18 September 2025

Contact for Apologies: Chelsie Butler
Phone: (08) 8551 0506
Email: localgov@victor.sa.gov.au

Dear Member

## NOTICE OF MEETING

Notice is hereby given pursuant to Section **83(1)** of the *Local Government Act 1999*, as amended that a meeting for the **Ordinary Council** has been called for:

**DATE:** **Monday, 22 September 2025**

**TIME:** **5:30 PM**

**PLACE:** **Council Chambers, 1 Bay Road, Victor Harbor**

Please find enclosed a copy of the Agenda for the meeting.

Yours faithfully



Victoria MacKirdy
**CHIEF EXECUTIVE OFFICER**

*Please be advised that filming, photography, audio recording and live-streaming may take place at this meeting when the public and media are not lawfully excluded under Section 90 of the Local Government Act 1999.*

Councillors are reminded of the requirements of disclosure by Members of material or general conflict of interest in items listed for consideration on the agenda.

Section 74, 75, 75A, 75B and 75C of the *Local Government Act 1999* requires that Councillors declare any interest and provide full and accurate details of the relevant interest to the Council prior to consideration of that item on the Agenda.

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# 1. PRESENT

# 2. ACKNOWLEDGEMENT OF COUNTRY, DIVERSITY COMMITMENT, SERVICE ACKNOWLEDGEMENT AND PRAYER

**Acknowledge of Country**

The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.

**Diversity Commitment**

The City of Victor Harbor is committed to diversity, equity and inclusion. We respect people of all ages, abilities, genders, sexualities, religions, beliefs, cultures and backgrounds.

**Service Acknowledgement**

We recognise the brave individuals who have served, and continue to serve, our nation. We remember those who have lost their lives and paid the ultimate sacrifice to our country.

**Prayer**

Almighty God, we ask you to bless this council and allow it to be an agent of change to the people of this City and beyond. Direct and prosper its deliberations to the honouring of Your name and the welfare of the people whom it serves. Amen

# 3. APOLOGIES AND LEAVE OF ABSENCE

Cr Marilyn Henderson

# 4. ITEMS ADJOURNED AND/OR LYING ON THE TABLE

# 5. MINUTES OF THE PREVIOUS MEETING

## 5.1. Minutes of the Previous Meeting - 25 August 2025

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Chelsie Butler

## RECOMMENDATION

That the minutes of the Ordinary Council meeting held on Monday, 25 August 2025 be confirmed as true and accurate.

## INFORMATION

The purpose of this report is to confirm the minutes of the previous meeting in accordance with Regulation 8(1) of the *Local Government (Meeting) Procedures 2013*.

The minutes of the Ordinary Council meeting held on Monday, 25 August 2025 have been distributed to Council Members.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Preparation and reporting for the endorsement of the minutes can be managed through routine activities and have a negligible impact This risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

**Other references used:**

Local Government (Meeting Procedures) Regulations 2013

- Regulation 8 - Minutes

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications from endorsing the minutes of the previous meeting.

No additional funds are required.

## CONSULTATION

Council Members

Chief Executive Officer - Victoria MacKirdy

## 6. DEPUTATION

## 7. QUESTIONS FROM THE GALLERY

Mr Terry Andrews - Victor Harbor Watercourses Floodplain Mapping Study

## 8. PETITIONS

Nil

# 9. OFFICE OF CHIEF EXECUTIVE OFFICER

## 9.1. Outstanding Resolutions - September 2025

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Chelsie Butler

## RECOMMENDATION

That Council receive and note the Outstanding Resolutions - September 2025 report.

## PURPOSE

The purpose of this report is to provide Council with an up-to-date listing of the outstanding resolutions of Council as at the time of the agenda preparation.

## BACKGROUND

A register of resolutions for the term of Council is maintained and a report included in each Ordinary Council meeting.

The register is presented as an attachment to the report and shows items completed since the last Council meeting and outstanding resolutions that still require action.

## COMMENTARY

The Outstanding Resolutions Register provided at Attachment 1 details items still to be actioned and those completed since the Ordinary Council meeting held on Monday, 25 August 2025.

Summary action comments are provided for each item to advise Council of progress to date.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Preparation and reporting for the endorsement of the Outstanding Resolutions Report can be managed through routine activities and have a negligible impact This risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in receiving the Outstanding Resolutions report.

No additional funds are required.

## CONSULTATION

Chief Executive Officer - Victoria MacKirdy

Relevant Staff

## ATTACHMENTS

Attachment 1 - Outstanding Resolutions - August 2025

## Attachment 1 - Outstanding Resolutions - September 2025

COMPLETE

| | Meeting Date | Description | Details | Comments |
|---|---|---|---|---|
| 1 | 28/04/2025 | OC1202025 - Motion on Notice - Road and Public Place Naming Policy Amendment - Cr Angela Schiller | 1.That the Road and Public Place Naming Policy be reviewed to include the process for requests that are not on the nomenclature list, being that requests are referred to Council's Heritage Advisory Group to provide advice prior to presenting a report to Council for decision.<br><br>2.That the reviewed Road and Public Place Naming Policy be presented back to Council for endorsement. | A report is included in this agenda. |
| 2 | 26/05/2025 | OC1252025 - ADJOURNED - Urban Growth Management Strategy | 1.That Council grant delegation to the Chief Executive Officer to make minor amendments to the Victor Harbor Urban Growth Management Strategy 2050 (UGMS) - Draft (for consultation) document if/where necessary and appropriate.<br><br>2.That a report be brought back to Council following the third phase of stakeholder and community engagement, outlining the engagement findings and next steps for the project. | A report is included in this agenda. |
| 3 | 23/06/2025 | OC1722025 - Fleurieu Peninsula Tourism Agreement | That Council endorse the funding agreement with Fleurieu Peninsula Tourism (as provided in Attachment 1) in partnership with Alexandrina Council, City of Onkaparinga and the District Council of Yankalilla for a period of two years, commencing on 1st July 2025, inclusive of exit provisions pending the formation of a new regional tourism structure; and that the Chief Executive Officer be authorised to execute and administer the agreement on behalf of the Council. | Funding agreement has been executed. |
| 4 | 25/08/2025 | OC2432025 - Motion Without Notice – Local Government Reforms - Cr Brayden Mann | That Administration write to the Local Government Minister to:<br><br>1.Express out disappointment with the lack of meaningful reforms being proposed;<br><br>2.Remind the Minister that Local Government is an instrument of the State Government and that and that structural issues regarding Councils and Elections are ultimately the State Government's responsibility; and<br><br>3.Encourage the Minister to listen to the extensive recent consultation and propose meaningful reforms that will strengthen Local Government and encourage more people to run in Council elections. | Letter sent to Minister for Local Government |

## OUTSTANDING

| | Meeting Date | Description | Details | Comments |
|---|---|---|---|---|
| 5 | 11/12/2023 | OC4562023 - Advisory and Working Group Review | That Council as part of the upcoming introduction of the Sector-wide Community Engagement Charter and subsequent requirement to review its Community Engagement Policy and Framework consider implementing a modern less formal engagement approach to achieve better participation from a broader cross-section of the community. | This will be considered when the sector-wide Community Engagement Reforms are rolled out as a part of the Statutes Amendment (Local Government Review) Act 2021. The reforms will see the introduction of a State-wide Charter that all councils will be required align to. Once the Minister for Local Government has developed and released the Charter, work will commence reviewing Council's engagement approach to ensure alignment. This will include a Council Member workshop. |
| 6 | 22/01/2024 | OC192024 - Motion on Notice - Communication and Engagement with the Community - Cr Stewart Burns | That a workshop for elected members be held after the release of the Ministers Draft Community Engagement Charter to discuss ways of improving Councils communication and engagement approach with the community. | A workshop will be scheduled following the release of the Minister's Draft Community Engagement Charter. |
| 7 | 26/02/2024 | OC402024 - Marine Safety SA - Harbors and Navigations 23 Regulation Review | That Council work with the Department for Infrastructure and Transport Marine Services Marine Safety and Compliance Unit to undertake broader community consultation on any changes to regulations in relation to considering that: That personal watercraft be permanently banned within the gazetted control area (ensuring that the necessary communications are completed to adequately advertise the extension of the ban). That a no craypot area be implemented at the entrance to the Davenport anchorage for safety of navigation. | On 24 January 2025, the SA Recreational Boating Safety Strategy was published, outlining five priority areas and 25 actions to be delivered over the next five years.<br><br>Since its launch, actions focusing on boating safety education have been initiated, including the successful Stay Afloat lifejacket clinics. Current efforts include investigating a boating safety app, collaborating with the Department for Education on a youth program, starting a boating safety signage project, and expanding the webcam network.<br><br>The first regulation amendment is being considered to address safer speeds and PWC behaviour near infrastructure. The no-craypot zone near Davenport anchorage and the permanent PWC ban are under review as part of the Strategy. |

| | | | | |
|---|---|---|---|---|
| 8 | 26/08/2024 | OC2792024 - Unsolicited Proposal (USP10) - Biodiversity Victor Harbor | That Council, subject to the establishment of a community native nursery, continue the Unsolicited Proposals process with Biodiversity Victor Harbor for its participation in the operational use of the community nursery, as per the proposal received. | Staff priority is the identification of a site for the nursery/garden. Once Council has decided on a location staff can start looking at the design, stage 1 construction inclusions and an operational model that considers the co-location, site requirements and scope inclusions. Staff are also looking at how additional resources can be applied to this project within existing budget.<br><br>The Open Space and Property team presented at a Council Briefing on Monday, 10 February 2025.<br><br>A report is anticipated to be presented to a future Council Meeting for a decision on a potential location, once notification from possible land enquiries is received.<br><br>Construction allowance included in the Asset Management Plans and 2025/26 budget. |
| 9 | 28/01/2025 | OC12025 - Adjourned Item - Speed Zone Review - The Esplanade/Flinders Parade | 1. That Council support a speed zone reduction from 30km/h for The Esplanade/Flinders Parade, Victor Harbor between Albert Place and Coral Street, including Albert Place and Coral Street including Albert Place east of Crozier Road Intersection to the Esplanade.<br><br>2. That Administration request a formal speed zone review and provide feedback to the Department for Infrastructure and Transport to support the final authorisation and implementation of the speed limit change.<br><br>3. That Council endorse any changes to the speed zone signage as guided by the Department for Infrastructure and Transport. | Administration has commenced the process for requesting a speed zone review from the Department for Infrastructure and Transport.<br><br>We do not have a proposed end date for this item as DIT can take between 6 months and 3 years to provide feedback. DIT has confirmed that they are aware of the process. |
| 10 | 28/04/2025 | OC1042025 - Australian Coastal Councils Association Conference 2025 | That Cr Marilyn Henderson table a written report to a subsequent council meeting, outlining the activities and experience gained from attending the 2025 Australian Coastal Council's forum. | This will occur following the 2025 Australian Coastal Council's forum (likely at the October Ordinary Council meeting - as Cr Henderson is an apology for the August and September meetings). |
| 11 | 23/06/2025 | OC1682025 - 2025 Community Satisfaction Survey | That Council receive and note the 2025 Community Satisfaction Analysis Report as provided under separate cover.<br>That an update report be presented back to Council at six-monthly intervals until the next Community Satisfaction Survey is undertaken addressing the actions undertaken in response to the results and recommendations.<br><br>That Council give consideration during the 2026/27 budget deliberations to undertaking a further Community Satisfaction Survey. | The next report will be presented in December 2025. |

