MEMBERSHIP

Mayor Lyn Breuer

Cr Tom Antonio  Cr Jenny Barnes
Cr Tim Breuer   Cr Colin Carter
Cr David Knox   Cr Clare McLaughlin
Cr Sarah Minney Cr Rick Santucci
Cr Robert Schmitz

NOTICE OF INFORMAL GATHERING

TO HER WORSHIP THE MAYOR AND MEMBERS OF COUNCIL

NOTICE is hereby given pursuant to Section 90(8) of the Local Government Act that an INFORMAL GATHERING OF COUNCIL will be held in the Council Chamber, Whyalla on MONDAY 7 AUGUST 2017 commencing at 5.30 pm.

The business of the informal gathering is:

- unEARTH Festival
- Regional Proposals for Joint Planning Board
- Jetty Community Engagement Update
- Landscape Master Plan Review
- Organisation Structure Review – CONFIDENTIAL MATTER
- Chief Executive Officer – Performance Appraisal – CONFIDENTIAL MATTER

A copy of the Agenda for the above Informal Gathering is supplied as required.

CHRIS COWLEY
CHIEF EXECUTIVE OFFICER

3 August 2017
AGENDA
INFORMAL GATHERING – MONDAY 7 AUGUST 2017

1. PRESENTATIONS
   1.1 unEARTH Festival – PowerPoint presentation by Rebecca Neilson Page 3

2. ITEMS FOR DISCUSSION
   2.1 Regional Proposals for Joint Planning Board Page 14
   2.2 Jetty Community Engagement Update Page 35
   2.3 Landscape Master Plan Review Page 54

3. CONSIDERATION OF CONFIDENTIAL ITEMS
   3.1 Organisation Structure Review – For discussion
   3.2 Chief Executive Officer – Performance Appraisal – For discussion

4. CLOSURE
Costing breakdown
## uneARTh Festival Budget

<table>
<thead>
<tr>
<th>Infrastructure</th>
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<tr>
<td>signage</td>
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<td>Forklift and other HR vehicles needed</td>
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<td>Misc (paint, wire, fuel, etc.)</td>
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<td>Marquees, table, chair hire</td>
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<td>Contractors (setup &amp; pack up - internal &amp; external)</td>
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| Staging                                             |     |     |     |     |     |     |     |     |     |
| Sound Tech (ProCo Stage Sound)                      | 8,000.00 |     |     |     |     |     |     |     |     |
| Lighting (festoon, stage, etc.)                     | 2,706.70 |     |     |     |     |     |     |     |     |
| Power resources (incl. earthing)                    | 1,511.50 |     |     |     |     |     |     |     |     |
| Green Room                                          | 361.00 |     |     |     |     |     |     |     |     |
| Staging                                             | FOC |     |     |     |     |     |     |     |     |
| **Total**                                           | **12,218.20** |     |     |     |     |     |     |     |     |

| Waste Management                                    |     |     |     |     |     |     |     |     |     |
| Waste collection bins                               |     |     |     |     |     |     | FOC |     |     |
| Council                                             | To empty bins 3 x a day |     |     |     |     |     |     |     | 1,308.44 |
| **Total**                                           | **1,308.44** |     |     |     |     |     |     |     |     |

| Transport options                                   |     |     |     |     |     |     |     |     |     |
| Des’s Transport                                     | Free community bus service |     |     |     |     |     |     |     | 835.00 |
| **Total**                                           | **835.00** |     |     |     |     |     |     |     |     |

| Media/Marketing/Promotion                           |     |     |     |     |     |     |     |     |     |
| Fring Guide Front pages listing and website        | 2,000.00 |     |     |     |     |     |     |     |     |
| Marketing to database (fringe)                      | 1,000.00 |     |     |     |     |     |     |     |     |
| Flyers and booklets (printing and distribution)    | 4,890.84 |     |     |     |     |     |     |     |     |
| **Total**                                           | **7,890.84** |     |     |     |     |     |     |     |     |
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<td>Newscorp - Social Media Digital adverts</td>
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<td>Fairfax - Regional Media</td>
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<td>Misc (st johns)</td>
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## Performers

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<th>Per Diems</th>
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<th>Accom</th>
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<td>MC - Sam McMahon and Eloise Green</td>
<td>600</td>
<td>637.5</td>
<td>415</td>
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<td>5000</td>
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<td>Time and Space</td>
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<td>255</td>
<td>250</td>
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<td>Amelia Ryan and Michael Griffiths</td>
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<td>383</td>
<td>375</td>
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<td>Performance/Workshop x 3 pple</td>
<td>240</td>
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<td>360</td>
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<td>Flaming Sambucas</td>
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<td>Artist consultation and advice</td>
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<td>Powder</td>
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<td>Dust goggles</td>
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<table>
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<th>Queen of the Desert</th>
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<tbody>
<tr>
<td>Welcome dinner</td>
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<tr>
<td>Entertainment</td>
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<tr>
<td>Gift/information kits</td>
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<tr>
<td>Accommodation</td>
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<tr>
<td>Tours</td>
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<td>Meals</td>
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<table>
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<tr>
<td>On ground staff</td>
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<tr>
<td>Misc staff</td>
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<td><strong>Total</strong></td>
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<table>
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<tr>
<th>Total Expenditure</th>
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<tr>
<td>Council contribution</td>
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<tr>
<td>Sponsorship/other income (stall holders, QOTD entries, etc)</td>
<td>$31,808.00</td>
</tr>
<tr>
<td><strong>Total Budget</strong></td>
<td><strong>$111,808.00</strong></td>
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<tr>
<td><strong>Variance</strong></td>
<td>-$13,550.00</td>
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</table>
Economic value

The event received an unprecedented positive response, with very few negative comments or complaints being received.
Social impact

The event received an unprecedented positive response throughout the event, with very few negative comments or complaints being received.

Organisers of the event received a ‘thank you’ card from a stall holder who claimed to have had one of the best experiences at a market style event to date.

A congratulatory letter from The Hon Jack Snelling MP, was also sent to staff.

Traders from the Westland Shopping Centre commented that the vibrancy in the shopping precinct during the event was completely different with many positive comments from patrons about the event.

Comments such as “we can’t believe we are in Whyalla!”

Traders suggested there was more of a diverse group of people within the centre.
Social impact - facebook

Council done a great job organizing this event and it was a fantastic family day (or two) out. We really liked Mr Oopsey, especially when the bubbles come out 😊

Loved Friday night, Doogans were brill, as was Motown band. Really liked the set up in the Ada Ryan Gardens, made it feel like festival onwards and upwards from here.

Well done on a fantastic two days!! An absolute credit to the organising committee!!!

The council did a fantastic job over Easter with the events at the beach, there was something for everyone. Well done 😊

Namaste 😊

Namaste

All the local acts Jack Daw simply the best

Great photos! 💖

Jude Lawrie by far
I had the best day on Friday at the festival. Great entertainment, good food, and lots of fun. Well done everyone, we will be back next year to do it all again 😊😊

Wendy Wilkins: Well done, the entertainment was excellent. Whyalla has some wonderful young singers. Mother nature was also very good to us with beautiful days.

Peteir Lehmann: What an awesome weekend!

Michelle Wood: Fantastic venue, best use of the Ada Ryan Gardens ever.

Jordan Marsters: Was one of the best events Whyalla has had.

Deirdre Higgins Lehmann: Love it, great job Rebecca Neilson & crew.

Mel J Rowe: Loved every minute we spent down there. Well done, amazing event!

Jane Gustard Hayward: An AMAZING AMAZING event guys! So very proud. It was brilliant!

Careen A Phillis: It was a great festival, well done to those involved; hope to see it here again.

Kimberley Angus: It was a great event! And great for the town! Well done.

Two magical days of festivities. Loved it. Congrats to all involved.

Like · Reply · Message · 16 April at 10:22
Focus

The focus of the event becoming a tourism driven event will need to be taken into consideration. If this was to occur, then I would suggest that the event team undertake the following:

• Data/surveys taken on the day
• Working with tourism operators to encourage packaging
• Liaising with other community groups to value add to, not just the weekend but the week leading up to
• (Tourism) Liaise with other regional cities - Salt festival (Port Lincoln), uneARTh festival (Whyalla), Port Augusta
Budget for 2018

• Funding may not be available to Council for the next event
• Sponsorship
• All staffing hours were not accounted for
• Local performers payments
• Ability to undertake surveys/data during the event - Resources
• 2 day event or 1
• Queen of the Desert - review
2. Items for Consideration

2.1 Regional Proposals for Joint Planning Board

Informal Gathering: 7 August 2017
Author's Title: Planning Manager
Department: Infrastructure and Planning
Group Manager: Michelle Tucker
File No.: 0-150, 0-2

Annexures:
A Submission re Pilot Project from Upper Spencer Gulf Common Purpose Group
B Submission re Pilot Project from Eyre Peninsula Local Government Association
C Notes from USGCPG councils’ workshop
D Extract from EPLGA meeting report

Officer Direct or Indirect Conflict of Interest: In accordance with Local Government Act 1999, Section 120
Status: Information classified confidential under Section 90(2) of the Local Government Act

☐ Yes ☑ No ☐ Yes ☑ No

Reason:

SUMMARY

Council is currently in the position of participating in two pilot projects, either of which may lead to a future planning agreement and Joint Planning Board for either:

- the Upper Spencer Gulf Common Purpose Group (USGCPG) cities of Whyalla, Port Augusta and Port Pirie; or
- the Eyre Peninsula Local Government Association (EPLGA) Councils.

Council will need to decide at a future Council meeting where it sees the community’s interests best served – with the USGCPG Councils or the EPLGA group. At this stage, however, it is probably most prudent to await the outcome of both projects before forming its decision.
2.1 Regional Proposals for Joint Planning Board

REPORT

BACKGROUND

Planning arrangements

The Planning, Development and Infrastructure Act (PDI Act) is being brought into operation in stages with transitional arrangements from the Development Act (DA Act) to the new PDI Act now underway (outlined in a report to Council at the June meeting).

More specifically, the PDI Act allows a group of Councils to enter a planning agreement with the Minister, and subsequently form a Joint Planning Board, based on the agreed objects, priorities, targets and terms of the agreement. The functions of the Board may be relatively confined or broadly-based, depending on the way the agreement is struck with the Minister.

A previous report to Council in March 2016 outlined a case for the USGCPP and its constituent Councils to explore the proposition of entering a planning agreement with the other Councils (and the Minister) and thence forming a joint planning board. Council resolved inter alia:

*That:*

1. *the Port Pirie, Whyalla and Port Augusta Councils agree in principle to the establishment of a Regional Assessment Panel and Joint Planning Board; and*

2. *subject to adoption of 1 by all parties, the USGCPP present a report to the member Councils that sets out the elements and resourcing requirements to establish and operate a Regional Assessment Panel and Joint Planning Board for endorsement by the Councils.*

Projects

The Department of Transport and Infrastructure (DPTI) recently called for expressions of interest in pilot projects designed to explore the value of joint planning boards for Council groupings. The Upper Spencer Gulf Common Purpose Group (USGCPP) and the EPLGA have separately taken the step of lodging submissions. Whyalla was included as a participant in both, although it is not clear if there is any supporting decision by Whyalla for the EPLGA project. A consultation session with representatives of the EPLGA, RDAWEP and NRM has been sought by them, scheduled for 23 August 2017.

All projects have now been accepted by DPTI and consultant Jeff Tate has been engaged to assist in preparing business cases for all groups.

