



**Minutes of the Planning and Development Committee
held on Tuesday, 1 August 2023 at 5.30 pm
Council Chamber, Council Administration Centre
245 Sturt Road, Sturt**

PRESENT

His Worship the Mayor Kris Hanna
Councillor Nathan Prior (Chair)
Councillor Renuka Lama (from 6:33pm)

In Attendance

Councillor Jayne Hoffmann
Councillor Jason Veliskou
Councillor Joseph Masika
Councillor Matthew Taylor
Chief Executive Officer – Tony Harrison
General Manager City Development – Tony Lines
Manager Development & Regulatory Services – Warwick Deller-Coombs
Manager Engineering, Assets and Environment – Mathew Allen
Team Leader – Planning / City of Marion Assessment Manager – Alex Wright
Senior Strategic and Policy Planner – David Barone
Executive Officer to the General Manager City Development – Mina Caruso
Delivery Manager Tram Grade Separation Projects, Department of Infrastructure and Transport – Neil Welsh
Manager Engagement, Department of Infrastructure and Transport – Lisa Jeffery

1 Open Meeting

The Chair opened the meeting at 5.33pm.

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)

The Chair asked if any member wished to disclose an interest in relation to any item being considered at the meeting.

Nil interests were disclosed.

The Chair sought and was granted leave of the meeting to vary the order of the agenda and consider the Cross/Marion Road Tram Grade Separation Project (PDC230801R6.1) item next on the agenda.

6 Workshop / Presentation Items

6.1 Cross/Marion Road Tram Upgrade Separation Project Upgrade

Report Reference

PDC230801R6.1

Councillor Prior introduced Mr Neil Welsh, the Delivery Manager for the Tram Grade Separation Projects (DIT) and Ms Lisa Jeffery, the Manager Engagement for the Department of Infrastructure and Transport and invited them as well Matthew Allen the Manager Engineering, Assets and Environment to speak.

Mr Welsh provided a presentation updating the Committee on the Tram Grade Separation Projects.

The following was noted during the presentation:

Tram Grade Separation Projects

- The Australian and SA governments have jointly (50:50) funded \$400 million to remove the two-level crossings where the Glenelg tram line crosses Marion Road and Cross Road, Plympton.
- The joint funding also includes planning work to investigate the potential removal of the Morphett Road, Morphettville level crossing.
- Construction is being planned and could be completed concurrently with the other two locations if funding is secured within the necessary timeframe.
- The existing tram overpass at South Road, Glandore will also be re-built to support delivery of T2D. This is being funded as part of the \$850M T2D broader network upgrades.
- These works will all be delivered as part of the Tram Grade Separation Projects.

The Problem

- Approximately 50,000 vehicles pass through the Marion Road and Cross Road crossings each day.
- During morning and afternoon peak around 30 trams pass through the level crossing, resulting in the boom gates being down for up to 20 minutes each hour.
- Motorists currently experience congestion and variable travel times, particularly during these busy peak periods.
- Congestion at these crossings causes significant delays, increased traffic through local streets, an increase in potential accidents as drivers take more risks and delays for public transport users.
- Currently pedestrians and cyclists must navigate multiple tram crossings in order to access public transport services, local businesses and community services.

The Solution

- Planning started in 2018. It included technical investigations and early community engagement.
- Following extensive investigation work; including solutions that predominately focused on the road and rail network, as well as hybrid solutions that combine these two elements, an overpass has been determined as the best solution to remove the level crossings at Marion Road and Cross Road.
 - A rail bridge structure is to be erected across the top of Marion Road, elevated to the back of the Rawsons area, across Cross Road, and back to ground level on the Glenelg side of Cross Road.
- Compared to an underpass, this approach will:
 - have the shortest construction time, minimising disruption to locals, as well as road and public transport users, during construction
 - significantly reduce the number of properties needing to be acquired
 - improve connection and safety between the suburbs either side of the tram line
 - provide new public open space under the tram line – as a result, the community will have access to a substantial amount of new usable space

- be able to be delivered within the approved budget (an underpass cannot be delivered within the approved budget).

Several artist impressions on what DIT are intending to deliver were displayed. These have been available on the DIT website since 6 April 2023. Community engagement commenced around the same time.

