident. Unlike a RESA that seeks to address the risk to aircraft and passengers, the PSZ seeks to address the risk to the community around an airport.
22. PSZ models generally aim to limit land uses which increase the number of people living, working or congregating within the PSZ.
23. The dimensions of a PSZ are typically determined by reference to the levels of statistical chance of an accident occurring at a particular location. The number of aircraft movements and the distance of the location from the critical take-off and landing points can be used to model the total statistical likelihood of a fatal accident at the location over a one-year period. As discussed in paragraphs 32-43, this modelling work can be used to determine the extent of the PSZ contours.
24. In some cases, the resultant shape of the PSZ is that of an elongated isosceles triangle (see Figure 1). In others, the triangle has been truncated to form an elongated four-sided shape (see Figure 2 in Attachment 2). In all cases, the PSZs are based on the landing threshold for each end of the runway and taper away from the runway centreline.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

### **How the Guideline may be used**

25. This Guideline provides guidance on planning-led and development-led approaches for the application of a PSZ planning framework (discussed further in paragraphs 51-59) in Australian jurisdictions.
26. As discussed in paragraph 11, there is no current ICAO standard for PSZs nor is a single risk methodology recognised as the world's best practice.
27. Implementation of PSZs varies internationally and is not uniform. Some overseas jurisdictions have taken a specialised approach to the assessment and treatment of land use conflicts near airport runway ends and different models have been applied in the United Kingdom (UK), the Netherlands and the United States of America.
28. Within Australia, Queensland already has in place a proactive state planning policy and guidelines addressing public safety risks. Consequently, this document may provide guidance for their review and for policy updates. For those jurisdictions without existing policies, this Guideline may provide an objective basis for a policy response through strategic and statutory planning processes.
29. It is not intended that this Guideline will be applied retrospectively to existing development rather, it is intended to ensure there is no increase in risk from new development. New or replacement development, changes of use of existing buildings and rezoning of land are discouraged except if it results in reducing the number of people living, working or congregating within the PSZ. This Guideline can be used to inform strategic planning decisions about rezoning, development of greenfield sites and the opportunities for redevelopment of existing sites and urban infill.
30. There is a need to treat future development and existing development differently. Where there is no major existing or approved development, there is the opportunity to plan ahead to take account of potential public safety risk and, in particular, to minimise the zoning of land for incompatible land uses. Examples of incompatible uses within a PSZ contour are outlined in Table 1.
31. This Guideline applies to land both on and off-airport.

### **Managing risk within a PSZ**

#### **Public interest versus risk**

32. Full implementation of PSZs in already developed areas requires a long term policy commitment and consideration should be given to the appropriate nature of further development in PSZs and balancing this with the public interest. It is recognised that most state and territory governments have targets or policies that need to be met, for example, to support regional economic growth.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

33. This Guideline acknowledges that the risk from an aviation incident is only one element of an overall public safety risk assessment that jurisdictions may be considering as part of their planning processes. Other types of PSZs are implemented in Australia for the protection of the public from the risk created by a nearby site or activity, or the protection of the site itself. Commonwealth and state examples of legislation, regulation and planning documents that prescribe buffer zones and non-aviation PSZs include those for the nuclear research facility in Lucas Heights, NSW and the protection of World Heritage sites.
34. When considering general approaches to public safety risk, the 'As Low As Reasonably Practicable' (ALARP) approach, which was developed by the UK Health and Safety Executive, is commonly used. In particular, the NSW Department of Planning has previously adopted this method of addressing societal concerns when there is a risk of multiple fatalities occurring in one event as detailed in the document *Hazardous Industry Planning Advisory Paper No.4 Risk Criteria for Land Use Safety Planning (January 2011)*.
35. The ALARP approach balances risk and societal benefit. Above a certain level a risk is regarded as intolerable and is forbidden irrespective of the potential benefit of a given project. The middle region is called the ALARP or Tolerability region, where risk is accepted if a benefit from continuing activities at that risk level exists. The bottom region exists where there is no need for detailed work to demonstrate ALARP, as it is the broadly acceptable region of negligible risk.
36. While there is no single agreed tolerable risk level defined in Australia or internationally, values in the range of 1 in a million to 1 in 10,000 are routinely adopted by various jurisdictions dependent on a range of circumstances.
37. At around the 1 in a million mark, the levels of individual risk begin to merge into the background risks from everyday life. Therefore, the range from 1 in a million to 1 in 10,000 per year is generally termed the ALARP region, within which risks should be 'as low as reasonably practicable'.

#### **PSZ risk contours**

38. By considering PSZ risk, planning authorities can identify, consider and address the extent of statistical risk to people's lives when located in proximity to runway ends, and undertake future planning appropriately.
39. The broad approach to the implementation of PSZ policy at an airport runway is based on modelling carried out using appropriate aircraft data to determine the level of risk to people on the ground around airports. This determines the extent of individual risk contours, upon which a person remaining in the same location for a period of a year would be subjected to a particular level of risk of being killed as a result of an aircraft accident.
40. Noting that no single best practice model for estimating risk contours has been identified in Australia or internationally, different risk assessment models can be used to identify zones of differing dimensions. Each approach has its own strengths and weaknesses and it is a

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

matter for individual jurisdictions or approval bodies to confirm the acceptable level of risk in the context of broader planning policies.

41. Two examples of most relevance to Australia (the UK and Queensland approaches) to developing PSZ contours are presented in Attachments 1 and 2. The UK model is the most formalised approach to defining a PSZ and has been applied at a number of international and Australian airports. The Queensland model is a modified version of the policy and research conducted in the UK.

42. Consistent with the UK approach to PSZs, this Guideline suggests a balanced approach with the PSZ made up of two different zones:

- Outer zone = 1 in 100,000 ( $1 \times 10^{-5}$ ) risk level per year

This identifies the area (or risk contour) within which, any person living or working for a period of a year, has approximately a 1 in 100,000 chance per year of being killed as a result of an aircraft incident (see Figure 1).

- Inner zone = 1 in 10,000 ( $1 \times 10^{-4}$ ) risk level per year

This identifies the higher risk area (or risk contour) immediately adjoining the end of the runway within which, any person living or working for a period of a year, has approximately a 1 in 10,000 chance per year of being killed as a result of an aircraft incident (see Figure 1).

The dimensions of the two zones are dependent on a range of airport specific factors (such as forecasts about the numbers and types of aircraft movements).

43. A 1 in 100,000 individual risk is a relatively low level of risk compared with other risks of daily life more familiar to the community. For example, with an annual road toll of around 1,200 deaths, the risk to an individual of being killed in a road accident in Australia is about 5 in 100,000<sup>2</sup>.

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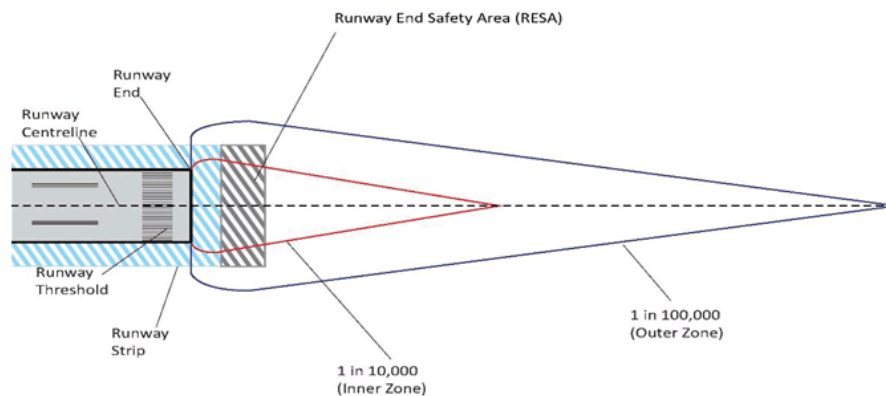
<sup>2</sup> Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2016, *Road trauma Australia, 2015 statistical summary* BITRE, Canberra ACT.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*



*Consultation Draft as at May 2018*



**Figure 1: Example of PSZ showing inner zone and outer zone (not to scale). Figure is for illustrative purposes only. Actual sizes of features shown will vary from airport to airport.**

#### Compatible versus incompatible land uses

44. As a general guide, the types of new or changed development considered compatible and incompatible within the outer (1 in 100,000) and inner (1 in 10,000) zones include those listed in Table 1.
45. Within the outer zone of a PSZ there are potential safety benefits from preventing any new or replacement development, or change of land use, which would result in an increase:
  - in the numbers of people living, working or congregating; or
  - the storage of hazardous materials.
46. There are stronger land use constraints for the inner zone. The general principle in relation to buildings and land within this zone is that people should not be expected to live or have their workplaces within such areas. Consequently, very few uses are considered potentially compatible within this risk contour.
47. Building and site uses which propose incompatible uses within the inner and outer zones (as listed in Table 1) should be actively discouraged. However, extensions to existing dwellings could be considered, as could development which involves a very low density of people.
48. Potentially incompatible land uses could be considered for approval in a PSZ if a satisfactory safety case, prepared by a suitably qualified technical expert, is provided. The approval body could consider imposing conditions to development consent for this type of development and restricting further intensification of the land use without a further safety case being assessed.

*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

#### **Transport Infrastructure**

49. The planning of new transport infrastructure within PSZs should also be carefully considered. While a particular section of transport infrastructure is generally used by individuals for only a short period of time, a large number of people may be using the transport link at any given time. The density of occupation of a main road or railway line averaged over a day is comparable to that of residential development. For this reason, transport links within the PSZ should be assessed in terms of the average density of people that might be exposed to the risk.
50. Low intensity transport infrastructure such as minor or local roads could be considered acceptable within PSZs. Emergency vehicle access should be considered when planning transport infrastructure in and around a PSZ.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

**Table 1: General guidance for new/proposed developments on compatible and incompatible activities within PSZ risk contours**

| PSZ RISK CONTOUR             | INCOMPATIBLE USES/ACTIVITIES  | COMPATIBLE USES  |
|------------------------------|---|--|
| INNER ZONE –<br>1 in 10,000  | <ul style="list-style-type: none"> <li>• <b>Accommodation activities:</b> This includes dwelling houses, multiple dwellings, resort complexes, tourist park, hostels, retirement villages or other residential care buildings</li> <li>• <b>Community activities:</b> educational establishment, community centres, hospitals, theatres, child-care and playgrounds, detention facilities, place of worship</li> <li>• <b>Recreation activities:</b> This includes parks, outdoor recreation and sport, major sport and entertainment facilities</li> <li>• <b>Entertainment and centre activities:</b> Shopping centres, service stations, showrooms, markets, hotels, theatres, tourist attraction, garden centres</li> <li>• <b>Industrial and commercial uses involving large numbers of workers or customers:</b> Intensive uses such as high impact, medium and low impact industry, warehousing, services industry</li> <li>• <b>Manufacture or bulk storage of flammable, explosive or noxious materials.</b></li> <li>• <b>Public passenger transport infrastructure:</b> This includes bus train and light rail stations</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Long stay and employee car parking</b> (where the minimum stay is expected to be in excess of six hours)</li> <li>• <b>Built development for the purpose of housing plant or machinery</b> and would require <b>no people</b> on site on a regular basis, such as electricity switching stations or installations associated with the supply or treatment of water and</li> <li>• <b>Golf courses, but not club houses</b> (provided appropriate mitigation measures are in place to reduce wildlife attraction risk - see NASF Guideline C).</li> </ul> |
| OUTER ZONE -<br>1 in 100,000 | AS ABOVE  | <ul style="list-style-type: none"> <li>• <b>AS ABOVE and</b></li> <li>• <b>Open storage and types of warehouses with a very small number of people on site.</b> The planning authority could consider imposing conditions to prevent future intensification of the use of the site and limit the number of people to be present on the site</li> <li>• <b>Developments which require few or no people on site on a regular basis</b> such as buildings housing plant or machinery</li> <li>• <b>Low intensity public open space.</b></li> </ul>  |

*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018***Incorporating PSZ into planning processes**

51. Approval bodies are encouraged to consider the potential public safety risk in the vicinity of airport runways as a component of the development assessment process, taking into account the nature of the development and the balance of public interest in terms of an objective analysis of the costs and benefits.
52. There is more than one acceptable approach to assessing the public safety risk in the vicinity of airports. To provide flexibility and cater for potential sensitivities associated with PSZs as well as to enable the consideration of other site specific characteristics and hazards, this Guideline recommends incorporating PSZ policies and modelling into the broader planning process through either a:
  - planning-led/proactive approach (e.g. UK and Qld models); or
  - development-led/reactive assessment process.
53. Individual jurisdictions or approval bodies may wish to draw on elements from both approaches.

**Planning-led approach**

54. A PSZ planning-led approach involves the proactive identification of a PSZ adjacent to an airport's runway ends, within which certain development is restricted on the basis of unacceptable risk to public safety from an aircraft incident. This approach is applied when a planning authority amends their planning system to incorporate either:
  - individual runway specific PSZ contours (for the inner and outer zone) using the UK NATS methodology<sup>3</sup> outlined in Attachment 1; or
  - an appropriate PSZ template as discussed in Attachment 2.
55. Both of the above options require supporting planning provisions to be reflected in the local planning instrument and draw upon the general guidance for new/proposed developments on compatible and incompatible activities within PSZ risk contours from Table 1.

**Development-led approach**

56. A PSZ development-led approach involves a reactive assessment process within a planning framework whereby public risk is assessed on a case-by-case basis where development is proposed within one kilometre of an airport runway end, or within an identified public safety assessment area.
57. Once a public risk has been identified as falling within one kilometre of an airport runway end, an assessment would be required to ascertain the level of risk to public safety by either:

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<sup>3</sup> NATS R&D Report 9636 *Third Party Risk Near Airports and Public Safety Zone Policy* was released in 1997 and there have been updates to the model relating to the model parameters and underlying crash data since that time.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

- a) calculating the level of risk at all reference points in the proposed site using UK NATS methodology (outlined in Attachment 1); or
  - b) determining individual runway specific PSZ contours for the 1 in 10,000 and 1 in 100,000 contours using the UK NATS methodology (Attachment 1), or using an appropriate PSZ template (Attachment 2).
58. Following the above process, the approval body could then draw upon the compatible/incompatible land use framework from Table 1.
59. An example of a development-led approach is the South Australian Department of Planning, Transport and Infrastructure's response to a rezoning proposal initiated by the City of Salisbury in June 2013. The proposal was for a \$180 million entertainment and leisure development within one kilometre from the end of the runway at Parafield Airport. In this instance, the South Australian Minister for Planning required the Council to consider the fact that the proposed development potentially fell within a PSZ. The City of Salisbury engaged an expert consultant to undertake a safety analysis to ascertain the level of risk to public safety to inform Council's decision.

### **Military Public Safety Zones**

60. Defence is responsible for providing public safety advice in relation to military aerodromes. Military aircraft, although different in operational tempo, face the same risks in take-off and landing as civilian aircraft. The risk to people on the ground from a military aircraft accident is very low, however such an incident can, by its nature, have serious consequences in terms of the range and extent of its impact. Councils should maintain low density land uses along flight paths close to military runways by ensuring that development is assessed in terms of its compatibility with minimising public safety risk.
61. The UK PSZ model is based on civil fixed wing aircraft and is not suited to the operation of military aircraft. Military aircraft incidents differ from commercial air carrier and general aviation incidents because of the variety of aircraft used, the type of missions and the number of training flights. Due to the serious consequences associated with aircraft incidents, Defence seeks to address this safety issue from a land use planning perspective.
62. The only existing military public safety model that Defence is aware of is the United States Department of Defense (US DoD) Accident Prevention Zones (APZ) model. The US DoD model was specifically designed for military aircraft and was based on actual military crash data. A review of historic Australian military aircraft crash data found similar trends to that of US modelling.
63. Until Defence has developed its own military PSZs, it is recommended that state and local government planning authorities refer to the US DoD model for guidance when planning for future land uses along the extended centre line of military airfields. Defence is not seeking to have military PSZs apply retrospectively to existing urban development. Details on the US DoD model are provided in Attachment 3.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018***ATTACHMENT 1****UK PSZ Aviation Model**

1. The administration of UK PSZ policy is carried out by the UK Civil Aviation Authority. The UK PSZ policy is outlined in Department for Transport (DfT) Circular 01/2010<sup>4</sup>. The UK methodology is based on the principles set out in a study conducted by the Research and Development Directorate of NATS (formerly National Air Traffic Services Limited) on behalf of the DfT. The study is described fully in NATS R&D Report 9636 *Third Party Risk Near Airports and Public Safety Zone Policy* (NATS, London, June 1997)<sup>5</sup>.
2. This methodology assesses the risk of an individual fatality in the vicinity of an airport as a result of an aircraft crash during landing or take-off determines potential crash locations in relation to a runway's extended centreline. Using this approach, NATS has calculated the individual runway specific PSZ contours for more than 35 UK Airports.
3. The UK work is based on modelling carried out using aircraft accident data to determine the level of risk to people on the ground around airports. The modelling determines the extent of individual risk contours upon which a person remaining in the same location for a year would be subjected to a particular level of risk of being killed as a result of an aircraft accident. The UK PSZ policy is based predominantly on individual risk, while extending it to consider particular types of development such as transport infrastructure and to temporary uses. The UK model maps the area that applies an individual risk calculation to 1 in 10,000 and 1 in 100,000 risk contours for that airport.
4. The areas of the PSZ correspond essentially to the 1 in 100,000 individual risk contours as calculated for each airport, based on forecasts about the numbers and types of aircraft movements fifteen years ahead.
5. The individual risk profile of an airport is determined by:
  - the statistical expectation that an aircraft crash occurs in the vicinity of the airport;
  - the probability, given a crash has occurred, that it affects a particular location;
  - the size of the area likely to be affected as a result of a crash; and
  - the probability of fatality for people on the ground within that area.
6. The UK policy for restricting new development within PSZs uses a constrained cost-benefit analysis (CBA) to determine specific land use restrictions. The CBA quantifies the benefits from reducing risk and compares these with the costs of removing or prohibiting activities at each point from outside the 1 in 10,000 contour to the edge of the 1 in 100,000 contour.
7. The UK model recommends that the PSZ risk contours around airports be remodelled at intervals of about seven years.

<sup>4</sup> UK Department for Transport Circular 1/2010 *Control of Development in Airport Public Safety Zones*.

<sup>5</sup> This report was released in 1997 and there have been updates to the model relating to the model parameters and underlying crash data since that time.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

## ATTACHMENT 2

### EXAMPLES OF PSZ TEMPLATES

#### Queensland State Planning Policy (SPP) - Public Safety Area (PSA) Model

1. In Australia, Queensland has had a planning framework covering PSZs (known as public safety areas (PSAs)) since 1992. The 2017 State Planning Policy for PSA's and risk methodology, which is a modified version of research conducted in the UK on risk to third parties, is currently under review by the Queensland Government. The review is considering the suitability of moving to a more tailored airport-specific approach based on the UK methodology.
2. Other Australian jurisdictions and the Australian Government (see Western Sydney Airport discussed below in paragraphs 8-10) have referenced the Queensland policy approach when assessing public safety cases for development near airports.
3. The Queensland PSA model, established by the Queensland State Planning Policy (SPP), applies a single defined PSA template to all runways that meet certain criteria in terms of aircraft movements. The dimensions of the Queensland PSZ template were determined with reference to the UK methodology for determining third party risk.
4. A PSA forms the shape of an isosceles trapezoid—1000 metres long, 350 metres wide closest to the runway end, tapering to a width of 250 metres furthest from the runway (see Figure 2). It lies beneath the approach or take-off path where the aircraft is closest to the ground at the end of the runway.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*



Figure 2: Queensland Public Safety Area

Note: Applies to each runway end.

5. Queensland policy is that development within PSAs should not increase the risk to public safety from an aircraft accident near the ends of airport runways. Therefore, the following should be avoided:
  - increases in the numbers of people living, working or congregating in the public safety areas; or
  - the use of noxious or hazardous materials.
6. Existing development commitments within PSAs are allowed to remain. However, the scale of risk to the public should be reduced by appropriate conditions on future development approvals (e.g. a condition preventing the storage of hazardous materials in an industrial development). Some reduction in public risk by modifying current development uses might be achieved through negotiation with owners and developers.
7. An assessment of a development's compatibility with PSAs has to consider:
  - the direct impacts to people in the aircraft and on ground; and
  - the secondary incidents arising from damage to ground facilities, such as storage facilities for explosive, flammable or other hazardous materials.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*



*Consultation Draft as at May 2018*

### **Western Sydney Airport**

8. An example of the Australian Government's approach to PSZs can be illustrated by the Western Sydney Airport where, in line with the Queensland PSZ template approach and in the absence of a national standard, both the Airport Plan and Environmental Impact Statement nominally identify a 1,000m trapezoid-shaped clearance zone, extending off the ends of each proposed runway to cover the area of highest safety risk. This approach will be reviewed closer to construction of the new airport commencing.
9. The PSZs have been identified in these early planning stages of the proposed new airport in order to encourage land use planning and development that does not pose a public safety risk and is compatible with the future development of the airport.
10. Where the PSZs are identified for the Western Sydney Airport, additional scrutiny might be considered for new developments that:
  - increase residential use and population density in the zone;
  - attract large numbers of people, such as retail or entertainment developments;
  - involve institutional uses, such as schools and hospitals;
  - involve the manufacture or depot storage of noxious and hazardous materials; and
  - attract significant static traffic.

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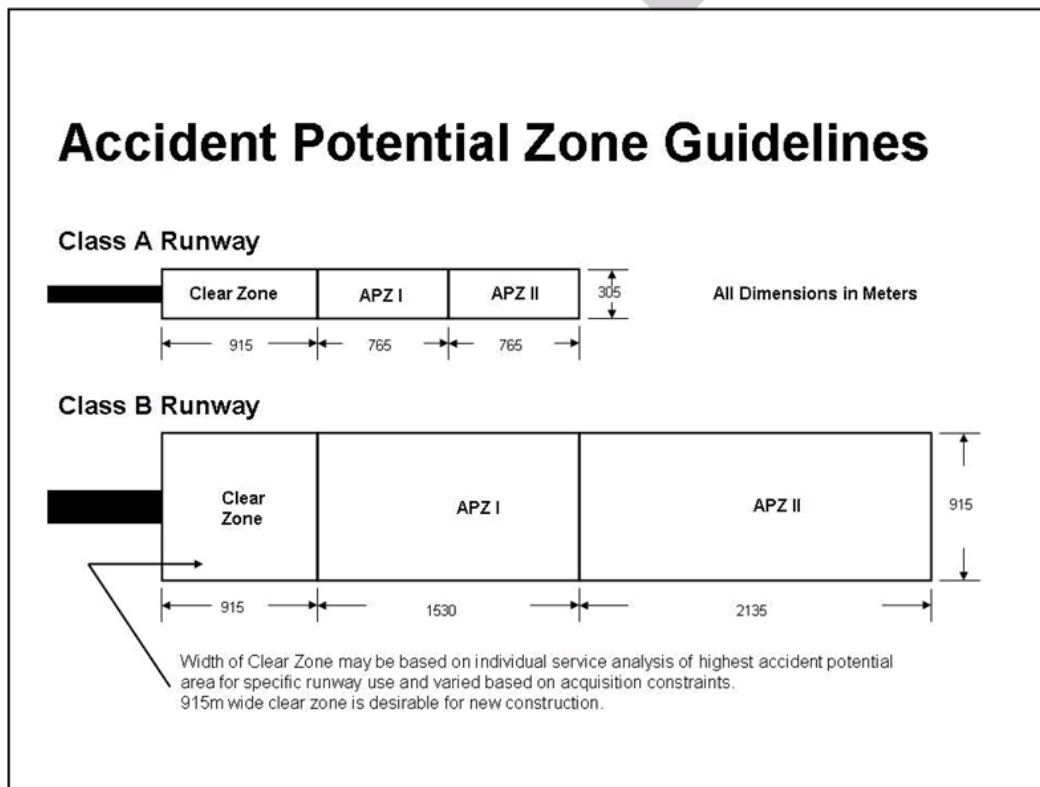
*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

ATTACHMENT 3

**EXAMPLE OF MILITARY PSZ: UNITED STATES OF AMERICA DEPARTMENT OF DEFENSE ACCIDENT POTENTIAL ZONES**

**Background**

1. The Accident Potential Zone (APZ) Guidelines were developed as a standard for public safety areas and quickly adopted by US Department of Defense to ensure the health, safety and welfare of those living near a military airport whilst sustaining airfield operations.
2. The US Department of Defense runways are split into two (2) types:
  - Class A Runways are usually 2438.4 metres long and are used primarily by light aircraft and do not have the potential for intensive use by heavy or high performance aircraft.
  - Class B Runways are all other fixed-wing runways.
3. These runways have defined public safety areas with three dedicated zones, as shown on Figure 3.



**Figure 3: Adapted from US Department of Defense Accident Potential Zones. Source: Office of Economic Adjustment, *Practical Guide to Compatible Civilian Development Near Military Installations*, July 2005.**

Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways

*Consultation Draft as at May 2018*

4. These APZs are areas where an aircraft accident is likely to occur, but they do not reflect the probability of an accident. APZs follow arrival, departure and pattern flight tracks and are based upon analysis of historical accident data.
5. The Air Installations Compatible Use Zones maps define three APZs – the Clear Zone, APZ 1 and APZ 2. The Clear Zone extends 914 metres beyond the runway and has the highest potential for accidents. APZ 1 extends 1524 metres beyond the Clear Zone, and APZ 2 extends 2134 metres beyond APZ 1.
6. If an accident were to occur, it is more likely to occur in APZ 1 than APZ 2, and more likely to occur in the Clear Zone than either APZ 1 or APZ 2.
7. As stated above, APZs follow arrival, departure, and pattern flight tracks. However, APZs are not 'roadways' in the sky. Weather conditions, wind, pilot technique, and other air traffic will typically cause some lateral deviation within the landing pattern around an airfield.
8. Under the US DoD Model certain land uses are not considered compatible with military flying operations. Within the clear zone (CZ), there should be no structures of any kind. Agriculture is the recommended land use, with the exception that there should not be horticultural activities.
9. Land uses applicable to the APZ 1 and APZ 2 areas are included at Annex A. Generally, development that encourages large congregations of people or involves the storage or handling of significant quantities of hazardous materials is prohibited (e.g. residential, shopping centres, places of assembly, hotels), while uses permitted tend to included structures that do not encourage permanent settlement or large congregations of people (e.g. bulk manufacturing and warehouses).

#### Implementation

10. The Australian Department of Defence is seeking to work collaboratively with state, territory and local governments to adapt the above US DoD Model for military airfields within their planning jurisdiction. As previously noted Defence is not seeking to have an adapted military PSZ model apply retrospectively to existing development or remove existing development rights, but rather the adapted model should be used to inform future land use planning decisions in areas along the extended centre line of military airfields.
11. State and local government planning authorities should at a minimum consider applying the Clear Zone and APZ 1 zone. State, territory and local government planning authorities would need to consider the US Model land use compatibility tables (see Annex A), in consultation with Defence, in relation to their own land use definition schedules.