Participation in either pilot would attract funds from DPTI on a matching basis, as well as a Departmental Co-coordinator to help prepare a business case for and/or against a Joint Planning Board, considering regional-based elements, costs and governance arrangements. The submissions are Annexure’s “A” and “B”.
Workshops

Between May and June, each group held a workshop on the matter to explore issues, with various Elected Members and/or staff in attendance at one or the other. This Informal Gathering summary has been prepared in lieu of a report originally scheduled for the July 2017 meeting of Council. Largely due to time constraints, Whyalla representatives were attendees at the Port Augusta workshop only. A welcome by Port Augusta Mayor Sam Johnson was followed by addresses / presentations made by Dr Ferretti, Lisa Teburia (Local Government Association SA) and Mark Adcock (DPTI). Small group sessions were then conducted with participants, looking at the merits and demerits of Joint Planning Board arrangements principally.

The notes of the EPLGA Workshop show that presentations were given by Kelley Jones Lawyers, Victoria Shute and David Altmann, principal of Development Answers. The EPLGA supported the formalisation of its Pilot Project application to DPTI, to allow the Councils in the regional grouping to have all information it would need for its future decision-making on the issue.

Notes from the USGCPG Councils’ workshop and an extract from the EPLGA’s Executive Officer’s report are Annexures “C” and Annexure “D”, respectively.

DISCUSSION

Generally speaking, both workshops appear supportive of the pilot projects proposed. It is evident that each session proved to be a worthwhile event providing a good basis for subsequent discussions / workshops to progress the issue, depending on feedback from DPTI or the Minister’s office.

During the USGCPG Council’s discussion, a number of points emerged which may be of interest at this stage and could be considered as generally relevant to both regional groupings.

a. Joint Planning Boards (JPBs) can only follow a planning agreement which sets out the objects, priorities and targets for the area affected by the agreement, as well as arrangements for governance and costs. The agreement can involve a grouping of Councils and any other entity - not necessarily an agency / instrumentality of the Crown – as the Minister thinks fit. In line with this, JPBs can have powers delegated under other acts besides the PDI Act. Members should thus be aware that the possibilities for JPBs to be accorded responsibility for a wide range of duties – if so decided by the parties to the agreement.

b. Further to this, a JPB may be set up to look at more than simply planning-related matters, and probably would be of greater benefit to the three cities if extending to other fundamental strategic issues. (These could well include matters such as economic development, labour force skilling, services delivery, transport infrastructure, energy generation / storage, ecology management, Crown land access / management and the like, not merely land use planning in isolation.) This aspect was not explored in any particular depth, but nonetheless remains an important capability of the JPB role.
c. Some deeply held concerns were initially expressed about the underlying motivation of the State’s role in encouraging JPB arrangements, based on past practice of handing over responsibilities to Local Government without accompanying financial redress.

d. It may also be noted that the Minister has the power to require a specific entity (e.g. State instrumentality or agency) be included in the planning agreement and hence the JPB. This will provide an argument that the JPB would have more influence at State level if the State is a party to the agreement; against this, such influence may perhaps come at a penalty in terms of slight diminution of the influence of a constituent Council within the JPB.

e. Further progress was hampered by a lack of any strong guidelines on just to what extent the Minister was prepared to come to the ‘party’ with meaningful power sharing / transfer and sustainable funding for a regional arrangement. While the legislation does not limit the kind and extent of functions and responsibilities that a JPB may be accorded, the advisers suggested that the Minister’s preparedness for wider rather than narrower-ranging powers for a JPB was completely untested.

f. In theory, Whyalla Council could contemplate membership of two JPBs if that were to be a result of the projects, however, such an arrangement will reveal a lack of full commitment to each JPB and offer no real advantage to any party.

g. As a separate matter, it does not necessarily follow that a JPB should also lead to a regional assessment panel. This issue has been looked at previously in the Masterplan report and there would inevitably be a budget cost to joining a regional assessment panel arrangement.

Direction for Council

Administration is aware that all pilot projects submitted to DPTI were accepted. At some point, Council will have to provide reasonable direction to each of the above regional Council groupings regarding which potential planning agreement would represent Whyalla’s best interests. The following issues are suggested as relevant to members’ deliberations on the better course to be taken, although by no means exhaustive:

- Economic profile of the EPLGA area indicates high dependence on agriculture, fisheries / aquaculture, primary production processing; much higher proportion of workforce in these sectors than State overall. Whyalla well below SA figure. Tourism also prominent plus growth in mining activity emerging.

- Economic profile of the USGCPG indicates each city, Whyalla particularly, has higher percentages in mining than SA overall; similarly (Port Augusta excepted) higher percentages of workforce in manufacturing sector than South Australia.

- Well-formed competitive / collaborative business linkages in mining, construction and manufacturing sectors between cities.

- Rapidly emerging sector in renewable energy for USG Councils and neighbouring hinterland, potential to foster support and research sectors to benefit of business and cities alike.

- More significant roles for Local (and State) government in support to USG industry sectors via infrastructure – e.g. transport, communication, education / training and trade-support – would repay dividends, so as to exert greater influence as part of a joint arrangement between the provincial USG cities.
Financial Implications

The pilot proposal requires funds from the constituent councils via the USPCPG and EPLGA respectively.

Conclusion

At this stage, a report to Council could be placed before the August or September meeting along the above lines to at least allow clarity on the matter and acknowledge Council’s inclusion in the EPLGA project as well as the USGCPG one. In line with this, it is probably most prudent to await the outcome of both projects before forming a decision, in the Whyalla community’s best interests for the future.
Expression of Interest to participate in the Joint Planning Arrangements Pilot Project
(Proposal Form – nominations due 12 May 2017)

WHAT ARE JOINT PLANNING ARRANGEMENTS?
The Planning, Development and Infrastructure Act 2016 (the PDI Act) allows groups of Councils to enter into Planning Agreements with the Minister. A planning agreement is a long-term arrangement that allows for planning functions to be delegated to regional groupings of Councils, subject to agreed performance measures and targets. Where relevant, other entities may be party to an agreement.

Each Planning Agreement is to be delivered by establishing a Joint Planning Board (with between three and seven members) to perform agreed functions (for example, regional planning or assessment). The process of establishing a board has been flexibly designed to allow for parties to determine the arrangements that suit them best.

In addition to allowing for planning powers to be delegated to Joint Planning Boards, Planning Agreements may also include others matters that may be agreed on by other Ministers (e.g. regional development or natural resource management).

Additional information about joint planning arrangements, including a fact sheet on how they operate, is available at www.saplanningportal.sa.gov.au.

WHY A PILOT PROJECT?
The Department of Planning, Transport and Infrastructure (the Department) is running a pilot program to assist Councils in identifying the benefits of this new approach to regional planning. It is acknowledged that Councils already have a series of tools available to them that are in many cases working well and should be continued.

However, we are looking for Councils that are interested in trying a new approach that will assist in cost sharing, improve coordination across a region and achieve greater community benefit. The learnings from the pilot program will be documented and used to create a toolkit for future Councils in preparing future planning agreements.

WHY GET INVOLVED?
To help support Councils with this new approach, the Department intends to engage a specialist in the area of governance and local government to work with Councils in identifying the benefits for them.

The Department has agreed to fund the coordinator and provide up to $50,000 (on the basis that councils contribute dollar for dollar) to assist regions to develop business cases for the pilot program, and will also provide in-kind support to ensure a smooth and transparent process.

The program offers an opportunity for interested parties to obtain advice about the business elements that can be regionalised, costing and governance arrangements associated with their pilot project as part of the evaluation process headed by the Project Coordinator.

PILOT PROJECT SELECTION
Project nominations will be considered based on responses to the questions contained in the Proposal Form. The responses should be kept relatively short (a paragraph or two), and should endeavour to highlight the level of commitment from the council and what benefits are likely to stem from the project and commitment to seeing the pilot project through to completion.

Regions are expected to contribute a minimum of 50% of the cost of preparing business cases.

GOVERNANCE AND PROJECT COMMENCEMENT
The selection pilot projects that may be eligible for support funding will follow an evaluation process involving the Project Coordinator and DPTI Department staff. A decision about project nominations is expected to be made in the second quarter of 2017.

Once appointed, the Project Coordinator will be the primary contact for each successful pilot project proponent. The Department will inform successful pilot project proponents about the appointment in due course.

HOW TO APPLY?
It will be essential for pilot project proponents to provide background information as per the attached PROPOSAL FORM.

Nominations for the pilot project will be accepted any time prior to the closing date for the Expression of Interest (EOI) by the Planning Reform Team, Department of Planning, Transport and Infrastructure via:

Email: sharon.underwood@sa.gov.au

Attention: Anita Allen, Manager, Planning Reform
Level 1, 211 Victoria Square
Adelaide SA 5000
GPO Box 1815
Adelaide SA 5001

Attention: Anita Allen, Manager, Planning Reform
Level 2, 211 Victoria Square
Adelaide SA 5000

Nominations and preliminary information should be received no later than 5.00 pm on 12 May 2017
# Project Proponent Details

## Council/other Entity

<table>
<thead>
<tr>
<th>Name:</th>
<th>Spencer Gulf Cities Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>PO Box 677, PORT PIRIE SA 5540</td>
</tr>
<tr>
<td>Postal address:</td>
<td>PO Box 677, PORT PIRIE SA 5540</td>
</tr>
</tbody>
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## Primary contact *(this is the person that we will send all formal correspondence to)*

<table>
<thead>
<tr>
<th>Name:</th>
<th>Anita Crisp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position / title:</td>
<td>Executive Officer</td>
</tr>
<tr>
<td>Phone:</td>
<td>0427 609 404</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:ceo@upperspencergulf.com.au">ceo@upperspencergulf.com.au</a></td>
</tr>
</tbody>
</table>

## Secondary contact *(if relevant)*

<table>
<thead>
<tr>
<th>Name:</th>
</tr>
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<tbody>
<tr>
<td>Position / title:</td>
</tr>
<tr>
<td>Phone:</td>
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<td>Email:</td>
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1. Please provide the list of Councils that are proposing to be involved in the joint planning arrangements pilot study?

<table>
<thead>
<tr>
<th>Council Name</th>
<th>Contact</th>
</tr>
</thead>
</table>
| Port Augusta City Council | Mr John Banks – CEO (ceo@portaugusta.sa.gov.au)  
                         | Mr Tung Pham – Community Planner (tung.pham@portaugusta.sa.gov.au)       |
| Port Pirie Regional Council | Dr Andrew Johnson – CEO: ceo@pirie.sa.gov.au   
                            | Mr Grant McKenzie – Director Development & Regulation (gmckenzie@pirie.sa.gov.au) |
| City of Whyalla        | Mr Chris Cowley – CEO (chris.cowley@whyalla.sa.gov.au)  
                         | Ms Jodie Perone – A/Planning Manager (jodie.perone@whyalla.sa.gov.au)     |

2. What experience have these councils had in working cooperatively?

Port Pirie, Port Augusta and Whyalla Councils are the founding partners and continued financial members of Upper Spencer Gulf Common Purpose Group (trading as ‘Spencer Gulf Cities’) since its inception in 1997. The alliance recognises the three districts have numerous similarities, with each based around a large, coastal city containing the bulk of the population of the relevant Council area. Each city also has strategic transport and intermodal facilities, primarily facilitating the export of commodities and manufactured goods. The economies of the three cities have historically been linked to a heavy industrial base linked to the resources industry and have, over many decades, been subject to sectoral and industry restructuring that has had a significant impact on the local workforce, alternating periods of economic growth and stagnation and extended periods of uncertainty.

The economy and social structure of the three cities is again undergoing substantial transformation as they move away from a traditional single industry manufacturing base and towards growth in renewable energy, arid agriculture and innovation, advanced manufacturing and mineral processing, defence industries and; event, marine and cultural tourism.