The following locations were covered in the presentation and the following discussion points were noted:

- View from Marion Road, Plympton looking south.
 - Tram line forms the Northern boundary of the CoM where the tram line currently crosses Marion Road and the potential location of the new tram stop is between Marion Road and Cross Road.
 - Regardless of the location of the tram stop, lifts and stairs will provide access from either side of Marion Road to the top of the structure, allowing persons direct access to and from the tram.
 - Noting these images have been drawn from a reference design and not a final resolved design.
 - From a height and a form of structure perspective, the road clearance height must be at least 6 metres from the roadway to the bottom of the bridge.
- View from Marion Road at Glengyle Terrace, Plympton looking south.
 - The Rawson's compound is concealed behind the structure and the tram line.
 - The new open community space and free-flow connections are beneath the tram line.
 - Ground-level imagery of the new urban space merely depicts a generic use of the area. More work must be done with the community, asset owners, and council to determine how this space will be used now and in the future.
 - At this point in time the open community space remains as state land.
 - There will be opportunities for Council to discuss how best to use the space and how it might support community events such as mobile food vendors and markets.
 - The community engagement has resulted in very polarised opinions. Some want it to be a heavily activated area while others want it to be a 'dead space'. There is still a substantial amount of work to be done to determine the right intervention for this location.
- View from Cross Road, Plympton looking west.
 - A new pedestrian crossing is proposed on Cross Road to provide a connection to the school located on the northern side of the roadway. Local residents require safe passage through this location, it is important that pedestrian lights be placed somewhere in this vicinity.
 - It was noted that the pedestrian lights may not end up where indicated on the image.
 - The Mayor questioned why put in a traffic stop where one has just been removed?
 - Because it is safe and necessary, and the addition of the Mike Turtur Bikeway and shared use path alongside tram tracks to the overpass will eliminate a significant portion of the crossing's current use thereby reducing the number of pedestrians who may cause traffic disruption.
 - The CEO added that keeping vehicle traffic moving is paramount for a project like this and it appears to be counterproductive to spend all of this money to stop the barrier of a tram line across Marion Road and Cross Road, only to put in place another barrier in the form of a pedestrian crossing, which will slow vehicle movement north and south along Marion Road.
 - DIT will take on this feedback and is receptive to commentary from council regarding road impact versus people movement. As the project progresses, there will be plenty of opportunities for council involvement.

- A mid-block pedestrian crossing somewhere between Cross Road and Anzac Highway is being considered. People may be forced to cross Marion Road without a safe crossing if a mid-block pedestrian crossing is not provided.
- This project is being carried out without causing any significant adverse impact to residential properties within the area.
- DIT is acquiring some properties on the northern edge of the tram line (on the end of Glengyle Terrace), the majority of which are SA Housing properties and more than likely they will be returned to SA Housing at the conclusion of the project for further redevelopment.
- In addition, residential and commercial properties have been acquired as a result of the intersection works to be done at Cross/Marion and Anzac/Marion Roads.
- In preparation for the delivery of this project, residential properties were acquired off open market, taking advantage of the opportunity to purchase them while they were on sale.
- Community and Stakeholder feedback will play an important role in informing the detailed design of the new public open spaces, visual screening, public art and landscaping that will be a major feature of the work.
- This will ensure the upgrades not only address the existing issues, but also create a welcoming and usable environment for the community to enjoy.
 - Initial consultation on the key urban design elements commenced on Thursday, 6 April 2023 and closed on Friday, 19 May 2023.
 - During the consultation period, information about the project and key urban design elements were shared with 2,360 recipients via email and letter box drops. Social media reached over 30,270 recipients with 3,128 interactions on one post alone. Social post (>3000 interactions) was the advertisement/invite to the community information sessions.
 - The project team spoke with more than 170 stakeholders across the two drop-in sessions and through door knocking in the local community and received a further 96 online survey responses.
 - Throughout the consultation period sentiment towards the project was largely positive, with the local insights received now being used to help inform further planning and design elements of the project.
 - Feedback has helped to better understand what is important to the local community.
- DIT will engage with Council to make well-informed decisions regarding the local road network and arterial roadways.
- Common themes raised by the community during consultation included: (themes are listed in volume order, with the most talked about at the top)
 - urban design – shared use paths, landscaping to improve the area, buffer screen planting, waste recycling bins, seating/rest areas
 - improving local road access
 - pedestrian and cyclist access /facilities
 - an increase to on street parking
 - increased parking facilities for tram users
 - minimising impacts to existing vegetation
 - access to public transport during and after construction
 - construction impacts, what will they be and how will they be managed
 - ongoing impacts of private developments in the area
 - security around the overpass and privacy of properties upon completion
- It was noted that an increase to on street parking was met with an equal number of people (verbal) expressing opposition.
 - It was suggested that the 'dead space' could be used to construct car parks similar to Oaklands Station, which would remove cars from the streets, an initiative that is usually popular with residents. This suggestion will be considered by DIT.