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*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018***Annex A****Land Use Compatibility in Accident Potential Zones** (Extract from USA Air Force Instruction AFI 32-7063 dated 18 December 2015).

| LAND USE  |   | SUGGESTED LAND USE COMPATIBILITY <sup>1</sup> |       |                |   |
|-----------|---|---|-------|----------------|---|
| SLUCM NO. | LAND USE NAME   | CLEAR ZONE                                    | APZ-I | APZ-II         | DENSITY                                       |
| 10        | Residential   |   |       |                |   |
| 11        | Household Units   |   |       |                |   |
| 11.11     | Single units: detached  | N   | N     | Y <sup>2</sup> | Maximum density of 2 Du/Ac                    |
| 11.12     | Single units: semi-detached   | N   | N     | N              |   |
| 11.13     | Single units: attached row  | N   | N     | N              |   |
| 11.21     | Two units: side-by-side   | N   | N     | N              |   |
| 11.22     | Two units: one above the other  | N   | N     | N              |   |
| 11.31     | Apartments: walk-up   | N   | N     | N              |   |
| 11.32     | Apartment: elevator   | N   | N     | N              |   |
| 12        | Group quarters  | N   | N     | N              |   |
| 13        | Residential hotels  | N   | N     | N              |   |
| 14        | Mobile home parks or courts   | N   | N     | N              |   |
| 15        | Transient lodgings  | N   | N     | N              |   |
| 16        | Other residential   | N   | N     | N              |   |
| 20        | Manufacturing <sup>3</sup>  |   |       |                |   |
| 21        | Food and kindred products; manufacturing  | N   | N     | Y              | Maximum FAR of 0.56 IN APZ II                 |
| 22        | Textile mill products; manufacturing  | N   | N     | Y              | Maximum FAR of 0.56 IN APZ II                 |
| 23        | Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing | N   | N     | N              |   |
| 24        | Lumber and wood products (except furniture); manufacturing  | N   | Y     | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 25        | Furniture and fixtures; manufacturing   | N   | Y     | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 26        | Paper and allied products; manufacturing  | N   | Y     | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 27        | Printing, publishing, and allied industries   | N   | Y     | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 28        | Chemicals and allied  | N   | N     | N              |   |

*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

| LAND USE  |   | SUGGESTED LAND USE COMPATIBILITY <sup>1</sup> |                |                |   |
|-----------|---|---|----------------|----------------|---|
| SLUCM NO. | LAND USE NAME   | CLEAR ZONE                                    | APZ-I          | APZ-II         | DENSITY                                       |
| 29        | products; manufacturing<br>Petroleum refining and related industries                                      | N   | N              | N              |   |
| 30        | Manufacturing <sup>3</sup> (continued)  |   |                |                |   |
| 31        | Rubber and miscellaneous plastic products; manufacturing  | N   | N              | N              |   |
| 32        | Stone, clay, and glass products; manufacturing  | N   | N              | Y              | Maximum FAR 0.56 in APZ II                    |
| 33        | Primary metal products; manufacturing   | N   | N              | Y              | Maximum FAR 0.56 in APZ II                    |
| 34        | Fabricated metal products; manufacturing  | N   | N              | Y              | Maximum FAR 0.56 in APZ II                    |
| 35        | Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks | N   | N              | N              |   |
| 39        | Miscellaneous manufacturing   | N   | Y              | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 40        | Transportation, communication, and utilities <sup>3,4</sup>   |   |                |                |   |
| 41        | Railroad, rapid rail transit, and street railway transportation   | N   | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 42        | Motor vehicle transportation  | N   | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 43        | Aircraft transportation   | N   | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 44        | Marine craft transportation   | N   | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 45        | Highway and street right-of-way   | Y <sup>5</sup>                                | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 46        | Automobile parking  | N   | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 47        | Communication   | N   | Y <sup>6</sup> | Y              | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 48        | Utilities <sup>7</sup>  | N   | Y <sup>6</sup> | Y <sup>6</sup> | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II |
| 48.5      | Solid waste disposal (landfills, incinerators, etc.)  | N   | N              | N              |   |
| 49        | Other transportation, communication, and utilities  | N   | Y <sup>6</sup> | Y              | See Note 6 below                              |
| 50        | Trade   |   |                |                |   |

*Guideline 1: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

| LAND USE  |  | SUGGESTED LAND USE COMPATIBILITY <sup>1</sup> |                 |                 |  |
|-----------|--|---|-----------------|-----------------|--|
| SLUCM NO. | LAND USE NAME  | CLEAR ZONE                                    | APZ-I           | APZ-II          | DENSITY  |
| 51        | Wholesale trade  | N   | Y               | Y               | Maximum FAR of 0.28 in APZ I & .56 in APZ II     |
| 52        | Retail trade – building materials, hardware and farm equipment                                   | N   | Y               | Y               | See Note 8 below                                 |
| 53        | Retail trade – including, discount clubs, home improvement stores, electronics superstores, etc. | N   | N               | Y               | Maximum FAR of 0.16 in APZ II                    |
| 53.       | Shopping centers- Neighborhood, Community, Regional, Superregional <sup>9</sup>                  | N   | N               | N               |  |
| 54        | Retail trade – food  | N   | N               | Y               | Maximum FAR of 0.24 in APZ II                    |
| 55        | Retail trade – automotive, marine craft, aircraft, and accessories                               | N   | Y               | Y               | Maximum FAR of 0.14 in APZ I & 0.28 in APZ II    |
| 56        | Retail trade – apparel and accessories   | N   | N               | Y               | Maximum FAR of 0.28 in APZ II                    |
| 57        | Retail trade – furniture, home, furnishings and equipment  | N   | N               | Y               | Maximum FAR of 0.28 in APZ II                    |
| 58        | Retail trade – eating and drinking establishments  | N   | N               | N               |  |
| 59        | Other retail trade   | N   | N               | Y               | Maximum FAR of 0.16 in APZ II                    |
| 60        | Services <sup>10</sup>   |   |                 |                 |  |
| 61        | Finance, insurance and real estate services  | N   | N               | Y               | Maximum FAR of 0.22 in APZ II                    |
| 62        | Personal services  | N   | N               | Y               | Office uses only. Maximum FAR of 0.22 in APZ II. |
| 62.4      | Cemeteries   | N   | Y <sup>11</sup> | Y <sup>11</sup> |  |
| 63        | Business services (credit reporting; mail, stenographic, reproduction; advertising)              | N   | N               | Y               | Maximum FAR of 0.22 in APZ II                    |
| 63.7      | Warehousing and storage services <sup>12</sup>   | N   | Y               | Y               | Maximum FAR of 1.0 in APZ I; 2.0 in APZ II       |
| 64        | Repair Services  | N   | Y               | Y               | Maximum FAR of 0.11 APZ I; 0.22 in APZ II        |
| 65        | Professional services  | N   | N               | Y               | Maximum FAR of 0.22 in APZ II                    |
| 65.1      | Hospitals, nursing homes   | N   | N               | N               |  |
| 65.1      | Other medical facilities   | N   | N               | N               |  |
| 66        | Contract construction services   | N   | Y               | Y               | Maximum FAR of 0.11 APZ I; 0.22 in APZ II        |
| 67        | Government Services  | N   | N               | Y               | Maximum FAR of 0.24 in APZ II                    |

*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

| LAND USE   |  | SUGGESTED LAND USE COMPATIBILITY <sup>1</sup> |                 |                 |   |
|------------|--|---|-----------------|-----------------|---|
| SLUCM NO.  | LAND USE NAME  | CLEAR ZONE                                    | APZ-I           | APZ-II          | DENSITY   |
| 68         | Educational services   | N   | N               | N               |   |
| 68.1       | Child care services, child development centers, and nurseries                      | N   | N               | N               |   |
| 69         | Miscellaneous Services   | N   | N               | Y               | Maximum FAR of 0.22 in APZ II   |
| 69.1       | Religious activities (including places of worship)                                 | N   | N               | N               |   |
| 70         | Cultural, entertainment and recreational   |   |                 |                 |   |
| 71         | Cultural activities  | N   | N               | N               |   |
| 71.2       | Nature exhibits  | N   | Y <sup>13</sup> | Y <sup>13</sup> |   |
| 72         | Public assembly  | N   | N               | N               |   |
| 72.1       | Auditoriums, concert halls   | N   | N               | N               |   |
| 72.11      | Outdoor music shells, amphitheatres  | N   | N               | N               |   |
| 72.2       | Outdoor sports arenas, spectator sports  | N   | N               | N               |   |
| 73         | Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.    | N   | N               | Y               |   |
| 74         | Recreational activities (including golf courses, riding stables, water recreation) | N   | Y <sup>13</sup> | Y <sup>13</sup> | Maximum FAR of 0.11 in APZ I; 0.22 in APZ II  |
| 75         | Resorts and group camps  | N   | N               | N               |   |
| 76         | Parks  | N   | Y <sup>13</sup> | Y <sup>13</sup> | Maximum FAR of 0.11 in APZ I; 0.22 in APZ II  |
| 79         | Other cultural, entertainment and recreation                                       | N   | Y <sup>11</sup> | Y <sup>11</sup> | Maximum FAR of 0.11 in APZ I; 0.22 in APZ II  |
| 80         | Resource production and extraction   |   |                 |                 |   |
| 81         | Agriculture (except live-stock)  | Y <sup>4</sup>                                | Y <sup>14</sup> | Y <sup>14</sup> |   |
| 81.5-81.7, | Agriculture-Livestock farming, including grazing and feedlots                      | N   | Y <sup>14</sup> | Y <sup>14</sup> |   |
| 82         | Agriculture related activities   | N   | Y <sup>15</sup> | Y <sup>15</sup> | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives |
| 83         | Forestry activities <sup>16</sup>  | N   | Y               | Y               | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives |

*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*

*Consultation Draft as at May 2018*

| LAND USE  |   | SUGGESTED LAND USE COMPATIBILITY <sup>1</sup> |                 |                 |   |
|-----------|---|---|-----------------|-----------------|---|
| SLUCM NO. | LAND USE NAME                           | CLEAR ZONE                                    | APZ-I           | APZ-II          | DENSITY   |
| 84        | Fishing activities <sup>17</sup>        | N <sup>17</sup>                               | Y               | Y               | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives |
| 85        | Mining activities <sup>18</sup>         | N   | Y <sup>18</sup> | Y <sup>18</sup> | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives |
| 89        | Other resource production or extraction | N   | Y               | Y               | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives |
| 90        | Other                                   |   |                 |                 |   |
| 91        | Undeveloped land                        | Y   | Y               | Y               |   |
| 93        | Water areas <sup>19</sup>               | N <sup>19</sup>                               | N <sup>19</sup> | N <sup>19</sup> |   |

**KEY:**

SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation

Y (Yes) – Land uses and related structures are normally compatible without restriction

N (No) – Land use and related structures are not normally compatible and should be prohibited.

Yx – Yes with restrictions. The land uses and related structures are generally compatible, structures should be located toward the edges wherever possible. However, see notes indicated by the superscript.

Nx – No with exceptions. The land uses and related structures are generally incompatible. However, see notes indicated by the superscript.

FAR – Floor Area Ratio. A floor area ratio is the ratio between the square feet of floor area of the building and the gross site area. It is customarily used to measure non-residential intensities.

Du/Ac – Dwelling Units an Acre. This is customarily used to measure residential densities.

**NOTES:**

1. A “Yes” or a “No” designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density.

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*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*



*Consultation Draft as at May 2018*

Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre / (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50 / (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.
5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.
6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.
7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.
8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-II; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.
9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.
10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.
11. No chapels or houses of worship are allowed within APZ I or APZ II.
12. Big box home improvement stores are not included as part of this category.
13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.
14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

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*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*

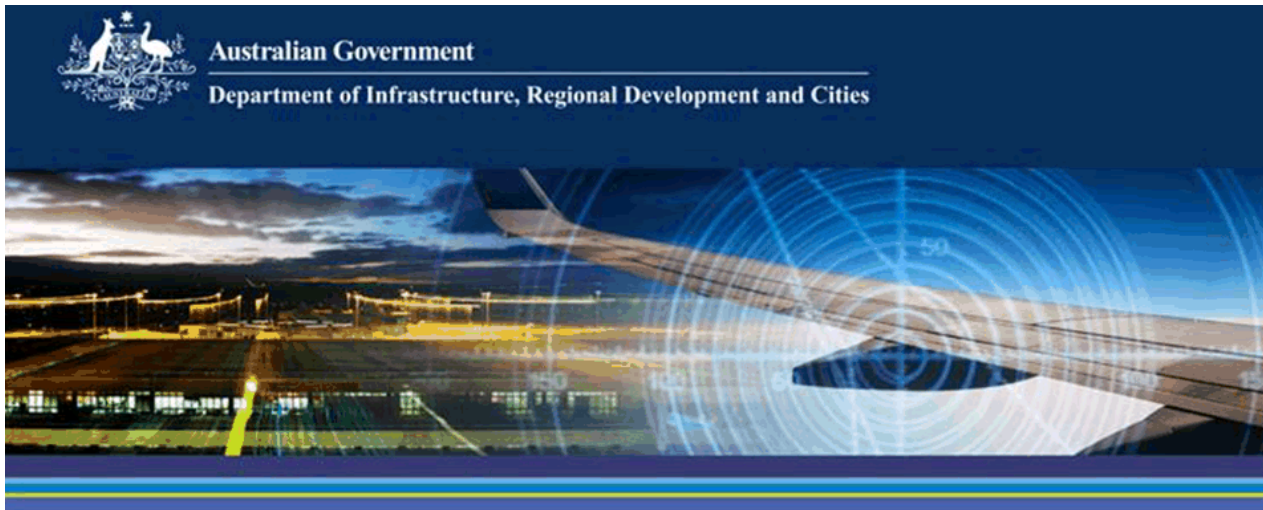
*Consultation Draft as at May 2018*

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.
17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.
18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.
19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.

DRAFT

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*Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways*



## Managing the Risk in Public Safety Zones at the Ends of Runways

### What

A Public Safety Zone (PSZ) is a designated area of land at the end of an airport runway within which development may be restricted in order to control the number of people on the ground around runway ends.

The size and shape of a PSZ typically depend on the statistical chance of an accident occurring at a particular location, which is related to the number of aircraft movements and the distance from the critical take-off and landing points.

Generally, the chance of an accident occurring at a location decreases the further the location is from the runway.

### How

PSZ models generally aim to limit land uses which increase the number of people living, working or congregating within the PSZ.

This Guideline provides guidance on approaches for the application of a PSZ planning framework in Australian jurisdictions.

It is not intended that this Guideline will be applied retrospectively to existing development rather, it is intended to ensure there is no increase in risk from new development.

New or replacement development, changes of use of existing buildings and rezoning of land are discouraged except if it results in reducing the number of people living, working or congregating within the PSZ.

### Why

The use of PSZs in land use planning can further reduce the already low risk of an air transport accident affecting people on the ground.

Australia has an excellent aviation safety record but, in the unlikely event that an aircraft does crash, the introduction of PSZs would limit the number of people who live, work or congregate in the zone. In other words, it limits the consequences of such an accident.

### Who

The guideline will assist land-use planners at all levels to better consider public safety when assessing development proposals and rezoning requests and when developing strategic land use plans.

The Commonwealth is responsible for policy advice regarding public safety risks within the boundaries of 22 leased federal airports. The Commonwealth will expect federal airports to consider public safety risk.

State, territory and local governments are responsible for land use and development assessment and approvals at all other airports and for land outside the boundaries of the 22 leased federal airports. It is the responsibility of each state and territory to implement the PSZ Guideline into their respective planning systems as appropriate.

The period for comments on the draft new Guideline closes at 5pm on Thursday 12 July.  
[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/public\\_consultation\\_nasf.aspx](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/public_consultation_nasf.aspx)



# NASF Airport Public Safety Zones Guideline

## Frequently Asked Questions

### What

**Q: What is a Public Safety Zone (PSZ)?**

A: Public Safety Zones (PSZs) are designated areas of land at the end of airport runways within which certain planning restrictions may apply. These zones seek to limit land uses within the PSZ that increase the number of people living, working or congregating in the zone and the storage of hazardous materials in the zone. The approach to PSZs in Australia (through the National Airports Safeguarding Framework (NASF) Guideline) provides flexibility for state/territory governments to be proactive and identify and map PSZs at airports, or take a reactive approach and consider public safety risk on a case-by-case basis in response to development proposals in close proximity to airport runways.

**Q: What area does a PSZ cover?**

A: The size and shape of PSZs are dependent on each airport's unique set of operations. This means that for some airports the PSZ will be contained within the airport boundary, whereas for other airports the PSZ will cover a wider area extending to land outside of the airport. However, in all cases, a PSZ takes the shape of an elongated triangular or four-sided zone tapering away from the runway end. See **Attachment A** for an example from the current Queensland planning system.

**Q: How does it differ from a Runway End Safety Area (RESA)?**

A: PSZs are sometimes confused with RESAs, which are cleared ground areas extending from the end of the runway strip for the purpose of decelerating an aircraft if it overruns the runway. While a RESA seeks to address the risk to aircraft and passengers, the PSZ seeks to address the risk to the community around an airport. The application of PSZs occurs in addition to safety areas required by legislated safety standards, such as RESAs.

### Why

**Q: Why consider PSZs at airports?**

A: By enabling suitable developments to be properly located and preventing unsuitable new developments from going ahead, the use of PSZs reduces the already low risk of an air transport accident affecting people who live, work or travel in close proximity to airports.

Data collated by the International Civil Aviation Organization indicates that, while statistically very low, accidents that occur during the take-off or landing phase are most likely to occur within 1km before the runway on landing or within 500m beyond the runway end on take-off.<sup>1</sup>

The United Kingdom, United States of America and some European countries already have policies in place to limit development near airport runway ends. However, Queensland is currently the only Australian jurisdiction to have in place an airport Public Safety Zone policy.

**Q: Why now?**

A: The National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia and the Australian Local Government Association, has been working collaboratively to develop a Guideline on PSZs. This new Guideline forms part of the National Airports Safeguarding Framework (NASF). The NASF is a national land-use planning framework that aims to ensure aviation safety requirements are recognised in land use planning decisions. It is the responsibility of each state and territory to implement the PSZ Guideline into their respective planning systems. While the Guideline informs a consistent approach to PSZs at Australian airports, it also allows for some flexibility in how states/territories choose to adopt PSZs.

**Q: Has something changed to make it less safe to live around the airport?**

A: The risk to those living, working or congregating in PSZs is the same as it always has been. The presence of a PSZ does not increase the risk of an aircraft crash. It is a very low risk compared with many other risks that most people encounter in their daily lives.

## Who

**Q: Who is responsible for implementing PSZs?**

A: Twenty-two Australian airports are under Commonwealth Government planning control administered under the *Airports Act 1996*. The Commonwealth is responsible for policy advice regarding public safety risks within the boundaries of these leased federal airports. State, territory and local governments [*or insert name of particular jurisdiction*] are responsible for land use and development assessment and approvals concerning land outside the boundaries of leased federal airports. Planning on and around other airports that are not leased federal airports is also the responsibility of state, territory and local governments [*or insert name of particular jurisdiction*] or private operators. This includes consideration of public safety risks in the vicinity of the ends of airport runways.

<sup>1</sup> Queensland Government, 2016, *State Planning Policy—State interest guideline: Strategic airports and aviation facilities*, Brisbane Qld, p 27.

**Q: Who is affected by this change?**

A: PSZs vary by location. To find out if a particular house, business or any other structure is located within a PSZ you should contact the relevant airport, or your state/territory or local planning authority.

**Q. My house or business is within the PSZ. What does that mean for me?**

A: PSZs are not applied to existing development and many types of future development – such as extensions to existing houses – may still be allowed. For more information, you should contact your state/territory or local council/planning authority.

**Q: How will the introduction of a PSZ affect the value of my property?**

A: The risk to those living in or near a PSZ is the same as it has always been. Therefore, the introduction of a PSZ should not affect the value of properties located around the airport.

Although focused on the impact of aircraft noise rather than PSZs, studies<sup>2</sup> have found that, houses in aircraft noise affected locations, have achieved similar or higher prices and capital growth than non-affected locations. The decision to purchase a house has also been shown to be based on a range of factors such as proximity to schools, work and services.

**Q: Will any properties have to be vacated, demolished, or modified as a result of the introduction of PSZs?**

A: No. The introduction of a PSZ will not have any impact upon existing residential, commercial or industrial properties.

**Q: How is the community being consulted/informed about PSZs?**

A: General information about the NASF PSZ Guideline can be found exhibited:

- on the Department of Infrastructure, Regional Development and Cities website; or
- through links on your state/territory planning department website.

Consultations will also be undertaken through Community Aviation Consultative Groups (CACGs)<sup>3</sup> and Planning Coordination Forums (PCFs)<sup>4</sup> in each state/territory.

Since the new Guideline allows for flexibility in how states/territories choose to adopt PSZs, detailed community consultation is a matter for individual jurisdictions and will depend on the approach taken. For example, some states choosing to adopt a planning-led approach may provide additional community information sessions and/or airport specific information through local councils.

<sup>2</sup> For example, a Queensland University of Technology study of 180,000 house sales between 1988 and 2013 found that property prices had grown faster in some suburbs under flight paths than in similar regions with no aircraft noise. A similar study for Melbourne Airport's proposed Runway Development Program, conducted by RMIT, concluded that price and performance of property value is more closely linked to socio-economic status than aircraft noise impact.

<sup>3</sup> All federally leased airports operate CACGs, with membership usually by invitation only and generally consisting of representatives from the airport, federal and state governments, Airservices Australia, and local communities.

<sup>4</sup> All major capital city airports and some secondary airports operate PCFs. These forums provide for consultation between airport operators and senior local, state and federal government authorities responsible for town planning, transport and infrastructure investment. Membership is by invitation and generally consists of representatives from the airport, federal, state and local governments, and Airservices Australia.

## Where

### **Q: Which airports will have PSZs?**

A: All leased federal airports will be expected to consider public safety risk on airports. It is up to each state/territory and local government to decide how best to implement the new NASF PSZ Guideline into their planning schemes. A PSZ will not necessarily be introduced at all airports. For more information on which airports will be introducing PSZs, please contact the relevant airport, or your state/territory or local planning authority.

### **Q: How are PSZs determined?**

A: The PSZ boundary identifies the area within which, any person living or working for a period of a year, has approximately a 1 in 100,000 chance per year of being fatally injured as a result of an aircraft accident. As discussed below, compared to other risks we take every day, this risk is very low.

### **Q: How does this risk compare to other risks in daily life?**

A: The 1 in 100,000 individual risk associated with living or working within a PSZ is actually a low level of risk compared with many other risks that most people encounter in their daily lives. For example, with an annual road toll of around 1,200 deaths, the risk to an individual of being fatally injured in a road accident in Australia is about 5 in 100,000.

## When

### **Q: When will PSZs be introduced?**

A: Following the completion of public consultation, NASAG will incorporate feedback and then present the finalised Guideline to the Transport and Infrastructure Council<sup>5</sup> (the Council) for endorsement. As the NASF PSZ Guideline allows for state/territory governments to choose how they can best address PSZs, once the Guideline has been endorsed by the Council, it is a matter for each individual approval body to determine the timeframe and approach for the introduction of PSZs. For more information, please contact the relevant airport, or state/territory or council/local planning authority.

## What else

### **Q: What other types of PSZs exist?**

A: The consideration of public safety risks is not unique to airports. These risks are also considered for developments and emergency management in the vicinity of a range of existing or proposed industrial sites that can give rise to adverse public safety outcomes. Examples of legislation,

<sup>5</sup> The Transport and Infrastructure Council brings together Commonwealth, State, Territory and New Zealand Ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association.



regulation and planning documents that prescribe buffer zones and non-aviation PSZs include those for the nuclear research facility in Lucas Heights, NSW and the protection of World Heritage sites.

**Q: What other measures are in place to minimise the risk to public safety near airport runways?**

A: Safety at aerodromes is enhanced in a variety of ways and is governed by Australia's Aviation State Safety Programme (SSP), as required by the International Civil Aviation Organization. The SSP sets out Australia's arrangements for maintaining and improving aviation safety. Under the umbrella of the SSP, Australia's aviation agencies and the aviation industry have significant roles to play in delivering quality safety outcomes. For example, runway safety is enhanced by airport operators through investment in infrastructure such as longer, wider landing strips; Runway End Safety Areas; dual taxi lanes on aprons; installation of runway stop bars; and upgraded approach lighting.

Australia's Civil Aviation Safety Authority (CASA) also plays a key role in aviation safety through regulatory oversight of such functions as pilot licencing, aircraft operations and maintenance, and through safety education and training while Airservices Australia contributes to the safety of aircraft operations at and near airports through the provision of a range of air traffic management and advisory services. It is also important to note that airports around Australia already take into consideration aircraft crash risks and general public safety through their airport master planning processes.

**Q: How do I find out more?**

A: General enquiries regarding the NASF may be directed to the General Manager, Aviation Environment Branch, Department of Infrastructure and Regional Development or by email to [safeguarding@infrastructure.gov.au](mailto:safeguarding@infrastructure.gov.au).