To help achieve this transition, the three Councils have recognised the importance of consolidating focus and effort by agencies on the specific future needs of the three cities, recognising their commonality of land-use, economy and social structure and their strong reliance on the marine environment of the Upper Spencer Gulf.

Over its 20-year history, the three Councils, through Spencer Gulf Cities, have already undertaken extensive collaboration in economic development, political advocacy, capacity building, environment and sustainability and land use planning, including the following initiatives:

- 2016 – Spencer Gulf Cities Federal Election Strategy
- 2016 – ‘Transforming the Upper Spencer Gulf’ synthesis report and strategic initiatives
- 2015 – Establishment of Spencer Gulf Cities Procurement Working Group
- 2015 – Business Case for Upper Spencer Gulf Higher Education and Research Centre
- 2015 – Regional Biodiversity Management Plan (Adelaide University Environment Institute)
- 2015 – Upper Spencer Gulf Local Government Climate Change and Hazard Reduction Strategy (URPS)
- 2014 – Establishment of Upper Spencer Gulf Mayors and MPs Forum
- 2014 – Upper Spencer Gulf Residents, Employment and Socio-Economic Connections (Strategic Economic Solutions)
- 2014 – Upper Spencer Gulf Study Tour to Newcastle and Wollongong
- 2013 – Business Case for the Duplication of the Northern Gas Pipeline (CQ Partners)
- 2012 - Memorandum of Understanding (MOU) signed by Local, State and Commonwealth Government provides strategic framework for coordinating effort to support economic diversification, prosperity and sustainable communities.
- 2012 – ‘The Common Purpose’: Advancing the Economic and Social Development of the Upper Spencer Gulf (SACES)
- 2006 – Investment Strategies for Port Pirie, Port Augusta, Whyalla
Two recent initiatives by the Councils of particular relevance to land use and development planning are:

**“Upper Spencer Gulf Planning and Development Framework Feasibility Project” (Master plan, 2014)**

This project evolved from a proposal by the three Councils to investigate a pilot for a regional service-sharing scheme arrangement to achieve consistent planning outcomes for the three Spencer Gulf cities. The report reviews current planning policy and investigates options for regional resource-sharing, with recommendations to provide a more coordinated, outcome-focused provisions of planning assessment services for industrial, commercial and other non-residential development within the region.

Whilst this report was undertaken prior to the finalisation of the South Australian Government’s planning reform, the Masterplan report did note “…by taking an early collaborative approach, the three cities can position themselves to be at the forefront of reform processes, leading to an earlier realisation of benefits for local communities and economies...”.


This project was undertaken as part of a Commonwealth-funded initiative to support better integration of economic, environmental and community values in the Upper Spencer Gulf. The report recognised that despite the common purpose and strong links between the three cities of Whyalla, Port Augusta and Port Pirie, they fall into different planning, natural resource management and economic development regions, hampering their ability to take a more strategic view of land use across the USG region and to implement consistent planning policy which recognise and optimise these commonalities.

In the context of the South Australian Government’s planning reform, the Ferretti report specifically recommended that “...the Upper Spencer Gulf Councils work with the South Australian Government to develop a regional approach to planning which focuses on a single USG region and a single Region Plan as a volume of the South Australian Planning Strategy...”

3. **What level of support has been gained by participating councils (eg Council EM endorsement)?**

As a result of the recommendations in the Masterplan and Ferretti reports, the following consideration and action by the Port Pirie, Port Augusta and Whyalla Councils in relation to regional planning collaboration has occurred:

1) Spencer Gulf Cities workshop of Mayors and CEO’s held Tuesday 25th August 2015 with Officers from the Local Government Association and Office of Local Government/Expert Panel on Planning Reform to consider opportunities and priorities for Council collaboration through the ‘Council of the Future’ report and the report by the Expert Panel on Planning Reform.

2) The ‘Spencer Gulf Cities’ Regional Planners Working Group was established in September 2015 to progress identified opportunities in relation to establishment of a joint planning board and regional development assessment panel by the Port Augusta, Port Pirie, Whyalla Councils.

3) Through this Working Group, an initial report into the “Opportunities for Regional Planning Arrangements” was prepared by Spencer Gulf Cities in February 2016 and tabled at the Whyalla, Port Augusta, Port Pirie Councils at their April/May 2016 Council meetings.
4) The three Councils considered and endorsed the recommendation in the report that: “…the Port Pirie, Whyalla and Port Augusta Councils agree in principle to investigate the establishment of a Regional Assessment Panel and Joint Planning Board…” Port Pirie Regional Council (27/04/2016); Port Augusta City Council (26/04/2016); City of Whyalla (23/05/2016)

5) The three Council Mayors and CEO’s reinforced the decision by the three Councils and resolved through Spencer Gulf Cities to “Investigate establishment of a ‘Spencer Gulf Cities’ regional planning board” as a priority for 2016/17 and endorse a budget allocation of $30,000 to help progress this.

6) A follow up Scoping Paper “Planning Reforms and Opportunity for Upper Spencer Gulf Councils” was subsequently by Spencer Gulf Cities for Council information in August 2016.

7) With the introduction of the new Planning, Development and Infrastructure Act 2016 on 1 April 2017, a combined elected member workshop to commence this joint investigation has been scheduled for 8 June 2017. This will be the first of a series of elected member/staff workshops for the three Councils:

   • Workshop 1 (confirmed 8 June 2017) – introduction to joint planning boards: Planning Agreements, Joint Planning Boards, Regional Plans,
   • Workshop 2 (approx Nov 2017) – options for joint planning board boundaries, membership including state agencies, resourcing functions and delegations, regional DAP,
   • Workshop 3 (Qtr 1, 2018) – further refinement of preferred option for planning board boundaries, membership, resourcing, functions and delegations,
   • Workshop 4 (Qtr 2, 2018) – overview of regional planning including initial feedback on long-term vision for the region, overarching principals regarding land use, transport, infrastructure and the public realm, potential for 3 city structure/master plans.

4. What types of functions would the councils like to consider in the joint planning arrangements?

   1) Land use planning
   2) Other functions are expected to be determined through the scoping workshops, but indicatively may include development planning related functions, economic development, roads and transport, waste management, public health and parts of natural resource management

5. What resources have been or will be allocated to the project from the participating councils? (Outline both monetary and in-kind resourcing)

The Port Pirie, Port Augusta and Whyalla Councils have each contributed $30,000 this financial year to support the progress of collaboration initiatives being led through Spencer Gulf Cities, with approximately one third of this allocated specifically to planning reform.

In addition, the following resources have already been committed:

   • Council Planning Managers – participation in bi-monthly ‘Upper Spencer Gulf Planning Reform Working Group’
   • Elected member participation in joint workshops
   • Spencer Gulf Cities Executive Officer time and coordination
   • Venue hire and engagement of external facilitator for elected member workshop 1 being held 08/06/17.

6. What funding support is being sought for business case development?

$30,000 funding from DPTI, to be matched by Port Augusta, Port Pirie, Whyalla Councils through Spencer Gulf Cities.

This allocation has been endorsed and budgeted by the Spencer Gulf Cities board.
8 May 2017
Connie Parisi
Department of Planning, Transport and Infrastructure
VIA EMAIL: connie.parisi@sa.gov.au

Dear Connie

EPLGA – JOINT PLANNING ARRANGEMENTS PILOT PROJECT – FORMAL PROPOSAL

Further to my email dated 21 March 2017, we are pleased to submit a formal proposal for participation in the Joint Planning Arrangements Pilot Project.

We provide details required in the Expression of Interest Proposal Form below.

Project Proponent Details
Council/other Entity
Name: Eyre Peninsula Local Government Association
Address: 89 Liverpool Street, Port Lincoln SA 5606
Postal Address: As above.

Primary contact
Name: Tony Irvine
Position/Title: Executive Officer
Phone: 0428 826 587 (mobile) 8682 6588 (office)
Email: tirvine@eplga.com.au

Secondary contact
Name: Dion Dorward
Position/Title: Chief Executive Officer – RDA Whyalla and Eyre Peninsula
Phone: 8682 6588
Email: dion.dorward@rdawep.org.au

Name: Jonathan Clark
Position/Title: Chief Executive Officer – Natural Resources Eyre Peninsula
Phone: 8688 3111
Email: jonathan.clark2@sa.gov.au

Please provide the list of Councils that are proposing to be involved in the joint planning arrangements pilot study?

<table>
<thead>
<tr>
<th>Council name</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Port Lincoln</td>
<td>Rob Donaldson, CEO</td>
</tr>
<tr>
<td>City of Whyalla</td>
<td>Chris Cowley, CEO</td>
</tr>
<tr>
<td>District Council of Ceduna</td>
<td>Geoff Moffat, CEO</td>
</tr>
<tr>
<td>District Council of Cleave</td>
<td>Peter Arnold, CEO</td>
</tr>
<tr>
<td>District Council of Elliston</td>
<td>Phil Cameron, CEO</td>
</tr>
<tr>
<td>District Council of Franklin Harbour</td>
<td>Chris Smith, CEO</td>
</tr>
<tr>
<td>District Council of Kimba</td>
<td>Deb Larwood, CEO</td>
</tr>
<tr>
<td>District Council of Lower Eyre Peninsula</td>
<td>Rod Pearson, CEO</td>
</tr>
<tr>
<td>District Council of Tumby Bay</td>
<td>Trevor Smith, CEO</td>
</tr>
<tr>
<td>District Council of Streaky Bay</td>
<td>Joy Hentschke, CEO</td>
</tr>
<tr>
<td>Wudinna District Council</td>
<td>Alan McGuire, CEO</td>
</tr>
</tbody>
</table>

In addition to the 11 Eyre Peninsula Councils, we confirm that Regional Development Australia, Whyalla and Eyre Peninsula and Natural Resources Eyre Peninsula both support the Pilot Study and wish to be involved in it, where appropriate.
What experience have these Councils had in working cooperatively?

The Eyre Peninsula Councils have worked together cooperatively through the Eyre Peninsula Local Government Association (“EPLGA”) for over 60 years.

The 11 Eyre Peninsula Councils occupy an area of 43,779km² and are accountable to a population of 55,651 people (ABS 2011 Census).

The large geographical area of the Eyre Peninsula, relatively small population and relative isolation from metropolitan Adelaide have caused the 11 Eyre Peninsula Councils to collaborate closely through the EPLGA. The EPLGA assists its member Councils through the preparation of regional transport plans, climate change adaptation plans, regional procurement initiatives, mining studies, the convening of an annual conference, governance support and advocacy and representation.

Of particular significance is the Regional Economic Development Policy adopted by the EPLGA in 2015 and which is reviewed annually, under which the EPLGA is required to partner with RDA Whyalla and Eyre Peninsula and Natural Resources Eyre Peninsula to enhance local and regional economic productivity through detailed economic planning and prudent investment.

The EPLGA is a regional subsidiary established under section 43 of the Local Government Act 1999. Its Board comprises both a member and deputy member from each member Council.

The District Council of Kimba, the District Council of Cleve and the District Council of Franklin Harbour have also worked cooperatively together in the formation of the Eastern Eyre Peninsula Regional Development Assessment Panel.

What level of support has been gained by participating Councils (eg Council EM endorsement)?

The EPLGA has resolved to provide a proposal to DPTI for a Pilot Project.

Each of the EPLGA Councils recognises the increasing need to ensure that planning and development functions are approached on a regional basis.

The very recent announcement that the Central Eyre Iron Project has been approved through the grant of a mining lease and development authorisation is timely. This project has been developed over a great number of years and the EPLGA and its member Councils have provided support to both Iron Road and the previous proponent of this project, Centrex Metals.

The EPLGA Councils have, for some time, recognised that planning policy and assessment need to be approached on a regional basis, not only to assist in facilitating this exciting and significant project, but also to increase economic development on the Eyre Peninsula.