Next Steps

- Respond to community with a “what we heard” summary.
- Intersection upgrade details to be released in the next couple of weeks.
- Further information sessions.
- DIT will be forming a Community Placemaking Reference Group for community representatives to provide guidance to the project team during the design phase of the Marion Road and Cross Road overpass project.
 - The group is expected to be fully operational by the end of this year. A call for EOI has already been issued, and some responses have been received.
 - The focus will be ‘what happens’ inside the newly created ground space area, it is not intended to be a construction related focus group.

Construction

- DIT are currently in a Request for Proposal (RFP) period with two design and construction delivery consortiums. They expect to make a recommendation to the Government by the end of this year / early next year to award an alliance contract to one of these two companies and commence design.
- To fast-track construction and reduce impacts on local residents, businesses, road and public transport users, closing the tram line is the best option. It is estimated the tram line will likely close for between 6 and 9 months. Substitute buses will be in place during this time.
- This will allow the overpasses to all be constructed at the same time.
- This will significantly reduce the overall construction time (by up to 6 months) and reduce impacts that would otherwise be required if these projects were constructed separately.
- Building an elevated tram line allows major sections to be built off-site and craned into place, reducing construction impacts and timelines.
- Construction is planned to start in mid-2024 and be complete by the end of 2025.

Further questions/discussion from the Committee included:

- What kind of noise level should residents expect after the new project is finished?
 - Vehicle traffic, tram throughput, and boom gate ‘gongs’ are the primary noise sources at the intersection of Marion and Cross Road. Removing ‘gongs’ and start-and-stop traffic, will reduce area noise and environmental impact. Also with proper modelling and design, the elevated structure (with barriers and screening) can hold noise inside of the tram corridor.
 - Rail and infrastructure projects must comply with EPA guidelines, which is easy to do because trams are inherently quiet.
 - DIT are expecting a significant net benefit in noise reduction.

ACTION

The Mayor requested that a pedestrian count be carried out at the three signalised crossings – Cross Road, Marion Road, and Anzac Highway.

- DIT have acquired the following properties on the corner of Marion and Cross Road to assist with the upgrade.
 1. Caltex Petrol Station – DIT initiated acquisition.
 2. Acupuncture location – DIT acquired on open market.
 3. Property north of the Acupuncture location – DIT acquired on open market.
- DIT will release the concept plans for the Marion/Cross and Marion/Anzac Intersections to council in the next couple of weeks.
- As a result of the changes taking place, there is an opportunity to reconfigure/block off suburban streets that are used to “cut through” suburbs that lead to main roads e.g. between

Cross Road and Anzac Highway are two west-bound inner-suburban streets that lead to Marion Road. Has any thought gone into this sort of configuration?

- DIT acknowledges that this project presents an opportunity for change but has not yet made these types of decisions as further engagement with key stakeholders and the community about what these local routes might look like would be needed.
- Has the State Government given any opportunity to try to force whoever is awarded the tender to condense the timeframe on site and increase the hours of operation without significantly inconveniencing the residents?
 - By closing the tram line, DIT is working with the potential delivery partners to optimise the time available to work unhindered by trams within the tram network, thereby reducing the overall duration of construction.
 - In order to find the optimal balance, a variety of options to expedite delivery while maintaining balance are being considered for this project, with the community being the top priority. DIT will work with the potential delivery partners in this space.

It was noted that DIT will take some of these questions e.g. local traffic management to community.

- In terms of the new improved overpass and the removal of the crossing what is the benefit in travel times for Marion Road through traffic?

ACTION

DIT will provide this information to Council as part of the traffic impacts and local traffic management.

- Concerns have been raised regarding the construction's potential to entice crime to the area. Has this been considered?
 - Safety impact is absolutely considered, such as preventing crime through environmental design variables like paths, lighting, and space utilisation in order to influence the behaviours that occur.
 - DIT are also working with SAPOL on crime history in the areas impacted and what is driving those behaviours.
- Council Members are welcome to join the Community Placemaking Reference Group.
- Tram Stop 9 and Tram Stop 11 will remain in their current locations and while the tram line is closed DIT will take the opportunity to upgrade and tidy up the existing tram stops.