| | | | | |
|---|---|---|---|---|
| 12 | 28/07/2025 | OC2092025 - Encounter Bay Netball Club Lease Variation | That the matter be adjourned until confirmation of the grant funding is known, and that a report be presented to the next Council Meeting following the announcement. | The Encounter Bay Netball Club has been notified and will proceed with the grant application. The adjourned Item will be brough to Council once the outcome of the application is known. |
| 13 | 28/07/2025 | OC2102025 - Proposed Dog Off Leash Zone | That Council, having undertaken a trial of the foreshore area contiguous with Franklin Parade, between Harbour View Terrace and Oakham Street, determine that the trial is renewed for twelve months. | The trial has been extended for a further twelve months. A report will be brought back to Council following the completion of the trial period. |
| 14 | 28/07/2025 | OC2182025 - One Way Traffic Proposal - Almond Avenue, Victor Harbor | That Council endorse the proposal to make Almond Avenue, Victor Harbor trafficable in only one direction subject to:<br>the majority of property owners along the avenue supporting the proposal; and<br>a Traffic Engineer advising the most appropriate direction of travel with minimal modifications to the existing road network. | Procurement for a traffic engineer to investigate optimal trafficable direction has been completed.<br><br>Determined direction will be communicated to residents to obtain interest. Outcome will be reported back to Council. |
| 15 | 25/08/2025 | OC2332025 - Licence Renewal - Victor Harbor Beachside Market | That Council defer this item to the September 2025 Ordinary Council Meeting to enable Administration to hold discussions with the manager of the Victor Harbor Beachfront Market about relocating the market to Ocean Street. | Administration has held discussions with the manager of the Victor Harbor Beachside Markets and he has requested additional time to allow face to face conversations with stall holders. A report is scheduled to be presented at the October 2025 Ordinary Council Meeting. |
| 16 | 25/08/2025 | OC2342025 - Environmental Management Plan | That Council endorse the Draft Environmental Management Plan (2025-2030) for community consultation, in accordance with the Communication and Engagement Plan. | Report with Public Consultation feedback to be presented to Council at the October Ordinary Council Meeting . |

| | | | | |
|---|---|---|---|---|
| 17 | 25/08/2025 | OC2352025 - Speed Limit Reviews - Colebatch Road and Agnes Gillespie Drive | 1.That Council, considering requests from the community and advice provided by the Department for Infrastructure and Transport (DIT), request the Department for Infrastructure and Transport to provide approval to Council for a 50km/h speed limit sign to replace the 'dust' sign on Colebatch Road, near the intersection with Day Road.<br><br>2.That Council, considering requests from the community and advice provided by the Department for Infrastructure and Transport (DIT), remove the 60 km/h signs 20 meters before and after the wombat crossing on Agnes Gillespie Drive, allowing the 40 km/h speed limit to apply to the wombat crossing to terminate at the T-intersection of Adelaide Road.<br><br>3.That Council, considering requests from the community and advice provided by the Department for Infrastructure and Transport (DIT), direct Administration to engage a Traffic Engineer to review the residential precinct adjoining Agnes Gillespie Drive and Kleinig Drive at Hayborough for its suitability as a 40 km/h residential zone with the view that the recommendations be presented to Council at a future meeting. | 1. Work Requests lodged to replace 50km/h signage at the intersection of Day Road and Colebatch Road.<br><br>2. 60km/h signage removed for before and after the wombat crossing on Agnes Gillespie Drive.<br><br>3. Procurement has been complete for a Traffic Engineer to be engaged to undertake the review. A report to be presented back to Council with the recommendations. |

## 9.2. Council Rebate Application - Great Southern FM Community Broadcasters Association (Happy FM)

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Suzannah Sheldon

## RECOMMENDATION

That Council:

a. receive and note the Great Southern FM Community Broadcasters Associations (Happy FM) application; and

b. approve the discretionary 75% rebate application from the Great Southern FM Community Broadcasters Association pursuant to Section 166 (j) of the Local Government Act 1999 for the 2025/26 financial year; and

c. approve a budget increase of $2,000 to the operating budget for the purpose of providing the rebate.

## PURPOSE

The purpose of this report is for Council to consider a 75% Discretionary Rebate application from Great Southern FM Community Broadcasters Association.

## BACKGROUND

The *Local Government Act 1999* (the Act) provides for mandatory and discretionary rebates of council rates in prescribed circumstances, with section 166 applicable to discretionary rebates. Discretionary rebates can be granted for any amount up to 100%.

Council currently provides discretionary rebates under the following:

- Section 166 (1)(b) - where the rebate is desirable for the purpose of assisting or supporting a business in the area.

- Section 166 (1)(c) - where the rebate will conduce to the preservation of buildings or places of historical significance.

- Section 166 (1)(j) - where the land is being used by an organisation which, in the opinion of the council, provides a benefit or service to the local community.

## COMMENTARY

Council received a rate rebate application on 10 July 2025 from Great Southern FM Community Broadcasters Association (Happy FM) for consideration.

The application has been made under Section 161 of the Act pertaining to mandatory rebates, however, after consultation with the Station Manager, Mr Ian Wright, the application was revised and applied for under discretionary rebate Section 166 (j) which provides *'where the land is being used by an organisation which in the opinion of the council, provides a benefit or service to the local community'.*

The land subject to the rebate application is owned by the applicant whom, as stated in the application, operates as a registered Not for Profit charity organisation (Constitution sighted). Great Southern FM Community Broadcasters Association provides a service to the local community by way of free community service announcements as well as emergency information from local and regional authorities. The applicant also notes Great Southern FM Community Broadcasters Association's support of City of Victor Harbor and providing information of council activities to the community and interviews with the Mayor.

A copy of the application is provided at Attachment 1, and a copy of the supporting email relating to the application is provided at Attachment 2.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Financial Management** - An increase to the budget is required for the approval of this application. This risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

**Other references used:**

- 2025/26 City of Victor Harbor Annual Business Plan Rating Policy
- Local Government Act 1999 (Section 166 - Discretionary rebates of rates)

## BUDGET IMPLICATIONS

There are insufficient funds in Project #100053 (Rates Revenue) for the provision of a discretionary rebate at a cost of $1993.88

There will be an increase, subject to Council approval, to operating expenses of $1993.88

## CONSULTATION

Group Manager Governance and Finance - Kellie Knight-Stacey

Finance Manager - Stephanie Juhas

## ATTACHMENTS

Attachment 1 - Great Southern FM Community – Rate Rebate Application Form

Attachment 2 - Supporting Email - Rate Rebate Application - Great Southern FM Community Broadcasters Association

**Attachment 1 - Great Southern FM Community – Rate Rebate Application Form**

2024/2025 – FM7.69.007

# Rate Rebate Application Form

Received By
10 JUL 2025
City of Victor Harbor

city of Victor Harbor

Please complete this form in **BLOCK LETTERS** and return by:

- **Post:** PO Box 11, Victor Harbor SA 5211
- **Email:** localgov@victor.sa.gov.au
- **In person:** 1 Bay Road, Victor Harbor

## Applicant Details

Name: GREAT SOUTHERN FM COMMUNITY BROADCASTERS ASSOCIATION

Company:

Address: P.O BOX 999 VICTOR HARBOR 5211

Email: manager@happyfm.org.au Phone: 85527999

## Property Details

Assessment Number: A7248 Valuation Number: 451183200

Address: 55 CROZIER ROAD VICTOR HARBOR 5211

Owner: GREAT SOUTHERN FM COMMUNITY BROADCASTERS ASSOCIATION

Note: If the application for a rate rebate is for multiple properties, each assessment must be separately identified (a separate listing can be attached if necessary)

## Categories of rebate

Please tick the category of rebate under which you are seeking a rebate (section numbers quoted refer to the Local Government Act 1999

### Mandatory 100% rebate

- ☐ **Health Service (Section 160) –** land being predominantly used for service delivery or administration by a hospital or health centre incorporated under the South Australia Health Commission Act 1976
- ☐ **Religious Purposes (Section 162)** - land containing a church or other building used for public worship (and any grounds), or land solely used for religious purposes
- ☐ **Public Cemeteries (Section 163)** - land being used for the purposes of a public cemetery
- ☐ **Royal Zoological Society of SA (Section 164)** - land (other than land used as domestic premises) owned by, or under the care, control and management of, the Royal Zoological Society of South Australia Incorporated

PO Box 11
1 Bay Road
Victor Harbor SA 5211
www.victor.sa.gov.au
P 08 8551 0500
F 08 8551 0501
E localgov@victor.sa.gov.au

**Mandatory 75%**

☐ **Educational Purposes (section 165) –** land that is
- ☐ Occupied by a Government school under lease or licence and being used for educational purposes, or
- ☐ Occupied by a Non-government school registered under the Educational and Early Childhood Services (Registration and Standards) Act 2011 and being used for educational purposes, or
- ☐ Used by a university or university college to provide accommodation and other forms of support to students on a not-for-profit basis

■ **Community Services (Section 161)** - land being predominantly used for service delivery and/or administration by a community services organisation

To qualify as a Community Service Organisation you must meet the following criteria;
(a) Is incorporated on a not for profit basis for the benefit of the public, **AND**
(b) Provides community services without charge or for a charge that is below the cost to the body of providing the services, **AND**
(c) does not restrict its services to persons who are members of the body

Which of the following services does your organisation provide from the property?
- ☐ Emergency accommodation
- ☐ Food or clothing for disadvantaged persons
- ☐ Supported accommodation (select at least one of the following)
  - ☐ Residential care facility that is approved for Commonwealth funding under the Aged Care Act 1997(Cwlth)
  - ☐ Accommodation for persons with mental health difficulties, intellectual or physical difficulties or other difficulties who require support in order to live an independent life
  - ☐ Accommodation provided by a community housing provider registered under the Community Housing Providers National Law that is incorporated on a not-for-profit basis for the benefit of the public
- ☐ Essential services or employment support for persons with mental health difficulties or with intellectual or physical disabilities
- ☐ Legal services for disadvantaged persons
- ☐ Drug or alcohol rehabilitation services
- ☐ Research into or community education about disease or illness, or palliative care to persons who suffer from disease or illness

*Note: Disadvantaged persons are disadvantaged by reasons of poverty, illness, frailty or mental, intellectual or physical disability.*

**Are you seeking an increase to the Mandatory 75% rebate?** **Yes** **No**
If you have answered yes, please indicate the amount of rebate you are applying for and the reasons to justify your request; _____ %