The Pilot Project presents an important opportunity for the 11 Eyre Peninsula Councils to, through their EPLGA, investigate how regionalisation of these functions may occur in a way which allows the EPLGA to function as a cohesive and effective planning region which is attractive for potential investors.

Each of its member councils has expressed in-principle support for the Pilot Project.

What types of functions would the Councils like to consider in the joint planning arrangements?

The EPLGA would like the following to be considered in the joint planning arrangements:
1. planning policy, development assessment and compliance;
2. assessment panels – in particular a model for assessment panels which will balance the need to balance effective regionalisation with a large geographical area;
3. building assessment and compliance;
4. the potential for a joint planning board (through committees, subsidiaries or otherwise) to assist in attracting investment to the Eyre Peninsula, economic development opportunities, partnership with RDA Whyalla and Eyre Peninsula and Natural Resources Eyre Peninsula;
5. the potential for a joint planning board to facilitate or assist in the development of shared community services such as aged care and tourism services;
6. the potential for a joint planning board to act as delegate for its constituent Councils under other environmental and regulatory legislation – i.e whether a joint planning board facilitate shared resources for functions of this nature in addition to development functions.
What resources have been or will be allocated to the project from the participating Councils? (outline both monetary and in-kind resourcing)

The EPLGA has funds available to match the $50,000 offered by DPTI for the Pilot Project. We ask that we be provided with the full amount.

Further, the EPLGA member Councils and RDA Whyalla and Eyre Peninsula are able to provide staff and in-kind support where required.

What funding support is being sought for business case development?

The EPLGA has, through its own funds and grant funding obtained from the State Economic Development Board (see annexure A) and RDA Whyalla and Eyre Peninsula. These funds can be applied to the business case.

In addition, the EPLGA seeks $50,000 from DPTI, which amount it will match, dollar-for-dollar as per the terms of the EOI.

Yours Sincerely

Tony Irvine
Executive Officer

STRATEGIC REFERENCE:
EPLGA Board’s Corporate Plan 2016 – 19 Strategic Action 1.2.4 – is very clear direction in regards to this topic.

NB: Highlighted references to improving our governance and planning for future needs.

EPLGA’s Vision: Enabling Eyre Peninsula councils to excel, innovate, and thrive

1.0 Goal Areas
1.1 Advocacy and Representation - EPLGA as the principal regional local government advocate.
1.2 Governance - conducting business in accordance with the law and proper standards;
1.3 Member Services - efficient and effective member support services.

Objectives
• Strategic and focused planning and services provision,
• Enhanced communication and engagement with EPLGA members and other stakeholders.
• Demonstrable unity in collective decision making;
• Highly regarded reputation.

Strategic Actions
1.1.1 Develop effective working relationships between the EPLGA and member Councils and external stakeholder agencies and organisations.
1.1.2 Develop key EPLGA messages to demonstrate maximum alignment to the State Strategic Plan and Economic Priorities, in particular economic reform and jobs, climate change and renewable energy;
1.1.3 Develop the understanding of and commitment to mutuality of interests to optimise benefit for member Councils across the region from advocacy and partnerships;
1.1.7 Lead the completion of the Economic Development Strategy and Regional Strategic Plan, and identify and lead the development of regional strategic responses to key issues as and when required.

Goal Area 1.2 Governance

Core Activities
1.2.1 Comply with legislative requirements.
1.2.2 Identify and pursue the resourcing needs of members.
1.2.3 Manage EPLGA financial and other resources for maximum member benefit, and based on the principle that recurrent operational expenses must be funded by recurrent operational revenue.
**Strategic Actions**

1.2.4 Investigate and identify options to improve local government and regional governance, including alternative governance models, strategic planning and land use planning for the region.

1.2.5 Assist member Councils in meeting legislative compliance.

1.2.6 Develop and manage formal alliance and partnership arrangements with partner agencies and entities, e.g. RDAWEP, EPNRM, EPICCA.

1.2.7 Pursue collaborative initiatives with partner agencies, e.g. joint submissions on strategic issues with RDAWEP, EPNRM, and EPICCA.

**LEGISLATIVE REFERENCE:**
Development, Planning and Infrastructure Act 2016

**BUDGET REFERENCE:**
Pilot matching funding to be shared equally, to a maximum of $50,000 between the RDAWEP, EPNRM and EPLGA Boards.

The maximum EPLGA Board’s commitment is $17,000 funded within LGA Regional Capacity Grant Budget. The projects approved under that budget are as below.

### SUMMARY OF INCOME & EXPENDITURE REPORT 30 JUNE 2017

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<tr>
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<tr>
<td><strong>PROJECT BALANCE</strong></td>
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<td><strong>20,966</strong></td>
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</table>

The State Economic Development Board also contributed $80,000 towards the development of the Regional Economic Development Plan based on the condition that the region investigates alternative governance options to deliver economic development outcomes for the region.

**RISKS:**
Political – the legislation allows the Minister to establish a Joint Planning Board and invite Councils and other agencies to participate. Better the region takes control of its own destiny by undertaking a pilot to have a business case to assist it in future decision making.

**REVIEW PERIOD:**
Once the business case is developed, this will allow the EPLGA Board and individual member Councils to make their decisions on future actions.

**RECOMMENDATION(S):**
*That the EPLGA Board endorses the formal proposal for participation in the DPTI Joint Planning Arrangements Pilot Project as highlighted within this report.*
Spencer Gulf Cities Joint Planning Board
Notes from the Combined Workshop for Port Pirie, Port Augusta, Whyalla Councils
Thursday 8th June 2017, commencing 6.00pm at the Standpipe, Port Augusta

1. PARTICIPANTS
- Mayor Sam Johnson (Port Augusta), Mayor John Rohde (Port Pirie), Mayor Lyn Breuer (Whyalla), Cr Tim Breuer (Whyalla), Cr Jenny Barnes (Whyalla), Cr Joe Paparella (Port Pirie), Cr Fran Paynter (Port Augusta), Cr Kendall Jackson (Port Pirie), Cr Neville Wilson (Port Pirie), Cr Alan Zubrinich (Port Pirie), Cr Leon Stephens (Port Pirie), Cr Debbie Devlin (Port Pirie), Cr Lisa Umsden (Port Augusta), Cr Brett Benbow (Port Augusta), Cr Ann Johnston (Port Augusta).
- Dr Andrew Johnson (CEO, Port Pirie), Mr John Banks (CEO, Port Augusta), Mr Andre Stuyt (Group Manager - City Development & Delivery, Whyalla), Mr Grant McKenzie (Director - Development & Regulation, Port Pirie), Mr Jason Willcocks (Planning Manager, Whyalla), Ms Jodie Perone (Planning Officer, Whyalla), Mr Tung Pham (Community Planner), Yantel Burns (Assistant Community Planner), Lee Heron (Director Corporate and Community, Port Augusta).

2. IN ATTENDANCE
- Dr Donna Ferretti (facilitator), Ms Lisa Teburea (LGA), Mr Stephen Smith (LGA), Mr Mark Adcock (DPTI). Ms Anita Crisp (Executive Officer, Spencer Gulf Cities).

3. BACKGROUND - INTRODUCTION BY MAYOR SAM JOHNSON (CHAIR, SPENCER GULF CITIES)
- Until 2007 the Port Pirie, Port Augusta and Whyalla Councils were all part of the ‘Upper Spencer Gulf Development and Landuse Planning Region’. This meant specific issues associated with the needs of the three industrial cities were considered and dealt with through a very focussed, targeted approach.
- Unfortunately, this arrangement was amended by the Government in 2008, with the cities split up across three different Planning Strategy volumes. Port Augusta within the Far North, Port Pirie in the Mid North and Whyalla in the Eyre Peninsula planning region.
- This change diluted the significant structural issues all three cities were facing, increased duplication of resources and hampered the ability to take a more strategic view of development across the three cities, which have strong commonality in industry, land-use and community.
- Additional complication and duplication also currently exists with the three cities also sitting across three different tourism and economic development regions, two different education directorates and two different Natural Resource Management boards.
- Locally, there have been a number of reports highlighting the opportunities for the three cities to work more collaboratively in streamlining our development and landuse planning regimes. Some of this work extends back to the early work of the USG Common Purpose Group in 2002 for example, with a report that even then suggested opportunities for a consistent development policy framework throughout the region.
- Recent reports by ‘Masterplan’ and Donna Ferretti have both highlighted issues associated with the three Upper Spencer Gulf Councils sitting across three different planning regions and three different volumes of the state planning strategy, including increased duplication of resources and a hampered ability to take a more strategic view of land-use, infrastructure and industry development across the region.
  - MasterPlan Report - In 2014 the City of Whyalla – with funding from the LGA R&D scheme - led a review of the current planning policy and investigated options for regional resource-sharing across the three cities including joint formulation of planning policy and the establishment of a regional Development Assessment Panel. The report concluded that opportunities do exist for the Councils and communities to benefit from increased collaboration and sharing of knowledge and skills between the three organisations.
  - Donna Ferretti - Upper Spencer Gulf Model Planning Report - In 2015 the Commonwealth Government funded the Upper Spencer Gulf Common Purpose Group to consider opportunities to strengthen and streamline landuse planning across the region, recognising the commonality of heavy industry, landuse and significant environmental features such as the Spencer Gulf marine environment. The report recognised potential for the reform of the South Australian planning system – particularly the proposed regional planning arrangements – to deliver
better planning outcomes and improve coordination and efficiencies in environmental management, economic development and infrastructure provision in the Upper Spencer Gulf.

- Taking both of these recent reports on board, the Port Pirie, Port Augusta and Whyalla Councils all agreed in mid 2016 to ‘investigate a joint planning board’, in order to finally progress opportunity to streamline a number of development and landuse functions and reduce the level of duplication.
- This workshop is the first in a series of discussions between the three Councils to collectively work through what a joint planning board might look like, what arrangements might work and what won’t.

4. OPPORTUNITIES FOR COUNCIL COLLABORATION THROUGH A JOINT PLANNING BOARD - LOCAL GOVERNMENT ASSOCIATION (LISA TEBUREA, DIRECTOR PUBLIC AFFAIRS)
- The new Planning, Development and Infrastructure Act provides a substantially different model for Councils to collaborate and deliver services through a ‘Joint Planning board’.
- The opportunities for Councils are at both a regional governance and functional level – with the act providing a statutory framework to undertake planning and deliver services at a spatial scale that is most relevant for groups of Councils.
- The Joint Planning Boards are strongly consistent with the recommendations in the Local Expert Panel’s ‘Council of the Future’ report from 2013, and provide a mechanism for Councils to demonstrate stronger collaboration and efficiencies in planning and service delivery, as an alternative to amalgamation.
- Regional Councils have particularly struggled to establish and maintain strong and genuine commitment and ‘buy-in’ to landuse, development and infrastructure planning and cooperative service delivery.
- The new PDI Act provides a statutory mechanism to compel agencies to be formally involved through the Joint Planning Agreement, which sets out who is involved, the outcomes to be achieved and resource sharing to deliver this.
- The Act is still very new and there are many unknowns in terms of scope and detail of how the Joint Planning Boards will operate, particularly in the regions.
- There is substantial advantage to groups of Councils starting discussions now about what they might want to deliver together and there is support available through DPTI and the LGA to assist this.
- Councils who do not pro-actively engage now, will be placed into a region and subject to direction by the Minister.