The Planning and Development Committee thanked Mr Neil Welsh and Ms Lisa Jeffrey for their presentation and their time.

6:37pm The Mayor left the meeting and did not return.

4 Confirmation of Minutes

4.1 Confirmation of Minutes of the Planning and Development Committee Meeting held on 2 May 2023

Report Reference PDC230801R4.1

Moved Councillor Lama

Seconded Councillor Prior

That the minutes of the Planning and Development Committee Meeting held on 2 May 2023 be taken as read and confirmed.

Carried Unanimously

5 Business Arising

5.1 Business Arising Statement - Action Items

Report Reference PDC230801R5.1

The Committee noted the business arising statement, meeting schedule and upcoming items.

8 Reports for Discussion

8.1 Code Amendments Update

Report Reference PDC230801R8.1

The new Senior Strategic and Policy Planner Mr David Barone was introduced and welcomed by the Planning and Development Committee. This is his first meeting.

The Manager Development and Regulatory Services provided a brief update on recent and active Code Amendments (both Council initiated and privately initiated).

The report was taken as read and the following discussion points were noted:

Horse Related Activities Code Amendment

- Report with Draft Amendment to be presented to General Council 22 August 2023 meeting, based on the prior discussion held within this Committee. Refer to summary map in Attachment 1 for more information.

Southern Suburbs Residential Policy Code Amendment

- The Manager Development and Regulatory Services and the Senior Strategic and Policy Planner met with the Southern and Coastal Ward Members to update them on the status of the amendment and the planned engagement due to commence in a couple of weeks.
- In reviewing this policy, the Senior Strategic and Policy Planner made some minor wording and editing changes to the Code Amendment that council approved to make it simpler to understand.
- Staff are proposing to add an overlay to the Southern Suburbs Residential Policy Code Amendment titled the: *Noise and Air Emissions Overlay*.
 - Main arterial roads in the Southern Suburbs would be affected (Ocean Boulevard / Lonsdale Road and Main South Road).
 - In summary, properties on such roadways must adhere to Ministerial Building Standard 010 in the Building Consent Assessment. Those properties will need to satisfy that standard, they will require essential amenities e.g. thicker insulation or thicker window glazing for properties facing the road.
- It is recommended that Council include the Noise and Air Emissions Overlay to the Southern Suburbs Residential Policy Code Amendment (to apply to Main South Road and Ocean Boulevard/Lonsdale Highway) for consultation. See Recommendation 3.

Centre Zones Code Amendment

- Report with Draft Amendment to be presented to General Council 22 August 2023 meeting.

Marion Road Code Amendment

- This amendment is on hold because:

- Major traffic and planning studies on Cross Road and Marion Road continue.
- The State Government is preparing to produce a discussion paper on the 30-Year Plan for Greater Adelaide, which will provide additional regional contexts for how the state expects planning to occur.
- The new Senior Strategic and Policy Planner will review the above and determine next steps and present at the 10 October 2023 PDC meeting.

Privately Initiated Code Amendments

Lots 51 and 52 Morphett Road Glengowrie (SAJC)

- The Amendment has completed engagement and is with the Minister for Planning for a decision.

Bedford Park (Lot 707) (Bunnings Properties Pty Ltd)

- The Code Amendment (Lot 707) proposal has not progressed since the last PDC meeting.
- A request has been made to Bunnings to facilitate the restriction of uses on the site (e.g. to exclude the future use of the site for a retail fuel outlet). This has been agreed to in principle and the details of the legal mechanism to facilitate this will now be worked out.

Moved Councillor Lama

Seconded Councillor Prior

That the Planning and Development Committee:

1. Notes the report.
2. Notes the intended progression of the Horse Related Activities Code Amendment and Centre Zones Code Amendment to the GC Meeting on 22 August 2023.
3. Recommend Council to include the Noise and Air Emissions Overlay to the Southern Suburbs Residential Policy Code Amendment (to apply to Main South Road and Ocean Boulevard/Lonsdale Highway) for consultation.