For specific information on how PSZs may be applied in your state or territory please contact the relevant airport, or follow the link below to find contact information for your jurisdiction:

[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/)

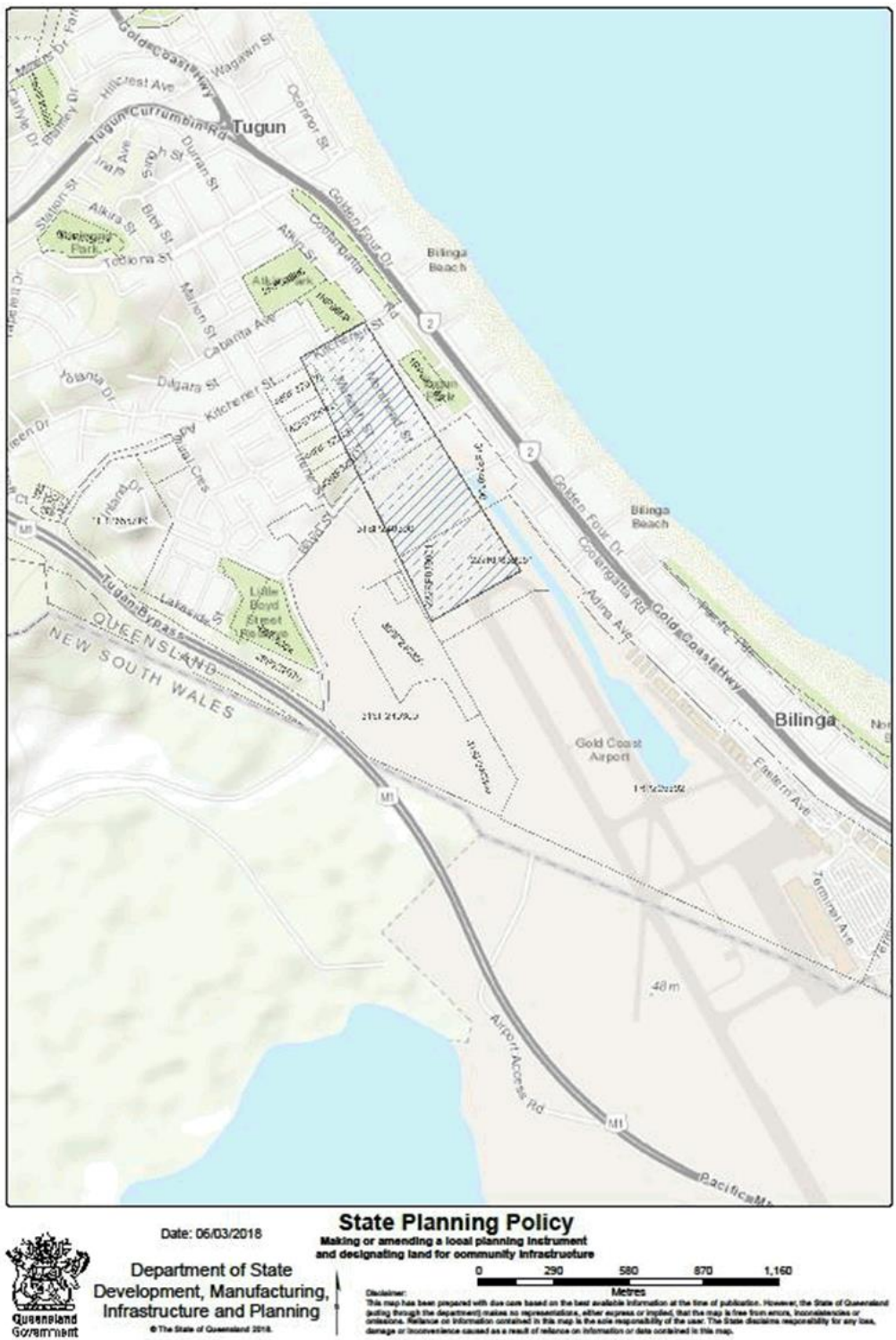
**Attachment A: Example Public Safety Zone maps – Queensland State Planning Policy**



**State Planning Policy**  
 Making or amending a local planning instrument and designating land for community infrastructure  
 Date: 06/03/2016  
 Disclaimer: This map has been prepared with due care based on the best available information at the time of publication. However, the State of Queensland (acting through the department) makes no representations, either express or implied, that the map is free from errors, inaccuracies or omissions. Reliance on information contained in this map is the sole responsibility of the user. The State disclaims responsibility for any loss, damage or inconvenience caused as a result of reliance on information or data contained in this map.



**State Planning Policy**  
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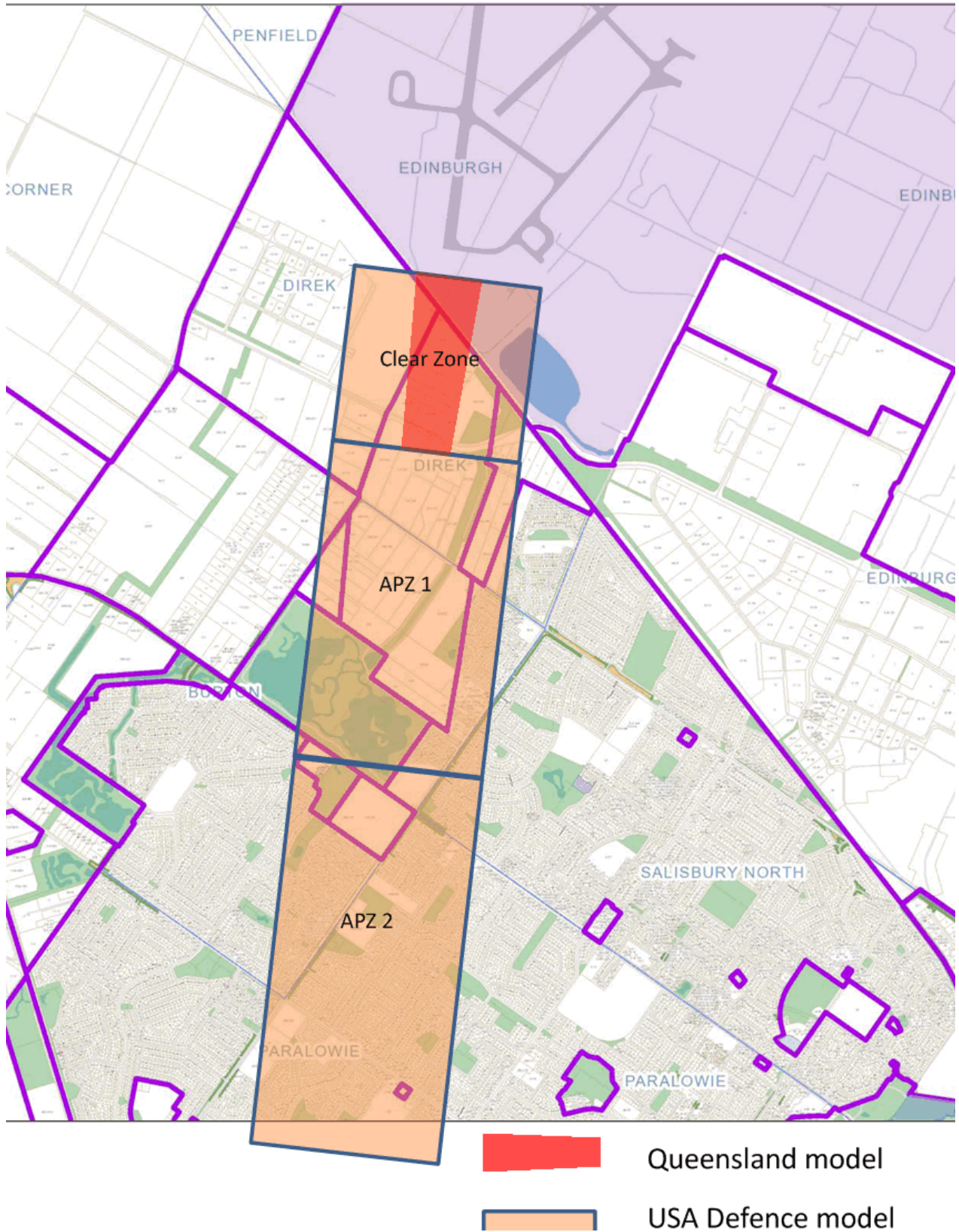






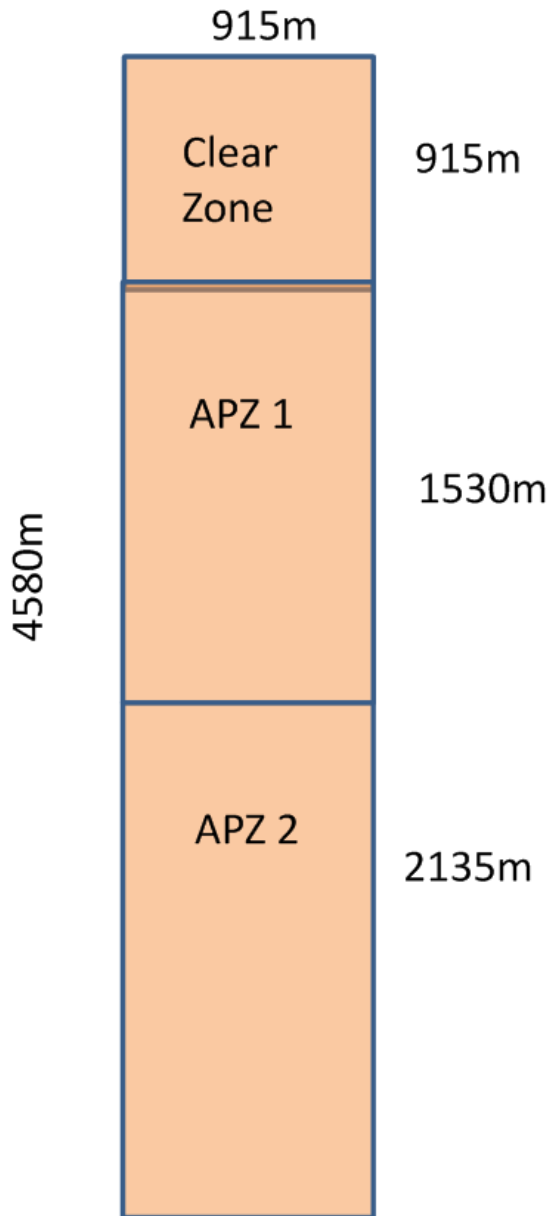
Areas

Item 1.3.2 - Attachment 4 - Potential Affected Areas Maps

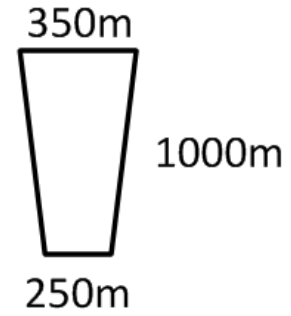


### Safety areas dimensions

USA Defence Model



Queensland Model







|                        |  |       |            |
|------------------------|--|-------|------------|
| <b>ITEM</b>            | 1.3.1  |       |            |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |       |            |
| <b>DATE</b>            | 16 March 2015  |       |            |
| <b>PREV REFS</b>       | Policy and Planning Committee  | 1.3.3 | 16/02/2015 |
| <b>HEADING</b>         | Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment   |       |            |
| <b>AUTHORS</b>         | Peter Jansen, Strategic Planner, City Development<br>Michelle Tucker, Coordinator Urban Policy & Planning, City Development  |       |            |
| <b>CITY PLAN LINKS</b> | 1.4 To deliver suitably integrated infrastructure that maximises economic efficiencies and opportunities for the community<br>3.3 To have a city where a quality of life is achievable |       |            |

**SUMMARY****RECOMMENDATION**

1. That the DPA with the proposed Urban Employment Zone and the proposed new Residential Zone which reflects the 25ANEF contour, with minor alterations as required in response to matters as raised in the Government Agency comments, and consequential amendments to the DPA, be submitted to the Minister for Planning for public consultation approval.
2. The amended DPA forming Attachment C to the Policy and Planning Committee agenda report be submitted to the Minister for Planning for public consultation approval.
3. Council to be informed of the Minister for Planning decision regarding the public consultation request.
4. That any further information received from the Department of Defence be considered as part of the public consultation process dependant on Ministerial approval.

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Attachment 1 - Rural Aircraft Noise - Further Information Public Safety Area Paper - March 2015
2. Attachment 2 - Public Safety Area Impact

**1. BACKGROUND**

- 1.1 The Rural (Aircraft Noise) Direk Industry and Residential Interface DPA has undergone government agency consultation and was seeking Council endorsement at the February 2015 meeting to seek the approval of the Minister for Planning to begin public consultation.

## ITEM 1.3.1

- 1.2 It was resolved in minute 160/2015 that the matter be deferred to enable further consultation with Defence and other relevant government agencies. Council officers have since contacted the Department of Defence and Defence SA and are awaiting a response. It is highly likely that the previous issues raised in the submissions from the Department of Defence, Defence SA and to a lesser extent the Department of Infrastructure and Regional Development would stand.
- 1.3 It is ultimately up the Department for Planning, Transport and Infrastructure and the Minister for Planning to assess the DPA and make a determination in relation to this matter, taking into consideration of the National Airport Safeguarding Framework.
- 1.4 In the absence of further correspondence from the Department of Defence at the time of finalisation of this report, further information is presented in response to the public safety policy responses by Council in this DPA and previous DPAs.

**2. REPORT**

- 2.1 There is no defined national policy position regarding public safety areas at airports. The National Airport Safeguarding Framework has not published a guideline on this aspect to date. In the absence of any guidance from the State or Federal governments, Council has used a Queensland policy in our Direk Sector West DPA, Mawson Lakes DPA, and this Rural (Aircraft Noise) Direk Industry and Residential Interface DPA, and a risk analysis for the Salisbury South Mixed Use Bulky Goods Retail Outlet Entertainment and Leisure Precinct DPA.
- 2.2 The Queensland model identifies an area that extends for 1000m from the end of runway that restricts a number of land uses. This has been identified by the Department of Defence in earlier submissions as being an appropriate policy position.
- 2.3 The only Military airbase policy that is known is the US Department of Defence Instruction 2011 Air Installations Compatible Use Zones. (AICUZ) This identifies three zones of differing distances which restricts land uses in varying degrees depending on the distance from the runway. The ultimate control zone of this standard is a distance of approximately 4500m. It should be noted that the first zone of maximum control aligns closely with the Queensland model.
- 2.4 The risk analysis undertaken for the Kings Road DPA concluded that for the Parafield Airport the risk threshold was in line with the Queensland model.
- 2.5 It is assumed that the risk factors for a military airfield are different from a civilian airfield, and that a damage level would be much greater in an accident event, but that the number of movements would be much lower. The risk analysis would need to consider these matters.
- 2.6 Up until this DPA, the various Department of Defence comments and submissions to planning authorities have supported and recommended the Queensland model, but for this DPA have now suggested that Council in effect should undertake a risk analysis based on the aircraft mix.
- 2.7 The fleet mix for the airbase future operations is taken into detailed account when the ANEF mapping is produced. It is noted that the investigations into the noise and hazards relating to aircraft operations in the 1998 Burton/Direk Residential rezoning referred to the US Department of Defence AICUZ. The Minister for

ITEM 1.3.1

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Defence at that time indicated to Council that “*the high noise zone (above 30 NEF) is essentially the same area as the accident potential zone derived from US statistics...*” The NEF was an American noise modelling that was later amended by Australian authorities to the ANEF system.

- 2.8 The overlay of the Queensland model public safety area onto the AICUZ shows a tight correlation of physical area with the US Clearance Zone which is the highest risk area in that system. Refer to Attachment 2 which shows an excerpt of a presentation to Informal Strategy in May 2014.
- 2.9 The level of knowledge that is required to produce a risk analysis is considered to be held by the Department of Defence and the Federal Government, particularly in the context of confidential defence operations. It is also noted that this is the one guideline that has not been produced as yet by the Federal Government.
- 2.10 On reading the various standards and the previous positions of Defence and a consideration of the extent of development in the region, it is considered that the use of the Queensland model is appropriate in the absence of published guidelines from the Department of Defence or the Federal Government.

**3. CONCLUSION / PROPOSAL**

- 3.1 Subject to receipt of any further information from the Department of Defence prior to the Policy and Planning Committee meeting or Council meeting in March, it is considered that aircraft safety issues have been investigated appropriately within the context of feedback from key agencies to date, and the application of existing published standards and requirements.
- 3.2 It is recommended that the DPA with the proposed Urban Employment Zone and the proposed new Residential Zone, which reflects the 25ANEF contour with minor alterations as required in response to less substantive matters as raised in Government Agency comments, be submitted to the Minister for Planning for public consultation approval.
- 3.3 It is further recommended that the draft DPA not be further delayed waiting for the additional response from the Department of Defence, but that this be considered as part of the public consultation process should this proceed.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 10.03.15

### Rural Aircraft Noise Direk Industry and Residential Interface DPA

#### Further information on Public Safety Areas

1998 Burton/Direk Plan Amendment Report converted some of the Rural (Aircraft Noise ) Zone land to Residential. The Investigations included consideration of hazards associated with aircraft operations. It was identified at that time that Defence had indicated risks were low based on the number of incidents and not able to be quantified, and that civil airport statistics are unlikely to be directly applicable to a military base. There were no specific Australian guidelines relating to land use and the reduction of hazards close to runways (other than building heights). Defence referred Council to the US Air Force Air Installation Compatible Use Zone guidelines (AICUZ). The AICUZ creates a Clearance Zone close to the runway ends, and Accident Potential Zones 1 and 2. Differing land use restrictions are applied to each of these three zones, with low density residential use in Accident Potential Zone 2. Council was advised in 1986 by the Minister for Defence that *“the high noise zone itself is essentially the same area as the accident potential zone derived from the US statistics...Safety would be further enhanced by development free zones being extended out to the 25 NEF” (American version of the ANEF system and a precursor to the Australian system.)*

2007 The Direk Plan Amendment Report converted Deferred Industry zone land to Industry and included policies reflecting the Edinburgh Airfield operations. This included building height limitations, a public safety area for runway 04, lighting, glare, hazardous material storage, and noise in response the Department of Defence submission. The Submission included a map of the restrictions, and advised that planning guidance can be obtained from the Queensland State Planning Policy 1/02. Refer to Appendix 1 for submission.

2009 Department of Defence submission to the Federal Govt on the *Safeguards for airports and the communities around them* discussion paper. The submission indicated that it commends the discussion paper findings on Public Safety Zones on appropriate land use developments at the end of airfield runways, and that the Defence recommends the use of the Queensland State Planning Policy 1/02 for public safety zone creation at Darwin and Townsville. Refer to Appendix 2 for submission.

2011 Rural (Aircraft Noise) / Direk West Sector DPA converted a portion of the Rural (Aircraft Noise) Zone adjacent the rail line and the Industry Zone northwest of Helps Road to Industry Zone. This study area connected into the Vicinity Industrial Estate. The DPA investigated public safety areas. The Department of Defence indicated that it did object to residential uses but did not object to industry uses subject to policy guidance to restrict large congregations of people on or near the runway centreline as it extended south over the study area. At the time of this investigation the Federal Government released *its Safeguards for airports and the communities around them* discussion paper. The Paper did not specifically to military airfields, but identified overseas examples of the UK, Netherlands and the USA where policy was established to identify appropriate uses at the end of runways. The DPA introduced a public safety area based on the Queensland State Planning Policy 1/02, and policies for low intensity industry and hazard minimisation. The Department of Defence submission for this DPA recommended a policy response to the risks which identified the lighting, emissions, air turbulence, hazard material storage, bird attraction, glare, building heights, and electromagnetic interference. The DPA policies recognised these matters. Refer to Appendix 3

for a map showing the public safety areas at the end of the runways in this DPA, in conjunction with a limited development area and a no structure area.

USA Department of Defense Instruction 2011 Air Installations Compatible Use Zones (AICUZ). This is the detailed and updated version of that referred to in the 1998 rezoning. The AICUZ identifies 3 differing areas at the end of runways. The areas for airfields similar to the Edinburgh Airfield operations are the Clear Zone 3000 feet, Accident Potential Zone 1 at 5000 feet, and Accident Potential Zone 2 at 7000 feet ( approx. 900m, 1500m, and 2100m respectively)

Queensland State Planning Policy 1/02 Development in the Vicinity of Certain Airports and Aviation Facilities 2002. This has been used to guide planning policy in the Council DPAs. The Public Safety Area is a trapezoid shape, 1000m long, 350m wide at the runway, and narrows down to 250m at the end. It indicates an area where the risk per year, resulting from an aircraft crash, to a representative individual is of the order of 1 in 10,000 . Refer to Appendix 4.

2012 Federal National Airport Safeguarding Framework is intended to enhance safety, viability and growth of aviation operations at Australian Airports. The Framework has been agreed to by the State and Territory Ministers on May 2012. It includes a number of matters, but does not include a position on Public Safety areas.

2014 Salisbury South Mixed Use Bulky Goods Retail Outlet Entertainment and Leisure Precinct DPA investigated the change of land use opposite the Parafield Airport. In lieu of a geographic area restricting development potential at the end of the Kings Road runways, a Risk Analysis was undertaken. The risk for that area did not exceeds the 1 in 10,000 risk threshold, and remained in line with the Queensland model. Refer to Appendix 5.

2014 Rural (Aircraft Noise) Direk Industry and Residential Interface DPA. (Current DPA) Department of Defence response on draft DPA comments on the Public Safety noted the runway public safety area in the draft DPA, and also noted that the National Airports Safeguarding Advisory Group is developing future guidelines on this matter and most likely to develop on a risk based approach similar to the UK system, which is not appropriate for military aircraft. Defence recommended the Public Safety Area should consider aircraft operations spanning in scale from fighter aircraft to KC 30 tanker operations.

Other references:

- Airports and Compatible Land Use Vol 1, Washington State Dept of Transportation
- 3<sup>rd</sup> Party Risk Near Airports and Public Safety Zone Policy Research and Development Directorate, National Air Traffic Service Ltd 1996
- Control of Development in Airport Public Safety Zones, Planning and Environment Policy Group Dept of Environment, UK 2007



**Australian Government**  
**Department of Defence**  
Corporate Services &  
Infrastructure Group

2001/33500

Mr Harry Pitrans  
Manager Urban Development  
PO Box 8  
SALISBURY SA 5108

Dear Mr Pitrans

**DEFENCE SUBMISSION: CITY OF SALISBURY DRAFT DIREK PLAN  
AMENDMENT REPORT**

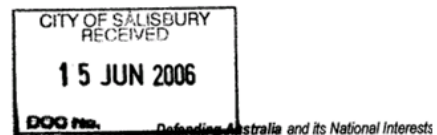
I refer to correspondence from the City of Salisbury (10 May 2006) seeking comment with respect to City of Salisbury Draft Direk Plan Amendment Report (PAR) regarding the rezoning of land to the south of Edinburgh Defence Precinct from 'Deferred Industry' to Industry. Defence appreciates the opportunity to provide input and offers the following advice.

The parcel of land referred to by the draft PAR is in close proximity of the Edinburgh Defence Precinct (EDP). Defence's use of the EDP is intensive and comprises of RAAF Base Edinburgh and the Defence Science and Technology Organisation (DSTO). RAAF Base Edinburgh contains a range of units and functions commensurate with a fully functional airfield, administrative and maintenance facilities and various living-in-accommodations. DSTO contains advanced research and highly specialised testing facilities.

The proposed rezoning is of concern to Defence given its proximity to the EDP and in particular the 04 runway approach path. The following more detailed commentary is offered for your consideration:

1. *D(AC)R*

The land is subject to the Defence (Areas Control) Regulations (D(AC)R) height restrictions (refer to Enclosure 1). The D(AC)R is a Commonwealth regulation that aims to protect military airfield airspace from infringement. Council is advised that certain height limitation zones exist within the subject site and, as a result, 'structures' will require referral, assessment and approval by Defence in accordance with the D(AC)R.



As Enclosure 1 illustrates, the north-east sector of the subject land is most severely affected. Here structures higher than 7.5 m (from natural ground level) will require referral to Defence.

Council should be mindful that airspace infringement by 'structures' may also be of transient nature such as cranes used during construction or inflatable advertising material and is inclusive of the growth of trees over time. Airspace intrusion can also include emissions such as industrial particulates, external lighting and thermal plumes.

#### 2. *Aircraft Noise*

The land is subject to aircraft noise. It is noted that section 2.10 'ANEF Contours' of your *Statement of Investigations* is incorrect. The western portion of the land is situated outside the 20 Australian Noise Exposure Forecast (ANEF) contour, while the eastern portion is located within the 20 to 30 ANEF zone of the 2004 ANEF map for RAAF Base Edinburgh (refer to Enclosure 1). As such the land is subject to Australian Standard AS 2021-2000:- Acoustics – Aircraft Noise Intrusion – Building and Siting Construction (AS 2021). AS 2021 provides guidelines on the acceptability of building types and land uses within various ANEF zones (refer to Enclosure 2). It should however be noted that AS 2021 is written in the context of maintaining the amenity of indoor spaces and does not address the acceptability or otherwise of outdoor spaces.

#### 3. *Extraneous Lighting*

The land is subject to extraneous lighting restrictions controlling the amount of upward light emitted. The source of these restrictions comes from a military publication relating to Aerodrome Design Criteria and Civil Aviation Safety Authority (CASA) standards. Restrictions on lighting are incorporated into the D(AC)R and, in essence, require that the design of outdoor lighting (configuration and illumination) conforms to standards that ensure that pilots of military aircraft are not dazzled or confused.

Whilst the lighting standard applicable can be specified at the development application stage, Defence maintains that the final luminaires are subject to initial and ongoing flight and ground survey by Air Traffic Control. If found to endanger the safety of aircraft operations, Defence (or CASA) may require the lighting to be extinguished or suitably modified, even where these lighting installations have been designed and constructed in accordance with military and/or CASA specifications.

#### 4. *Reflective Materials*

The subject land is located in close proximity to the airstrip. As a result there is a pilot/aircraft safety risk associated with the use of reflective building materials. To address this issue, Defence requests that it be a mandatory requirement for any future development on the land to use non-reflective materials for the external façade, including the roof.

*Defending Australia and its National Interests*

#### 5. *Public Safety Area*

Part of the subject land falls within the Public Safety Area associated with the runway 04 threshold (refer to Enclosure 1). Public safety areas are located at the end of runways and as such attract situational risks. Defence requests that Council restricts the range of land uses permissible in the public safety area. In addition, Defence requests Council to avoid approving development within the public safety area that: results in a significant increase in people living, working or congregating in that area; or involves the use or storage of hazardous materials.

#### 6. *Technical Assessments – Maintenance of Defence Operations*

Defence also requires a number of technical assessments be performed to ensure specific development proposals do not have adverse impacts on Defence operations. Technical assessments may include (but not be limited to) the impact, if any the land use may have on:

- a. Navigational Aids;
- b. Air Traffic Control;
- c. Base Communications, including radar; and
- d. DSTO testing and research facilities.

A known impact of industrial land uses on Defence operations is electrical/electromagnetic interference. Typical land uses responsible for such interference include (but are not limited to) high voltage power lines and transformers, electrical wiring, radio transmitters, welding workshops and the like.

#### 7. *Wildlife Hazards*

Defence is committed to pilot and aviation safety. Land uses that attract avian species (bird life, bats etc) into operational airspace are a source of risk. As such, should Council proceed with the rezoning, special provision for the management (exclusion) of land use activities with the propensity to attract birds and/or bats is requested. Of particular concern to Defence are the attraction of scavenger bird species (associated with land fill, food processing, manufacturing and distribution, racetracks) and water fowl with regard to the creation of habitat during the course of storm water management.

#### 8. *Planning Guidance*

In addition to the advice provided above, a useful reference document with regard to reducing land use conflict in the vicinity of aviation facilities is State Planning Policy 1/02 and its accompanying Guideline published by the Queensland State Government. Copies of both documents are available from [http://www.lgp.qld.gov.au/applications/estore/planning/policies\\_guidelines/#plan\\_dev\\_airports\\_spp](http://www.lgp.qld.gov.au/applications/estore/planning/policies_guidelines/#plan_dev_airports_spp)

In summary, due to the complexity and technical nature of issues facing the development of the subject land, it is requested that Council carefully consider the range of land uses permissible on the site, particularly with respect to the matters raised in this submission. It is also requested that all future development applications for the subject land be referred to the Department of Defence for review and comment.