5. OVERVIEW OF THE PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT (MARK ADCOCK, DPTI)
- The passage of the Planning, Development and Infrastructure Act 2016 begins the biggest overhaul to South Australia’s planning system in over 20 years.
- The Act came into operation on 1 April 2017, with full transition expected to take up to five years.
- Initial focus has been on establishing the ‘Planning Commission’, the online ‘Planning Portal’ and the ‘Community Engagement Charter’, with work currently occurring to transition development plans into standard online policy modules.
- The PDI Act provides for the division of the state into planning regions to define areas of commonality where strategic (regional) plans may be developed and collaborative arrangements established between councils and the State government to deliver planning services.
- These areas do not need to include the whole Local Government area, or be contiguous.
- The first step in establishing a planning region is for participant councils (and any other entity that has agreed to be party to an agreement) to enter into a joint planning agreement with the Minister.
- The planning agreement sets objectives, priorities and targets for the area covered by the agreement and provides for the establishment of a JPB to deliver the terms of the agreement and oversee its progress.
- The planning agreement may also stipulate membership, board procedures, delegation of functions and powers, staffing, operational, financial and resourcing matters.
• To deliver their objectives, the Joint Planning Board may also establish: (1) committees to advise and assist the JPB in performing its functions; and (2) subsidiaries to undertake specific activities and functions.

• A key role of the JPB is to prepare and implement a regional plan - a high-level strategic document that: (1) includes a long-term (15-30 years) vision for the region; (2) considers future need and integration of land use with transport infrastructure and the public realm; (3) recommends how to apply and operate the Planning and Design Code in the region.

• A regional plan may be divided into various parts that relate to sub-regions (ie each city), and could include structure plans, master plans or concept plans.

• The JPB may establish a regional development assessment panel, but not necessarily.

• It is expected there will be two years for regions to determine the make-up and functions of their Joint Planning Board.

• The Department of Planning, Transport and Infrastructure has recently called for Expressions of Interest from Groups of Councils interested in testing/piloting how a Joint Planning Board might work and to help develop a business case for the establishment of a JPB.

• Spencer Gulf Cities has submitted an EOI, with most other regions also nominating.

• Jeff Tate has been appointed to work with the Department to support Councils to develop their business cases. Will undertake an initial survey of Councils to determine the scope of the boards and then follow up one on one/groups of Councils.

6. QUESTIONS AND GROUP DISCUSSION

• Will the new regional plan be more flexible and able to be updated easily, as opposed to the current Landuse plan, which is set for a defined time, regardless of local changes?

• Can a Council area be split across two different regions - one which aligns better with rural and agricultural issues and the other to deal with the regional/industrial city needs?

• Need confirmation that the boards will not be a cost-shifting exercise to local government. State Government responsibilities must also flow into planning and service delivery in the region.

• How will large developments over $3 million be assessed under the new system - will they still be managed centrally through the Coordinator General/Planning Commission, or will this be returned to the Local boards?

• Need further clarity over how the local development assessment panels will fit with a Joint Planning board and the regional plan.

• There needs to be stronger and more defined incentives for Councils to move towards a new Joint Planning board arrangement - more certainty from the Government is required before Councils can have confidence.

• The testing/pilot phase and extended rollout does provide Councils/Regions opportunity to largely define their own parameters/scope.

• There is substantial benefit in the three cities of Port Augusta, Whyalla, Port Pirie continuing to work together to explore how the new Joint Planning Board could work.

7. JOINT PLANNING BOARDS - OPPORTUNITIES FOR SPENCER GULF CITIES (DONNA FERRETTI, FACILITATOR)

• One of the key changes proposed in the PDI Act is to establish Joint Planning Boards (JPBs) as a means of devolving planning functions and responsibilities away from the Minister and State government, towards regional groupings of councils.

• JPBs will provide a regionalised planning system which:
  o better aligns state and local community interests;
  o allows for a more effective use of State government and local council resources;
  o enables integrated planning of land use with economic development, transport, environmental management (or NRM) and a range of other matters;
  o provides councils and regional communities with opportunities to have greater autonomy over matters shaping the future development of their region.

• Where a Joint Planning Board is not established, the State Planning Commission will prepare a regional plan.

8. SUMMARY OF FEEDBACK FROM SMALL GROUP DISCUSSION

8.1 Potential Key Roles/Outcomes of a Spencer Gulf Cities Joint Planning Board

• Advocacy for the Upper Spencer Gulf would be a key function.
• Faster and more responsive planning and decision making

8.2 Potential Functions of a Spencer Gulf Cities Joint Planning Board
• Landuse and strategic planning across the Spencer Gulf
• Identify and plan for future transport infrastructure
• Consistent energy policy across the three Councils – particularly renewables
• Economic development and tourism
• Heritage assessment
• NRM – particularly coastal and marine management
• Public health functions required by all Councils – regional health planning
• Identify future needs/gaps in local education
• Community Housing
• Environmental Protection
• Could deliver more cost effectively a range of regulatory functions that Councils are currently responsible for
• Could be a mechanism to drive joint Council procurement
• Could assist in driving/advocating for more delivery of Government service in the region – decentralisation.

8.3 Spatial Extent of a Spencer Gulf Cities Joint Planning Board
• Still needs to be worked through – just the three cities with their common issues, or the whole council boundary, or take in the USG coast/marine triangle?
• Important starting point is uniting the three cities as they all have common needs and issues.
• Coast and marine environment – Upper Spencer Gulf is a common landscape feature that needs single management.
• There may be issues with dividing Council districts - for example Port Pirie has the city, but also a rural hinterland/small towns that may be best served by being part of a modified ‘midnorth’ agricultural region, however could also be managed within a Spencer Gulf Cities region.

8.4 Other Entities/Departments to be Involved in a Spencer Gulf Cities Joint Planning Board
• The three Councils – Port Pirie, Port Augusta, Whyalla as core partners, plus agencies that have particularly relevance to the transformation and future needs of the three cities, ie:
  • Dept Planning, Transport and Infrastructure
  • Regional Development
  • NRM (particularly coastal)
  • Health and Education
  • DEWNR/EPA
  • Dep State Development

8.5 Membership to Joint Planning Board
• Operational level (ie CEO level of Councils), rather than at a political (ie elected member) level ? Still to be worked through – skills based or representative based.
• Could invite some Government agencies, however be mindful of maintaining local control through the membership numbers.
• May be more appropriate for agencies not to be part of the decision making board, but instead use their expertise in specific committees or subsidiaries of the board.

8.6 Governance
• Could use Spencer Gulf Cities as the base entity, with additional membership as required, or through committee structures.
• Will require strong coordination/executive support role between all parties to ensure good information flow.
• The JPB must not supersede decisions of the individual Councils – still need to determine how a JPB will interact/interface with Councils – need to resolve the ‘direction of flow’.

8.7 Operation
• The board will determine its operating costs and resources ie fees and charges, officers etc.
• Will need to be clear about who pays and on what basis?
• JPA will have to be robust and clear about the roles and deliverables before firming up a cost structure.
• There is scope for the JPA to evolve over time as it matures - not just locked in to first agreement in perpetuity.
• The board will need to have strong succession planning and robustness to ensure it can withstand individual political agendas but flexible enough to accommodate changes as agreed by all Councils.
• A JPB certainly opens up opportunities for much stronger sharing of resources and service delivery across the three cities.
• There is a definite strength in the three cities continuing to pursue this model.
• However, need clarity over the likely risk of Government intervention/veto
• Need to maintain local control over current policy.
• Next steps for Councils to discuss what will the Councils be missing by not pursing a Spencer Gulf Cities JPB and what incentives are required by Councils to continue down this path?
• The model must demonstrate either imperatives or benefits before Councils will feel confident in moving towards a JPB.

9. NEXT STEPS
1. DPTI engagement consultant (Jeff Tate) to work with Spencer Gulf Cities Councils to refine scope/parameters of a JPB and opportunities.
2. Local Government Association to take issues raised tonight to the Minister for clarification and to gain direction on what functions are in/out of scope.
3. Councils to further consider advantages of working together through a Joint Planning Board; and also identify functions or delegations that should not be provided through the JPB and how they will be achieved instead.

Workshop closed 8.30pm
Summary of Key Components of the New Planning, Development and Infrastructure Act

1) Strategy
Setting long term state / regional policy directions:
- Environment and Food Production Areas in Greater Adelaide
- State Planning Policies
- Regional Plans

2) Rules
Rules against which development is assessed:
- Planning and Design Code
- Building Code
- Design Standards (public realm and infrastructure)

3) Assessment
Pathways for assessing development:
- Exempt development
- Accepted development
- Code assessed development as either “deemed-to-satisfy” or “performance assessed”
- Impact assessed
3.4  Executive Officer's Report cont.

3.4.4  Report No. 04-0617: Department of Planning, Transport and Infrastructure Pilot Project Formal Proposal

To: President and EPLGA Board Members
Date: 30 June 2017
Topic: Department of Planning, Transport and Infrastructure Pilot Project Formal Proposal
Report No: 04-0617

PROPOSAL:
That the EPLGA Board endorses the outcomes of the EPLGA Workshop held on May 2017 at Wudinna where it was resolved the Executive Officer was to submit a formal application for the DPTI Joint Planning Board Pilot.

BACKGROUND:
Initially the Executive Officer submitted a preliminary application for the pilot project subject to member Councils approval. With the closing date for applications being 12 May 2017 the EPLGA Executive Committee deemed a workshop on the matter prior to the deadline would be appropriate.

The workshop was held on 4 May 2017 at Wudinna with Kelley Jones lawyer (Victoria Shute) and Development Answers (David Altman) presenting on the subject and being on Hand to answer questions.

There were 2 Councils not present at the workshop, being DC Franklin Harbour and City of Whyalla. However in previous informal discussions between Chief Executive Officers of the Councils and the EPLGA Executive Officer there were no objections to the pilot.

DETAIL:
The following email and formal correspondence was emailed to DPTI on 8 May 2017.

Hi Connie,

After holding a workshop last Thursday 4th May at Wudinna the EPLGA Councils supported the formalization of our application for the Pilot Project referred to above. This is additional to a previous email and preliminary application, which was subject to approval of the Councils. Two Councils – City of Whyalla and DC Franklin Harbour were not present at the workshop, but in previous discussions with them I strongly believe they are in favour of the pilot being undertaken too.

There was a consensus that if we are successful with our application that whole of region and sub-regional matters be a part of consideration in the business plan development to allow Councils to have all information to hand for future decision making – this is mainly due to the geographical size of our region.

I look forward to our application being assessed favourably.

Cheers
Tony
2. Items for Consideration

2.2 Jetty Community Engagement Update

Council Meeting: 7 August 2017
Author’s Title: Group Manager Infrastructure and Planning
Group Manager: Michelle Tucker
Department: Infrastructure and Planning
File No.: 0-2

Annexures:
A – Survey Results
B – Jetty Concept Options

Officer Direct or Indirect Conflict of Interest:
In accordance with Local Government Act 1999, Section 120
Status: Information classified confidential under Section 90(2) of the Local Government Act

Reason – Nil

PURPOSE

To advise Council of the outcomes of the community engagement process, to provide information on estimated costs and to make a recommendation to Council on the length, width and features to be included on a new jetty.

SUMMARY

The Whyalla jetty as a valuable community asset, has been subject to a prohibition notice; preventing access from early March of this year. Since this time, Council has undertaken its investigation on options for either repair or replacement, sought funding and undertaken an extensive consultation and engagement process to ensure that the Whyalla jetty meets the needs of the community.

This report summarises the results of this engagement, reviews the estimated costs and considering the current available funding makes a recommendation to commence the process.