Carried Unanimously

9 Reports for Noting

9.1 Development Services Activities Update

Report Reference PDC230801R9.1

The following discussion points were noted:

- At the last PDC meeting the Committee was advised that staff would provide an updated and improved set of statistical data for the development operations. Questions relating to the updated report were welcomed.
- Workload trends (peaks and lows) were noted. How are staff resources going?
 - The Senior Planner resigned yesterday. The next couple of months may be challenging for staff.
- There is a minor downward trend in the number of applications, providing staff the opportunity to spend more time focusing on the specifics of their application assessments resulting in an even better outcome for the community and less applications enables staff to spend time on other departmental activities.
 - It was noted that this meeting does not reflect July figures as applications have gone up in July.

- Management reiterated that the report reflects that workloads have remained high across a broad number of sections within the department including the level of complexity.
- A proposal for a staff realignment of Development and Regulatory resources has been made; consultation has concluded, but the proposal has not yet been confirmed. Once complete, Council will be notified.
- The report was well-received by the Committee and the resources realignment was deemed a positive move.

Moved Councillor Lama

Seconded Councillor Prior

That the Planning and Development Committee:

1. Notes the report.

Carried Unanimously

9.2 Land Development Projects Update

Report Reference

PDC230801R9.2

The following discussion points were noted:

- Oaklands Green – the developer recently lodged all 48 dwellings for the first two stages. The dwellings were ‘Accepted Developments’ and were reviewed by a planning officer to ensure compliance with planning requirements.
 - Due to issues with the Building Envelope Plan legislation, separate applications for 34 detached carports must undergo a “Performance Assessment”.
 - In the coming week, all dwelling and carports applications will have received planning approval.
 - The developer intends to obtain building approval by the end of next month so that development can commence in the next 2 to 3 months, depending on their timeframes.
- Dover Gardens (100 Folkstone Road) – the application for residential land division was submitted in May 2023. The application has not yet been formally lodged or assessed as it is pending required information.
 - In the interim, 13 Regulated Trees have been removed from this site without Council’s approval. Council is currently working on their investigation and gathering evidence; this information will be provided to Council solicitors this week.
- Morphettsville Racecourse (Morphettville) – there is much community interest in this project.
 - Staff will meet with developers this week to provide an update on the community consultations held on 20 and 22 July 2023. Consultation summaries will be provided to council soon.
 - Council staff are well aware of both residents’ and council members’ interest in the potential future of adjacent council lands.
 - Villawood have submitted a Land Division application for the project (10 July 2023). The application is currently being processed.
 - Staff will have the authority to negotiate open space access arrangements. Council will not accept unusable open space.
 - CoM will continue to work with the developer to agree on open space allocations and best solutions for access and stormwater.

- The developer's initial design was deemed inadequate, and management advised them to reprise certain features.
- Seacliff Village – the developer will present an update to Council at the Forum on 8 August 2023.
- Cove Point – The development is still on hold pending open space and stormwater considerations.
 - Staff confirmed the development site boundary is within the CoM.
- Former Hill Industries (Edwardstown) – given that the state government is now interested in this site, does this item need to remain on the list?
 - The state government has an interest but not a whole of site interest.
 - This site is still of strategic importance, so it will remain on the list, but it is unlikely to receive a routine update.

Moved Councillor Lama

Seconded Councillor Prior

That the Planning and Development Committee:

1. Notes the report.

Carried Unanimously

The Chair sought and was granted leave of the meeting to vary the order of the agenda and consider the Confidential Business Arising Statement – Action Items (PDC230801F7.1) item next on the agenda.

7 Confidential Items

7.1 Cover Report - Confidential Business Arising Statement – Action Items

Report Reference PDC230801F7.1

Moved Councillor Lama

Seconded Councillor Prior

That the Planning and Development Committee:

1. Note the Business Arising Statement.
2. Note that a report will be brought to the December 2023 PDC Committee Meeting with a status update on the Confidential Item – Lot 707 Marion Road, Bedford Park and that the Action be closed out on the Business Arising Statement.
3. In accordance with Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that any appendices from this report, *Confidential Business Arising Statement – Action Items*, having been considered in confidence under Section 90(2) and (3) (g)(h) and (m) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential and not available for public inspection for a period of 12 months from the date of this meeting. This confidentiality order will be reviewed at the General Council Meeting in December 2023.

Carried Unanimously

10 Other Business

11 Meeting Closure

The meeting was declared closed at 7.19pm.

CONFIRMED THIS 10 DAY OF OCTOBER 2023

CHAIRPERSON