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Should Council wish to discuss this submission in further detail, please contact Natasha Davies, Assistant Director Land Use Planning on 02 6266 8186.

Yours sincerely



**John Kerwan**  
Director Land Planning and Spatial Information  
BP-1-B103  
Department of Defence  
CANBERRA ACT 2600

8 June 2006

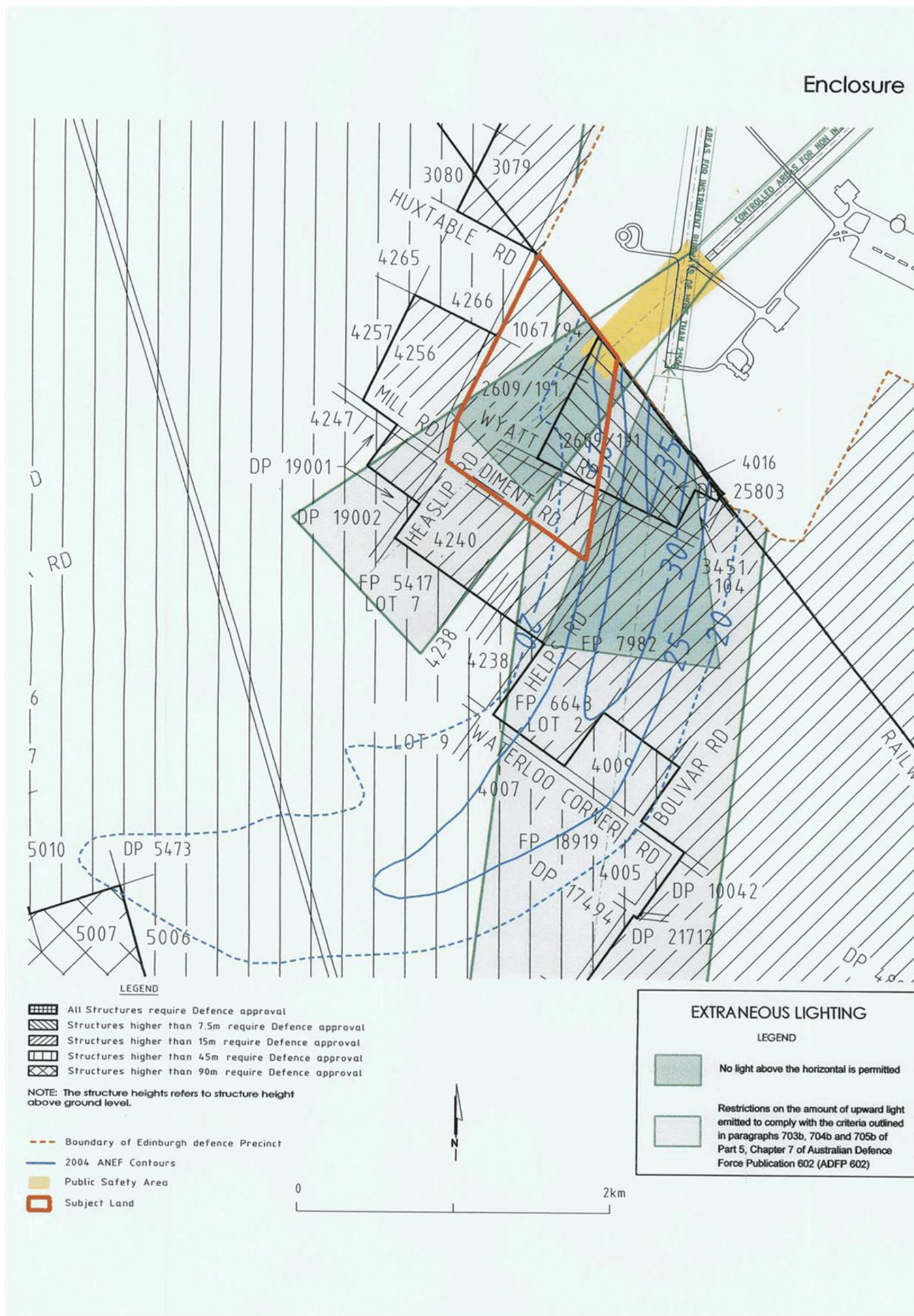
Cc CSI – SA Acting Technical Services Manager, Mr Jim Smith

Enclosures:

1. Context Map
2. Table 2.2 from Australian Standard AS 2021-2000:- Acoustics – Aircraft Noise Intrusion – Building and Siting Construction (AS 2021)

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STANDARDS AUSTRALIA – AS 2021 - 2000

2.3 ACTION RESULTING FROM ACCEPTABILITY DETERMINATION

2.3.1 Acceptable

If from Table 2.1, the building site is classified as ‘acceptable’, there is usually no need form the building construction to provide protection specifically against aircraft noise. However, it should not be inferred that aircraft noise will be unnoticeable in areas outside the ANEF 20 contour. (See Notes 1, 2 and 3 of Table 2.1.)

2.3.2 Conditionally Acceptable

If from Table 2.1, the building site is classified as ‘conditionally acceptable’, the maximum aircraft noise levels for the relevant aircraft and the required noise reduction should be determined from the procedure of Clauses 3.1 and 3.2, and the aircraft noise attenuation to be expected from the proposed construction should be determined in accordance with Clause 3.3 (see Notes 1 and 3 of Table 2.1).

2.3.3 Unacceptable

If, from Table 2.1 the building site is classified as ‘unacceptable’, construction of the proposed building should not normally be considered. Where in the community interest redevelopment is to occur in such areas, e.g. a hotel in the immediate vicinity of an aerodrome, refer to the notes to Table 2.1.

TABLE 2.1  
BUILDING SITE ACCEPTABILITY BASED ON ANEF ZONES  
(To be used in conjunction with Table 3.3)

| Building type                        | ANEF zone of site             |                           |                      |
|--------------------------------------|-------------------------------|---------------------------|----------------------|
|                                      | Acceptable                    | Conditionally acceptable  | Unacceptable         |
| House, home unit, flat, caravan park | Less than 20 ANEF<br>(Note 1) | 20 to 25 ANEF<br>(Note 2) | Greater than 25 ANEF |
| Hotel, motel, hostel                 | Less than 25 ANEF             | 25 to 30 ANEF             | Greater than 30 ANEF |
| School, university                   | Less than 20 ANEF<br>(Note 1) | 20 to 25 ANEF<br>(Note 2) | Greater than 25 ANEF |
| Hospital, nursing home               | Less than 20 ANEF<br>(Note 1) | 20 to 25 ANEF             | Greater than 25 ANEF |
| Public building                      | Less than 20 ANEF<br>(Note 1) | 20 to 30 ANEF             | Greater than 30 ANEF |
| Commercial building                  | Less than 25 ANEF             | 25 to 35 ANEF             | Greater than 35 ANEF |
| Light industry                       | Less than 30 ANEF             | 30 to 40 ANEF             | Greater than 40 ANEF |
| Other industry                       | Acceptable in all ANEF zones  |                           |                      |

Notes:

1. The actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 may be followed for building sites outside but near to the 20 ANEF contour.
2. Within the 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate (see also Figure A1 of Appendix A).
3. There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (eg. an office in an industrial building). In these cases Table 2.1 should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by using Table 3.3.
4. This Standard does not recommend developments in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required ANR determined according to Clause 3.2. for residences, schools, etc., the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
5. In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations.

This is an extract of Section 2 of Australian Standard AS 2021-2000, Acoustics—Aircraft Noise Intrusion—Building Siting and Construction and any reference made are to Clauses, Tables and Appendices contained within this Standard.

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ENCLOSURE 7

Item 1.3.1

Attachment 1

Item 1.3.2 - Attachment 5 - March 2015 Report and attachments to Policy Planning Committee



**ROYAL AUSTRALIAN AIR FORCE**  
**AIR FORCE HEADQUARTERS**

R1-6-C002, Department of Defence, CANBERRA ACT 2600

DCAF 09  
 2007/1038709/1

**Mr Nicholas Dowie**

Director Planning Policy and Environment  
 Airports Branch  
 Department of Infrastructure, Transport, Regional Development and Local Government  
 GPO Box 594  
 CANBERRA ACT 2601

Dear Mr Dowie

**SAFEGUARDING AVIATION INFRASTRUCTURE – DISCUSSION PAPER**

In response to your Executive Director's invitation to review the Discussion Paper on Safeguards for Airports and the Communities Around Them, Defence offers the following. The input is framed in a manner that covers both general comment on the overall thrust of the document, and specific comment, where individual considerations may have the potential to impact Defence. Defence also understands that any resulting policy will only apply to the federally leased airports, which include Darwin and Townsville as joint-user airfields, and not Defence airfields, which are covered under separate, dedicated legislation and regulation.

**General comment**

In the first instance, Defence commends your Department for taking the initiative to seek a coordinated approach, across all levels of government, to deal with the inevitable competing interests regarding land use on and off airports. Ultimately, Defence is of the view that aviation operations and associated safety considerations must take primacy over other, commercial interests. Consequently, we welcome any policy initiatives with the potential to better define responsibilities, coordinate government action across all three tiers of government and foster a truly national approach to safeguarding airports and their associated aviation infrastructure. This includes effective statutory planning measures that lend an adequate level of authority to resolve land interface issues between airports and nearby urban developments that have the potential to impact aviation safety.

As regards the incorporation of future safeguarding policies into relevant state and territory legislation, Defence notes that the Discussion Paper does not articulate how this might be achieved. No doubt, the Department's intent is to first determine what should constitute a national policy approach and then determine the optimum method of having that approach reflected in appropriate state/territory legislation. However, Defence suggests that there may be some benefit in identifying the various legislation sets and associated processes for each state and territory, in parallel with policy development, in order that potential policy outcomes can be tailored in a manner that will facilitate the required level of harmonisation across the various levels of government. Defence appreciates that such an undertaking will present challenges, given the likely disparate provisions between state and territory jurisdictions. Notwithstanding, such an approach could provide a better picture of the actual scope of the task than may currently exist.

**Specific comment**

**Planning for compatible development.** Defence supports the Department's initiative to undertake a review of the ANEF system for land use planning purposes and agrees that the current system does not adequately illustrate current and future noise impacts around airports. As discussed in the Defence response to the Aviation Green Paper, current and future military aircraft movements are a function of operational necessity and cannot be forecast with the same degree of accuracy as civil aircraft movements. Furthermore, the ANEF system also has significant limitations in accommodating Defence specific activities such as formation flying and the unpredictability and intensity of military aviation operations. From the perspective of Defence, sole reliance on the ANEFs produced for military airfields, as a basis for making long-term decisions on land use, could compromise the operational integrity of these airfields in the future. Consequently, and for the information of your Department, Defence is progressing its own study into alternative noise assessment and forecasting methodologies to better define and predict the noise impacts of current and projected capabilities.

**Protection of operational airspace.** Defence is appreciative that the Discussion Paper has flagged to wider industry that military airfields are protected under the Defence (Areas Control) Regulations. While these Regulations are specific to Defence airfields, and do not apply to the airfields covered under the discussion paper, Defence would appreciate some further amplification to the effect that the Regulations permit Defence to override any development approvals that may infringe operational airspace and to enforce building height restrictions in the vicinity of its airfields.

**Wildlife hazards.** In the development of policy pertaining to wildlife hazards, in particular the dangers associated with bird-strikes, Defence recommends that your Department considers Queensland State Planning Policy, which provides the blueprint at military airfields for assessing the suitability or otherwise of planned land use. The Policy, *'01/02 Development in the Vicinity of Certain Airports and Aviation Facilities,'* contains comprehensive principles on restricted development and development requiring mitigation measures within certain distances from airfields. From the perspective of Defence, the Queensland Policy would provide a sound basis for national policy development in regard to bird-strike hazards.

**Wind turbines.** The Discussion Paper correctly identifies the Defence desire to have visibility of all wind turbine developments with the potential to present hazards to military flying. The Paper also notes the effect that wind turbines can have on radar performance and their potential to cause electromagnetic interference at certain frequencies. Consequently, Defence preference is for all wind turbine developments to be subject to mandatory reporting and all wind turbine developments within line-of-sight of Defence installations to be subject to some form of mandatory approval process. In addition, and as part of the reporting process, Defence would wish to see all developments recorded by latitude and longitude and heights recorded in terms of above mean sea level (AMSL) and above ground level (AGL).

**Other obstructions.** Although not specifically mentioned in the Discussion Paper, other obstacles such as transmission towers and high tension power lines also have the potential to impact aviation safety. Given that wind turbines further afield than immediate airport environs have been included in the Paper, Defence requests consideration be given to the reporting of these other obstacles. Defence preference would be for structures in excess of 200 feet AGL to be subject to mandatory reporting. Given the number of these structures already in existence, such an outcome may not be achievable. Notwithstanding, given the potential hazard that they present to low flying aircraft, Defence would appreciate the further examination of this initiative.

Item 1.3.1

**Gas-fired power stations.** As your Department is no doubt aware, the construction of gas-fired power stations in the vicinity of airfields has the potential to present a hazard to overflying aircraft from the vertical jet-efflux produced by the associated turbines. Indeed, stations in both Victoria and Queensland, which were injudiciously sited without reference to overlying airspace, have retrospectively necessitated alterations to instrument approaches and the control area steps at these locations. Defence suggests that the current regime, which appears to take little account of the potential impacts on aviation, should be the subject of some scrutiny to ensure that aviation activity is a prime consideration during the planning and approval processes.

**Public safety zones.** Defence commends the Department for identifying a list of developments that should be restricted at either end of airfield runways, but suggests that such developments be re-classified as 'recommended non-permitted uses' as opposed to 'restricted uses,' as the latter may encourage existing land owners to seek compensation for the loss of development rights. Once again, Defence recommends the use of the Queensland State Planning Policy referenced above, in regard to the creation of public safety zones at Darwin and Townsville, where 'recommended non-permitted uses' would be less likely to attract claims for compensation than a regime that imposes blanket prohibition.

Attachment 1

In conclusion, please accept my thanks for the consideration afforded by your Department in this matter, particularly with respect to the level of consultation that accompanied the drafting of the Discussion Paper. Defence staff will continue to be available to assist your Department should further consultation be necessary.

Yours sincerely

**G.C. BROWN**  
Air Vice-Marshal  
Deputy Chief of Air Force

August 2009





Item 1.3.1

Attachment 1

Item 1.3.2 - Attachment 5 - March 2015 Report and attachments to Policy Planning Committee

Item 1.3.1

Attachment 1

## **STATE PLANNING POLICY 1/02**

### **Development in the Vicinity of Certain Airports and Aviation Facilities**

*Integrated Planning Act 1997*

**STATE PLANNING POLICY 2/92  
Planning for Aerodromes and Other Aeronautical Facilities**

**Repeal of State Planning Policy**

The Minister for Local Government and Planning decided on 9 May 2002 to repeal State Planning Policy 2/92 **with effect from 2 August 2002.**

The State Planning Policy was repealed under s.2.4.6 of the *Integrated Planning Act 1997*.

Item 1.3.1

Attachment 1

*Integrated Planning Act 1997*

**STATE PLANNING POLICY 1/02  
Development in the Vicinity of Certain Airports and Aviation Facilities**

The Minister for Local Government and Planning adopted State Planning Policy 1/02 on 9 May 2002.

**Making of the State Planning Policy**

State Planning Policy 1/02 was made under Schedule 4 of the *Integrated Planning Act 1997*.

**Commencement**

State Planning Policy 1/02 **took effect on 3 August 2002.**

Item 1.3.2 - Attachment 5 - March 2015 Report and attachments to Policy Planning Committee

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*State Planning Policy 1/02*

## POSITION STATEMENT

The Queensland Government considers that development in the vicinity of those airports and aviation facilities essential for the State's transport infrastructure or the national defence system should avoid:

- adversely affecting the safety and operational efficiency of those airports and aviation facilities;
- large increases in the numbers of people adversely affected by significant aircraft noise; and
- increasing the risk to public safety near the ends of airport runways.

### 1. PURPOSE OF THE POLICY

- 1.1** This State Planning Policy ('the SPP') sets out the State's interest concerning development in the vicinity of those airports and aviation facilities considered essential for the State's transport infrastructure or the national defence system.

### 2. APPLICATION OF THE POLICY

- 2.1** Under the *Integrated Planning Act 1997* (IPA), the SPP has effect when development applications are assessed, when planning schemes are made or amended, and when land is designated for community infrastructure<sup>1</sup>.

#### Area to which the Policy applies

- 2.2** The SPP applies in the vicinity of those civil, military and joint-use airports<sup>2</sup> and aviation facilities<sup>2</sup> identified in Annex 1, but does not apply to those airports or aviation facilities themselves.
- 2.3** The specific areas to which the SPP applies vary with the issue being addressed and the particular airport or aviation facility, but are generally:
- beneath, or in the vicinity of, the airports' operational airspace<sup>2</sup>;
  - in the vicinity of the aviation facilities;
  - within areas defined by the 20 Australian Noise Exposure Forecast (ANEF)<sup>2</sup> contour at and around each airport; and
  - the public safety areas identified in Annex 3.

<sup>1</sup> SPP 1/02 Guideline: *Development in the Vicinity of Certain Airports and Aviation Facilities* describes in more detail how the SPP applies.

<sup>2</sup> See Section 9, Glossary.

### Development to which the Policy applies

- 2.4** The SPP applies to development that:
- involves the actions or activities described in Annex 2 where these could adversely affect the safety and operational efficiency of operational airspace or the functioning of aviation facilities; or
  - has the potential to increase the number of people living, working, congregating or attending education establishments, hospitals or public buildings within areas defined by the 20 Australian Noise Exposure Forecast (ANEF)<sup>3</sup> contour; or
  - has the potential to increase the number of people or the use/storage of hazardous materials within public safety areas.

## 3. USING THE POLICY

- 3.1** The main outcome statements are depicted in bold within text boxes (Outcomes 1 to 7) and must be read in conjunction with the rest of the text.
- 3.2** Technical terms are explained or defined in Section 9, Glossary.
- 3.3** The following documents provide advice about implementing this SPP and are declared to be 'extrinsic material' under the *Statutory Instruments Act 1992*:
- SPP 1/02 Guideline: *Development in the Vicinity of Certain Airports and Aviation Facilities* (SPP 1/02 Guideline), as amended from time to time; and
  - Australian Standard AS 2021- 2000: *Acoustics – Aircraft Noise Intrusion – Building Siting and Construction* (AS 2021) or any Australian Standard that supersedes AS 2021.

## 4. COMMONWEALTH REQUIREMENTS

- 4.1** Under the *Civil Aviation Act 1988* and supporting *Civil Aviation Regulations*, certain airports are licensed and the Civil Aviation Safety Authority (CASA) exercises powers to protect operational airspace<sup>3</sup> around those airports<sup>4</sup>. In addition, the Commonwealth Government's *Airports Act 1996* and the supporting *Airports (Protection of Airspace) Regulations* provides additional powers to protect the former Commonwealth airports of Archerfield, Brisbane, Coolangatta, Mount Isa and Townsville (civil component only). Although these five airports are leased to private operators, they are 'Commonwealth places' and therefore remain under the jurisdiction of the Commonwealth.
- 4.2** The Department of Defence operates military airports at Amberley, Oakey and Scherger, and is a joint operator of the civil/military airport at Townsville under the *Defence Act 1903* and the *Defence Act (Areas Control Regulation)*. This legislation, either alone or in conjunction with the *Airports Act 1996*, provides for the protection of operational airspace around these airports.

<sup>3</sup> See Section 9, Glossary.

<sup>4</sup> When this SPP was adopted, all the airports listed in Annex 1 except Bamaga/Injinoo were licensed.

- 4.3** The SPP needs to be considered **in addition to** the requirements of all relevant Commonwealth legislation<sup>5</sup>.

## **5. THE NEED TO PROTECT AIRPORTS AND THE NEARBY COMMUNITY**

### **Protecting Airports and Aviation Facilities**

- 5.1** The airports and aviation facilities to which this SPP applies are essential elements of the National and State air transport network or the national defence system, and comprise a considerable investment. It is therefore essential that these airports together with those aviation facilities, be protected from development that could undermine their safety or operational efficiency. Development can adversely affect airports, aircraft operations and the functioning of aviation facilities both directly and indirectly.

#### *Direct Impacts*

- 5.2** The direct impacts involve development that has the potential to adversely affect an airport's operational airspace. The safety and efficiency of operational airspace can be compromised not only by buildings and structures, but also by 'outputs' (such as smoke, plumes and lighting) and congregations of wildlife, particularly birds or bats.
- 5.3** The functioning of navigation, communication or surveillance aviation facilities, some of which are considerable distances from airports, can be affected by physical 'line of sight' obstructions and 'outputs' such as significant electrical or electro-magnetic emissions. Annex 2 lists the actions and activities likely to compromise the operational integrity of operational airspace and aviation facilities.

#### *Indirect Impacts*

- 5.4** The indirect impacts of development arise when people living in, working in, or visiting that development perceive aircraft noise as a significant problem and consequently campaign to curtail aircraft operations to reduce the noise impacts. Therefore, encroachment by incompatible development may ultimately compromise the future of the airports to which this SPP applies<sup>6</sup>.

### **Protecting the Community**

- 5.5** Incompatible development encroaching on airports also has implications for community amenity and public safety.

#### *Community Amenity*

- 5.6** People living, working and congregating in areas adversely affected by significant aircraft noise experience a reduction in amenity. Therefore, development in the vicinity of airports needs to be compatible with forecast levels of aircraft noise.

<sup>5</sup> SPP 1/02 Guideline provides more information about Commonwealth requirements.

<sup>6</sup> See Annex 1.

**Public Safety**

- 5.7 While past experience demonstrates that air transport is safe, an increased risk of an aircraft accident exists at, and immediately beyond, the ends of runways. Decisions about development need to reflect that risk to protect the safety of people in the aircraft and on the ground.

**6. DEVELOPMENT OUTCOMES AND DEVELOPMENT ASSESSMENT**

- 6.1 This section sets out the development outcomes expected in the vicinity of those airports and aviation facilities considered essential for the State’s transport infrastructure or the national defence system. When development applications are assessed against this SPP or land is being designated for community infrastructure, regard must be had to Outcomes 1 to 4 and the remainder of Section 6. However, this SPP is not to be used when assessing development applications for building work assessable only against the *Standard Building Regulation*.

**Operational Airspace and Aviation Facilities**

**Outcome 1: When undertaking development to which this SPP applies<sup>7</sup>, adverse effects on the safety and operational efficiency of operational airspace<sup>8</sup> and the functioning of aviation facilities<sup>8</sup> are avoided by:**

- not including the actions and activities listed in Annex 2; or
- including appropriate site planning and management plans that avoid the potential adverse effects of such activities.

- 6.2 Where not depicted in the planning scheme, the areas and dimensions of an airport’s operational airspace can be obtained from the airport operator and are found in the airport master plans<sup>8</sup>.
- 6.3 For each type of aviation facility described in Annex 1, there is a differing defined sensitive area within which development involving certain actions and activities could have adverse effects on the aviation facility concerned<sup>9</sup>.
- 6.4 When assessing development applications, the assessment manager will need to confirm whether the proposed development includes actions and activities that have the potential to adversely affect operational airspace or the functioning of aviation facilities. Where further clarification is necessary, it should be the subject of an information request under IDAS<sup>8</sup>.

<sup>7</sup> See Section 2.

<sup>8</sup> See Section 9, Glossary.

<sup>9</sup> The differing dimensions of the sensitive areas are set out in the SPP 1/02 Guideline.

### Areas affected by Significant Aircraft Noise

**Outcome 2: Within areas defined by the 20 ANEF<sup>10</sup> contour around airports to which this SPP applies, material changes of use are compatible with forecast levels of aircraft noise except where:**

- **the proposed development is a development commitment<sup>10</sup>; or**
- **there is an overriding need for the development in the public interest, and no other site is suitable and reasonably available for the proposal.**

- 6.5** Areas affected by significant aircraft noise are those within the 20 ANEF contour. The ANEF system underpins AS 2021<sup>11</sup>, which addresses aircraft noise, its compatibility with land uses, and standards of noise attenuation. An airport's ANEF chart can be found in the airport's master plan or by contacting the airport operator.

#### *Compatible Development*

- 6.6** Material changes of use within the 20 ANEF contour are compatible with forecast levels of aircraft noise when consistent with the SPP 1/02 Guideline's classification of land use compatibility within specific ANEF contours<sup>12</sup>.
- 6.7** Development applications for material changes of use in the vicinity of an airport should identify their location in relation to the airport's ANEF chart to help establish whether the proposed use is compatible with the relevant ANEF contour. Where that information is not provided, it should be the subject of an information request under IDAS.

#### *Development Commitments and Overriding Need*

- 6.8** This SPP aims to avoid large increases in the numbers of people exposed to particular levels of aircraft noise. However, this objective may not be achievable in certain circumstances.
- First, existing development commitments for particular material changes of use should not be nullified by applying this SPP. Nevertheless, the adverse impacts of aircraft noise should be mitigated where practicable by the use of appropriate conditions on development permits to achieve Outcome 3.
  - Second, in some cases it may be possible to demonstrate that a proposed development would fulfil a particular public interest to an extent that would override the public interest in the development being compatible with forecast levels of aircraft noise.

<sup>10</sup> See Section 9, Glossary.

<sup>11</sup> See Paragraph 3.3 above.

<sup>12</sup> This classification is derived from AS 2021 and is set out in the SPP 1/02 Guideline.



- 6.9** Determining an overriding need in the public interest will depend on the circumstances of the particular development proposal. The proposal should result in a significant overall benefit to the community in social or economic terms that outweighs:
- the adverse environmental impacts arising from the development's exposure to aircraft noise; and
  - the potential risk that occupiers of the development would at some future time pressure the airport to limit aircraft operations for environmental reasons, thereby prejudicing the airport's efficiency and ultimately, its viability.
- Also, it should be shown that a similar benefit could not be achieved by developing other suitable and reasonably available sites<sup>13</sup>.

**Outcome 3: Within particular ANEF contours around airports to which this SPP applies<sup>14</sup>, certain development includes noise attenuation measures.**

- 6.10** Noise attenuation measures should be required for buildings associated with material changes of use that SPP 1/02 Guideline states are:
- compatible subject to conditions within the applicable ANEF contour; or
  - incompatible within the applicable ANEF contour.
- Material changes of use that are incompatible should only be permitted as a development commitment or on the grounds of overriding need in accordance with Outcome 2.
- 6.11** Where the development is compatible subject to conditions, or incompatible, the noise attenuation measures should be required to achieve the desired indoor noise levels specified in the SPP 1/02 Guideline<sup>15</sup>.

#### **Public Safety Areas**

- 6.12** Public safety areas are located at both ends of those airport runways specified in Annex 3 and have the dimensions also specified in Annex 3.