_____
_____
_____
_____
_____
_____

**Discretionary Rebate (Section 166)**

Council may grant a rebate of rates at it's discretion in any of the following cases. Please indicate which of the following cases is applicable to your application;

- ☐ (a) the rebate is desirable for the purpose of securing the proper development of the area (or a part of the area)
- ☐ (b) the rebate is desirable for the purpose of assisting or supporting a business in its area
- ☐ (c) the rebate will be conducive to the preservation of buildings or places of historic significance
- ☐ (d) the land is being used for educational purposes
- ☐ (e) the land is being used for agricultural, horticultural or floricultural exhibitions
- ☐ (f) the land is being used for a hospital or health centre
- ☐ (g) the land is being used to provide facilities or services for children or young persons
- ☐ (h) the land is being used to provide accommodation for the aged or disabled
- ☐ (i) the land is being used for a residential aged care facility that is approved for Commonwealth funding under the Aged Care Act 1997 (Commonwealth) or a day therapy centre
- ☐ (j) the land is being used by an organisation which provides a benefit or service to the local community
- ☐ (k) the rebate relates to common property or land vested in a community corporation under the Community Titles Act 1996 over which the public has a free and unrestricted right of access and enjoyment
- ☐ (l) the rebate is appropriate to provide relief against what would otherwise amount to a substantial change in rates payable due to:
  - ☐ a redistribution of the rates burden within the community arising from a change to the basis or structure of the council's rates, or
  - ☐ a change to the basis on which land is valued for the purpose of rating, rapid changes in valuations, or anomalies in valuations
- ☐ (m) where the rebate is appropriate to provide relief in order to avoid what would otherwise constitute:
  - ☐ a liability to pay a rate or charge that is inconsistent with the liabilities that were anticipated by the council in its annual business plan, or
  - ☐ a liability that is unfair or unreasonable
- ☐ (n) where the rebate is to give effect to a review of a decision of the council under chapter 13 part 2 of the Act (Internal Review of Council actions)
- ☐ (o) where the rebate is contemplated under another provision of this Act

Please specify the amount of discretionary rebate you are applying for _____%

Please specify why you believe the Council should grant a rebate of rates for the applicant property.

OPERARTING AS A REGISTERED NOT FOR PROFIT CHARITY ORGANISATION, HAPPY FM RADIO PROVIDES A SERVICE TO OUR LOCAL COMMUNITY BY WAY OF FREE COMMUNITY SERVICE ANNOUNCEMENTS AS WELL AS EMERGENCY INFORMATION AS DETERMINED BY LOCAL AND REGIONAL AUTHORITIES. HAPPY FM ALSO PROVIDES AN OPPORTUNITY FOR VICTOR HARBOR COUNCIL TO ACCESS AIR TIME TO KEEP RATEPAYERS UP TO DATE WITH COUNCIL ACTIVITIES. HAPPY FM ALSO PROVIDES 24/7 PROGRAMMING FOR OUR LOCAL COMMUNITY.

**Supporting Documentation**
The Council requires you to attach the following information to this application:

- Evidence that the land is being predominately used for the purpose for which the rebate is being sought

**Community Services Rebate**

- Evidence that the land is being used for service delivery and/or administration
- A copy of the organisation's Constitution and/or other documentation establishing that it is incorporated on a not-for-profit basis
- A copy of the organisation's latest Annual Report
- Evidence that the service is provided free of charge or below cost
- Evidence that the service is provided to persons other then members
- Evidence (if any) of receipt of State or Commonwealth Government funding

**Discretionary Rebates**

- The nature and extent of council services provided to the land in comparison to similar services provided elsewhere in the council area
- The community need (if any) that is being met by the activities carried out on the land
- The extent (if any) to which the activities carried out on the land provides assistance or relief to disadvantaged persons
- The extent of financial assistance (if any) being provided by Commonwealth or State Government, or other community grants (including from the City of Victor Harbor)

**Please note:** Additional information may be requested after receipt of your application. It is the responsibility of the applicant to establish their claim for entitlement to a rebate and supply all the information required to substantiate this claim. Where insufficient information or evidence is supplied, applications may be denied.

**Important Information and Declaration**
It is an offence for a person or body to make a false or misleading statement or representation in an application or to provide false or misleading information or evidence in support of an application made (or purporting to be made) under the Act.
The maximum penalty for this offence is $5,000.00 (Section 159 (2) of the Local Government Act 1999).

The Council may grant a rebate of rates or charges on such conditions as the Council thinks fit.

If a person or body has the benefit of a rebate of rates and the grounds on which the rebate has been granted cease to exist, the person or body must immediately inform the Council of that fact and (whether or not the Council is so informed) the entitlement to a rebate ceases.
If a person or body fails to notify the Council that person or body is guilty of an offence and liable to a maximum penalty of $5,000.00 (Section 159 (7) and (8) of the Local Government Act 1999).

The Council may, for proper cause, determine that an entitlement to a rebate of rates under the Act no longer applies.

Where an entitlement to a rebate of rates ceases or no longer applies during the course of a financial year, the Council is entitled to recover rates, or rates at the increased level (as the case may be), proportionate to the remaining part of the financial year.

I declare that the information I have provided on and attached to this application form is true and correct.

Print Full Name MICHAEL ALDRED WILLETT Date 1/07/2025

Signature 

## Attachment 2 - Supporting Email - Rate Rebate Application - Great Southern FM Community Broadcasters Association

**From:** manager@happyfm.org.au
**To:** [redacted]
**Subject:** IREC40398025 - FM7.69.007 - RE: OREC22044625 - FM7.69.007 - RE: IREC40267225 - FM7.69.007 - IAN WRIGHT "90.1 HAPPY FM Victor Harbor & Goolwa" re : Rate Rebate Application.....Att : KELLIE KNIGHT-STACEY, Manager, Governance & Finance, City Of Victor Harbo
**Date:** Monday, 11 August 2025 2:23:37 PM
**Attachments:** image001.jpg
image002.png
image003.png

Hi Kellie and thank you for your investigation and response.

As per your suggestion, please update our application to the **Discretionary Rebates** category, at the 75% level.

I look forward to hearing Council's decision from your August or September 2025 council meeting.

Thanks & regards,
IAN

**Ian Wright**
**Station Manager**
Great Southern FM Community Broadcasters Association Inc. (t/a **'90.1 HAPPY FM'**)
55 Crozier Road,
Victor Harbor. SA 5211
manager@happyfm.org.au
www.happyfm.org.au
Mobile 0448 920 104

**From:** [redacted]
**Sent:** Monday, 11 August 2025 2:00 PM
**To:** manager@happyfm.org.au
**Subject:** OREC22044625 - FM7.69.007 - RE: IREC40267225 - FM7.69.007 - IAN WRIGHT '90.1 HAPPY FM Victor Harbor & Goolwa' re : Rate Rebate Application.....Att : KELLIE KNIGHT-STACEY, Manager, Governance & Finance, City Of Victor Harbor.

Hi Ian,

Thank you for your email regarding the rate rebate application submitted on behalf of 90.1 HAPPY FM.

We appreciate the significant contribution your station makes to the community through volunteer-led programming, free community service announcements, and ongoing engagement with Council representatives.
I have reviewed the file and can confirm that the application was submitted and assessed under *Section 161 of the Local Government Act 1999*, which outlines eligibility for **mandatory** rebates.
Based on the criteria in this section and the legislative definition of a 'community service organisation', 90.1 HAPPY FM is not eligible.

However, *Section 166 of the Local Government Act 1999,* provides the ability for Council to consider **discretionary** rebates.
The most relevant section for your organisation would be (1)(j), which states *'where the land is being used by an organisation which, in the opinion of the council, provides a benefit or service to the local community.'*

Please advise, by return email, if you would like us to update your application to a discretionary rebate as per the section 166(1)(j) above, at 75% in line with similar providers in the council area.

A report will need to be prepared as all discretionary rebate applications are required to go to Council for a decision.
Depending on timing, the report will go to either the August or the September meeting.

Please let me know if have any queries or need further information.

**Kellie Knight-Stacey** | Group Manager Governance & Finance

**City of Victor Harbor**
1 Bay Road, Victor Harbor SA 5211
**P** 08 8551 0500
**E** localgov@victor.sa.gov.au | www.victor.sa.gov.au

VV 2025.png

***The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.***

The information on this email may be confidential and/or legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you believe you have received this email by mistake please contact the City of Victor Harbor immediately on (08) 8551 0500 or email localgov@victor.sa.gov.au.

[redacted]

## 9.3. Fleurieu Aquatic Centre Joint Venture - Quarterly Report

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Victoria MacKirdy

## RECOMMENDATION

That Council receive and note the Fleurieu Aquatic Centre Joint Venture quarterly report.

## PURPOSE

The purpose of this report is to provide a quarterly update to Council regarding the Fleurieu Aquatic Centre Joint Venture.

## BACKGROUND

Effective 1 August 2024, the Fleurieu Regional Aquatic Centre Authority (FRACA) was dissolved by the Minister for Local Government. In its place, a Joint Venture Agreement (JVA) was formed between Alexandrina Council and the City of Victor Harbor to oversee the management of the Fleurieu Aquatic Centre.

## COMMENTARY

This report provides a brief update on current initiatives for the Fleurieu Aquatic Centre Joint Venture for Council's information.

***Asset Maintenance Works***

Further to the report to Council in June 2025, key maintenance works have commenced at the Centre with the hydrotherapy pool maintenance commencing on time in early July 2025. The pool was reported as being in good condition, with only some minor extra works being required such as a number of tiles being replaced in addition to the re-epoxy application, replacement of filter media and replacement of expansion joints.

Maintenance on the hydrotherapy pool and the program (learn to swim) pool is now complete, and both pools are open to the public. Maintenance work on the 25m main pool commenced on Thursday, 4 September, and the pool is expected to remain closed for approximately four weeks.

Communication continues to be coordinated between the YMCA and both council's communications teams.

***Fleurieu Aquatic Centre Promotions***

Promotions have been focused on retention of swimmers over the winter period, with YMCA also focusing on support for centre users through the onsite maintenance works, inclusive of retention of members and programming changes due to the pool closures.

***Operational Management Agreement***

Work continues to prepare documentation for the upcoming tender process for the new Operational Management Agreement. Draft key documents were presented to the Joint Venture Committee at their meeting held 22 July 2025 and are now being finalised in preparation for review by both the cross-Council Working Group and Council CEOs. Once documents are finalised the tender will be launched and is anticipated to commence by end of September 2025, with a final outcome anticipated by no later than March 2026, to allow time for new contract preparations ahead of the current contract expiring 30 June 2026.

***Energy Efficiency***

The energy audit for the Centre has commenced, with engaged specialists having undertaken a site visit in July 2025. It is anticipated that an initial report will be presented to the Joint Venture Officer in the coming weeks and further discussions will then occur with relevant council stakeholders to understand findings and consider the actions required. Audit recommendations will be considered in conjunction with the current in progress condition assessment report for the centre. The report and any resulting recommendations will be provided to the Joint Venture Committee once complete in the latter half of 2025.