PROPOSED RECOMMENDATION

That:

1. Council adopt the concept of a jetty at 145 metres in length, 4 metres wide, a 12 x 12 metre square end, shelter, seating, handrails and windbreakers; and

2. release the Request for Tender seeking construction drawings and quantity surveying to commence the process.
2.2 Jetty Community Engagement Update

REPORT

BACKGROUND

The jetty was originally constructed in 1975, as a joint venture between the Rotary Club and the Whyalla Angling Club, with funds raised from the sale of timber planks used in the structure and grants received from the Government grant and the Coastal Protection Board. The construction was undertaken by BHP and the jetty opened in approximately December 1975.

In February of this year, after receiving an inspection report in relation to the Whyalla jetty which identified significant structural issues, Council closed the jetty from public use and a prohibition and improvement notices were received from Safework SA on 3 March 2017.

Since this time, Council has received two reports in relation to repair work and replacement of the structure. The first report outlined the cost to repair the existing jetty. Council resolved at that time to seek a further report that sought to examine and the cost to repair. The first resolution, as below, sought further options:

*C2149-2017 (20 March 2017)*

“That a report be submitted to the Council for building a new jetty as opposed to refurbishing the old jetty.”

The second report provided additional detail, cost estimates for repair and presented Council with a number of options for consideration which included, repair, decommission and decommission and replace. Council resolved the following at that time:

*C2236-2017 (15 May 2017)*

“That Council:

1. replace the jetty at an approximate cost of $2.4M, and include funds of $1,000,000 in the 2017/18 budget and a further $973,167 in the 2018/19 budget (should State Government funding not be forthcoming) to undertake the works;

2. undertake broad consultation to determine final design prior to commitment to commence project; and

3. engage a consultant to undertake design and construction drawings and quantity surveying as soon as possible.”
DISCUSSION

Community engagement and consultation commenced in June via an on-line survey, a number of pop-up consultation opportunities including the Westland Shopping Centre, Whyalla Public Library, the Marina, Whyalla Yacht Club and social media through Councils web-site and Facebook page. Staff have also tried to capture feedback from other sites including Whyalla Let’s have a Conversation.

The on-line survey sought to identify frequency of use, the reasons why people used the jetty, how often and what elements were important to them.

Visitation

The response has been overwhelming with 184 responses received from the on-line survey. Of those responding to the survey, 92% of respondents had visited the jetty in the past 12 months, with 8.8% making a daily visit, 30% visiting weekly and approximately 33% visiting at least monthly.

Important Features

- additional length;
- wider platform on the end;
- LED/solar lighting;
- bait stations;
- seating;
- shelter;
- wind breaks;
- information signage;
- drinking fountains;
- stairs to access water;
- kiosk;
- public toilets; and
- use of durable materials to protect from vandals all featured in the comments.

Some of these features would not be achievable due to restrictions of regulation and funding constraints.

From the comments received, it is clear that within our community, there is an understanding of the importance of the jetty in terms of visitation and tourism; and a great deal of attachment, love of, commitment to and support for a new jetty.

The detailed survey results are shown at Annexure “A”.
To assist in the engagement process, Council sourced a number of concept designs with a number of variations, these were to be used to generate discussion within the community (refer Annexure “B”). All concepts included windbreaks, with all, except G, also including seating, seating/fishing bays and shelter. Variations also including additional length, width and end configurations were produced as follows:

A. 125 metres long with a square end;
B. 110 metres long + 36 metre T piece end;
C. 145 metres long with a square end;
D. 121 metres long consistent with existing footprint;
E. 121 metres long with additional width of 1 metre;
F. 157 metres long with end shape consistent to the existing; and
G. 118 metres long with an 80 metre circle.

The graph below shows strong support for Options C, G and a combination and only nominal support for a jetty in the original configuration.

Design Elements
Shelter and seating were amongst the most requested element elements, with additional width, length, lighting and windbreaks also getting a mention.
These results while depicted slightly differently have a very strong correlation to those seen in the on-line survey which shows support at the following rates:

- longer 86%;
- seating 84%; and
- additional width 74%.

**Sandbar Movement**

Satellite imagery from 1954 to 2013 show a progressive movement of the sand spit towards the breakwater, at an average rate of around 12 metres per year, with one report indicating that by 1998 the spit would reach the breakwater, this was later revised to 2010. This report also indicated that the sand spit would reach the “sweep of the shoreline channel” and it was felt at the time that this would deflect the sand bar seaward and therefor into deeper water, however, further study into the effect of wind, tidal movements and the shoreline channel would be needed to confirm these earlier assumptions.

In 2017, the lobe is approximately 460 metres from the breakwater and continuing to move at a rate of around 10 to 12 metres per year. If the shoreline channel and other factors have no effect on the sand movement, the spit would approach the breakwater in approximately 2057. This may impact in the years leading up to 2057, affecting depth of water at under the jetty.

**Cost**

Options were primarily used to generate discussion and debate within the community about the optimal configuration for the new jetty. From the feedback collected, it is clear that a number of elements are important both for fishers and the more passive recreational user. Additional length and width in conjunction with seating and shelter were most important. Council has approximately $2.4m toward the jetty project made up of $1.4 rate contribution and a $1m grant. This would be sufficient to fund a jetty 145 metre long with square end of approximately 12 metres by 12 metres, shelter and seating. Should Council choose to incorporate the highly supported circle feature by respondents, this could add a further $1.1m to the costs.

While the circle jetty concept was very well supported by the community, the additional cost is currently not funded. Council had originally intended to commit $2.4m to the jetty and upon receipt of the $1m grant reduced this contribution to $1.4m. Should Council choose to deliver a jetty that is both functional and iconic, further funding of approximately $1m would need to be found, options include:

- seek further funding (grant funds);
- contribute the $2.4 originally planned + $1m state funding; and
- raise funds from other sources, community fundraising and business donations.
Strategic Plan

Goal – Unearth Community Pride within the City

Key Issue – 1.1.1 Regularly inform the community of Council activities, decision and actions. Promote positive stories, positive image. Articulate the positive approach the City takes. Social media, real time posts.

Legislation

Local Government Act 1999
Environment Protection Act 1993
Development Act 1993
Planning, Development and Infrastructure Act

Officer Direct or Indirect Interest – Nil

Risk Assessment – Nil

Social Considerations

Throughout the engagement and consultation process, it became evident that the jetty played a significant part in the social interactions of those that used and visited the jetty. With 47% of respondents using the jetty for fishing and 49% using the jetty for exercise visiting or just something to do.

Community Engagement

During the period from June through to 28 July 2017, Council undertook a range of consultation and engagement activities. This has included an on-line survey which received a total of 184 respondents, engagement sessions at the Westland Shopping Centre, Whyalla Public Library on 12 and 19 July, the Whyalla jetty, Middleback Arts Centre on Saturday 15 July and Whyalla Yacht Club on Friday 21 July. These sessions were well attended and resulted in further feedback being received from a total of 348 people.

Environmental Implications – Not applicable

Communication

Historical information has been sought from those involved in the design work for the existing jetty. These discussion have revealed that it was originally proposed to site the jetty running parallel to the break water, however, this proposal was deemed unsuitable due to line entanglement caused by tidal movements and wind. This resulted in the jetty being installed at the end of the breakwater.

Conclusion

Taking into consideration the available funds and the community feedback, a jetty of approximately 145 metres long and 4 metres wide with shelter and seating is the most strongly supported configuration. While the circle jetty concept was very well supported by the community, the additional cost is currently not funded.
Development of new jetty

Have you used or visited the Whyalla Jetty in the past 12 months?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>92.9%</td>
<td>171</td>
</tr>
<tr>
<td>No - Go to question 4</td>
<td>7.1%</td>
<td>13</td>
</tr>
</tbody>
</table>

184 answered question
0 skipped question

Have you used or visited the Whyalla Jetty in the past 12 months?

- Yes
- No - Go to question 4
Development of new jetty

If yes, please indicate how often you have used or visited the Whyalla Jetty prior to its closure.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>8.8%</td>
<td>15</td>
</tr>
<tr>
<td>Weekly</td>
<td>30.4%</td>
<td>52</td>
</tr>
<tr>
<td>Monthly</td>
<td>32.7%</td>
<td>56</td>
</tr>
<tr>
<td>Less than</td>
<td>22.8%</td>
<td>39</td>
</tr>
<tr>
<td>Other</td>
<td>5.3%</td>
<td>9</td>
</tr>
</tbody>
</table>

Answered question: 171
Skipped question: 13

Number | Other (please specify) | Categories
--- | ----------------------- | ---
1 | At least annually over several days and as many as 3 times a year |
2 | 3-4 times a week |
3 | When we feel like like it. |
4 | Only two or three times in the last 6 months |
5 | 3 - 4 times a week |
6 | Maybe once or twice a year just to go for a walk. |
7 | I have not used it for a while. Before my disability i used it quite often. However it is not wheelchair or gopher friendly as it is not |
8 | Due to my disability only once twice a year on my motorised aid |
9 | Twice in last year |

If yes, please indicate how often you have used or visited the Whyalla Jetty prior to its closure.
Development of new jetty

Please indicate your main purpose for using or visiting the Whyalla jetty.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishing/crabbing</td>
<td>47.4%</td>
<td>81</td>
</tr>
<tr>
<td>Walking/running/exercise</td>
<td>24.6%</td>
<td>42</td>
</tr>
<tr>
<td>As a place to take family and friends</td>
<td>15.8%</td>
<td>27</td>
</tr>
<tr>
<td>Recreation (something to do/a place to hang out)</td>
<td>8.8%</td>
<td>15</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>3.5%</td>
<td>6</td>
</tr>
</tbody>
</table>

answered question 171
skipped question 13

Number

<table>
<thead>
<tr>
<th>Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Fishing and walking with my family for dolphin watching</td>
</tr>
<tr>
<td>2 All of above.</td>
</tr>
<tr>
<td>3 All of the above</td>
</tr>
<tr>
<td>4 All of the above fishing, exercise, recreation</td>
</tr>
<tr>
<td>5 All of the above</td>
</tr>
<tr>
<td>6 Jetty jumping</td>
</tr>
</tbody>
</table>

Please indicate your main purpose for using or visiting the Whyalla jetty.
# Development of new jetty

**What facilities would you like to see on a new jetty (please tick all those important to you)**

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shelter</td>
<td>77.6%</td>
<td>142</td>
</tr>
<tr>
<td>Wind breaks</td>
<td>74.3%</td>
<td>136</td>
</tr>
<tr>
<td>Fall</td>
<td>62.8%</td>
<td>115</td>
</tr>
<tr>
<td>Bait cutting</td>
<td>53.0%</td>
<td>97</td>
</tr>
<tr>
<td>Rubbish</td>
<td>77.0%</td>
<td>141</td>
</tr>
<tr>
<td>Seating</td>
<td>78.7%</td>
<td>144</td>
</tr>
<tr>
<td>Other</td>
<td>21.9%</td>
<td>40</td>
</tr>
</tbody>
</table>