**Outcome 4: Except where the proposed development is a development commitment<sup>16</sup>, development within the public safety areas at the ends of airport runways avoids:**

- significant increases in people living, working or congregating in those areas; and
- the use or storage of hazardous materials.

<sup>13</sup> SPP 1/02 Guideline provides advice about interpreting 'overriding need'.

<sup>14</sup> See Annex 1.

<sup>15</sup> These standards are derived from AS 2021 and are set out in Chapter 4 of the Guideline. However, if a Queensland code is prepared under the *Standard Building Regulation* addressing the attenuation of aircraft noise in buildings, that code will supersede the standards set out in the SPP 1/02 Guideline for aircraft noise attenuation.

<sup>16</sup> See Section 9, Glossary.

Item 1.3.1

- 6.13** In the public safety areas, the risk of an accident involving aircraft landing and taking off is sufficient to justify restrictions on development within those areas. Increased risks to public safety can arise from development that involves the following:
- residential uses;
  - the manufacture or bulk storage of flammable, explosive or noxious materials;
  - uses that attract large numbers of people (e.g. sports stadium, shopping centre, industrial or commercial uses involving large numbers of workers or customers); or
  - institutional uses (e.g. education establishments, hospitals).
- 6.14** Development commitments stand and should not be nullified by applying this SPP, except where owners/developers agree by negotiation to reduce the scale of the public risk within the public safety areas. However, conditions on development permits should be used to minimise the risk where such conditions are consistent with the development commitment<sup>17</sup>.

## 7. MAKING AND AMENDING A PLANNING SCHEME

- 7.1** Planning schemes should aim to achieve Outcomes 1 to 4 in Section 6 by identifying particular information, and containing appropriate planning strategies and development assessment measures.

### Identifying relevant information in the Planning Scheme

**Outcome 5: The planning scheme identifies:**

**a) for each of the airports identified in Annex 1:**

- the operational airspace; and
- areas within the 20 ANEF<sup>18</sup> contour;

**b) the sensitive areas for the aviation facilities described in Annex 1; and**

**c) public safety areas at both ends of those runways as shown in Annex 3.**

### *Operational Airspace and Aviation Facilities*

- 7.2** Operational airspace should be identified in the planning scheme using information from the airport's master plan and, for military and joint civil/military airports, the *Defence Act (Areas Control Regulation)* under the *Defence Act 1903*. Where there is no airport master plan, operational airspace should be identified in consultation with the airport operator.
- 7.3** SPP 1/02 Guideline contains information on the types of aviation facilities that occur in the relevant local government areas. For each type of facility, the dimensions of sensitive areas within which development has the potential to affect the functioning of aviation facilities are described in the Guideline.

<sup>17</sup> SPP 1/02 Guideline provides advice about such use of conditions.

<sup>18</sup> See Section 9, Glossary.

**Areas affected by Significant Aircraft Noise**

- 7.4 The planning scheme should identify the ANEF contours derived from an airport’s ANEF chart, which identifies a series of ANEF contours from 20 upwards. An airport’s ANEF chart can be found in the airport master plan<sup>19</sup> or by contacting the airport operator.

**Public Safety Areas**

- 7.5 Annex 3 specifies the airports and runways for which public safety areas should be identified, and the dimensions of those public safety areas.

**Reflecting the SPP in Planning Strategies**

**Outcome 6: For areas to which this SPP applies<sup>20</sup>, the planning scheme contains planning strategies that give preference to development that:**

- a) avoids adversely affecting the safety and efficiency of an airport’s operational airspace or the functioning of aviation facilities;
- b) is compatible with forecast levels of aircraft noise within the 20 ANEF contour; and
- c) avoids increasing risks to public safety near the ends of airport runways.

**Operational Airspace and Aviation Facilities**

- 7.6 Allocated land uses and associated development in the vicinity of airports and aviation facilities should be consistent with Outcome 1.

**Areas affected by Significant Aircraft Noise**

- 7.7 Allocated land uses and associated development within the 20 ANEF contour should be consistent with Outcome 2 and SPP 1/02 Guideline regarding the suitability of particular land uses within specific ANEF contours.

**Public Safety Areas**

- 7.8 Allocated land uses and associated development within public safety areas should be consistent with Outcome 4.

<sup>19</sup> See Section 9, Glossary.

<sup>20</sup> See Section 2.

**Reflecting the SPP in detailed Planning Scheme measures**

**Outcome 7: The planning scheme contains detailed measures that:**

- a) include a code(s) designed to achieve development outcomes that are consistent with Section 6; and
- b) ensure that development to which this SPP applies is assessable or self-assessable against that planning scheme code(s).

**The planning scheme, or planning scheme policy(s), specifies the information expected to be submitted with development applications subject to the code(s).**

- 7.9** The combination of development assessment tables and code(s) in the scheme need to ensure that all relevant development is assessed against specific development standards that are consistent with Section 6.
- 7.10** Section 6 describes the information that should be submitted with development applications that are to be assessed against the code(s). The planning scheme or supporting planning scheme policy(s) should make it clear that where such information is not provided with a development application, that information will be subject to an information request under IDAS<sup>21</sup>.

**8. INFORMATION AND ADVICE ON THE POLICY**

- 8.1** The Queensland Department of Transport can provide advice on the interpretation and implementation of the policy, and the relevant contacts in appropriate agencies for specific aviation issues.
- 8.2** The Queensland Department of Local Government and Planning can provide advice about reflecting the SPP in planning schemes and the operation of IDAS.

**9. GLOSSARY**

- 9.1** The following terms are used in the SPP as defined below.

***Airport:*** refers to the airports (civil, military or joint civil/military) listed in Annex 1. The term includes all site facilities and any building, installation and equipment used for the control of aircraft operations and any facility provided at such premises for the housing, servicing, maintenance and repair of aircraft, and for the assembly of passengers or goods.

***Airport master plan:*** sets out the future development and operational parameters of the airport. The plans are prepared and adopted by the airport operator and various components are endorsed by the relevant Commonwealth agencies.

<sup>21</sup> See Section 9, Glossary.

**Airport master plan:** sets out the future development and operational parameters of the airport. The plans are prepared and adopted by the airport operator and various components are endorsed by the relevant Commonwealth agencies.

**Australian Noise Exposure Forecast (ANEF):** a single number index (expressed on an ANEF chart as a series of contours) that predicts for a particular future year (usually 10 or 20 years ahead) the cumulative exposure to aircraft noise likely to be experienced by communities near airports during a specified time period (usually one year). [NB: A detailed definition and explanation is set out in the SPP 1/02 Guideline].

**Aviation facilities:** navigation, communication or surveillance installations provided to assist the safe and efficient movement of aircraft. Such facilities may be located either on or off airport.

**Development commitment:** includes any of the following:

- development with a valid development approval;
- exempt development, self-assessable development or development only assessable against the *Standard Building Regulation*;
- development clearly consistent with the relevant zone (or equivalent) in a planning scheme;
- development for a land use that is allocated in a transitional planning scheme (e.g. strategic plan, development control plan) where the development intent is clear and unqualified;
- a subdivision or other reconfiguration of allotment boundaries consistent with the requirements of the relevant planning scheme; or
- development consistent with a designation for community infrastructure.

**Integrated Development Assessment System (IDAS):** IDAS is a framework that establishes a common statutory system under the IPA for making, assessing and deciding development applications – regardless of the nature of development, its location in Queensland or the authority administering the regulatory control.

**Operational airspace:**

- a) **for civilian airports:**  
the areas and vertical dimensions of the Obstacle Limitation Surface (OLS) and the Procedures for Air Navigation Services - Aircraft Operational Surfaces (PANS-OPS); and
- b) **for military airports:**  
the areas and vertical dimensions of the Obstruction Clearance Surfaces (OCS) and the height restriction zones defined in the *Defence Act (Areas Control Regulation)* under the *Defence Act 1903*; and
- c) **for airports operating as joint civil and military airports:**  
the Joint Obstruction Clearance Surfaces (combination of the military OCSs, height restriction zones and the civilian OLS and PANS-OPS) as depicted in the *Defence Act (Areas Control Regulation)* under the *Defence Act 1903*.

**Public safety area:** an area defined in this SPP immediately beyond the end of a runway and having a relatively high risk from an aircraft incident. The dimensions of the public safety areas are set out in Annex 3.

**ANNEX 1**

**Airports and Aviation Facilities to which the SPP applies**

**Airports**

**A1.1** The following airports have been determined as being of State significance on the basis that they meet one or more of the following criteria:

- is used as an international gateway or international alternate;
- is used regularly for military purposes;
- is under the control of a State agency as trustee;
- is a key regional hub;
- is an economic, industry, mining or tourism centre;
- is likely to influence major growth, environmental or land use decisions;
- plays a key emergency service role; or
- has a significant number of aircraft movements.

|                           |                               |
|---------------------------|-------------------------------|
| Amberley*                 | Mackay                        |
| Archerfield+              | Mareeba                       |
| Bamaga / Injinoo          | Maroochydore / Sunshine Coast |
| Brisbane+                 | Maryborough                   |
| Bundaberg                 | Mount Isa+                    |
| Cairns                    | Oakey*                        |
| Coolangatta / Gold Coast+ | Proserpine                    |
| Emerald                   | Rockhampton                   |
| Gladstone                 | Scherger*                     |
| Hamilton Island           | Toowoomba                     |
| Hervey Bay                | Townsville*+                  |
| Horn Island               | Weipa                         |
| Longreach                 |                               |

\* Military airports that are subject to the *Defence Act (Areas Control Regulation)* implemented by the Commonwealth Department of Defence under the *Defence Act 1903*. Proposed works that would be taller than the height shown in the height restriction zones for these airports require the approval of the Department of Defence.

+ Although leased to private operators (or part leased in the case of the joint civil/military airports), these airports are 'Commonwealth places' within the meaning of the *Commonwealth Places (Application of Laws) Act 1970* and come under the regulatory regime of the *Commonwealth Airports Act 1996*. Part 12 of the *Airports Act 1996*, and the *Airports (Protection of Airspace) Regulations* made under this Part provide for the protection of airspace around these airports.

**Aviation Facilities**

- A1.2** The SPP applies to aviation facilities that have a navigation, communication or surveillance function and are:
- directly associated with the operations of an airport listed above and operated by the airport owner; or
  - a system-wide (or en-route) aviation facility operated by Airservices Australia, the Commonwealth Department of Defence, or another agency under contract to the Commonwealth.
- A1.3** The SPP 1/02 Guideline contains a list of the aviation facilities to which the SPP applies, together with the type of facility and the local government areas in which they are located.
- A1.4** Regard should also be given to Commonwealth legislation covering aviation facilities, in particular the *Air Services Act 1995*, *Civil Aviation Act 1988* and the *Defence Act 1903*.

Item 1.3.1

Attachment 1

Item 1.3.2 - Attachment 5 - March 2015 Report and attachments to Policy Planning Committee

## ANNEX 2

### Adverse Effects on Operational Airspace and Aviation Facilities

#### Operational Airspace

- A2.1** Adverse effects on operational airspace can arise from development that involves the following (includes 'Controlled Activities' as per Section 182 of the *Airports Act 1996*):
- a permanent or temporary physical obstruction (natural or man-made) of operational airspace;
  - a gaseous plume with a high velocity (exceeding 4.3m per second) that penetrates operational airspace;
  - transient intrusions into operational airspace of aviation activities (e.g. parachuting or hot air ballooning);
  - a propensity to attract wildlife, in particular flying vertebrates (e.g. birds or bats), into operational airspace (from land uses such as landfill [waste management], race tracks or food processing plants);
  - lighting that could:
    - a) distract or temporarily interfere with a pilot's visibility while in control of approaching or departing aircraft; or
    - b) confuse pilots through similarities with approach or runway lighting; or
  - the generation and emission of airborne particulate, which may impair the visual conditions in the vicinity of an airport.

#### Aviation Facilities

- A2.2** Adverse effects on the functioning of aviation facilities can arise from development that penetrates a facility's sensitive area by:
- physical 'line of sight' obstructions;
  - electrical or electro-magnetic emissions; or
  - structures containing a reflective surface.
- Note:** SPP 1/02 Guideline provides more detail on the actions and activities listed above, including the circumstances where adverse impacts on operational airspace and aviation facilities should be addressed.



### ANNEX 3

#### Airport Runways for which a Public Safety Area applies

**A3.1** A public safety area is identified for the main runways at the airports listed below:

- |    |                          |                               |
|----|--------------------------|-------------------------------|
| a) | Amberley                 | Mackay                        |
|    | Archerfield              | Maroochydore / Sunshine Coast |
|    | Brisbane                 | Oakey                         |
|    | Cairns                   | Rockhampton                   |
|    | Coolangatta / Gold Coast | Townsville                    |
|    | Gladstone                | Scherger                      |
|    | Longreach                |                               |

**And**

- b) Other runways for the airports listed in a) above or for the airports listed in Annex 1 where:
- regular public transport jet aircraft services are provided; or
  - where a high level of aircraft movements exist (i.e. greater than 10,000 per year, excluding light aircraft movements)<sup>22</sup>.

**A3.2** The Queensland Department of Transport can advise which airports are expected to experience such a level of traffic movements.

<sup>22</sup> At the time this SPP was adopted, no runways other than those listed in a) met either of these criteria.

### DIMENSIONS FOR A PUBLIC SAFETY AREA



Note: Applies to each runway end.

#### Explanatory Notes:

1. The dimensions above indicate an area where the risk per year, resulting from an aircraft crash, to a representative individual (individual risk) is of the order of 1 in 10,000 ( $10^{-4}$ ).
2. The dimensions also partially enclose an area of individual risk of the order of 1 in 100,000 ( $10^{-5}$ ). As general guidance, it would be inappropriate for a use described in Section 6.13 of the SPP to be exposed to a higher individual risk than 1 in 10,000 ( $10^{-4}$ ).

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**Published by:**

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**NOTES**

Item 1.3.1

Attachment 1

**NOTES**

Item 1.3.1

Attachment 1

Item 1.3.2 - Attachment 5 - March 2015 Report and attachments to Policy Planning Committee

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*State Planning Policy 1/02*

20



## Public Safety Zones and Third-Party Risk

### DISCUSSION PAPER

31 March, 2014

#### Background

Currently in Australia there is no clearly-defined national policy with regard to public safety zones at airports. Queensland has adopted a policy which defines Public Safety Areas (PSAs) for certain aerodromes. These are defined on the basis of defined physical dimensions, which are considered to be the same for all airports. The uniform application of these dimensions to airports with widely-varying intensity and nature of aircraft movements is questionable. Notwithstanding this, the Queensland PSAs are based on the principles set out in a study in the UK conducted by NATS.

The NATS study consisted of two parts. The first part of the study identified the risk modelling approach. The second part considered proposals for setting tolerability limits for individual risk. From a policy perspective, it is the second part which is perhaps of more relevance and so this is discussed first.

#### Tolerable Risk

The NATS approach is based on the calculation of individual risk. In the absence of defined policy in Australia, there is a possible discussion as to whether the adoption of individual risk represents the appropriate policy approach with respect to third-party risk around airports. However, consideration of individual risk is consistent with the approach adopted elsewhere with respect to airport third-party risk, and to third-party risk more generally.

The UK Health and Safety Executive (HSE) has been using a recommended upper limit for the tolerable risk to third parties from hazardous industry of  $1 \times 10^{-4}$  since the mid-1980s. At around  $1 \times 10^{-6}$ , levels of individual risk begin to merge into the background risks from everyday life. The range from  $1 \times 10^{-4}$  to  $1 \times 10^{-6}$  per year is termed the ALARP region, within which risks should be '*as low as reasonably practicable*'.

The NATS study concluded that there is no case for removing existing development outside the  $1 \times 10^{-4}$  contour but that new development should be restricted as far out as the  $1 \times 10^{-5}$  contour. However, there are some key points regarding the NATS study which need to be understood in order to assess the relevance of these same tolerable risk thresholds in relation to developments more generally.

In establishing the tolerable risk threshold, individual risk is combined with a cost-benefit analysis (CBA). The constrained CBA adopted by NATS quantified the benefits from reducing risk and compared these with the costs of removing or prohibiting activities at each point outside the  $1 \times 10^{-4}$  contour. The value of benefits was determined using the 'value of statistical life' established from willingness-to-pay studies. Costs were determined by reference to the relative values of housing and agricultural land in the UK and the assumed opportunity cost of preventing development.

Whilst the UK study provides a convenient tolerable risk threshold of  $1 \times 10^{-5}$ , in reality is relatively imprecise when taken outside the context of the specific parameters and assumption adopted in the NATS study. For the case of a non-residential development adjacent to an airport in South Australia, in



the absence of the further work necessary to undertake a proper CBA, all that can be said with any certainty is that the tolerable level of risk will lie somewhere between  $1 \times 10^{-4}$  and  $1 \times 10^{-6}$ .

#### Occupancy Density and Exposure Duration

Also inherent in the NATS CBA is an average residential density of 62.0 persons per hectare. The value of inhibiting activity is directly proportional to the average density of occupation as well as the value of risk to each individual. Residential densities in Australia might reasonably be expected to be lower than in the UK, and this will affect the outcome of the CBA accordingly.

With respect to non-residential development, the NATS study provides limited discussion other than to acknowledge that for activities where the duration of exposure to the risk is significantly lower than 24/7. Whilst peak occupancy densities at the proposed commercial development are anticipated to be greater than the assumed residential value, it is also of note that their time of occupation is likely to be considerably less. This will serve to reduce the levels of risk to which individuals are actually exposed and could be expected to permit an increase in the corresponding individual risk criterion. The only jurisdiction in Australia to recognise this is the NSW Department of Planning, whose guidance suggests a tolerability limit 5 times higher for commercial development than for residential development.

#### Risk Modelling

Individual risk is defined as the risk of death per year to a representative individual as a result of specific hazards. The individual is assumed to reside continuously at a particular location, 24 hours a day, 365 days a year. Individual risk estimates developed by NATS only considered the risk of death and do not take account of suffering injuries.

The calculation of individual risk contours requires three basic quantitative inputs:

- 1) The annual probability of a crash occurring near a given airport (**crash frequency**)
- 2) The distribution of such crashes with respect to location (**crash location model**)
- 3) The size of the crash area and the proportion of people likely to be killed within this area (**crash consequence model**)

All of these inputs have a degree of uncertainty around them.

The application of the NATS methodology to aircraft operations at Parafield is a simplification of the approach adopted for the UK analysis. The main simplification is that a single crash location model is adopted for all operations. The AEA crash location model was developed in the early 1990s by analysis crashes resulting from non-commercial operations by aircraft less than 4 tonnes MTOW. It is considered to be relevant to the vast majority of operations on all runways at Parafield Airport.

Another simplification is the adoption in the Parafield analysis of the crash frequency of 3.00 crashes per million aircraft movements used in the NATS study. Whilst in theory, it would be possible and appropriate to use crash rates derived for similar operations in Australia there are a number of problems in deriving these readily from the available data without undertaking a detailed research study to this problem. Moreover, it is important that crash rates and crash location models are derived from a consistent analysis of the data.



The crash rate used in the NATS study was deemed by the authors to be appropriate to light aircraft and also sufficiently consistent with the AEA crash location model. Whilst neither of these inputs were developed in relation to aircraft operations in Australia, in many senses they represent the best available data that can be used.

#### Crash consequence models

With respect to crash consequence models, detailed review of the NATS UK study report clearly indicates that there is both a much greater range of uncertainty and a greater pool of available models to select from.

Crash consequence models generally divide the area affected by a crash (the consequence area) into two parts. The destroyed area, and the debris area. A lethality factor is then applied to represent the likelihood of a person located within the consequence area being killed as a consequence of a crash.

NATS crash consequence model adopts a lethality area equal to the area destroyed. No 'lethality factor' is applied (i.e., lethality is assumed to be 100%). Lethality is the probability of receiving fatal injuries when residing in the consequence area of an aircraft crash.

The Parafield assessment adopted a destroyed area of 400m<sup>2</sup> for a typical light aircraft crash, based on anecdotal reports from ATSB personnel. In combination with this, a lethality of 100% was adopted consistent with the NATS approach. The term 'lethality area' is used to represent the combination of consequence area and lethality ratio and give an effective area within which everyone may be assumed to be killed.

The NATS study makes reference to a range of methods for estimating the 'lethality area'. Depending on the method adopted, the lethality area might vary between 138m<sup>2</sup> and 768m<sup>2</sup> for a typical 2,300kg light aircraft. The lethality areas adopted by NATS are acknowledged as likely to be unrealistically high in relation to light aircraft.

The formula for determining adopted by DIRD appears to provide an estimate of the lethality area which is beyond the upper end of this range (838m<sup>2</sup>), in relation to the aircraft expected to be operating at Parafield. In light of the range of uncertainty, the adopted value of 400m<sup>2</sup> is considered to be reasonable for operations at Parafield. Indeed, based on more recent work, there might even be a case for reducing the assumed lethality area.

#### Revised Risk Calculation

Previous work incorporated within the Aviation Controls study for the DPA, as set out in our letter of 6 September 2013, provided an estimate of the highest individual risk expected on the proposed development site as being in the order of 1x10<sup>-6</sup>. The risk calculation for Parafield has been revised in light of feedback received from DIRD, and the preceding discussion, to omit the occupancy density as an explicit element of the calculation. The calculated risk is based on:

- The ultimate capacity of forecast of 436,800 fixed wing aircraft movements
- An overall crash rate of 3.00 per million movements, consistent with the NATS assessment; and
- A consequence area of 400m<sup>2</sup> within which everyone present is assumed to be killed.





On this basis, the resultant maximum value of individual risk (Point P2) is calculated to be  $1.29 \times 10^{-5}$  per year.

Using DIRD's suggested lethality area of  $838\text{m}^2$  the corresponding value is  $2.70 \times 10^{-5}$  per year. Based on a detailed analysis of the methodology adopted, and consideration of the this is considered to be a highly conservative estimate of the individual risk which represents an extreme upper-bound rather than a best guess.

For comparison, the lethality area which corresponds to a maximum level of risk of  $1 \times 10^{-5}$  on the proposed development site, is approximately  $310\text{m}^2$ .

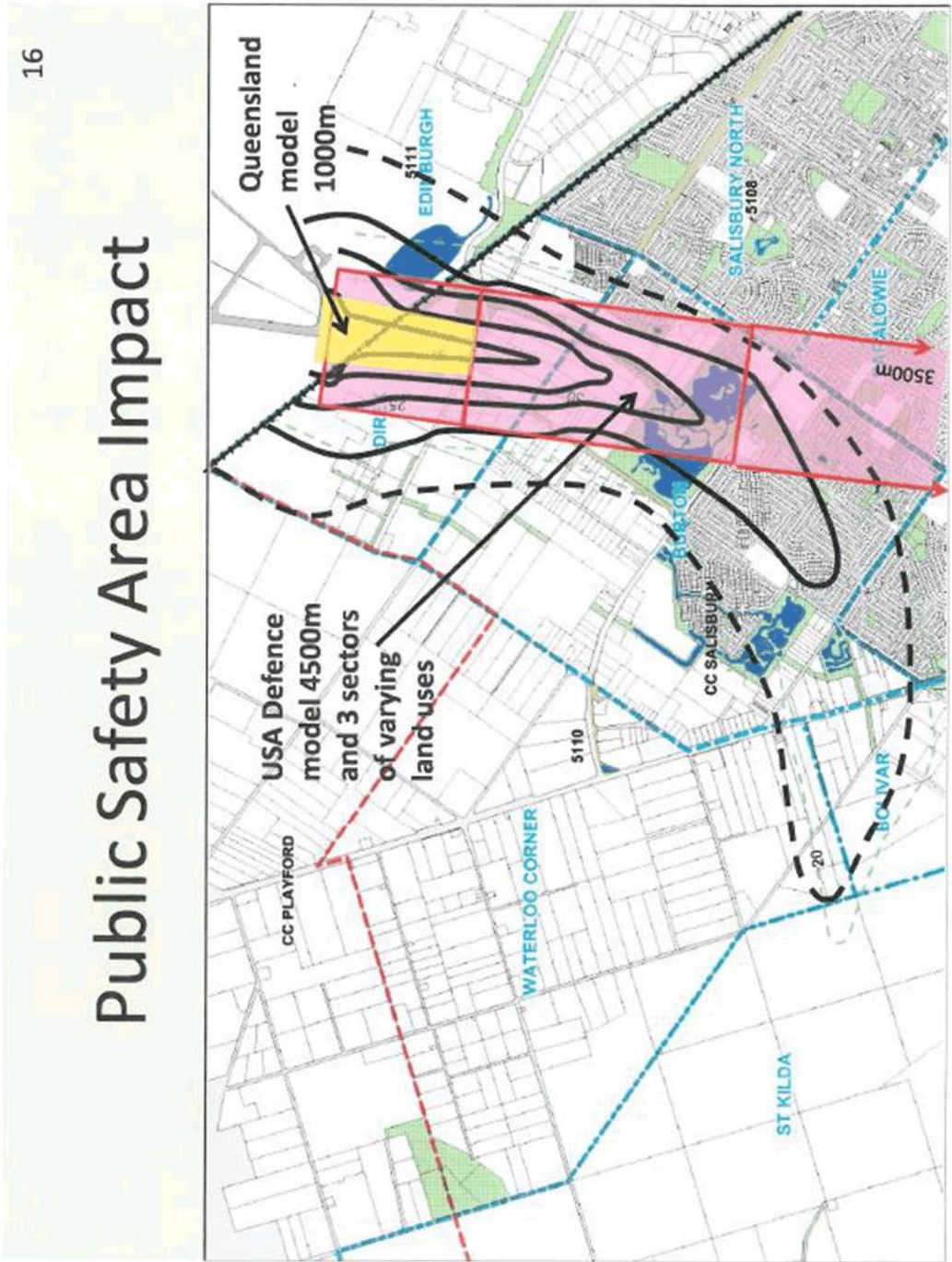
#### Conclusions

The establishment of a tolerable threshold for individual risk is problematic. Values in the range  $1 \times 10^{-6}$  to  $1 \times 10^{-4}$  are routinely adopted by various jurisdictions, dependent on a range of circumstances. The UK NATS study recommended a threshold of  $1 \times 10^{-5}$  for new development. This threshold was based on a cost benefit assessment utilising UK-specific data to estimate costs and benefits and is acknowledged by the authors to be conservative.

The calculation of individual risk is dependent on a number of variables, the most influential and uncertain of which is the assumed lethality area.

The risk calculation has been reviewed in light of feedback received from DIRD and is presented above. Neither of the values calculated exceeds the intolerable individual risk threshold of  $1 \times 10^{-4}$ . Whilst they do both exceed the tolerable risk threshold of  $1 \times 10^{-5}$  recommended by the UK NATS study for residential development, they remain in line with the levels of risk inherent in the Public Safety Area dimensions calculated in relation to Queensland policy.