***Resourcing***

As the auspicing council of the joint venture, it should be noted that Alexandrina Council administration is expecting significant resourcing impacts through multiple teams in order to effectively support the joint venture, the Centre and the activities contained within this report. It is hoped that resourcing requirements will reduce over comings months, however, this will need to be closely monitored, and further considerations may be required by the Councils.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Information** - No risks have been assessed in relation to the report as it has been provided for information only and no formal decision of Council is required.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

- Objective 6.3 - Manage council's finances and resources sustainably

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in receiving the quarterly report.

No additional funds are required.

## CONSULTATION

Stacey Bateson - Alexandrina Council (General Manager Community)

Danielle Leckie - Fleurieu Aquatic Centre Joint Venture Officer

## ATTACHMENTS

Nil

## 9.4. 2026 Citizen of the Year Awards

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Chelsie Butler

## RECOMMENDATION

1. That Council call for nominations for the City of Victor Harbor 2026 Citizen of the Year Awards, opening on 1 October 2025 and closing 16 November 2025, in the following four categories:

    a. Citizen of the Year
    b. Young Citizen of the Year
    c. Community Event of the Year
    d. Active Citizen of the Year.

2. That Council establish a 2026 Citizen of the Year Award Selection Panel comprising two Council Members and up to three Community Representatives, to assess nominations received.

    *In accordance with the Nomination and Appointment to Internal and External positions of the Code of Practice for Meeting Procedures, with the consent of two thirds of the members, the Mayor will call for a suspension in meeting procedures in order to seek nominees for the Council Member representatives' positions on the 2026 Citizen of the Year Award Selection Panel.*

    *If more than two members nominate for the position, then recommendation 3 should follow, but is otherwise not required.*

3. That Council appoints the Chief Executive Officer as the Returning Officer for the purpose of a secret ballot to determine the Council Member representatives for the 2026 Citizen of the Year Award Selection Panel and that on completion of the ballot, be authorised to declare the successful Council Members for the 2026 Citizen of the Year Award Selection Panel.

4. That Council appoints Cr …….…. and Cr …….…. as Council Member representatives on the 2026 Citizen of the Year Award Selection Panel.

5. That Council call for expressions of interest in order to fill the three Community Representative Positions on the 2026 Citizen of the Year Award Selection Panel, and authorise the Chief Executive Officer to appoint the successful Community Members.

## PURPOSE

The purpose of this report is to establish a 2026 Citizen of the Year Award Selection Panel and call for nominations for the 2026 Citizen of the Year Awards.

## BACKGROUND

Council participates annually in the Citizen of the Year Awards through the Australia Day Council of South Australia (ADCSA), a non-profit organisation coordinating Australia Day programs, including the Australian of the Year Awards and the Australia Day Ambassador program.

ADCSA provides marketing and logistical support for local Australia Day events. Council has consistently called for nominations and awarded recipients in the following categories:

- Citizen of the Year
- Young Citizen of the Year
- Community Event of the Year
- Active Citizenship Award

## COMMENTARY

***Award Categories and Eligibility***
The 2026 Citizen of the Year categories and eligibility criteria are as follows:

***Citizen of the Year and Young Citizen of the Year:***

- Significant contribution to the community beyond employment duties
- An inspirational role model for the Australian community
- The scope of impact the individual's contribution has on the local government area.

***Community Event of the Year:***

- The quality of the work for the event
- The scope of impact the work has on the local government area
- The event's contribution to the community.

***Active Citizenship:***

- The person or group has demonstrated leadership in and for the community
- The person or groups involvement in the community
- The scope of impact the person or groups work has on the community.

It is not a requirement that the individual resides in the local government area. The focus should be on their specific contribution to that local government area or community (e.g. an individual may live in a neighbouring Council but has made a significant contribution to a community organisation within the respective Council).

***Nomination Period***

- Opening: 1 October 2025
- Closing: 16 November 2025
- Early nominations (before 1 October 2025) will be accepted.

***Community Engagement***

ADCSA will provide statewide marketing, and nominations can be submitted online via the ADCSA website. All nominations for the City of Victor Harbor will be forwarded to Council.

Council will promote nominations using:

- Social media (Facebook, Instagram)
- Media release and public notices
- City website and Victor Viewpoint
- Local radio and stakeholder networks (schools, clubs, volunteer organisations).

To increase nominations for Young Citizen of the Year, Council will engage directly with local schools, sporting clubs, and youth organisations via the Youth Development Officer.

***Selection Panel***

The Citizen of the Year Award Selection Panel, comprising two Council Members and up to three Community Representatives, will review nominations against eligibility criteria and provide recommendations to Council.

***Australia Day Celebrations***

Recipients will be announced at the Australia Day celebrations on Monday, 26 January 2026, commencing with the traditional breakfast, followed by Citizenship Ceremonies and award presentations.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Calling nominations aligns with ADCSA guidelines and provides the community the opportunity to recognise outstanding contributions. This risk is assessed as ***low.***

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 1 - We are a caring, connected and active community

**Other references used:**

Australia Day Council of South Australia

- Local Government Authorities Guidance and Criteria

## BUDGET IMPLICATIONS

There are sufficient funds in Project #100012 *(CEO Admin)* to support the 2026 Citizen of the Year Awards.

No additional funds are required.

## CONSULTATION

Australia Day Council of South Australia

Communications Officer - Emma Warren

## ATTACHMENTS

Nil

## 9.5. Local Government Association Preferential Voting

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Kyla Walker

## RECOMMENDATION

That Council supports the adoption of preferential voting for the Local Government Association President and Local Government Association Board positions.

## PURPOSE

The purpose of this report is for Council Members to consider proposed changes to the voting systems for the Local Government Association (LGA) President and LGA Board positions.

## BACKGROUND

At the 2024 Annual General Meeting, a motion was carried by a majority of members, requesting the LGA to consider adopting preferential voting for the election of the LGA President. The motion noted that this is the voting method used in South Australian elections for the House of Assembly and Legislative Council. The specific resolution was:

*That the Annual General Meeting requests the LGA to consider the adoption of preferential voting for the LGA President (subsequent to the 2024 AGM); the voting methods used in South Australian elections for the House of Assembly and Legislative Council to be followed respectively.*

As LGA is considering implementing these changes, the consultation is being extended to also cover potential changes to how councils submit their votes, to improve transparency and administrative efficiency.

## COMMENTARY

On 18 August 2025, the Mayor received correspondence from the Local Government Association (LGA), urging councils to review proposed voting changes ahead of the final marked-up version of constitutional amendments, which will be presented to councils in October as part of the LGA Annual General Meeting (AGM) agenda.

### *Current Voting Method*

Currently, the voting method for the LGA President and Board follows a First-Past-the-Post system. This straightforward voting approach requires voters to select only one candidate, with the candidate receiving the most votes being elected.

***Proposed Voting Method***

The LGA is considering a shift from First-Past-the-Post to Preferential Voting. This method would allow voters to rank candidates in order of preference (1st, 2nd, 3rd). If no candidate secures an outright majority of first-choice votes, the candidate with the fewest votes will be eliminated. Their votes will then be redistributed according to the next preferences indicated. This process will continue until a candidate achieves a majority.

***Reasons for the Change in Voting Method***

During the 2024 LGA elections, discrepancies arose between the voter numbers recorded in councils' formal meetings-often held in public-and the sealed ballot papers submitted to the LGA. These inconsistencies led to confusion for nominated representatives and complicated the process for administrators.

To streamline the election process, the LGA is looking to treat a council's formal resolution as its official vote, eliminating the necessity for a separate ballot paper. Individual vote counts will remain confidential, but the overall results will be publicly announced on the designated results day.

A summary of the changes are as follows:

- Implementing preferential voting for the LGA President
- Eliminating the sealed ballot process, with the Council's formal meeting resolution serving as its official vote.

***Next Steps***

The LGA will draft the amendments to the LGA constitution, with the final mark-up version of constitutional amendments being included in the LGA Annual General Meeting Agenda.

Council's representative will vote at the AGM in November 2025, and the Minister for Local Government will approve the changes.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Preferential voting is seen as a fairer method of selecting a preferred candidate. For the LGA President, with 68 councils voting, preferential voting provides a greater chance that the overall preferred President will be elected. Over the past 20 years, it has been rare for any president to be elected with a clear majority under the first-past-the-post method, so preferential voting may have influenced the outcome had it been used. This risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in Council resolving to support the adoption of preferential voting for the Local Government Association President and Local Government Association Board positions.

No additional funds are required.

## CONSULTATION

Chief Executive Officer - Victoria MacKirdy

Strategy and Engagement Business Partner - Michelle James

## ATTACHMENTS

Nil

## 9.6. 2025 Local Government Finance Authority - Annual General Meeting

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Kyla Walker

## RECOMMENDATION

That Council declines the invitation to submit a Notice of Motion to the Local Government Finance Authority Annual General Meeting.

## PURPOSE

The purpose of this report is for Council to consider submitting a Notice of Motion to the 2025 Local Government Finance Authority (LGFA) of South Australia Annual General Meeting.

## BACKGROUND

In 1983, the Local Government Association appointed a working party consisting of Council Members to investigate the concept of a centralised investment and lending organisation. Based on very positive results from the working party, the LGFA was established under the *Local Government Finance Authority Act 1983* as a body corporate in December 1983. The LGFA are administered by a Board of Trustees. Under Section 7 of the *Local Government Finance Authority Act 1983*, the Board is constituted of seven members as follows:

- Two are persons elected in accordance with the rules of the Authority
- Two are persons appointed by an Annual General Meeting (AGM) of the Authority upon the nomination of the Local Government Association
- One is a person appointed by the Minister
- One is a person appointed by the Treasurer
- One is the person for the time being holding or acting in the office of Secretary of the Local Government Association.

Every Council in South Australia is automatically a member of the LGFA, however there is no requirement for councils to use their services.

The LGFA works for the benefit of councils and other local government bodies within South Australia.

## COMMENTARY

The LGFA AGM is being held on Friday, 21 November 2025 at the Adelaide Convention Centre, North Terrace, Adelaide and will coincide with the AGM of the Local Government Association.

On Monday, 18 August 2025, Council received correspondence from the Chief Executive Officer of the LGFA, providing advance notice of the AGM. A copy of the correspondence is provided at Attachment 1.

The LGFA are inviting Council to forward:

***Appointment of Council representative***

Section 15 of the *Local Government Finance Authority Act 1983* provides that each Council may appoint a person to represent them at a general meeting of the Authority.

At the Ordinary Council Meeting held on Monday, 28 August 2023, Council resolved:

***OC2792023***

*Moved: Cr Marilyn Henderson*

*Seconded: Cr Stewart Burns*

*That Council appoints Mayor Moira Jenkins as the City of Victor Harbor voting delegate and Deputy Mayor as proxy voting delegate for the Annual General Meetings of the Local Government Finance Authority of South Australia commencing from the 2023 AGM and concluding at the Periodic Elections in November 2026.*

***CARRIED***

No decision is required from the Council, as resolution OC2792023 has appointed the voting delegates until the periodic elections in November 2026.