- **Answered question:** 183
- **Skipped question:** 1

### Number

<table>
<thead>
<tr>
<th>Other (please specify)</th>
<th>Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Happy to have a telephone tower at the end of the jetty if this provides further revenue which can help add to the length of the jetty and ongoing maintenance. Most importantly jetty length is more critical than width. Covering the planks with concrete adds weight to the jetty which gives it a greater chance of surviving storms. Railing provides safety and somewhere to rest your fishing rod or tie your crab net or burley bucket. The most important feature that should be considered is the addition of a large &quot;T&quot; piece added to the end of the jetty. The wider this t piece the better the jetty will be to fish from. Having a large t piece in deeper water gives more people the opportunity to fish in productive deep water. This is what made the old Rapid Bay jetty such a good fishing platform. I would travel from Adelaide on a monthly basis to fish from the jetty if it has the right enhancements and i know i would not be the only one doing so. Good low maintenance industrial style toilets, a large carpark with a tackle store and/or a fish &amp; chip shop would make an absolutely 1st class fishing venue.</td>
</tr>
<tr>
<td>2</td>
<td>a toilet</td>
</tr>
<tr>
<td>3</td>
<td>A longer jetty - the sandbar is moving over making the area shallower</td>
</tr>
<tr>
<td>4</td>
<td>Washing and drinking water/Toilets</td>
</tr>
<tr>
<td>5</td>
<td>make another mezanine floor glasshouse garden at the begining of it and it can use water from ocean desalinated using solar power</td>
</tr>
<tr>
<td>6</td>
<td>SOLAR LED lighting</td>
</tr>
<tr>
<td>7</td>
<td>The more stuff you put there the more people vandalise things. So sturdy seating, rubbish bin at the start of the jettisons fine. No shelter for people to burn..</td>
</tr>
<tr>
<td>8</td>
<td>Information signs along the length of the jetty that have interesting facts and information on the about the local marine life/environment. It would make it much more interesting for visitors, tourists and children.</td>
</tr>
<tr>
<td>9</td>
<td>Much longer jetty</td>
</tr>
<tr>
<td>10</td>
<td>T junction on the jetty</td>
</tr>
<tr>
<td>11</td>
<td>Toilets need to be closer for people who fish</td>
</tr>
<tr>
<td>12</td>
<td>All of the above is required</td>
</tr>
<tr>
<td>13</td>
<td>Toilet at the end, starwell to get water</td>
</tr>
<tr>
<td>14</td>
<td>Binoculars to enjoy the view</td>
</tr>
<tr>
<td>15</td>
<td>A little permanent hut that can sell drinks, fish n chips e.t.c. would be iconic for whyalla something original.</td>
</tr>
<tr>
<td>16</td>
<td>Toilet facility close to the jetty - open 24 hours. Lowered area on one side (pontoon style) that could be used for swimming off</td>
</tr>
<tr>
<td>17</td>
<td>Artisti sculpture adding to the attraction making it photographically pleasing.</td>
</tr>
</tbody>
</table>
1. Stairs / walkway to a floating pontoon to be able to land heavier fish, sting rays, large squid / cuttlefish, sharks, snook. 2. Pop up coffee and takeaway facilities area - coffee / sandwich. 3. Fresh water access to be able to wash hands. 4. Large car park closer to the beginning of the jetty structure. Also allows closer access for emergency personnel to assist the public when the victim may not be able to travel the current distance to the current car park, ie a heart attack, broken leg, medical episode, etc 5. 2 t sections, 1 in the middle and 1 at the end. 6. Current up to date fish type, size limits and measuring facilities. 7. More lighting, a better way to light up the area at night. 

T piece

disable access

boat access, floating area with tide

We don't need a jetty!

To get to water level to get water your fish

swimming enclosure

fresh running water, super bright lighting both above and underneath jetty, tables to sit and eat at, more width to the jetty, TV advertising more tourist info

Swimming 'at your own risk' jetty jumping area similar to port Lincoln or streaky bays, so that jumpers aren't in the way of people fishing/crabbing

all of above would be great and longer

Toilets nearby

All of the above including lighting

Drinking fountains for human and dogs, like at the dog park and wetlands. Fish/crab measures at each bait station. More lighting.

A closed sign

Fresh water taps at regular intervals for washing hands

Staircase half way down (no ladder on the end), Lighting, Swimming Area from Jetty

Also cater for the anglers with bait tables. Make them stainless steel to minimise vandal

moorings for visiting craft

a shop or van for hot and cold drinks and seating to watch the sun go down

Needs shelters, bins, seating, bait cutting stations, fall protection and wind breakers

Better lighting LED. Also to have cathodic ? protection system to maintain the structure

urge for fall protection small children

Welded rod holers

What facilities would you like to see on a new jetty (please tick all those important to you).
### Development of new jetty

Are you in favour of extending the length of the jetty?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
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<tr>
<td>Yes</td>
<td>89.6%</td>
<td>163</td>
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<tr>
<td>No</td>
<td>5.5%</td>
<td>10</td>
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<tr>
<td>Unsure</td>
<td>4.9%</td>
<td>9</td>
</tr>
</tbody>
</table>

**answered question** 182

**skipped question** 2

---

**Are you in favour of extending the length of the jetty?**

- Yes
- No
- Unsure
Development of new jetty

Would you like to see a wider viewing/seating area included at the end of the jetty?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
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<tbody>
<tr>
<td>Yes</td>
<td>84.2%</td>
<td>155</td>
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<tr>
<td>No</td>
<td>8.7%</td>
<td>16</td>
</tr>
<tr>
<td>Unsure</td>
<td>7.1%</td>
<td>13</td>
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Answered question: 184
Skipped question: 0

Would you like to see a wider viewing/seating area included at the end of the jetty?
Development of new jetty

Would you like to see an increase in the width of the jetty?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>74.2%</td>
<td>135</td>
</tr>
<tr>
<td>No</td>
<td>14.8%</td>
<td>27</td>
</tr>
<tr>
<td>Unsure</td>
<td>11.0%</td>
<td>20</td>
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182 answered question
2 skipped question

Would you like to see an increase in the width of the jetty?
## Development of new jetty