The lower exposure duration of transient visitors and employees of a commercial development when compared with residential occupants introduces a further level of conservatism into the assessment.



|                        |  |
|------------------------|--|
| <b>ITEM</b>            | 1.3.3  |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>   |
| <b>DATE</b>            | 18 June 2018   |
| <b>HEADING</b>         | Salisbury Community Hub - Signage and Wayfinding   |
| <b>AUTHOR</b>          | Chantal Milton, Manager Strategic Development Projects, City Development   |
| <b>CITY PLAN LINKS</b> | <p>1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.</p> <p>3.2 Have interesting places where people want to be.</p> <p>3.4 Be a proud, accessible and welcoming community.</p>   |
| <b>SUMMARY</b>         | <p>The Salisbury Community Hub is a significant strategic project that will redefine how we provide services and interact with our community while also contributing towards the delivery of Council’s endorsed Salisbury City Centre renewal agenda.</p> <p>Signage and wayfinding is critical to support community access and use of the new facility, seeking to provide clear, cohesive signage across both external and internal spaces that includes universal messaging that can be interpreted by people of all cultural backgrounds and age groups. Importantly, aligned to Council’s overall vision for the Salisbury Community Hub the signage and wayfinding will be a combination of static signs and digital signage that allows for changing messaging and update to reflect activities within the building via push screen content control systems and interactive kiosks. The way that the new building celebrates Salisbury’s history, its current community, and reflects its values into the future, is critical. The signage and wayfinding package, in addition to providing a required statutory deliverable, is one of the major opportunities in the new building to celebrate these key messages for both community and within the new administration workplace.</p> <p>An informal strategy and interim report was provided to Council on the status of the signage and wayfinding in May as part of a general Salisbury Community Hub update report (Item 1.3.3, Policy and Planning, 21/05/2018). The wayfinding and signage design scope has been further developed and the Design Team has completed the definition of the branding look and feel” provided to Council for endorsement in Attachment 1.</p> |
| <b>RECOMMENDATION</b>  | <ol style="list-style-type: none"> <li>1. That the information be received.</li> <li>2. That the Salisbury Community Hub Signage and Wayfinding “Look and Feel” provided as Attachment 1 (Item 1.3.3, Policy and Planning, 18/06/2018) be endorsed.</li> </ol>   |

## ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Salisbury Community Hub Signage and Wayfinding Look and Feel Package

### 1. BACKGROUND

- 1.1 A regional community hub in the Salisbury City Centre is a strategic opportunity for Council to deliver on multiple strategic objectives including:
  - Deliver improved community and civic services and facilities to meet the needs of Salisbury's existing and future community and support increased community use and interactions.
  - Offers opportunity for rationalisation of Council's existing facilities to:
    - secure improved service and operational efficiencies;
    - optimise floor space usage; and
    - free up Council owned sites within the Salisbury City Centre for strategic outcomes aligned with Council's objectives for the City Centre and return revenue, through new development and/or re-use on these sites.
  - Address the forecast costs associated with the need, in the absence of an alternative, to upgrade the existing Civic Centre to ensure building code compliance in a financially sustainable manner that optimises community benefit from the investment.
  - Act as a catalyst for the Salisbury City Centre Renewal Project through attraction of private and government investment into the city centre.
- 1.2 The Salisbury City Centre Renewal Strategy (2012) was based on the 30 Year Plan for Greater Adelaide and Salisbury Council's City Plan 'Sustainable Futures'. The strategy details how the Salisbury City Centre will become a dynamic place where housing, jobs, shopping, services and transport all comes together in one compact location. The directions in the strategy have been reinforced in the Council's City Plan 2030, and provided with more detail through the Salisbury City Centre Urban Design Framework (2016).
- 1.3 To support the delivery of the Salisbury City Centre Renewal Strategy a comprehensive Communication and Marketing Strategy has been developed, with the immediate focus being the Community Hub and Salisbury Oval Precinct.
- 1.4 The signage design has identified the importance of integrating with the existing signage that is installed and proposed to be installed within the City Centre consistent with the Fuller strategy approved by Council, and has considered this integration in light of Council's endorsed position to transition Salisbury City Centre Renewal signage to the corporate colours as part of the renewal agenda (Item 1.7.1, Policy and Planning, 21/08/2017).

## **2. CITY PLAN CRITICAL ACTION**

- 2.1 Progress the revitalisation of the Salisbury City Centre including:
- resourcing place management and activation, and
  - encouraging and supporting private sector investment
- 2.2 Deliver a new community hub in the Salisbury City Centre incorporating learning centre, enhanced community spaces, civic facilities, offices and commercial space to stimulate investment opportunities.

## **3. CONSULTATION / COMMUNICATION**

### **3.1 Internal**

- 3.1.1 The project team received Elected Member feedback on the signage and wayfinding concepts at public Informal Strategy session held on 7 May 2018 and as part of the subsequent report presented to Policy and Planning (Item 1.3.3, Policy and Planning, 21/05/2018). A summary of key commentary is provided below:
- Review the signage and wayfinding concepts to look to limit the “boxed” effect to the lettering denoting the building name, without impacting on legibility.
  - Civic Square wayfinding will need to consider integration with the broader Salisbury City Centre branding and wayfinding, including the Council decision to transition to corporate colours for the Salisbury City Centre branding as per the Endorsed Fuller Communication Strategy (Item 1.7.1, Policy and Planning, 21/08/17).
  - The major “plug and play” digital totem sign proposed at the corner of John and Church Street as a static digital messaging screen is to be designed to ensure vandalism is mitigated.

### **3.2 External**

- 3.2.1 The signage and wayfinding design development package has been reviewed by the project Cost Manager and Principal Contractor and the scope and form of signage is currently considered to fall within the allocated provisional sum for signage & wayfinding. Once the design development package is complete at the end of June, this will be released to the sub-contractors for formal pricing.

## **4. REPORT**

- 4.1 The wayfinding and signage concepts developed by the Design Team is currently at a design development stage, where overall scope has been resolved and the Design Team has completed the process to define the “look and feel” for the external and internal signage and wayfinding including both static and digital content. The final “look and feel” package is provided as Attachment 1.
- 4.2 There are a range of different signage and wayfinding types informed by the Salisbury Community Hub “look and feel”, including;
- 4.2.1 External Civic Square wayfinding totems that integrate with the broader Salisbury City Centre (located as indicated in the plan in Attachment 1).

- 4.2.2 A major wayfinding totem to the corner of Church and John Street, with an AV Screen to support a changeable static (rather than animated) display of key community information visible to both drivers and pedestrians.
  - 4.2.3 Major building signage with the facility name, supported by smaller orientation external building signage for the Community Hall entrance, Café and airlock door.
  - 4.2.4 Internal static wayfinding across the ground and level 1 community floors, to orientate people to key meeting rooms, library collections and amenities. (Note that room names contained in the images in Attachment 1, such as ‘John Harvey Community Hall’, are indicative only, and room naming will be subject to a future report and recommendations).
  - 4.2.5 Digital signage with content being produced to have a similar “look and feel” to static signage to provide regular content update with a consistent message platform.
  - 4.2.6 Cultural and historical community storytelling including the major operable wall super graphics to the ground floor Community Hall, Level 1 Training Room and airlock entry including welcome feature, and an acknowledgement of country Kaurna welcome. Input will also be sought in relation to the final designs for these graphics from Council reference groups consulted previously during consultation on the Hub, particularly the Reconciliation Action Plan Working Group.
  - 4.2.7 Exhibition curation signage panels that can be curated by internal Council staff to provide a professional method to display artwork and cultural artefacts on rolling displays.
  - 4.2.8 Interpretative cemetery signage to the Civic Square to share a story of Salisbury’s past.
  - 4.2.9 Illuminated returns arrow to identify the returns area and corridor under the central bleacher stairs.
  - 4.2.10 Parent Room signage that incorporates a play space element to the parent room.
  - 4.2.11 General building functionality signage including lift directory signage, meeting room signage, amenity and utility areas, that includes a mix of statutory and additional signage to assist with orientation and usability.
  - 4.2.12 Temporary movable signage that can be used to communicate events or maintenance activities in the building and wheeled to the required location both inside and outside the building.
- 4.3 As previously reported in May, the signage and wayfinding concepts have been based around the following principles:
- 4.3.1 Static signage throughout the building is proposed to incorporate a design concept that plays on the layering and stacking of the building design when viewed horizontally, with stacked signage blades able to represent both an individual facility use and for internal signage indicate a direction of travel (which is important given the open plan nature of the building).

- 4.3.2 Signage is designed to either be movable or be located on columns that are outside paths of travel and/or view lines for major event modes on the ground floor.
  - 4.3.3 The colours of fixed signage within the main building are not proposed to be corporate colours, rather colours have been adopted that relate to functional uses in the building and wayfinding cues incorporated within building finishes and furniture bringing colour into the floor plate and reflecting the community function of the building.
  - 4.3.4 Fixed signage will include a combination of text and infographics to assist with navigation for community members with literacy challenges or where English is their second language.
  - 4.3.5 Digital signage will be able to be displayed on screens through the community floors of the building. The screens have the flexibility to be programmable and multi-purpose (signage, event promotion, community information etc., and fixed or moving images).
  - 4.3.6 Signage and graphics are to provide a connection to the Salisbury environment, its history, economy and people. A design development concept has been prepared using patterns as background and lighting features that tie to key geographical features that may include the Little Para River, mangroves, river red gums, and wetland systems.
  - 4.3.7 The use of light to promote the feeling of increased vibrancy and activation of the Salisbury Community Hub including the adjacent Civic Square into the evenings, through permanent fixtures that can change colour into the evenings.
- 4.4 The Design Team has considered the initial feedback provided on the early signage and wayfinding “look and feel” concepts. The issues of legibility and consistency of signage to support wayfinding through the building is critical in their review of the signage design, the following feedback is provided.
- 4.4.1 Commentary was provided by the Elected Members as part of the May Informal Strategy for the signage consultant to review the blocking behind the Salisbury Community Hub logo text. The Design Team have reviewed the concept and consider that the box effect is a critical legibility requirement, but propose to make a change that moves the boxes to create a staggered effect that better reflects the balance of the signage design, emulating the building form, and providing a further purpose for the boxing in addition to legibility.
  - 4.4.2 This building brand “layered box design” concept will be reflected in the large building mounted identification signage at the entry. The blocking behind the letters provides the opportunity for the boxes to be lit, to enable the building signage colours to change to respond to events, such as using corporate colours for Council Meeting nights, or shine green for St Patrick’s Day or red for Red Poppy Day in a similar fashion to how Adelaide Oval and the River Torrens footbridge is used at a larger scale within the Adelaide CBD. This functionality can be incorporated at no additional cost and aligns with the overall principles for the building to increase the level of night activation in the Salisbury City Centre.

- 4.4.3 Whilst internal signage will be coloured to align with uses and activities in the building to reinforce their directional function, external totem signage around the Hub building and in the Civic Square will utilise the corporate blue and yellow colours, reinforcing a theme for the Salisbury City Centre more broadly. The totems are proposed as a simple ‘blade’ design rather than a staggered/layered design option presented previously.

## **5. CONCLUSION / PROPOSAL**

- 5.1 The Signage and Wayfinding ‘look and feel’ for the Salisbury Community Hub sets out a cohesive and legible signage concept that considers both the new facility and appropriate integration to the broader Salisbury City Centre and existing signage.
- 5.2 All Salisbury Community Hub signage, both physical and digital, will reflect the ‘look and feel’ outlined in Attachment 1. Final design and written content for the signage package will be refined over the next few months for manufacture and installation as per the construction program.
- 5.3 The final design concepts for the major wayfinding totem on the corner of John and Church Street, is still under refinement, with discussions with SA Power Networks required to be completed before a final concept can be prepared due to the proximity to the existing transformer. The final design concept for the major wayfinding totem, including the vandalism proof solution for the external mounted screen, will be provided to Council under a future report.

## **CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 14.06.18



# *Salisbury Community Hub Wayfinding & Signage "Look and Feel - Package"*

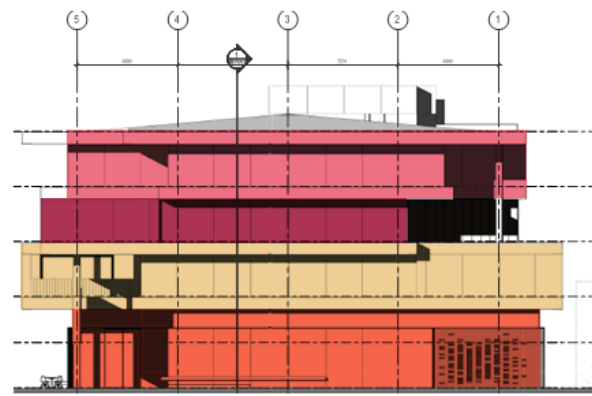
Endorsement Package

05 June 2018

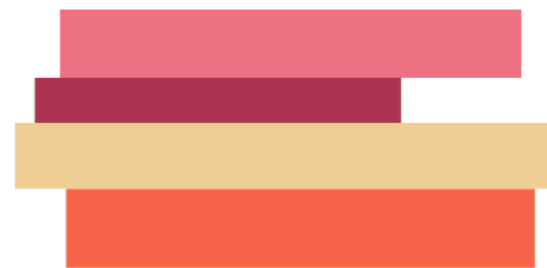
Prepared for City of Salisbury

piñata



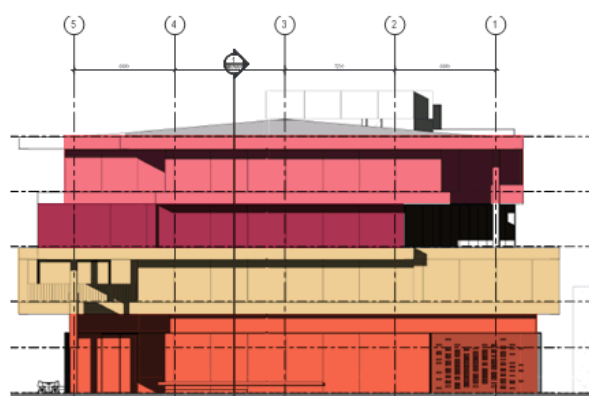


Layering & Stacking

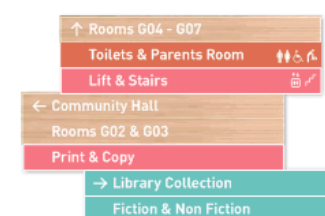
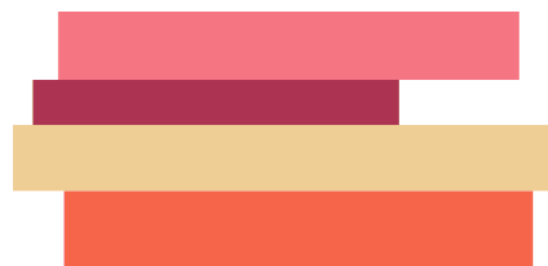


## Design Summary\_





Layering & Stacking



## Design Summary\_



*Creating a connection between  
Salisbury Community and the Hub...*

*\_Environment*

*\_Community/Residential*

*\_Industry*

**Design Summary\_**







Wetlands -  
Threatened Species



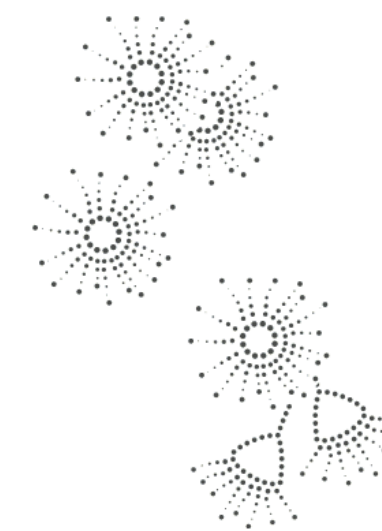
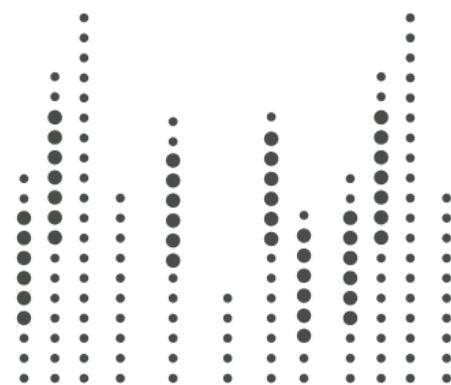
Little Para River



Mangroves

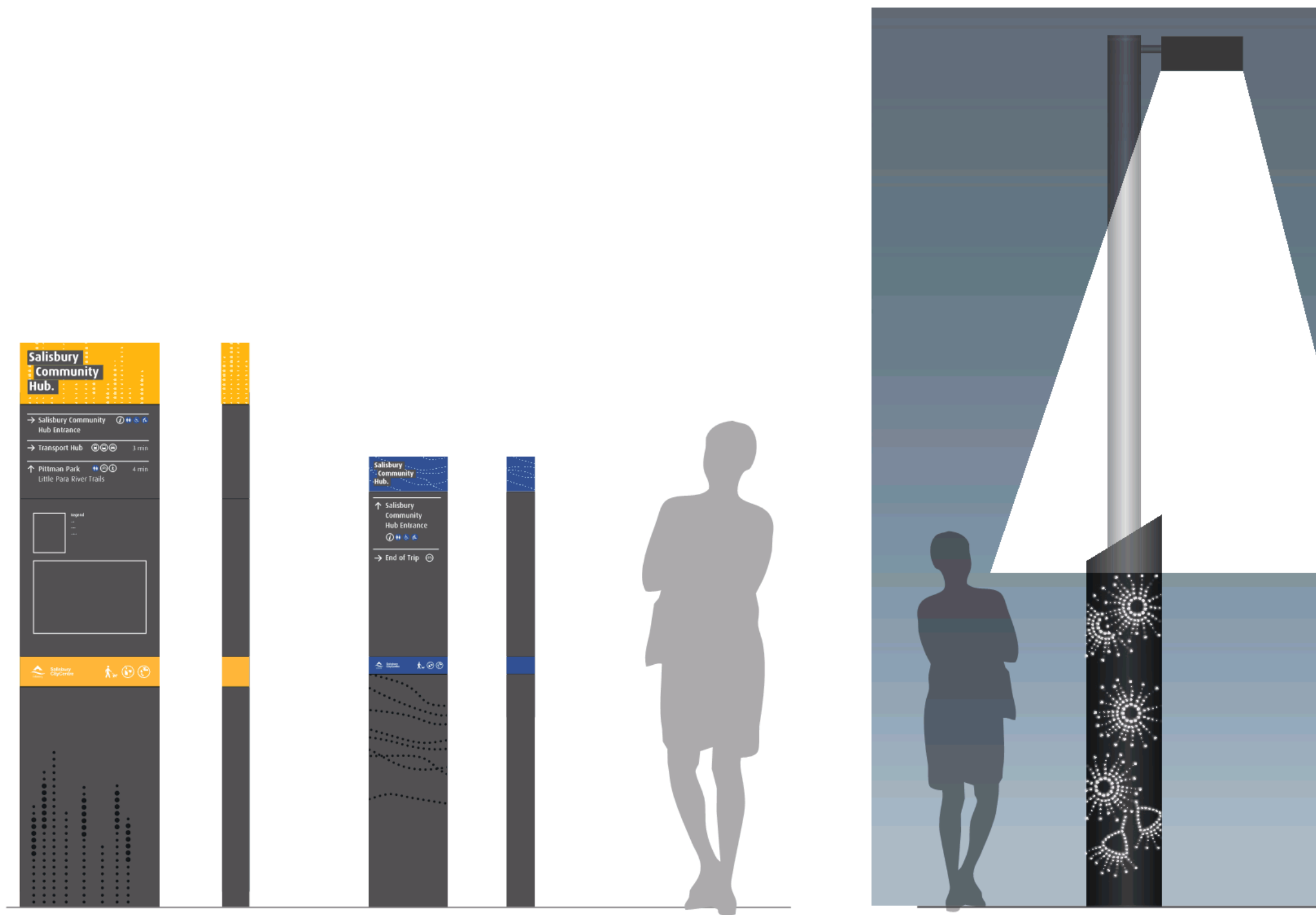


River Red Gums (Woodland)