***Nominations for Members of the Board***

No nominations for members of the board are being sought this year.

***Notice of Motion***

The LGFA are inviting member councils to submit a Notice of Motion to the LGFA. The Notice of Motion must be completed on the LGFA Notice of Motion Form and be submitted by the close of business on Friday, 26 September 2025.

The Council has the discretion to decide whether to put forward a Notice of Motion/s for consideration at the Annual General Meeting.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Council is meeting its obligations by considering whether to submit a Notice of Motion to the Local Government Finance Authority. This risk is assessed as ***low.***

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

**Other references used:**

Local Government Finance Authority Act 1983

- Section 6 - Authority to be managed by Board of Trustees
- Section 7 - Constitution of the Board
- Section 15 - Representation at meetings

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications from declining to submit a Notice of Motion to the Local Government Finance Authority Board.

No additional funds are required.

## CONSULTATION

Chief Executive Officer - Victoria MacKirdy

Group Manager Governance and Finance - Kellie Knight-Stacey

Strategy and Engagement Business Partner - Michelle James

## ATTACHMENTS

Attachment 1 - Advance Notice Circular LGFA Annual General meeting - Friday, 21 November 2025

## Attachment 1 - Advance notice Circular LGFA Annual General Meeting - Friday, 21 November 2025

Local Government Finance Authority

**TO:** **Chief Executive Officers, Member Councils**

**RE:** **Annual General Meeting – Friday 21 November 2025**

Advance notice is hereby given that the Annual General Meeting of the **Local Government Finance Authority of South Australia (LGFA)** will be held on **Friday 21 November 2025** at the Adelaide Convention Centre. This meeting will again coincide with the Annual General Meeting of the Local Government Association of S.A. with the commencement time and other details to be advised closer to the time.

1. **Appointment of Council Representative**
   Section 15(1) of the Local Government Finance Authority of South Australia Act 1983, provides that: -
   " Every council is entitled to appoint a person to represent it at a general meeting of the Authority."

   As the meetings of the Local Government Association of South Australia (LGA) will also be held on the same day, it is suggested that the same person be appointed to represent your council for the LGA and the Authority. It is, however, our requirement that our form provided is filled out and returned to us. A copy of the Council Representative form is attached for your convenience. (Appendix 1)
   Please return this form to the Authority **no later than Friday 26 September 2025**.

2. **Nominations for Members of the Board**
   A representative member of the Board currently holds office for a term of two years and, as an election took place last year, nominations for members of the Board are not being sought this year.

3. **Notice of Motion**
   The Rules of the Authority in relation to Annual General Meeting procedures require that a Notice of Motion specifying the resolution which is to be proposed has been given in writing to the LGFA Chief Executive Officer and to comply with this Rule, it is necessary for Notices of Motion to be submitted to the Local Government Finance Authority of South Australia office on or strictly **no later than Friday 26 September 2025**.

   Member councils are requested to lodge the Notice of Motion in the following manner: -
   (a) Notice of Motion
   (b) Reason
   (c) Suggested Action
   A copy of the Notice of Motion form is attached for your convenience. (Appendix 2)



DAVIN LAMBERT
Chief Executive Officer
Local Government Finance Authority of SA

18 August 2025

**Local Government Finance Authority of South Australia**
Suite 1205, 147 Pirie Street, Adelaide SA 5000
P: 08 8223 1550 E: admin@lgfa.com.au W: www.lgfa.com.au ABN: 80 189 672 209

Appendix 1

Local Government Finance Authority

**APPOINTMENT OF COUNCIL REPRESENTATIVE**

**LOCAL GOVERNMENT FINANCE AUTHORITY OF SOUTH AUSTRALIA**

**2025 ANNUAL GENERAL MEETING**

I advise that Mayor / Councillor / Officer / or any other person
is appointed council representative to the Local Government Finance Authority of South Australia.

| | |
|---|---|
| **Council Name** | |
| **Council Delegate**<br>(Full Name) | Mayor / Councillor / Officer |
| **Delegate Home Address** | |
| **Delegate Email Address** | |
| **Name of**<br>**Chief Executive Officer** | |
| **CEO Email Address** | |
| **Signature of**<br>**Chief Executive Officer** | |

Please return completed Appointment of Council Representative Form to admin@lgfa.com.au
by CLOSING DATE: **Friday 26 September 2025**

(or post to Local Government Finance Authority of SA, Suite 1205, 147 Pirie Street, Adelaide SA 5000)

Appendix 2

Local Government Finance Authority

**NOTICE OF MOTION**

**LOCAL GOVERNMENT FINANCE AUTHORITY OF SOUTH AUSTRALIA**

**2025 ANNUAL GENERAL MEETING**

NAME OF COUNCIL: .....

NOTICE OF MOTION:

.....

REASON:

.....

.....

.....

.....

SUGGESTED ACTION:

.....

.....

.....

.....

Please return completed Notice of Motion Form to admin@lgfa.com.au
by CLOSING DATE: **Friday 26 September 2025**

(or post to Local Government Finance Authority of SA, Suite 1205, 147 Pirie Street, Adelaide SA 5000)

# 10. COMMUNITY AND DEVELOPMENT

## 10.1. Encounter Bikeway - Yacht Club to Alexandrina Council Boundary

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: David Read

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## RECOMMENDATION

1. That Council approve the Encounter Bikeway's alignment between the Victor Harbor Yacht Club and the boundary with Alexandrina Council (as per Attachment 1).

2. That Council approve the reallocation of the construction budget of $246,000 in Project #300128 (Encounter Bikeway) to detailed design, documentation and specifications for the realignment of the Encounter Bikeway between the Victor Harbor Yacht Club to Alexandrina Council boundary.

## PURPOSE

The purpose of this report is to seek Council's approval for the detailed design and documentation of the proposed realignment of the Encounter Bikeway, between the Victor Harbor Yacht Club and the Alexandrina Council boundary, and for the reallocation of funds within the 2025/26 capital budget.

## BACKGROUND

Between 2016 and 2025, a significant amount of work and many investigations have been undertaken by Council regarding the Encounter Bikeway's potential realignment between the Victor Harbor Yacht Club and the eastern boundary with Alexandrina Council. Such previous work has included extensive community and key stakeholder consultations, detailed engineering design, feasibility analysis, cost estimates, safety/risk audit, concept/master planning of potential options and formal Council endorsement of some sub-components/stages. A high-level historical chronology and summary of such previous actions are listed below:

1. Victor Habor Bicycle Strategy (2016) - Action 1.13 Analysis of a new alignment option between the Hindmarsh River to Council boundary, adopted as a short-term action *(OC5452016)*

2. Encounter Bikeway Detailed Design completed for Bridge Terrace (2018) - Detailed Design, Documentation and Specifications completed for the Encounter Bikeway's alignment between the Victor Harbor Yacht Club, along Bridge Terrace towards the railway corridor/Hindmarsh River

3. Feasibility Study to Improve the Encounter Bikeway Experience Between the Hindmarsh River Estuary and the City of Victor Harbor Boundary (2019) - Considers alignment options and feasibility

4. Seagull Avenue (2020) - Alignment Options along Seagull Avenue, included concerns regarding SA Power Network's stobie poles and vehicular conflicts/safety. Significant community interest

5. Encounter Bikeway Cost Opinions and Options (2020) - Independent cost estimates provided for potentially five alignments

6. Council endorsed a Bridge Terrace Shared Use Path alignment for Concept 2 (2020) - Endorsed alignment between the Victor Harbor Yacht Club, along Bridge Terrace towards the railway corridor/Hindmarsh River *(OC2232020)*

At the Ordinary Council meeting held 27 April 2020, Council resolved:

***OC2222020***

*Moved: Cr Marilyn Henderson*

*Seconded: Cr Andrew Robertson*

*That Council receive and note the Draft Bridge Terrace Masterplan Consultation report.*

***CARRIED***

***OC2232020***

*Moved: Cr Marilyn Henderson*

*Seconded: Cr Andrew Robertson*

*That Council endorse Bridge Terrace Masterplan Concept 2.*

***CARRIED***

***OC2252020***

*Moved: Cr Marilyn Henderson*

*Seconded: Cr Carol Schofield*

*That Council provides a budget allocation of $40,000 in the Draft 2020/01 Capital Budget for detailed design works for Bridge Terrace Master Plan Concept 2.*

***CARRIED***

***OC2262020***

*Moved: Cr Tim Glazbrook*

*Seconded: Cr Bryan Littlely*

*That Council consider the construction of the Bridge Terrace Masterplan Concept 2 as part of its 2020/21 budget deliberations.*

***CARRIED UNANIMOUSLY***

7. RAA Assessment for the Encounter Bikeway (2021) - Highlights significant concern for the Encounter Bikeway along Hindmarsh Road ('*inappropriate for cycling.*') and suggests the railway corridor for a shared Use Pathway as an alternate route (Recommendation 8, pages 16 and 24)

8. Encounter Bikeway Realignment between Hindmarsh Road to the Council Boundary (2021) - Significant consultation occurred, considered three primary alignment options

9. Encounter Bikeway Realignment between Hindmarsh Road to the Council Boundary (2021) - City of Victor Harbor provided a presentation of alignment options to Alexandrina Council, with particular focus on the shared boundary interface

10. Encounter Bikeway Realignment Consultation Summary, Hindmarsh Road to Council Boundary (2022) - Council considered the consultation to date (as per 8 and 9 above) and resolved to provide a copy of the findings to key stakeholders and also seek an outcome/position from Alexandrina Council *(OC912022)*

At the Ordinary Council meeting held 28 February 2022, Council resolved:

***OC912022***

*Moved: Cr Marilyn Henderson*

*Seconded: Cr Andrew Robertson*

1. *That Council receive and note the Encounter Bikeway Realignment Consultation Summary (Hindmarsh Road to Council Boundary) report.*

2. *That Council provide a copy of the consultation findings to key stakeholders, but that no further action is taken until the outcome of Alexandrina Council's Encounter Bikeway consultation is available for consideration.*

***CARRIED***

11. Alexandrina Council's Encounter Bikeway Master Plan (2023) - Completed extensive consultation for the complete alignment of the Encounter Bikeway Master Plan

12. Alexandrina Council's Encounter Bikeway Master Plan (2024) - Alexandrina Council endorsed a final alignment with plans and cost estimates for the Encounter Bikeway, Includes the shared boundary with the City of Victor Harbor, nominated to be along the railway corridor between the Chiton Surf Life Saving Club and Investigator Car Park

13. Encounter Bikeway Realignment, Council Boundary Connection (2024) - Council concurred with Alexandrina Council's position regarding the Encounter Bikeway's alignment to be along the railway corridor at the boundary interface and, allocated $35,000 to progress this alignment e.g. detailed design in 2025/26 *(OC1272024 and OC1282024)*

At the Ordinary Council meeting held 22 April 2024, Council resolved:

***OC1272024***

*Moved: Cr Marilyn Henderson*

*Seconded: Cr Nick Mckenzie*

*That Council note Alexandrina Council's preferred future re-alignment of the Encounter Bikeway to be along the railway corridor between the Chiton Surf Life Saving Club and Council's eastern border and endorse the same.*

***CARRIED***

***OC1282024***

*Moved: Cr Stewart Burns*

*Seconded: Cr Carol Schofield*

*That Council allocate $35,000 in the draft 2024/25 capital budget and endorse administration to work with Alexandrina Council to co-ordinate the detailed design, timing, communication, grant funding, budget and construction of the re-alignment of the Encounter Bikeway between Chiton Surf Life Saving Club and the Investigator Carpark.*

***CARRIED***

14. Council budget (2025) - Council endorsed $246,000 for the Encounter Bikeway (2025/26 Capital budget) and in the Council's Asset Management Plan#2 (May 2025) has $100,000 included for 2026/27 and $1.5m in 2029/30

As demonstrated above, due to numerous factors, addressing the Encounter Bikeway's future alignment between the Victor Harbor Yacht Club to the Council boundary has lacked a holistic approach and a clear direction. A clearly defined future realignment remains outstanding and is still required.