### Additional comments?

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<thead>
<tr>
<th>Answer Options</th>
<th>Response Text</th>
<th>Response Count</th>
</tr>
</thead>
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<tr>
<td><strong>Answer Options</strong></td>
<td><strong>Response Text</strong></td>
<td><strong>Response Count</strong></td>
</tr>
<tr>
<td>answered question</td>
<td>84</td>
<td>84</td>
</tr>
<tr>
<td>skipped question</td>
<td>100</td>
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</tr>
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<table>
<thead>
<tr>
<th>Number</th>
<th>Response Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Would like to see it a wider and a t jetty and please plenty of bins.</td>
</tr>
<tr>
<td>2</td>
<td>I am only in favour of widening the jetty if it does not affect the overall length. Good railing to lean rods on allows people to pass without interference. A wide t piece on the end of the jetty combined with quality wind breaks and shelter would make it a first class facility. A stairway down to the waters edge would also be a handy feature for divers and fishermen. The staircase can be incorporated into the crutch of the t section. What a magnificent jetty this would be, like the old Semaphore jetty...legendary.</td>
</tr>
<tr>
<td>3</td>
<td>The addition of a moderate T-section would be an improvement but would favour my above mentioned points ahead of that as a priority.</td>
</tr>
<tr>
<td>4</td>
<td>Wider to allow people to fish and others to pass by. A metre would be enough.</td>
</tr>
<tr>
<td>5</td>
<td>Security Cameras/and anyone caught damaging or graffeting to have to repair/pay for repairs and do 12mths community service.</td>
</tr>
<tr>
<td>6</td>
<td>Lots of seating would be good, and plenty of bait stations. I think a pedestrian walkway in the middle of the jetty would be good so when your walking out there you dont have to duck and weave and step over peoples fishing areas.</td>
</tr>
<tr>
<td>7</td>
<td>At least review its structural integrity and do the necessary work to keep it safe and secured.</td>
</tr>
<tr>
<td>8</td>
<td>Can't wait until it is open again so I can go back fishing.</td>
</tr>
<tr>
<td>9</td>
<td>Needs to be longer and needs to have bigger t piece at the end.</td>
</tr>
<tr>
<td>10</td>
<td>Current width is fine. Extension in length with T section that itself is wider (platform) to cater for shelter, wind breaks and seating. There needs to be certain sections NOT FOR FISHING to allow others to enjoy the views and relax. Fishing should stop 2/3 out allowing others / especially visitors to enjoy. Maybe fishin at the end at certain times (8pm to 8am) that said the mess these people leave behind is generally unsightly because they don't care. Consider salt water pumps to bring up the water so the stainless steel benches can be cleaned. I do see this will become a BBQ type task though and would cost rate payers. All that said you have successfully circome to pressure and dropped boat ramp fees how bloody silly was that! Council should lobby Jay for a return to Council coffers from local boat and trailer rego!!! Back to the jetty - a definite upgrade making it safer for children, equal access/use to fishers and non fishers. Tourists also need to considered. A large information panel at the entrance to the break water followed by further information at the jetty pointing to various sites, local history (old iron ore jetty for example) a lower platform for observation and maybe swimming ONLY NO FISHING WITHIN 50 meters either end of this including both sides, include stainless steel handrails and disabled/child safety measures. Make something we can be proud of, once off project of excellence and do not do it in stages. Open it ONLY when completed. We are starting to enjoy the wetlands, a staged projects somewhat simpler but bloody excellent for EVERYBODY. Make the jetty a jewel for the foreshore, come on you can do it. Happy to be on a start up committee if you are calling for volunteers.</td>
</tr>
<tr>
<td>11</td>
<td>Need a santos jetty built.</td>
</tr>
<tr>
<td>12</td>
<td>If the shelters take up too much room will need to be wider but feel longer is more important.</td>
</tr>
<tr>
<td>13</td>
<td>I think a longer jetty is of great benefit for the community. I believe the current width is just fine. I don’t think we should bother about bait boards or shelters as these are things that have been vandalised in the past which really is a huge waste of money. I think the wind breakers are of good value for money as it gets really cold and windy some days when fishing sand it helps keep us warm.</td>
</tr>
<tr>
<td>14</td>
<td>It would be great to have structured such as this maintained, rather than allowed to fall into disrepair. However, this now presents an opportunity to build a structure that is utilised by locals, as well as notable for tourists so I hope you take that into consideration when planning.</td>
</tr>
<tr>
<td>15</td>
<td>Let’s have bigger and better. More room for more anglers and walkers. And a few sets of steps down to the water for swimmers, snorkeling, and fishers to land the big one.</td>
</tr>
<tr>
<td>16</td>
<td>Take your time and do it properly. Longer the better I think. Have ladders for swimming pontoons maybe</td>
</tr>
<tr>
<td>17</td>
<td>Gotta go at least double the length</td>
</tr>
<tr>
<td>18</td>
<td>Better lighting is needed. Is there able to be added swimming jetties ledges off the side of it?</td>
</tr>
<tr>
<td>19</td>
<td>Additional T section at the end for greater fishing opportunities. Sink old jetty to create artificial reef</td>
</tr>
<tr>
<td>20</td>
<td>Increase the width as there isn’t much room for prams &amp; wheelchairs to get past when you have fishing gear (tackle box, bucket) on the ground</td>
</tr>
<tr>
<td>21</td>
<td>Should be longer and wider to account for the amount of people who fish and crab on the jetty and make allowances for who walk on the jetty so there not jumping over people’s fishing gear. It can get pretty busy especially during the summer</td>
</tr>
<tr>
<td>22</td>
<td>Additional length to the jetty is required approx. 30% longer than is current. Additional width would make peak fishing periods and foot traffic safer.</td>
</tr>
<tr>
<td>23</td>
<td>Would love to have it slightly wider, twice as long and a T-piece at the end stretching 100m both ways with a toilet on the end at the centre of the T-piece.</td>
</tr>
<tr>
<td>24</td>
<td>Please get jetty done asap as we love our fishing with our kids and friends miss not going there 😂😂</td>
</tr>
<tr>
<td>25</td>
<td>A little permanent hut that can sell drinks, fish n chips e.t.c. would be iconic for whyalla something original.</td>
</tr>
<tr>
<td>26</td>
<td>Would love the Jetty to be longer</td>
</tr>
<tr>
<td>27</td>
<td>Consider disabled/aged access in the design build toilet facility close to jetty - the current toilets are too far away, old &amp; dilapidated.</td>
</tr>
<tr>
<td>28</td>
<td>Have a look at Port Lincoln for a multi user/ purpose jetty. On any day tourists flock to the jetty.</td>
</tr>
<tr>
<td>29</td>
<td>I think a T piece at the end would be no good due to tide flow would tangle lines around jetty pylons</td>
</tr>
<tr>
<td>30</td>
<td>I think there should be a side or even a middle lane in the jetty for people with small kids to walk past fishermen without risk of getting caught up in their nets, lines or hooks. It’s annoying having to dodge everything when you walk past.</td>
</tr>
<tr>
<td>31</td>
<td>Use concrete for the pilers in water stops the rust</td>
</tr>
<tr>
<td>32</td>
<td>New ladders for safety</td>
</tr>
<tr>
<td>33</td>
<td>Ideally a ‘dog leg’ addition to the length rather than straight line addition to the length.</td>
</tr>
<tr>
<td>34</td>
<td>Lighting</td>
</tr>
<tr>
<td>35</td>
<td>If done properly the new jetty has the potential of becoming another tourist attraction and that can only be a positive for our struggling little town :)</td>
</tr>
<tr>
<td>36</td>
<td>If possible use old structure as artificial reefs along sections of new jetty to encourage growth and food to attract more marine life for the new jetty. Concrete pillars and thick slab wood decking would be a great jetty, they seem to last the longest.</td>
</tr>
<tr>
<td>37</td>
<td>Considering the financial state of the Whyalla inhabitants, the $2.4 million spend is not justified. The only way this jetty rebuild should be financed is a user-pays model whereby a gate is installed to ensure that users pay before using the jetty. The number of residents that use the jetty in comparison to the total number of Whyalla resident do not justify this project spend. I'm sure this will be ignored, like the cancelling of the boat ramp fees. The majority must pay for the facilities that are used by the well off minority.</td>
</tr>
<tr>
<td>38</td>
<td>We haven't been on the jetty for a while as with 2 small children we didn't think the was enough railing and I was also concerned about flying fish hooks and rods as it was quite narrow. Wider with better railing would be better for walking and running. I can't comment on fishing features, not my thing.</td>
</tr>
<tr>
<td>39</td>
<td>Please refer to Q4. Comments</td>
</tr>
<tr>
<td>40</td>
<td>I have many lifetime experiences on whyalla Jetty. My Dad tied me to that side rail on my very first fishing trip. More recently I shared a wonderful experience there with my 15 year old son (slight Autism) we were crabbing as any native whyalla person does. Even in the rain. When a beautiful mother dolphin and her new baby came to us, she sat and looked, swam slow so her baby could suckle, lifelong lovely memory. This jetty has soul. It is great the jetty is having work done, great work council! :)</td>
</tr>
<tr>
<td>41</td>
<td>This will be amazing and thank you to the whyalla city council for this</td>
</tr>
<tr>
<td>42</td>
<td>Need to hurry the process missing fishing on it</td>
</tr>
<tr>
<td>43</td>
<td>Our jetty has provided years of enjoyment for me and visitors I get please don't take forever to do this upgrade</td>
</tr>
<tr>
<td>44</td>
<td>Would be great to be able to sit and enjoy the views on jetty</td>
</tr>
<tr>
<td>45</td>
<td>Are you going to put in a roundabout on the jetty?</td>
</tr>
<tr>
<td>46</td>
<td>Let's make it the best jetty in SA perfect for every user</td>
</tr>
<tr>
<td>47</td>
<td>What about a swimming enclosure - similar to the one in Wallaroo... If you're spending that much money</td>
</tr>
<tr>
<td>48</td>
<td>DON'T INCREASE MY RATES</td>
</tr>
<tr>
<td>49</td>
<td>It would be nice if a smoother surface was used as the platform as the previous platform was very harsh on bare feet and I dare say it would have been pretty rough on dogs feet to</td>
</tr>
<tr>
<td>50</td>
<td>Many mentioned a T on end I wouldnt like this as no good for fishing</td>
</tr>
<tr>
<td>51</td>
<td>Might as well make it the longest jetty in SA make it somewhere people want to come and see or fish on.</td>
</tr>
<tr>
<td>52</td>
<td>More development around the city like this should be done. We have to make the city enticing for tourists to stay here for a holiday, not place to pass thru to get somewhere else</td>
</tr>
<tr>
<td>53</td>
<td>A longer jetty with seating area at the end for tourists would be ideal</td>
</tr>
<tr>
<td>54</td>
<td>In addition to more seating on the jetty, perhaps more seating/shade/shelter near the jetty and pontoon for those who are with people who are utilising the jetty, but do not want to walk on there.</td>
</tr>
<tr>
<td>55</td>
<td>The jetty needs to go out further into the water. Many people fish off this jetty. How awesome would it be for tourism if we extended it and had a T at the end</td>
</tr>
<tr>
<td>56</td>
<td>Place some telescopes at the end so visitors/locals can check out the Yorke Peninsula and Point Lowley.</td>
</tr>
<tr>
<td>57</td>
<td>Would like the new jetty to be a T-shaped</td>
</tr>
<tr>
<td>58</td>
<td>Toilets closer too the jetty would also be great</td>
</tr>
<tr>
<td>59</td>
<td>The longer the better and the start of the jetty should be further north along marina breakwater instead of where existing jetty is</td>
</tr>
<tr>
<td>60</td>
<td>Can catch due to not being long enough. Extend it by a considerable margin so there's a wider diversity of fish that can be caught</td>
</tr>
<tr>
<td>61</td>
<td>Some decent lighting so you can see at night.</td>
</tr>
<tr>
<td>62</td>
<td>Stop spending money when half the town is for sale. Decrease rates instead.</td>
</tr>
<tr>
<td>63</td>
<td>Looking forward to the new improved jetty and can't wait to fish off it again with my kids... that's what life is all about :)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>64</td>
<td>The seating / viewing area should be fishing free so others can enjoy the peace and quite and not have squid in stains, left over bits of dead fish laying around. Plenty of bins in the fishing zone. CCTV is an absolute must. A diving platform and safe non slip ramp / stairs to access same, no fishing from platform as above.</td>
</tr>
<tr>
<td>65</td>
<td>I am concerned about the amount of sand being pushed northwards towards the jetty. How long before it reaches the jetty and there is no water there at low tide? What provision has been made for this and also probably the entrance to the marina will need to be dredged at a future date. If this is a probably scenario, these costs would need to be factored into the total cost of building and maintaining this jetty.</td>
</tr>
<tr>
<td>66</td>
<td>dont use conveyor belt rubber.</td>
</tr>
<tr>
<td>67</td>
<td>Wheelchairs and Mobility Scooters. People in mobility scooter can only travel to beach using their Mobility scooter and if you live on the opposite end of town all power is 90% used to get there</td>
</tr>
<tr>
<td>68</td>
<td>T at the end of the jetty will be good aswell</td>
</tr>
<tr>
<td>69</td>
<td>we have some of the best sunrises and sun sets i have seen and i would like somewhere where you can get a drink and a snack and enjoy it</td>
</tr>
<tr>
<td>70</td>
<td>T piece not required Longer and wider at the end</td>
</tr>
<tr>
<td>71</td>
<td>Would be fantastic to see an immediate start! The closure has been and continues to be a huge loss to the community for locals and tourists! A future annual maintenance, inspection and reporting program needs to be implemented so this does not happen again.</td>
</tr>
<tr>
<td>72</td>
<td>Lighting is important for use at night time</td>
</tr>
<tr>
<td>73</td>
<td>It does not require a T junction at the end, but yes extended and widened if a new jetty is to be built as a repacement</td>
</tr>
<tr>
<td>74</td>
<td>Additional Lighting as more people would venture onto the new Jetty. I have seen people trying to get fish hooks out of eyebrows in poor lighting</td>
</tr>
<tr>
<td>75</td>
<td>Thanks!!</td>
</tr>
<tr>
<td>76</td>
<td>Longer and T junction</td>
</tr>
<tr>
<td>77</td>
<td>It would be beneficial to provide toilet facilities especially for the elderly and disabled I would also like to see an artificial reef created a few meters off of the end of the jetty to attract more sea life to the area Obviously with more sea life more locals and tourists would utilise the jetty Lastly some thought should also go into placing an emergency telephone on the jetty for people to access if needed</td>
</tr>
<tr>
<td>78</td>
<td>The jetty definitely needs to be a lot longer so people who can only fish on lander have a decent chance to catch fish that prefer deeper water</td>
</tr>
<tr>
<td>79</td>
<td>Just fix it, cheaper &amp; faster.</td>
</tr>
<tr>
<td>80</td>
<td>Make it go diagonally out from the current start point in the direction of the kiosk. Also build floating pontoons into it for boat pick ups and fishing at water level</td>
</tr>
<tr>
<td>81</td>
<td>Would not like to see a fish prep area or station of any kind, due to the smell and rubbish that could be potentially left.</td>
</tr>
<tr>
<td>82</td>
<td>Placing an artificial reef just out from the end of the jetty or even along the length of it. It will help attract more fish to the area.</td>
</tr>
<tr>
<td>83</td>
<td>Big more safer sturdier and can take small kids for a walk without feaaring them to fall</td>
</tr>
<tr>
<td>84</td>
<td>T piece so you can fish on all tides and winds. Sufficient led lighting. Staircases that access the water</td>
</tr>
</tbody>
</table>
**JETTY REPLACEMENT OPTIONS**

- **OPTION A**
- **OPTION B**
- **OPTION C**
- **OPTION D** (width as existing)
- **OPTION E** (1m wider than existing)
- **OPTION F**
- **OPTION G**

[Images of the options]

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Annexure “B”
Whyalla Landscape Master Plan

WORKSHOP TO REVIEW WORKS FROM 16/17 AND PLAN WORKS FOR 2017/18
Purpose of Workshop

- Resolution C2106-2017  *Review landscape MP*
- Recap Landscape Master Plan
- Highlight the progress and successes
- Highlight the challenges and problems experienced
- Where to from here
HISTORY

City-wide Landscape Plan

Purpose: “To manage all aspects of the local environment natural and built in an ecologically sustainable way”

❖ Average Rainfall v’s average evaporation rate 2,400mm (PA)
❖ Reliant on water piped 400km from the Murray
❖ Year round irrigation needs
❖ Turf reduction program
❖ Investigating water reuse and recycling (ASR, urban wetlands & Golf club dam)
❖ Plans for a Government assisted Effluent recycling were put in place
HISTORY

City-Wide Landscape Plan: Challenges

- Large clear area of exposed soil (medians and verges)
- Cost and availability of suitable cover material
- Many trees at end of useful life
- Prohibitive cost of watering turf
- Capital cost to install irrigation
- Ability to maintain (staff and Plant Resources)
HISTORY

City-Wide Landscape Plan: Solutions

- Mulches & treatments to cover exposed soils
- Utilise green waste to produce mulches
- Utilise aggregate product as cover material
- Installation of sub-surface irrigations systems to improve efficiency of watering
- Utilise Stormwater run off as a low cost option
- Tree planting to create “Avenues of shade”
- Maintain a Hierarchy of recreational spaces
- Low to medium height hardy trees on nature strips
Revisions

200X Stage 1 Recycled Water network: Golf Club & Wilson Park

2010 Greening Whyalla: Medians, Opens Space, Sporting Facilities and 3rd party users

2012 Whyalla Urban Image Guide

- Arterial Roads & Entries: Greening Whyalla: Median Strategy
- Retail shopping Precincts: City Plaza Master Plan
- Open Spaces + Parks: Wetlands Master Plan
- Foreshore: Foreshore Master Plan
PROPOSED MEDIAN TREE PLANTING

- Brachychiton acerifolius: Plant in dual staggered rows.
- Jacaranda mimosifolia: Plant in dual staggered rows.
- Eucalyptus gunnii: Plant in single avenue.

Note: Placement to meet DPI clearance requirements.