## Design Summary\_Salisbury Environment





## Design Summary\_Salisbury Environment

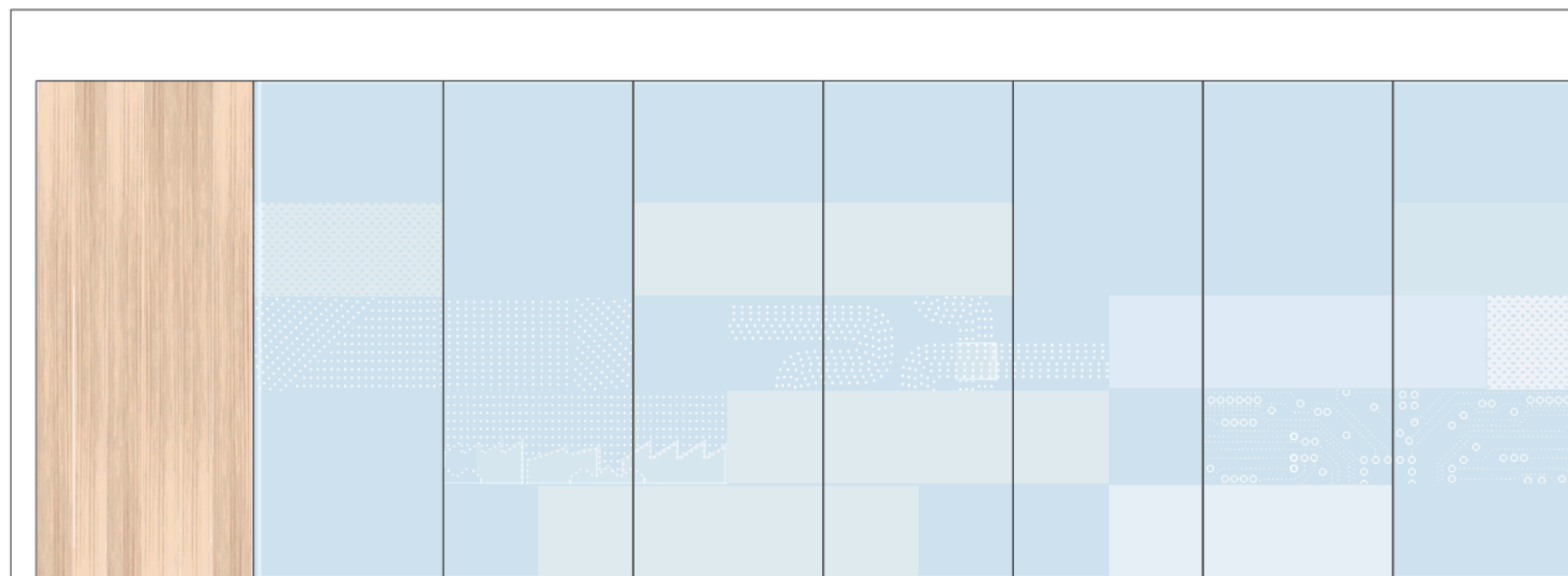




## Design Summary\_Salisbury Community

piñata ©2018





Training Room 'Industry Past, Present & Future' Graphic



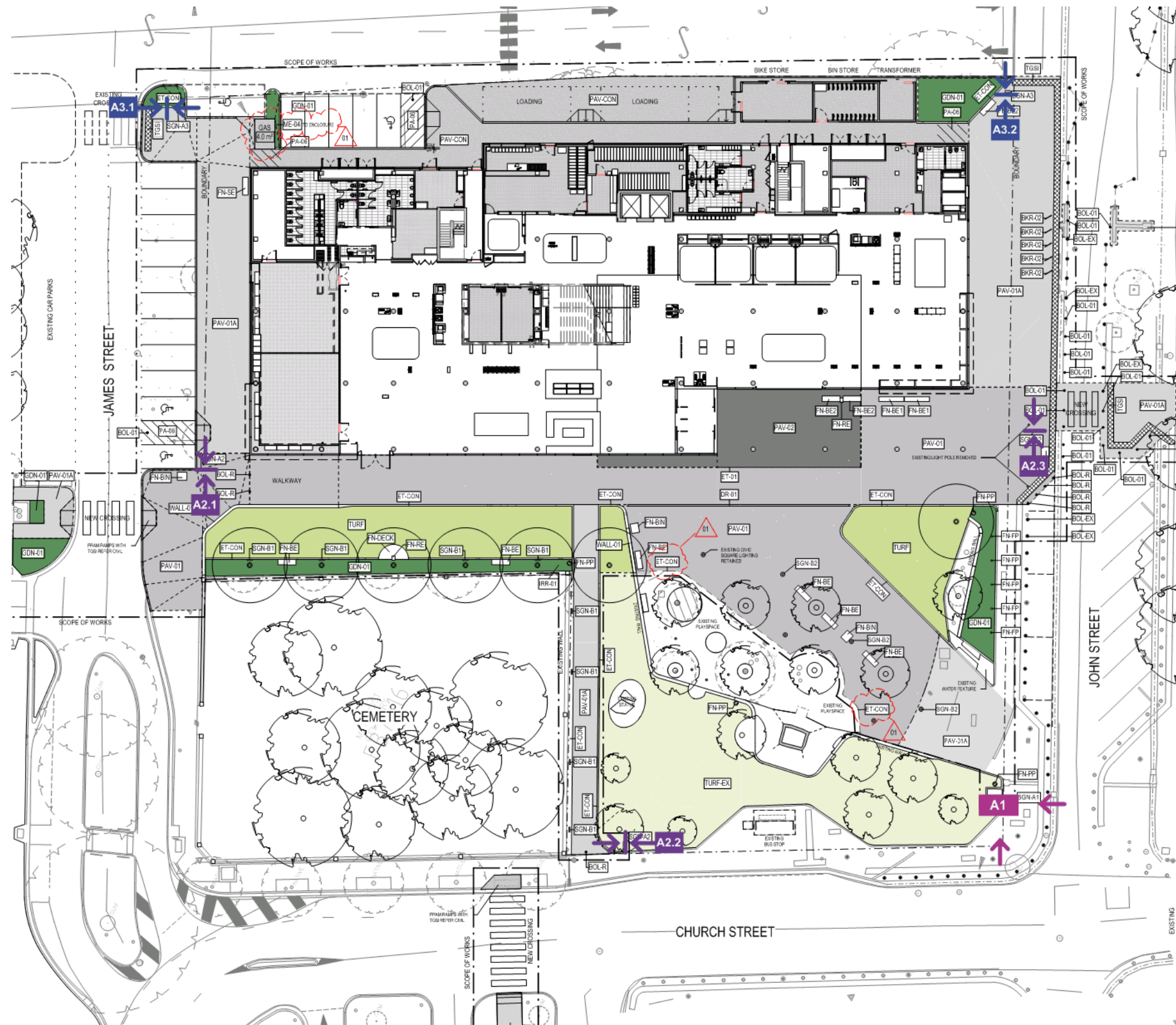
Parents Room 'Space' Graphic



## Design Summary\_Salisbury Industry





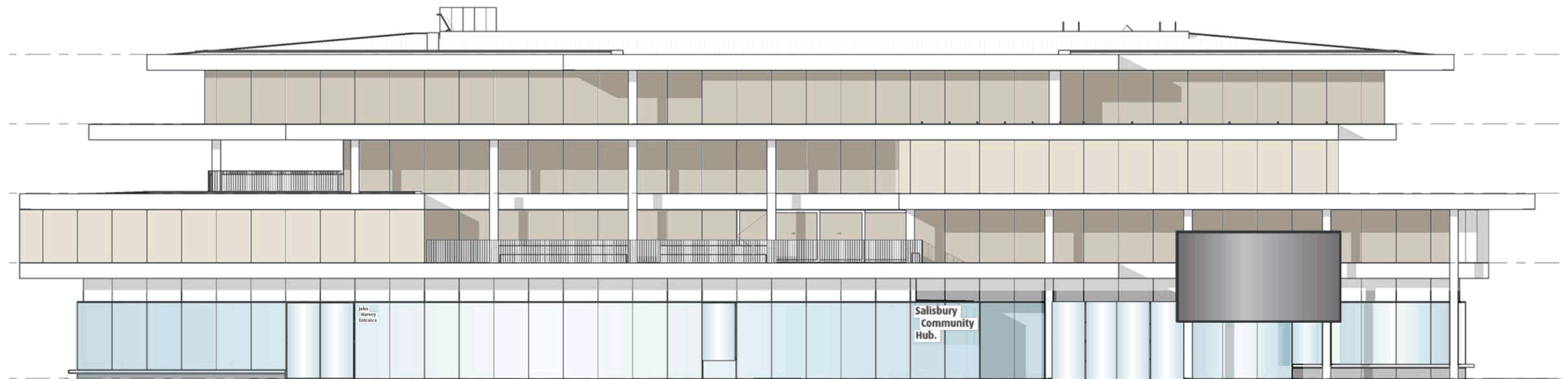


EXTERNAL SIGNAGE

- A1 'Plug & Play' Totem
- A2 Major Wayfinding Sign
- A3 Minor Wayfinding Sign

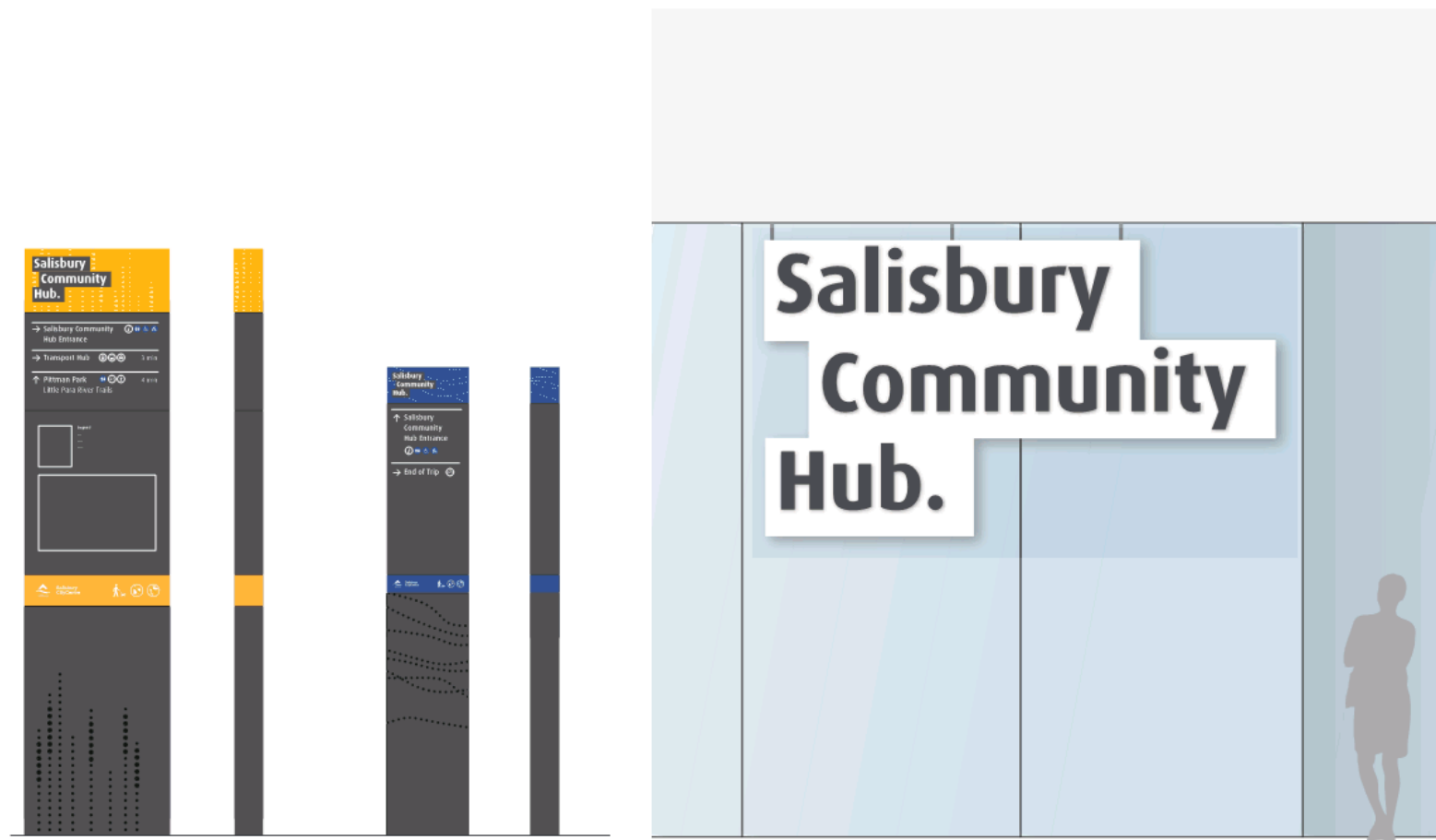
A External Signage\_Town Square





## C1.1 Building Signage\_Main Entry





External Signage



Internal Signage

## Design Summary\_External & Internal Signage Colour & Materiality





External Signage



Internal Signage

## Design Summary\_External & Internal Signage Colour & Materiality











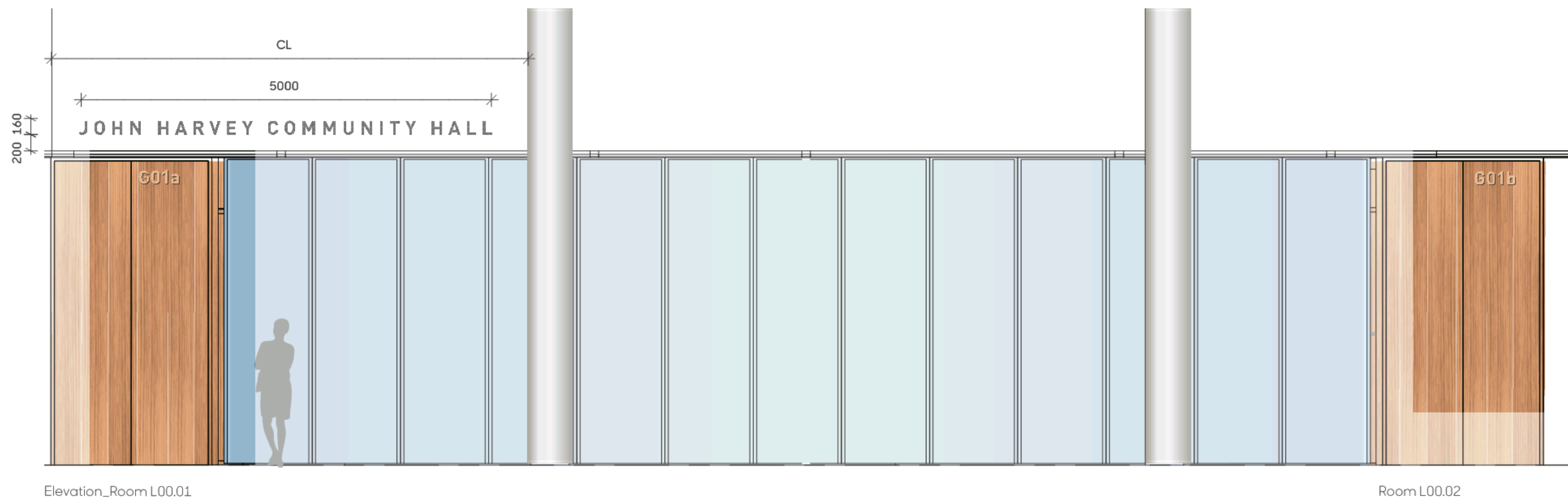
Example perforated metal sign

J O H N

Detail\_Front  
Scale 1:10



Detail\_Side

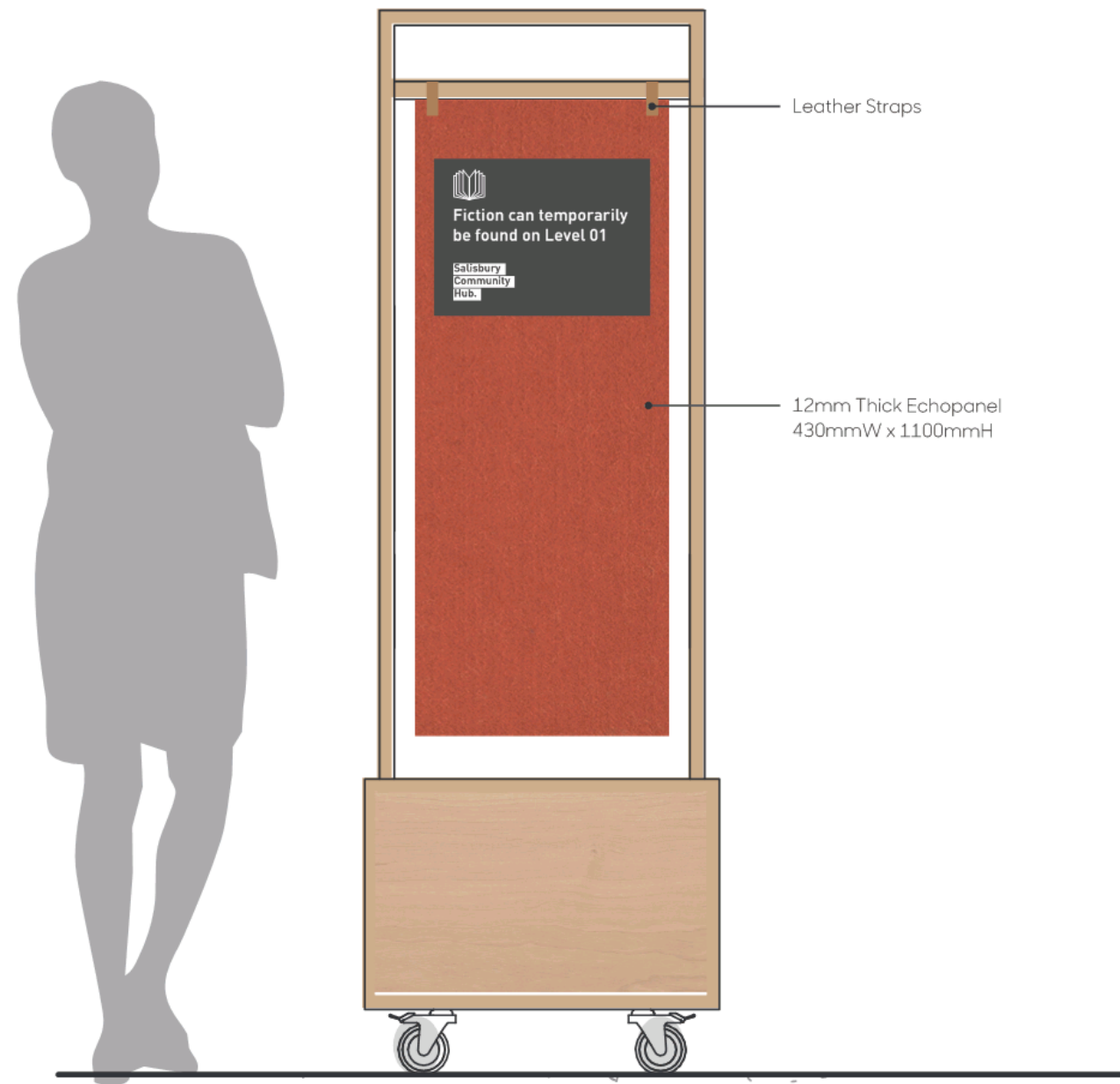


**Notes**

- \_3mm lasercut aluminium lettering with lasercut perforations
- \_Pin fixed to the wall with no visible fixings to front of sign
- \_Matt black paint finish

## G1.1 Major Room Signage\_Ground





Quantity x 2

## I Temporary Signage





J Library Collection Signage\_4. Returns & RFID Area





|                        |   |       |            |
|------------------------|---|-------|------------|
| <b>ITEM</b>            | 1.3.4   |       |            |
|                        | <b>POLICY AND PLANNING COMMITTEE</b>  |       |            |
| <b>DATE</b>            | 18 June 2018  |       |            |
| <b>PREV REFS</b>       | TVSC  | TVSC2 | 11/07/2017 |
|                        | Council   | NOM7  | 23/10/2017 |
|                        | TVSC  | TVSC2 | 14/03/2018 |
| <b>HEADING</b>         | RV Park at Pioneer Park   |       |            |
| <b>AUTHOR</b>          | Clint Watchman, Coordinator Urban Policy, City Development  |       |            |
| <b>CITY PLAN LINKS</b> | 2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle.<br>2.4 Have urban and natural spaces that are adaptive to future changes in climate. |       |            |

**SUMMARY**

In response to Council's resolution of March 2018 ( 2355/2018), the Campervan and Motorhome Club of Australia (CMCA) has provided a proposal for the establishment of an RV Park in Pioneer Park (see attachment 2 response from CMCA – 2018). The CMCA proposal involves the park being developed at no cost to Council, a nominal lease for the land being negotiated, a maximum of 50 sites and a CMCA volunteer providing oversight at the park.

In addition as a response to a further Council resolution in March 2018 (2420/2018) staff have prepared a costs estimate to install and manage an independent dump point adjacent to the Pioneer Park toilets.

The CMCA have indicated that financial support of \$1,800 could be provided for supply of a dump point unit as part installation of a dump point adjacent to the Pioneer Park toilets. Installation of a stand-alone RV dump point in this location is estimated to cost in the vicinity of \$50,000 to establish plus \$1,600 per annum for maintenance. This may fluctuate however in response to unknown usage.

Free to use RV dump points are currently available at OTR on Port Wakefield Rd, and the council facility at St Kilda, and a new RV dump point at OTR on Waterloo corner Rd may be established (subject council approval and development timelines) within two years.

An RV Park at Pioneer Park has the potential to bring some financial benefit to the Salisbury City Centre with tourists spending money at the local shops and services. However this is not able to be quantified and there are risks associated with the proposal which

Council should consider outlined in this report which, on balance, have led to a recommendation to not proceed further with these proposals, including but not limited to costs uncertainty, commercial impacts, and statutory and consultation processes and time frames.

### RECOMMENDATION

1. That the use of Pioneer Park for a RV Park or Non-commercial caravan park not be pursued further.
2. That the investigation of other sites for the use of an RV Park or Non-commercial caravan park not proceed, having consideration to existing and proposed Council RV facilities available at St Kilda, and commercial RV park and caravan park facilities available within the Council area.
3. That the CMCA be thanked for their proposal and advised of Council's decision.
4. A further report be brought back to council if the Caravan Park and Motorhome industry undertake detailed investigation and feasibilities that identifies suitable alternative sites and operations models within northern Adelaide that may facilitate the development of a non-commercial RV/caravan park.

### ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Letter to CMCA - April 2018
2. Response from CMCA - April 2018
3. Potential Location RV Dump Point
4. RV Dump Point Options A & B

### 1. BACKGROUND

1.1 In early 2017, the Salisbury Business Association requested, as part of a number of projects and initiatives it wished to pursue with Council, for Council to consider locating an RV Park in Pioneer Park.

1.2 At its meeting on 27 March 2017, Council resolved:

1.2.1 *That a report be brought back outlining possible Recreational Vehicle sites in the City of Salisbury with a focus on the CBD*

[Resolution Number 1656/2017]

1.3 At its meeting on 11 July 2017, the Sub-Committee considered a report that evaluated five site options, namely Happy Home Reserve (West), Happy Home Reserve (East), Pioneer Park (West), Woodman Green and Salisbury Oval. The Sub-Committee recommended a preference for an alternative site in Pioneer Park (other than Pioneer Park West) and resolved:

- 1.3.1 *That Pioneer Park is endorsed for further investigation as a location for a Recreational Vehicle (RV) site in proximity to the Salisbury City Centre.*
- 1.3.2 *That investigations be undertaken to identify the cost of installing and maintaining signage and infrastructure to comply with the requirements of the RV Friendly Destination program, a more robust understanding of the impact on the St Kilda facility and commercial operators, and ongoing management and maintenance requirements, compared with the benefits of and demand for such a facility in Salisbury City Centre.*
- 1.3.3 *That a further report be brought back to Council detailing the outcome of those further investigations.*

[Resolution Number 1900/2017]

- 1.4 At its meeting on 25 September 2017 Council received a deputation from the operator of Highway One Caravan Park concerned about the impact of the proposal on his business along with queries regarding costs and planning matters. Council resolved:

- 1.4.1 *A report be brought back addressing the issues raised during the deputation by Mr Schammell and Mr Hutchinson, in particular site location, scope of works, cost details and planning advice.*

[Resolution Number 2029/2017]

- 1.5 At its meeting on 23 October 2017, Council resolved:

- 1.5.1 *That the report regarding the Recreational Vehicle Site in the Salisbury City Centre, as requested by a decision of Council on the 25 September 2017, be provided prior or at the meeting of Council in February 2018.*

[Resolution Number 2086/2017]

- 1.1 That report requested by Council arising from the above resolutions, which outlined legal advice from Norman Waterhouse lawyers regarding an appropriate process to enable the site to be used as an RV Park as well as revised costings, was provided to the February 2018 meeting of the Tourism and Visitor Sub-Committee, however it was not considered due to the Sub-committee being inquorate. As such consideration of the report was deferred to the 14 March 2018 meeting of the Sub-Committee. At that meeting the Sub-Committee resolved:

1. *That the report be noted.*
2. *That a detailed feasibility assessment and design works be undertaken prior to Council making a decision on whether to proceed to public consultation on establishing an RV Park at Pioneer Park or Happy Home Reserve, with the feasibility assessment and design work to consider, but not be limited to, the following issues:*
  - 2.1. *Preparation of a concept design for a “Basic” level RV Park for Pioneer Park or Happy Home Reserve, Salisbury.*
  - 2.2. *Further validation and refinement of preliminary engineering and cost assessment of the concept design in terms of construction feasibility and estimated costs.*

- 2.3. *An assessment of options for funding, procurement and delivery of an RV Park in Pioneer Park or Happy Home Reserve.*
  - 2.4. *An indicative project time line taking into account statutory processes and requirements under the Local Government Act 1999 and Development Act 1993.*
  - 2.5. *A consultation Plan.*
  3. *That consultants be engaged to undertake the preparation of a concept design for a "Basic" level RV Park on Pioneer Park or Happy Home Reserve, and for costing of the concept design.*
  4. *That a further report on the feasibility assessment be brought back to Council for further consideration by June 2018 or earlier if available.*
- 1.2 At the 26 March 2018 meeting, Council, when considering the Sub-Committee's recommendation, resolved:
1. *That the report be noted.*
  2. *That until such time as formal correspondence has been received from the CMCA for the establishment of an RV park in the city centre precinct and environs, that the matter be deferred.*
- [Resolution Number 2355/2018]
- 1.3 At the same meeting, Council further resolved that:
1. *That staff report back on providing an RV dump point at the Pioneer Park toilets for inclusion in the budget for 2018/2019 (resolution 2419/2018).*
  2. *That Council write to CMCA seeking their interest in contributing financially for the dump point.*
- [Resolution Number 2420/2018]
- 1.4 A letter has been sent to the CMCA on both matters arising from the March 2018 Council meeting and a response has been received (provided as Attachment 1 Letter to CMCA April 2018 and Attachment 2 Response From CMCA – April 2018).
- 1.5 Both of the resolutions from Council's 26 March 2018 meeting are addressed in this report.

## 2. CONSULTATION / COMMUNICATION

### 2.1 Internal

- Team Leader and Manager Infrastructure Delivery
- Coordinator Facilities Management
- Senior Environmental Health Officer
- Coordinator Property
- Team Leader – Planning, City Development

## 2.2 External

- Campervan and Motorhome Club of Australia Limited (CMCA)
- Peregrine Corporation (OTR Port Wakefield Road)

## 3. REPORT

- 3.1 The RV sector is a growing part of the tourism market in Australia with over 650,000 registered vehicles in the country. Both the Salisbury Business Association and the Campervan Motorhome Club of Australia (CMCA) have expressed a desire to establish an RV park adjacent to the Salisbury City Centre.
- 3.2 The establishment of an RV park adjacent to the Salisbury City Centre would create a point of difference for the precinct, being the first non-commercial RV parking area to be established in metropolitan Adelaide. It is claimed that this point of difference would make it a destination for RV owners and there would be an economic benefit for the Salisbury City Centre as a result of the spending that would occur as a result of the increased visitation. It should be noted that these claims are based upon observed experience with RV parks in other locations around Australia. No research or analysis exist specifically in relation to Salisbury City Centre, which, as noted above, is different to other locations in that it is a city centre location in an area that is not in its own right a tourist destination. Accordingly the economic benefits at this stage have not been able to be quantified.
- 3.3 In response to Council's resolution, the CMCA has provided a proposal for the establishment of an RV Park in Pioneer Park. The CMCA proposal involves the park being developed at no cost to Council, a nominal lease for the land being negotiated, a maximum of 50 sites, and a CMCA volunteer providing oversight at the park. The CMCA have provided a generic cost estimate of \$80,000 to establish an RV Park, and \$25-30,000 per annum operating costs
- 3.4 The CMCA's proposal states that the full business case and design of the park will not proceed without at least the "in-principle" support of the City of Salisbury and an indication that development consent is possible on the land. The RV Park would include timber post and rail fence, entrance gate, concrete pad for the custodian, shelter, and landscaping. In addition electrical supply could be sourced from the power pole and transformer installed if necessary. In terms of risk management, vehicles can be moved at short notice and the RV Park closed leading up to or during any flood events.
- 3.5 The CMCA has indicated that although Pioneer Park is the preferred location other locations would be considered if they provided superior outcomes when compared to Pioneer Park.
- 3.6 The State Government and the Local Government Association of Tasmania (LGAT) jointly prepared a directions paper in May 2012 that reviewed the pricing methodology for council recreation vehicle overnight camping services as a response to a council request due to complaints from private caravan site owners.

3.7 Previous reports on this matter have extensively canvassed the site characteristics and approval process to utilise the identified portion of Pioneer Park as an RV Park. The following paragraphs briefly summarise these matters.

3.7.1 *The site is located on the eastern side of Commercial Road within Salisbury City Centre. The land is zoned Open Space within the Little Para River open space corridor.*

3.7.2 *The site is owned by the Minister for Sustainability Environment and Conservation and is under Council's care and control. Council would be required to seek the Minister's approval for the use of the land as an RV Park. It is unknown at this stage if the Minister would consider this as an appropriate use and what limitations or requirements there may be if it was.*

3.7.3 *An RV Park would need to meet minimum engineering and safety requirements which would be assessed in detail during development assessment and include but not limited to access to the site and circulation within in it, an appropriate sewerage dump point, electrical and potable water connections and fencing to delineate the site.*

3.7.4 *Council may also wish to undertake site suitability investigations such as a contamination audit to minimise the risk to council.*

3.7.5 *A cost estimate has been prepared by staff and is estimated to be in the order of \$600k to develop the site to meet appropriate engineering and safety requirements. These breakdown of costs are estimated to be:*

| <b>Item</b>  | <b>Cost (\$)</b> |
|--|------------------|
| Dump Point   | \$25-50k         |
| Dump Point Water Connection  | \$5k             |
| Fencing  | \$20k            |
| Access Ramp (7m wide Asphalt + Grade Correction and entry modifications) | \$105k           |
| Internal Gravel Driveway (250mx6mx\$250/m <sup>2</sup> )                 | \$375k           |
| Signage  | \$5k             |
| Rainwater Tank Removal   | \$10k            |
| Service Connections (Water to Site, Sewer and Electrical TBD)            | \$50k            |

3.7.6 *If an internal gravel driveway was not required the costs of establishment could be significantly lower. These cost estimates however have been based on a qualified contractor building a gravel track to an appropriate standard for RV useage.*

3.7.7 *While CMCA has indicated that their experience suggests that the development costs for an RV Park are approximately \$80k it is difficult to determine if these are like for like examples with equivalent constraints and infrastructure requirements. The above also considers additional costs the CMCA would not be expected to fund including removal of old rain water tank, installation of footpath on South Terrace, and removal of gravel mound.*

- 3.7.8 *An RV Park would require planning approval. “Caravan parks” and “tourist accommodation” are considered non-complying with the Open Space Zone. An RV Park is not clearly defined as either but could be considered a form of “tourist accommodation” depending on the level of infrastructure proposed and therefore it would also be considered non-complying.*
- 3.7.9 *Council could choose to consider the application as “merit” however this may be challenged by a third party and Council may be advised to reprocess the application as non-complying.*
- 3.7.10 *The proposal would require Category 3 public notification which allows for representation in support or against the proposal and the right to appeal a decision. This is a potential risk given Council received a deputation from the operator of Highway One Caravan Park at its 25 September 2017 meeting.*
- 3.7.11 *If Council provide in principle use of Pioneer Park for an RV Park the next steps, from a process an approvals perspective include:*
- *Write to the minister Minister for Sustainability, Environment and Conservation requesting the site be used for the establishment of an RV Park.*
  - *Amend CLMP (if the Council wishes to minimise associated risk) – requires public consultation.*
  - *Approach to market seeking expressions of interest (should Council opt not to pursue or enter into exclusive dealings with the CMCA).*
  - *Public consultation in relation to proposed lease.*
  - *Decision to grant lease/permit under sections 200 and 202 and by-law 3.*
  - *Development application.*
- It is estimated that this process may take 18-24 months including caretaker period if all proceeds smoothly.*
- 3.8 There is a significant difference between Council costs estimates and CMCA costs estimates, which is potentially a product of the difference in standard and quality of engineering and infrastructure provision under the two costings.
- 3.9 In progressing the matter Council essentially has potentially three decisions to make. Firstly whether it wishes to progress with the development an RV Park at all. Secondly, if it chooses to progress with the concept whether it is best located at Pioneer Park or at an alternative location. Finally, if it chooses to progress with the concept whether it enters into exclusive dealing with the CMCA or undertakes an open market approach (noting there is likely to be a very limited field of organisations willing to develop and manage a non-commercial facility of this nature).