***Past Consultation***

A *Bridge Terrace Masterplan Consultation* report was presented to Council on 27 April 2020 (Item 13.1) which summarised the extensive consultation conducted in March 2020, with 67.5% of respondents supporting Bridge Terrace Masterplan Concept 2.

In addition, an *Encounter Bikeway Realignment Consultation Summary (Hindmarsh Road to Council Boundary)* report was presented to Council on 28 February 2022 (Item 12.5) which also summarised extensive consultation completed in October/November 2021 on three

primary alignment options. A clear preference was found to take the Encounter Bikeway off public roads as much as possible.

SteamRanger have recently expressed in principle support for the railway corridor to be utilised, as there is a mutually beneficial dual purpose for a future shared pathway to also be accessible for railway access e.g. safety, emergencies, maintenance etc.

## COMMENTARY

Given the history of numerous actions and events outlined above, there is now an opportunity to consolidate and finalise the preferred alignment, supported by the re-allocation of construction budget of $246,000 allocated for the Encounter Bikeway in 2025/26.

After significant consideration of previous work and investigations undertaken, a realignment of the Encounter Bikeway along the railway corridor is the most favourable option, for the following reasons:

1. Deliver broader community/visitor satisfaction - enhanced experience
2. Accessibility - inclusive design
3. User safety - off road
4. Consistency - in alignment (including with Alexandrina Council)
5. Practicality - using existing informal pathways
6. Experience - higher amenity
7. Prudentially - the pathway is considered a significant regional project and likely to receive grant funding support for the construction/delivery phase (matching funds, as a minimum)

Future issues to consider when formalising such a final alignment for the Encounter Bikeway in this area will take into account the following:

- Existing Plans and Documentation - Review, update and incorporate
- Alexandrina Council - External alignment/partnership
- Engagement - Community ('*Inform*') and key stakeholder input
- Accessibility - Universal design, more inclusive access
- Entry/exit points - Connections to a wider network
- Safety / Risk - Overall design safety
- Environmental - Minimise impact, respect habitat
- Construction cost - Pragmatic approach, budget framework provided, staging options

- Grant Funding and Partnerships - Maximise shared funding opportunities
- Materials - Durability, maintenance, sustainability
- Coastal - Sea level rise and coastal processes
- Aesthetics / visual appearance - Integration with setting
- Viewscapes - Designed for maximizing user experience and outlook
- Rest areas - Comfort, social nodes
- Wayfinding signage - Navigation and user information

To ensure a coordinated approach, allowing the project to be 'shovel ready' for future grant funding opportunities and, aligned with Alexandrina Council's timing in project delivery, it is considered to be an opportune time to complete the final detailed design, documentation and specifications for this section of the Encounter Bikeway.

Given all of the history (since 2016) and associated discussion and consultation, a suggested final alignment of the Encounter Bikeway is proposed, as per the following map (and as provided at Attachment 1):




For the purposes of discussion, this suggested alignment is broken into eight (8) separate Stages for the following reasons:

- **Section 1** - Detailed Design and Documentation already exists for this section (Bridge Terrace Concept 2), which would require an audit and potentially updated to contemporary standards

- **Section 2** - Minimal work is likely to be required in this area, as the alignment currently follows a dedicated bitumen shared pathway

- **Section 3** - Challenging segment as it weaves through the Hindmarsh estuary area and aligns a narrow section of the railway corridor (land side). Both alignments are feasible but will likely be a challenging? engineering design

- **Section 4** - Alignment is feasible but will likely be a challenging engineering design (similar to Section 3)

- **Section 5** - Predictable alignment as it follows an existing informal dirt walking track/maintenance road

- **Sections 6 to 8 -** Detailed design, documentation and specifications (for construction purposes) is currently underway in 2025/26

***Construction Cost Estimates***

Material construction cost estimates for the proposed re-alignment of the Encounter Bikeway have been based on similar materials and associated costings derived from Alexandrina Council's adopted *'Encounter Bikeway Final Concept Report'* (17 January 2024, *Section 6, 2022).* For the ~3.8km trail length for Stages 1-8, the estimated construction costs (including a significant contingency) is likely to be in the order of $5 million. Accurate cost estimates can only be provided once a final detailed design phase is completed when the engineering, materials and construction methods are known.

Given the Bikeway's status as a significant regional asset, future construction is likely anticipated to proceed only if Council successfully obtains grant funding to support the delivery phase (with Council providing a 50% co-contribution, as a minimum).

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Reputation** - Adopting this report's recommendation may attract criticism from stakeholders whose preferred alignment of the Encounter Bikeway's is not adopted. Conversely, there is also a risk of criticism from community members seeking timely direction and action from Council to deliver an improved shared pathway. This risk is assessed as ***medium***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 5 - We have services and infrastructure that meet our community's needs

**Other references used:**

- City of Victor Harbor Bicycle Strategy (2016)
- Encounter Bikeway Detailed Design for Bridge Terrace (2018)
- Feasibility Study to Improve the Encounter Bikeway Experience Between the Hindmarsh River Estuary and the City of Victor Harbor Boundary (2019)
- Encounter Bikeway Cost Opinions and Options (2020)
- Encounter Bikeway Bridge Terrace Alignment - Concept 2 (2020)
- RAA Encounter Bikeway Assessment (2021)
- Encounter Bikeway Realignment Hindmarsh Road to Council Boundary - Background Paper (2021)
- Encounter Bikeway - Alexandrina Council Presentation (2021)
- Encounter Bikeway Consultation Report (2022)

## BUDGET IMPLICATIONS

There are sufficient funds in Project #300128 (*Encounter Bikeway)* to allow for the reallocation of budget from construction to detailed design and documentation for the Encounter Bikeway's alignment between the Victor Harbor Yacht Club and boundary with Alexandrina Council.

No additional funds are required.

## CONSULTATION

Council Members at Briefing Session - 4 March 2024 and 1 September 2025

Director Environment and Infrastructure - Jodi Roberts

Group Manager Governance and Finance - Kellie Knight- Stacey

Acting Director Community Development - Leann Symonds

Manager City Infrastructure - Mark Buckerfield

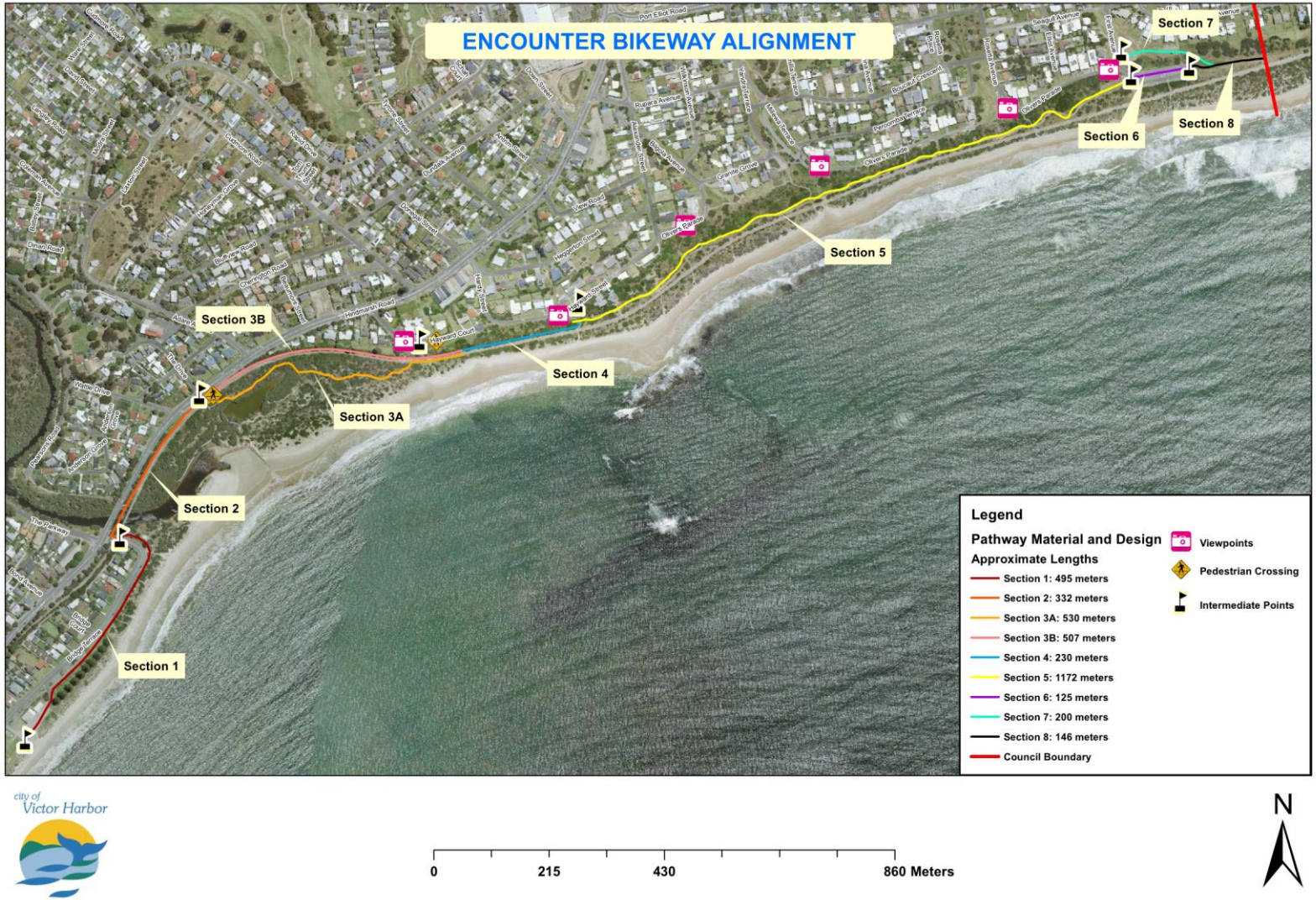
Strategy and Engagement Business Partner - Michelle James

Project Officer - Kate O'Donoghue

## ATTACHMENTS

Attachment 1 - Map: Encounter Bikeway Alignment between the Victor Harbor Yacht Club to Boundary with Alexandrina Council

**Attachment 1 - Map of Encounter Bikeway Alignment between the Victor Harbor Yacht Club to Boundary with Alexandrina Council**



## 10.2. Management Agreement – 2026 and 2027 Rock N Roll Festival

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Stacey Richardson

## RECOMMENDATION

1. That Council extend the management agreement with local business Fairy Pig Pty Ltd to administer the Victor Harbor Rock 'n' Roll Festival in partnership with the Historic Motor Vehicles Club for the 2026 and 2027 festivals.