- 3.10 The decision on whether to proceed rests on an acceptance that there are insufficient facilities for RV tourists in the immediate area, the economic benefits are sufficiently large and impact on existing facilities.
- 3.10.1 There are a number of commercially operated caravans parks within 20km of the Salisbury City Centre including Windsor Gardens Caravan Park, Highway 1 Caravan and Tourist Park and Adelaide Caravan Park. In addition Council provides an RV parking area at St Kilda with \$235K allocated to relocating this as part of the Stage 2 St Kilda masterplan and there is anecdotal evidence of informal RV parking arrangements at other facilities in addition. The CMCA proposal states that RV Parks such as the one proposed provide a solution to a gap in the market place while the deputation from Highway One Caravan and Tourist Park claimed that the development of an RV Park would divert trade from that facility.
- 3.10.2 While it is generally accepted that there is an economic gain from increasing visitation to an area, the data on expenditure by RV tourists is contested. At the lower end of the scale, research by BDO for the Caravan, RV and Accommodation Industry of Australia in 2013 found that commercial campers spend, on average, \$576 per location (excluding accommodation cost) compare to \$213 by non-commercial campers. The average daily spend for commercial campers is \$73, versus \$53 for non-commercial campers. The CMCA's data is more bullish claiming its members spend an average of \$770.00 per week (or \$110 per day) when travelling on the road.
- 3.10.3 It is difficult to make a robust economic assessment based on the conflicting data, uncertainty over what the impact of an RV Park in Pioneer Park would have in attracting new visitors to the area, the average length of stay in Salisbury, the extent to which daily expenditure is spent in Salisbury or further afield, and the level of diversion of clients away from existing facilities (both commercial and non-commercial). That being said if we take the CMCA's view that the average occupancy at the RV parking area will be 25 vans, if we use the figures generated by BDO and the CMCA, the economic spend is potentially between \$483,625 and \$1,003,750 per annum, noting not all of this will be captured locally.
- 3.10.4 Among the matters raised in the deputation by Highway One Caravan Park, one of the larger tourism industry operators in Salisbury, was the potential to divert users of that facility to the new facility. The development of non-commercial, low cost or free campgrounds within the vicinity of existing commercial caravan parks has been identified as an issue of serious concern to the caravan park industry as documented within SA Parks Policy Paper - A Guide for Management of Camping Area in South Australia (March 2014). The policy paper advocates in its policy number 2 that the provision of free low cost camping should only be established at a distance of more than 20km from existing commercial facilities. While this is not an "official" policy document it is worth Council considering that the industry has done some work in this area and there could be a risk in progressing an RV Park at Pioneer Park and further representation it may receive.



- 3.11 Should Council proceed with providing in-principle support to an RV Park, a determination would need to be made whether Pioneer Park is the best site. This matter was canvassed in the report provided to the Tourism and Visitor Sub-Committee in July 2017. It should be noted that the CMCA proposal leaves open an option to consider alternative locations should they provide “*superior outcomes when compared to this proposal.*”
- 3.12 In earlier reports on the RV Park, the role of the CMCA as a potential operator of the RV Park operators was not highlighted as no decision had been made on whether to enter into an exclusive arrangement with them or some other operator or to approach the market more broadly. The resolution of Council and the subsequent response from the CMCA necessitates a decision to be made as to whether Council seeks to exclusively engage with the CMCA to progress that proposal, or test the market.
- 3.13 The benefits of directly engaging with CMCA would be that CMCA have proactively engaged with council through the TVSC, that an approach to market would not be needed which would save time, and that CMCA have extensive and proven experience in managing low cost facilities throughout Australia.
- 3.14 The risks associated with exclusively engaging with CMCA would include potential legal representations from commercial caravan park operators in relation to sole negotiations or competitive neutrality and that council may not secure optimal value and lease conditions due to CMCA’s low cost model.
- 3.15 An over-arching consideration is whether there is likely to be any market interest in the operation of an RV Park in Salisbury City Centre beyond the interest expressed by the CMCA. This is also relevant to the commentary in paragraph 3.2 of this report highlighting the absence of reliable data relating to economic impact of such a proposal in this location.

#### **Commercial Road Dump Point**

- 3.16 Council has also resolved that staff report back on providing an RV dump point at the Pioneer Park toilets for inclusion in the budget for 2018/2019 and that Council write to CMCA seeking their interest in contributing financially to the dump point. It is inferred that the intention of this motion was to enable the exploration of an alternative option for attracting RV travelers to Salisbury City Centre should the proposal for an RV Park in Pioneer Park not proceed.
- 3.17 The Pioneer Park toilets are located near Commercial Road in Salisbury City Centre near the Water Wheel Museum. The location includes a pull-over area off Commercial Road that accommodates small and large vehicles. This area is currently used as a lay-by for public buses. See Attachment 3 - potential location RV pump point.
- 3.18 Site constraints and opportunities include:

#### ***Constraints***

- 3.18.1 No viable existing main sewer adjacent the location noting the limitations of the existing public toilet sewer connection outlined below. The closest connection point is near OTR south of the site uphill on Commercial Road.

- 3.18.2 The site does not cater for a gravity sewer system due to the levels and would require a pump and sewer connection or holding tank and collection. A traditional septic system using soakage and/or irrigation is not a viable option in this location due to the proximity of the site to the Little Para River.
- 3.18.3 The closest pumping chamber is located at the nearby toilet block.
- 3.18.4 The nearby toilet block pumping chamber and associated infrastructure will not accommodate additional usage and would require upgrading.
- 3.18.5 Locating the RV dump point immediately next to the toilets would be impractical as there is limited vehicle access and turnaround area.
- 3.18.6 A dump point in close proximity to the pedestrian access track to the Waterwheel Museum could be considered unsightly, and impact adversely on the amenity of the linear park and walking trail.

#### ***Opportunities***

- 3.18.7 Vehicle access and short term layover for use of a dump point is acceptable based on low usage volumes. However if the RV dump point became a high usage facility a further traffic assessment may be required.
  - 3.18.8 The site is located next to Salisbury City Centre providing ready access for RV users to the facilities and services available in the Centre, and the provision of a dump point may attract RV users into the centre (noting however that demand is unable to be demonstrated or quantified at this time). The proposed site is also located close to the Little Para River and the parkland setting it provides.
- 3.19 The cost to connect a dump point with pump to the closest existing sewer main at the top of Commercial Road is estimated to be in excess of \$450,000 and therefore this option has not been investigated any further.
  - 3.20 The current toilet block is serviced by a collection chamber, pump and electrical connection, Sewage is pumped from this location periodically to a mains sewer connection uphill on Commercial Road. To utilise this system for an RV dump point the collection chamber, pump and electrical board would require upgrading to cater for additional loads. Contents of the RV dump point would also require pumping up to this location due to grades from the proposed location alongside the Commercial Road access road (See Option B Attachment 4 RV dump point options A & B). This option (Option B) would cost in the order of \$95,000 to establish and approximately \$5,000 per annum for quarterly inspections and pump electrical charges.
  - 3.21 Initial investigations indicate that the most cost effective way to deliver a dump point at Pioneer Park is to establish a stand-alone system that is serviced by a holding tank. This would require manual emptying and ongoing inspections at an estimated ongoing cost of \$1,600 per annum. See Option A, Attachment 4 RV dump point options A & B.
  - 3.22 Option A would require infrastructure including a dump point unit, holding tank (holding tank requires regular pumping into a collection vehicle and inspections), potable water tap and hose for cleaning the outside of the unit, concrete slab, bollards and signage and an alarm and notification system.

- 3.23 A waste water engineer would be required to design the system and prepare a report to ensure the requirements of the On-Site Waste Water System Code as prescribed under the Public Health Act are met, and approval can be granted by an Environmental Health Officer.
- 3.24 The estimated cost for Option A would be \$50,000 plus the ongoing maintenance estimated at \$1,600 per annum.
- 3.25 It is difficult to determine the usage of the system and therefore the maintenance costs could fluctuate.
- 3.26 CMCA has responded to Council advising they would provide a dump point unit valued at \$1,800. This is the unit cost only and all other costs to install and service the unit would be borne by Council.
- 3.27 OTR on Port Wakefield Rd currently provide a free-to-use dump point which is within 15 minutes drive from Pioneer Park and Salisbury City Centre.
- 3.28 An application for an OTR on the Corner of Waterloo Corner Road and Port Wakefield Road is currently being considered. OTR has indicated the new service station will include a free to use RV dump point. This location is a 10 minute drive from Salisbury City Centre.
- 3.29 OTR has indicated they would be unlikely to pursue an RV dump point at the Commercial Road service station given it is not a major transit style station. In addition they have indicated their current approach is to install them in major new stations where appropriate access, movement and sewage design can be considered during the planning and design stage of the service station.
- 3.30 OTR has experienced inappropriate use of their unlocked free to use dump point on Port Wakefield Road such as the dumping of paint. Inappropriate dumping is a risk Council may face with a new RV dump point at Pioneer Park which would require review of the access and monitoring if issues arose.
- 3.31 In addition, Council currently provides a free to use RV dump point at St Kilda. Access to this dump point is controlled with key access required.
- 3.32 Council may choose to not proceed with providing an RV dump point at Pioneer Park, upon consideration of the information in this report, for the following reasons:
  - 3.32.1 The costs of establishing an RV dump point at Pioneer Park are estimated to be \$50,000.
  - 3.32.2 The dump point would require ongoing monitoring and maintenance estimated at \$1,600 per annum. This may fluctuate however in response to unknown usage.
  - 3.32.3 It is difficult to determine how much usage the dump point would attract as a stand-alone RV service facility (ie separate from a RV Park) given its distance from major arterial roads, tourist attractions, or camping sites and RV parks.

- 3.32.4 Free to use RV dump points are currently available at an OTR service station on Port Wakefield Rd, and the Council facility at St Kilda (with controlled access via a key access system). In addition a new RV dump point at an approved OTR service station on Waterloo Corner Rd/Port Wakefield Road may be established (subject to development timelines) within two years.
- 3.32.5 The cost estimate has been based on a system that does not require a key or permit to access. If vandalism or inappropriate dumping occurred Council would be required to resolve the issues which may include additional costs for monitoring and surveillance systems and/or a lock and permit system requiring additional administration.
- 3.32.6 If an RV Park was to proceed a dump point would be provided within the new RV Park. A separate system at the Pioneer Park toilets would not be required.
- 3.32.7 If an RV Park was not to proceed a stand-alone RV dump point is not recommended due to establishment and ongoing costs, potential ongoing risks, and the relatively close distance of existing free-to-use dump points along Port Wakefield Road as a major transit route.

#### **4. CONCLUSION / PROPOSAL**

- 4.1 An RV Park at Pioneer Park would potentially bring some financial benefit to the Salisbury City Centre with tourists spending money at the local shops and services. However this is not able to be quantified.
- 4.2 Pioneer Park is owned by the Minister for Sustainability Environment and Conservation. It is unknown whether the proposal would be supported by the Minister.
- 4.3 Installation of a stand-alone RV dump point at Pioneer Park near the toilets would cost in the vicinity of \$50,000 to establish plus \$1,600 per annum for maintenance. The CMCA have indicated an ability to provide \$1,800 towards the costs.
- 4.4 This option would not be required if Council choose to proceed with an RV Park at Pioneer Park. If council choose not proceed further with an RV Park at Pioneer Park this option is available, however it is not recommended for reasons outlined in this report.
- 4.5 The process to establish and operate a RV Park at Pioneer Park includes some risks that may ultimately mean the project does not proceed and that Council need to consider in making a decision on this proposal:
  - 4.5.1 There is a significant variation in cost between CMCA's costs estimates and Council's, noting however that the CMCA proposal in its current form proposes that there be no costs to Council in the establishment and operation of the proposed RV Park, based upon a generic cost estimate by CMCA of \$80,000 to establish an RV Park, and \$25-30,000 per annum operating costs.

- 4.5.2 A low cost “non-commercial” RV Park within Salisbury City Centre would be within close proximity to existing commercial operations. The industry has not undertaken any demand assessment to determine if a low cost facility is required and where such an offering may be best located, or at what time it may be opened to cater for identified demand.
- 4.5.3 Council will undertake its Green Infrastructure Strategy over the next 18 months which may identify a community use for the Pioneer Park land.
- 4.5.4 The process to establish an RV Park at Pioneer Park would take 18-24 months and would potentially require significant Council resources including financial and administrative.
- 4.5.5 Council has received a representation opposing the development of an RV Park at Pioneer Park in the initial stages which suggests there may be ongoing opposition from parties with a commercial interest.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 05.06.18





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5 April 2018

Mr Richard Barwick  
Chief Executive Officer  
Campervan & Motorhome Club of Australia  
49 The Avenue  
WICKHAM NSW 2000

Dear Mr Barwick,

Over the past twelve months the City of Salisbury has been considering the potential to establish an RV park adjacent to the Salisbury City Centre. The CMCA's State Representative for South Australia, Mr Kevin Collins, has contributed positively to those discussions and has been generous in the sharing of his expertise.

Council has previously been provided with the CMCA's RV parks fact sheet that provides an overview of the organisation and outlines in broad terms the CMCA's willingness to work with local government to establish RV parks. Whilst Council's consideration of an RV park in Salisbury City Centre has been influenced by the CMCA model, we are conscious that Council does not at this time have a formal proposal from the CMCA relating to this location to consider.

At its meeting on 26 March 2018, Council resolved:

*That until such time as formal correspondence has been received from the CMCA for the establishment of an RV park in the city centre precinct and environs, that the matter be deferred.*

The receipt of a formal proposal from the CMCA outlining its requirements and potential contribution to establishing and operating an RV park in Salisbury will enable Council to progress consideration of the matter.

Later in the same meeting, Council further resolved:

*That staff report back on providing an RV dump point at the Pioneer Park toilets for inclusion in the budget for 2018/2019.*

*That Council write to CMCA seeking their interest in contributing financially for the dump point.*

We would appreciate your advice on this matter. As context, please also find attached a map denoting the Pioneer Park site referred to above.

Should you have any queries, or wish to discuss Council's request further, please contact me via the details below.

Yours sincerely



---

**Greg Ratsch**  
Manager Economic Development & Urban Policy  
Phone: 08 8406 8251  
Email: [gratsch@salisbury.sa.gov.au](mailto:gratsch@salisbury.sa.gov.au)





16 April 2018

Greg Ratsch  
Manager Economic Development & Urban Policy  
City of Salisbury  
PO Box 8  
SALISBURY SA 5108

Dear Greg

**CMCA RV Park and Dump Point**

The Campervan & Motorhome Club of Australia (CMCA) is the largest recreational vehicle member organisation in Australia representing over 70,000 members. As an organisation, our goal is to provide a range of benefits to our member base and to increase the positive experience for the road-based traveller across Australia.

A new initiative of CMCA is the creation of a network of CMCA RV Parks across Australia. Our goal is to develop at least 20 of these parks in strategic locations by 2020.

Mr Kevin Collins, CMCA SA State Representative, has provided information to Council's Tourism and Visitor Sub Committee in relation to the possible establishment of an RV Park in Salisbury and that committee has considered this initial information and deferred any decision until a formal request has been made by the CMCA.

Please find enclosed a proposal for the establishment of an RV Park in Salisbury, specifically a portion of Happy Home Reserve, which is considered appropriate for the development of a low-cost park in your city.

Council is also considering a budget item for the 2018/19 budget for the installation of an RV dump point at Pioneer Park. CMCA would provide the Dump Ezy unit (valued at \$1,800 including delivery) at no cost to City of Salisbury with the installation and ongoing maintenance costs to be borne by Council.

Your consideration of both proposals would be appreciated.

If you require any further information please contact Sean Constable, Business Development Officer [seanconstable@cmca.net.au](mailto:seanconstable@cmca.net.au) or Emily Smith, Member Services Officer on 0249788788.

Yours sincerely



Richard Barwick  
CEO



# CMCA RV PARK

## SALISBURY SA

### PROPOSAL

April 2018

1 | Page

#### BACKGROUND

The Campervan & Motorhome Club of Australia (CMCA), as a not-for-profit national representative member organisation aims to provide a broad range of services to its 70,000 members. This includes a monthly magazine *The Wanderer*, digital platforms including CMCA website, Geowiki, online forums and a members' market and programs such as RV Friendly Towns and RV Friendly Districts.

The RV Friendly program provides locations across Australia for road-based travellers to rest, replenish supplies and dispose of waste responsibly. Low cost overnight camping for these travellers is also important because research shows that commercial caravan parks are not the first preference for CMCA members. CMCA is also working with commercial parks to expand the offering of low cost alternatives within existing parks under the Dollar Wise and RV Friendly Van Park programs.

CMCA RV Parks are the latest in a suite of accommodation options to be provided to the road-based tourist, and CMCA members specifically. RV Parks provide a low-cost option for members in towns on known touring routes. The parks provide a basic camping area for RVs to park for up to 5 nights, a dump point nearby, potable water supply to top up tanks and proximity to a retail centre to replenish supplies. The short-term goal of CMCA is to have 20 RV Parks operational by the end of 2020.

CMCA has already established and opened RV Parks in Ingham QLD, Railton TAS and Euston NSW. Construction of another park in Bundaberg is currently nearing completion for opening in May 2018 and council consent has been gained for a park in Penola SA.

CMCA continues to identify possible locations for further RV Parks and works closely with local councils to achieve the best outcome for both its members and the local communities involved.

#### ISSUES

Road-based tourism is a growing visitor economy segment with over 650,000 registered vehicles in Australia at present. This number is growing each year and the proportion of self-contained vehicles is increasing over time. As the number of self-contained vehicles increases, so does the need for lower cost (and lower serviced) parks. Those who invest substantial capital into these vehicles do not seek out high cost caravan parks but rather look for low cost alternatives in regions where they have an experience.

Traditional caravan parks are morphing into parks that provide more on-site accommodation to meet the needs of the travelling families, who have less time to stay but desire a higher standard of accommodation.

CMCA RV Parks provide a solution to a gap in the market place, the parks are low cost with minimal improvements, are located on strategic touring routes and provide an opportunity for the road-based traveller to experience the local community as well as mixing with other like-minded people.

The non-commercial RV Parks are operated on a low-cost basis for users, with any operational shortfalls met from CMCA member funds. A CMCA trained volunteer caretaker (custodian) provides oversight at the park, manages access and ensures that the park rules are adhered to.

The parks are installed at no cost to the host Council. A nominal lease for the land is negotiated, rates (if applicable) are paid by CMCA and all maintenance is undertaken at CMCA cost.

Income for the park is generated from overnight fees. Currently most parks operate with a \$3.00 per person per night fee, with a maximum of 5 nights stay at one park in any 21 day period. With a maximum of 50 sites and an assumption of 50% occupancy, the parks generate insufficient income to cover all operational costs.

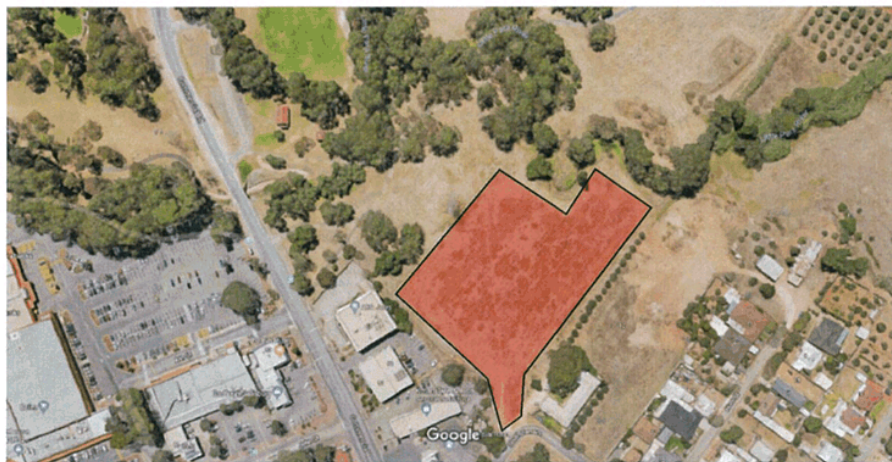
**PROPOSAL**

CMCA SA State Representative, Kevin Collins, has identified a parcel of land within the City of Salisbury which meets the essential and desirable criteria for the establishment of a CMCA RV Park. The parcel of land, located within the Happy Home Reserve off South Terrace, provides an area of land that is close to the retail precinct, has reasonable street access, is relatively level and has service connections nearby.

CMCA wishes to further develop the proposal to establish the site as a CMCA RV Park. The full business case and design of the park will not proceed without at least the “in-principle” support of the City of Salisbury.

**Site Location**

The Salisbury site location is provided below in diagram 1.



*Diagram 1 – Salisbury site location*

**Site Layout**

The detailed design for the site would not be undertaken until such time as Council provides its support for the development of the site and indicates that development consent is possible on the land.

Diagram 2 provides an indicative site layout based on already established CMCA RV Parks. This layout will be further refined and costed if the project receives Council support and is likely to proceed through the development consent process. Site characteristics and constraints will determine the final layout of infrastructure.

The site includes a timber post and rail fence to delineate the park, entrance gate approximately 15m from the kerb, custodian concrete pad and hard stand area, shelter and landscaping including strategic tree planting.



**Diagram 2 – Site Layout**



**Diagram 3 – entrance showing timber fencing and gateway**

The gated entrance will be located to facilitate the access for large articulated vehicles.

Access to the laneway would be retained. Electricity supply could be accessed from the existing pole with a transformer if required. The location of the dump point will be determined by the location of the council sewer main and access point.

**Site Constraints**

The site is within a flood plain and as such may be subject to periodic or infrequent inundation. CMCA has developed a Flood Management Plan for sites that are subject to flooding. Vehicles can be moved at short notice and the park can be closed as required.

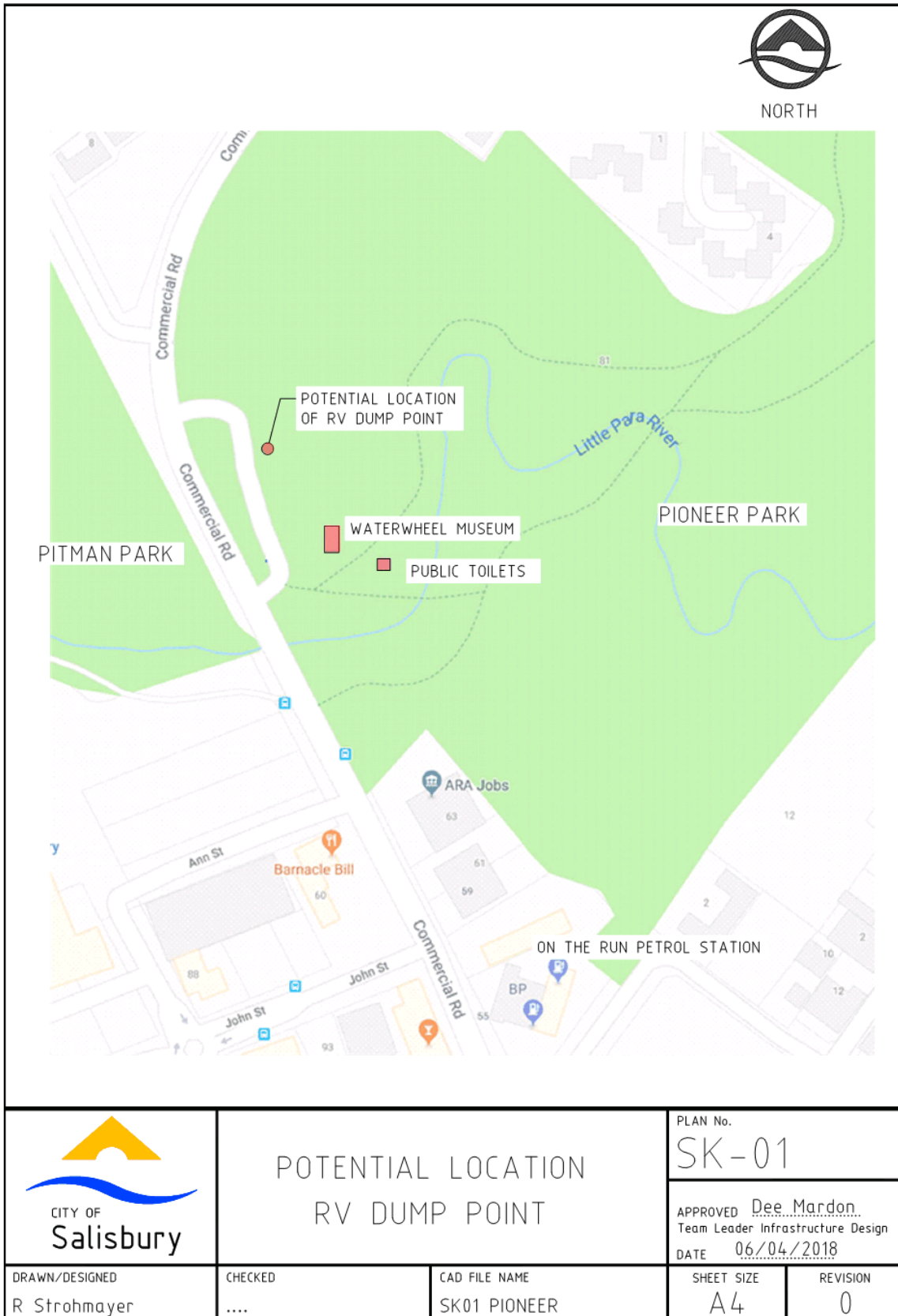
High voltage overhead power lines transect the northern end of the site in an east-west direction. No structures or trees would be placed within the easement area once identified. The ability to allow RV parking within the easement is yet to be determined.

Although this site has been identified as the preferred location for an RV Park by the CMCA SA State Representative, alternative locations that may be proposed by Council could be considered if they provide superior outcomes when compared to this proposal.

**CMCA Financial Commitment**

CMCA does not seek any financial contributions from the host Council. All council fees, development costs and ongoing management costs of the park once established are borne by CMCA. As a not for profit member organisation it is hoped that the Council will consider non-commercial lease arrangements for the land.

Experience suggests that the development costs for an RV Park are approximately \$80,000. Ongoing operational costs are estimated at \$25,000 to \$30,000 per year, including lease, electricity, water and sewer charges, maintenance and rubbish removal. With site fees on average \$3.00 per person per night it is not expected that the parks will generate surplus income.



Item 1.3.4 - Attachment 3 - Potential Location RV Dump Point