2. That Council endorse funding of $23,000 in the 2026/27 financial year and $24,500 in the 2027/28 financial year to support the partnership and delivery of the event.

3. That Council grant delegation to the Chief Executive Officer to finalise and execute the terms of the management agreement, including authority to make minor changes.

## PURPOSE

The purpose of this report is to seek Council approval to extend the management agreement with local business Fairy Pig Pty Ltd to deliver the annual Victor Harbor Rock 'n' Roll Festival in partnership with the Historic Motor Vehicles Club for the 2026 and 2027 Festivals. A timely decision on this matter will allow all stakeholders involved in the event time to prepare for the 2026 and 2027 festivals.

The report also seeks approval of associated funding to deliver the event.

## BACKGROUND

The Victor Harbor Rock 'n' Roll Festival has been a feature of the City's events calendar since its inception in 2008. What began as a one-day event showcasing rock 'n' roll music, period vehicles, and themed traders has grown into a highly successful two-day festival that attracts thousands of visitors each year. The Festival was strategically placed in September to stimulate visitation during a traditionally quieter tourism period and has become one of Victor Harbor's hallmark events, delivering proven strong economic, cultural, and social outcomes for the community.

Over the years, the Festival has drawn annual crowds of more than 15,000 people, contributing significantly to the local economy through accommodation, hospitality, and retail spend. Its popularity has positioned Victor Harbor as a destination for both rock 'n' roll enthusiasts and families seeking a vibrant, community-focused event. The Festival also builds pride and connection within the community, with strong involvement from the Historic Motor Vehicles Club (HMVC) and other local groups.

Until 2024, Council played a central role in directly managing and delivering the Festival alongside HMVC, who oversaw the vehicle display component. However, this model placed a heavy operational burden on Council administration, particularly the Festivals and Events Officer, whose workload has grown considerably with the expansion of the City's events portfolio. The development of the City of Victor Harbor's Culture Strategy - Festivals and Events highlighted the need for Council to transition away from direct management of major events, toward a facilitation role, focusing on building community capacity and supporting event sustainability through sponsorship and partnerships.

This transition aligns with Council's broader strategic vision to empower local organisations and industry professionals to take the lead in event delivery, while Council provides governance, sponsorship, and facilitation. Such an approach strengthens the local events industry, reduces reliance on Council resources, and ensures that hallmark events can continue to grow and innovate with community ownership at their core.

Following the 2023 Festival, Council resolved to seek expressions of interest for an external organisation or community group to manage the event. This expression of interest process resulted in two applications received and only one local applicant. As a result, the Council appointed local business, Fairy Pig Pty Ltd, led by Kingsley and Jessica Foreman, to deliver the 2024 and 2025 event.

The existing two-year agreement will expire at the conclusion of the 2025 festival. Kingsley and Jessica, operator of Fairy Pig Pty Ltd have expressed a desire to extend the management agreement for a further two years (2026 and 2027 Festivals). If supported by the Council, an extension to the existing agreement would ensure continuity, momentum achieved in the planning of future festivals.

## COMMENTARY

The report presents an opportunity for the sustained growth of the Victor Harbor Rock n Roll Festival, through the continuation of the partnership with the operators of Fairy Pig Pty Ltd. The initial two years of the partnership have allowed the operators time to understand the operations of the festival while implementing positive strategies that support ongoing growth.

Since their appointment as Festival Managers for the Victor Harbor Rock 'n' Roll Festival, Kingsley and Jessica Foreman of local business Fairy Pig have demonstrated excellent commitment, professionalism, and skill in delivering one of the region's hallmark events. Their performance has not only met, but consistently exceeded, the expectations set out in the Management Services Agreement.

A key measure of success under the agreement is the professional and competent delivery of festival operations, including stallholder management, community engagement, and risk management. Administrative processes have been efficient and transparent, with stallholder registration, fee collection, and compliance handled with diligence and care. Risk management planning has been thorough, with safety requirements regularly reviewed and updated to meet Council's standards. Communication with Council has been regular, constructive, and solutions-focused, ensuring that the Festival operates smoothly and with accountability.

Equally important is the ability of the Festival Manager to build and maintain strong community and stakeholder relationships. Kingsley and Jessica have established positive partnerships with the Historic Motor Vehicles Club (HMVC), Council, local businesses, the wider Victor Harbor community, and the rock 'n' roll community more broadly. These relationships are built on trust, respect, and genuine collaboration, and they have been integral to the festival's growth and reputation. Feedback from HMVC members, stallholders, and community participants consistently highlights the professionalism, warmth, and inclusiveness that Fairy Pig brings to the event. At Attachment 2 is a letter of support from the Historical Motor Vehicles Club.

The operators have successfully attracted new sponsors from the local business community, diversifying income streams and strengthening the festival's sustainability. Their willingness to trial new ideas, adapt when necessary, and continuously improve is a defining strength. Importantly, they have begun to introduce new artistic styles within the rock 'n' roll genre, broadening the festival's appeal to younger audiences and ensuring its relevance for future generations.

The festival was recognised as 'Event of the Year' at the City of Victor Harbor Australia Day Awards earlier this year is a fitting acknowledgment of the efforts and dedication and impact that Kingsley and Jessica have brought to the event.

The report recommends the continuation of Fairy Pig as the operators of the festival, building upon the momentum, trust, and demonstrated growth that has been achieved in the inaugural two-year partnership. Some two years ago the Council tested the community and market interest to deliver the festival and subsequent to this expression of interest process the Council have not received further interest from the community to deliver this event.

***Event Funding***

A funding commitment from the Council to support deliver the event is being tabled in the report. The funding provided under this commitment supports all event management related costs associated with the festival, including costs associated with the management of the festival. Costs associated with delivering events continue to rise and as such the report recommends that Councils commitment to the festival increase from $20,000 ex GST per annum to $23,000 ex GST for the 2026 festival and $24,500 ex GST for the 2027 festival. Cost increases have been experienced across all facets of event management including contractors, performers, infrastructure hire and traffic management.

***Options for Council Consideration***

While the report recommends that Council extend the term of the incumbent operator, the following options have been considered.

***Option 1 - Continue with Management Agreement and Appoint Fairy Pig (Recommended)***

Council may approve the continuation of the management agreement with Fairy Pig, appointing them as Festival Managers for a further two years (2026 and 2027 Festivals), with pre-budget approval. This approach builds on existing success, maintains momentum, and

ensures continuity for the festival while supporting Council's broader cultural and events strategies.

***Option 2 - Continue with Management Agreement but Undertake an Expression of Interest (EOI)***

Council could choose to go out to an open EOI and invite applicants to apply for the opportunity. While this is an option that Council could consider, it would impact on the successful and efficient delivery of the event, with lost opportunities due to embedded knowledge, not easily transferred. The current operator has built trust and positive relationships with event stakeholders and the community, introducing a new operator after only a two-year period, may jeopardise the goodwill that has been created. This option could be poorly received by the Historic Motor Vehicles Club and event stakeholders and presents a reputational risk to Council.

***Option 3 - Cease Management Agreement and Return to In-House Delivery***

Council may choose not to reappoint a Festival Manager and instead administer the management of the Rock 'n' Roll Festival using the resources of the Festivals and Events Officer. This option is not feasible without the major reprioritisation of workloads. It would require ceasing work on the growth and expansion of the Winter Whale Fest and pausing progress on major event attraction development. Such a move would be inconsistent with Council's Cultural Strategy - Festivals & Events, and Council's desire to focus its efforts as a facilitator of events occurring in the City.

***Option 4 - Discontinue the Rock 'n' Roll Festival***

Council may decide not to continue with the Rock 'n' Roll Festival. This option would result in a reputational risk given the Festival's importance to Victor Harbor, its strong community following, and its contribution to tourism and economic activity. Discontinuation would undermine the trust Council has built with key partners and stakeholders and would result in the loss of an established and successful hallmark event.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Financial Management** -The divestment of the event to a local private operator to deliver extends the ability of the Council to maintain and grow the delivery of major events in the City, reducing the need to increase staffing resources, if the Council were to assume responsibility for the delivery of the event. The continuation of the agreement with Fairy Pig Pty Ltd supports an efficient utilisation of Councils resources, both staffing and financial. This risk is assessed as ***low***.

**Reputation** - There is a risk that if Council does not continue with the management agreement with Fairy Pig, or if the Festival is discontinued, it would be viewed negatively by the community, stakeholders, and local businesses. In short period of time, the existing operator has proven to represent Council and the Festival in a positive manner, establishing a number of non-financial partnerships that extend the festival. A loss of momentum, at this

current time would present a reputational risk for Council and impact on the efficient delivery of future events. This risk is assessed as ***medium***.

**Service Delivery** - The continued expansion of the major events program in the City continues to place pressure on the demands on the Festivals and Events Officer, requiring extensive advanced planning and oversight to ensure sustained delivery. If Council wishes to seek EOI's or reclaim the administration of the festival this responsibility would require a redeployment and reprioritisation of Council staff resources. This risk is assessed as ***medium***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 1 - We are a caring, connected and active community

- Objective - Encourage initiatives that facilitate social interaction and connection with the community.
- Priority - Facilitate and support high quality community events that align with the values of Victor Harbor's place brand.

**Other references used:**

City of Victor Harbor Culture Strategy - Festival and Events

## BUDGET IMPLICATIONS

Pre-budget approval is sought for an allocation of $23,000 in 2026/27 and $24,500 in 2027/28 to support delivery of the Festival.

Any further years will be subject to annual consideration and approval through Council's budget adoption process.

## CONSULTATION

Acting Director Community and Development - Leann Symonds

Manager City Activation - Mark Przibilla

Historical Motor Vehicle Club Representatives - Malcolm and Jenny Haythorpe

## ATTACHMENTS

Attachment 1 - Draft Rock N Roll Festival Management Services Agreement 2026 and 2027

Attachment 2 - Letter of Support - Historic Motor Vehicles Club

**Attachment 1 - Draft Rock N Roll Festival Management Services Agreement 2026 and 2027**

# Management Services Agreement

Outgoing: OREC19894724

DRAFT

**Victor Harbor Rock N' Roll Festival**

The Victor Harbor Rock N' Roll Festival is an initiative of the City of Victor Harbor, first held in 2008.

The ***City of Victor Harbor (*87 414 752 632*)*** herein referred to as **The Principal (or Council)** grants permission to **TBD Productions Pty Ltd trading as Fairy Pig (86 155 288 556)** herein referred to as **Festival Manager,** to act as an agent on behalf of the City of Victor Harbor for the purposes of facilitating the **2026 and 2027 Victor Harbor Rock N' Roll Festival's** during the period 2025/26 and 2026/27 budget periods, subject to the below conditions.

The Festival Manager is expected to manage and evolve the Festival over the period of the contract.

**General Conditions**

- Under the arrangement the Principal will retain sole rights to the event, including the name, brand, stallholder particulars, management documents and digital assets associated with the Festival.
- The Principal will provide sponsorship of $23,000 in 2025/26 budget year and $24,500 in 2026/257 budget year, within the period of the contract, to support the delivery of the Festival.
- To support the remuneration of the Festival Manager and associated expenses as outlined within this agreement, the Festival Manager may build remuneration into the Festival budget with additional income streams available from stallholders, and commercial partnership arrangements.
- The Festival Manager may negotiate sponsorships and or partnerships associated with the Festival.
- The Festival date will be determined by the Principal in consultation with the Festival Manager.
- A one-year probationary period will apply to this arrangement, commencing on the start date of this agreement.
- The Chief Executive Officer of the Council may void this agreement on the grounds of poor performance or any behaviours considered inappropriate. Where this occurs the principles of natural justice will be always applied.

**The Principal agrees to:**

- Administer the road closure approvals and review the traffic management plans for the event;
- Maintain public liability insurance for the event, no less than $20 million;
- Maintain and pay for domain and hosting of www.rocknrollfestival.com.au;
- Maintain administrator rights of Rock N' Roll Festival Facebook and Instagram accounts;

- Grant permission for the Festival Manager to access and publish content on the Festival website, Facebook and Instagram accounts;
- Monitor the website, Facebook and Instagram posts and updates for quality and brand consistency throughout the term of the agreement, and raise anomalies with the Festival Manager for remediation;
- Provide the Festival Manager with previous stallholder registrations and contact details;
- Provide the Festival Manager with copies of existing site plans, risk management plans, emergency response plans and any event related documentation;
- Assist in the preparation of updated event related documentation;
- Provide access to existing event signage, and event equipment; and
- Set the stallholder fees for the market in consultation with the Festival Manager.

**The Festival Manager agrees to:**

- Undertake duties in a professional and competent manner with due care, skill and diligence;
- Maintain professional communication with local businesses and stallholders in all aspects of the Festival;
- Manage the operations of the Festival including stall holder registrations, administration of stallholder payments, placement of stalls and liaison with local businesses;
- Support administrative costs associated with the event;
- Maintain a current public liability insurance policy, no less than $20 million;
- Comply with all reasonable directions and procedures relating to security and work health safety as required by Council;
- Review and update safety requirements of the Festival as required, and update event risk assessment planning documentation;
- Undertake risk assessment of Festival site at the commencement of the event;
- Immediately notify nominated Council's Festivals and Events Officer or nominee of any incident or accident arising from the Festival;
- Maintain regular communication with Council's Festivals and Events Officer, or nominee;
- Maintain a register of stallholders that includes contact, participation, public liability insurance, and payment information, made available to the Council in electronic form throughout the term of the agreement;
- Review and update the stallholder terms and conditions;
- Ensure compliance of stallholders in accordance with the stallholder terms and conditions;
- Collect stallholder fees as per the agreed fees and charges;
- Facilitate receipt of stallholder fees and payment of Festival expenses, and provide the Council with a profit and loss statement following each event;
- Administer and source high quality content for the social media and online platforms of the market to support the recruitment of stall holders and promotion of the Festival;
- Notify the Council of any password changes to digital assets, and provide with updated passwords to ensure access is maintained to documentation by Council;
- Establish an informal network that supports the operation of the Festival;

DRAFT

- Support and participate in discussions relating to the design of a framework that supports the longer-term sustainable management and delivery of the Festival.

**The Festival Manager must not:**

- fail to act in the 'best interests' of the Council at all times;
- prioritise its interests over those of the Council, and must avoid conflicts of interest when possible;
- disclose any confidential information about the Council, unless otherwise authorised to do so;
- misuse any of the Council's property.

**EXECUTED ON** _____ *of* _____ *of* _____
*day* *month* *year*

**Kingsley Foreman**
**TBD Productions Pty Ltd**
**trading as Fairy Pig**

Signed _____

Date _____

**Chief Executive Officer**
**Victoria MacKirdy**
**City of Victor Harbor**

Signed _____

Date _____.

**Jessica Foreman**
**TBD Productions Pty Ltd**
**trading as Fairy Pig**

Signed _____

Date _____

## Attachment 2 - Letter of Support - Historic Motor Vehicles Club

HISTORIC MOTOR VEHICLES CLUB
INCORPORATED
HMVC
P.O. BOX 610
Victor Harbor SA 5211

ABN: 23 544 760 649

10 September 2025

City of Victor Harbor
C/O Stacey Richardson - "Festivals & Events Officer"

**Re: Support for Fairy Pig – Rock 'n' Roll Festival Management**

On behalf of the Historic Motor Vehicles Club, I am pleased to provide this letter of support endorsing Fairy Pig as the ongoing managers of the Victor Harbor Rock 'n' Roll Festival.

Our Club has worked closely with Fairy Pig over the years and has found them to be highly professional, reliable, and collaborative. They have built a strong working relationship with our members, founded on trust, open communication, and shared commitment to the success of The Festival.

Fairy Pig's management has consistently delivered high-quality outcomes and created an event that both our Club and the broader community can be proud of. Their ability to engage with stakeholders, manage the complexities of a large-scale event, and celebrate the unique character of Victor Harbor has been invaluable.

We wholeheartedly support Fairy Pig continuing as the managers of the Rock 'n' Roll Festival and look forward to working with them in the years ahead.

Yours sincerely,

Malcolm Haythorpe
Assistant Treasurer / Co-Ordinator Rock n Roll Vehicle Display
Historic Motor Vehicles Club

## 10.3. Road and Public Place Naming Policy Review

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Louise Hampel

## RECOMMENDATION

That Council adopt the reviewed Road and Public Place Naming Policy as provided at Attachment 1.

## PURPOSE

The purpose of this report is for Council to adopt the reviewed Road and Public Place Naming Policy.

## BACKGROUND

Council has a Road and Public Place Naming Policy to provide Council with the mechanism to assign or change the name of public or private roads and public places in accordance with Section 219 of the *Local Government Act 1999* (the Act), and to ensure roads and public places are named in accordance with the Australian Standard for Rural and Urban Addressing AS/NZS 4819/2011.

A Motion on Notice was tabled at the 28 April 2025 Ordinary Council meeting that sought an amendment to the Road and Public Place Naming Policy to allow developers to submit their own name suggestions for names not listed in the Nomenclature Register. Officer commentary clarified that the current *Road and Public Place Naming Request Form* already allows for such submissions. The established process is that requests for names not included on the Register are referred to the Council's Heritage Advisory Group for review, prior to a report being prepared for Council decision.

Council resolved, as follows:

***OC1202025***

*Moved: Cr Angela Schiller*

*Seconded: Cr Carol Schofield*

1. *That the Road and Public Place Naming Policy be reviewed to include the process for requests that are not on the nomenclature list, being that requests are referred to Council's Heritage Advisory Group to provide advice prior to presenting a report to Council for decision.*

2. *That the reviewed Road and Public Place Naming Policy be presented back to Council for endorsement.*

***CARRIED***

The proposed changes were workshopped with Heritage Advisory Group on 12 June 2025 and with Council Members during a briefing session held 14 July 2025.

Feedback highlighted the importance of continuing to value local place naming, consistent with the intent of the Policy, and that only minor procedural clarifications were required to improve clarity and visibility of the process.

## COMMENTARY

The review has resulted in minor amendments to the Policy that clarify existing practice and update terminology. Key changes include:

- Updating Strategic Plan references to align with the revised *Community Plan*.
- Renaming the Nomenclature Register to the *Place Naming Register* to avoid confusion.
- Removing the Register from the appendix, enabling updates without requiring a full policy review.*
- Rewording name selection provisions to make clear that names can be chosen from the Place Naming Register or from other names that meet the criteria in the Policy.
- Amending Section 7 title from *Nomenclature Register* to *General Naming Principles* and refining the wording of name sources.
- Updating the application form to reflect the above changes and improve usability.

These amendments are intended to make the Policy easier for developers and the community to navigate, while reinforcing Council's commitment to valuing local heritage and place naming.

* Note that updates to the register include the removal of names once they have been used as opposed to adding new names to the list. New names must be approved by Council based on recommendations by the Heritage Advisory Group.

A tracked changed version of the Policy is provided at Attachment 2.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Non-compliance with Section 219 of the *Local Government Act 1999* or AS/NZS 4819/2011 could expose Council to challenges regarding naming decisions. This risk is mitigated by ensuring that the updated Policy is compliant with legislative and Australian Standard requirements. This risk is assessed as ***low.***

**Reputation** - If Council were seen to make decisions outside of the adopted Policy, this could create perceptions of inconsistency, lack of transparency, and undermine confidence

in Council's governance. This risk is mitigated by ensuring the Policy wording is reviewed regularly against expected standards and clarified to explicitly set out the process for names outside the Register. This provides greater visibility and ensures decisions are demonstrably consistent with the adopted framework. This risk is assessed as ***low.***

**Employee and Public Safety** - Ambiguous or duplicated names could hinder emergency service response times and create public safety risks. *This risk is mitigated by t*he Policy reinforcing principles of clarity, uniqueness, and alignment with the Australian Standard, reducing the potential for confusion in addressing and wayfinding. This risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 3 - We manage growth and change responsibly

- Objective - Preserve and celebrate Victor Harbor's rich and diverse history and heritage

Aspiration 6 - We are a financially sustainable and well-governed organisation

- Objective 6.1 Provide effective leadership and governance

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in adopting this reviewed Road and Public Place Naming Policy.

No additional funds are required.

## CONSULTATION

Heritage Advisory Group - Meeting held 12 June 2025

Council Members - Briefing Session held 14 July 2025

## ATTACHMENTS

Attachment 1 - Road and Public Place Naming Policy

Attachment 2 - Road and Public Place Naming Policy (Tracked Changes)

## Attachment 1 - Road and Place Naming Policy

# POLICY

| | |
|---|---|
| **Policy Name** | Road and Public Place Naming Policy |
| **Policy Category** | Governance |
| **Department / Officer** | Environment and Infrastructure/Director |
| **Date Adopted** | 16 March 2009 |
| **Date/s Reviewed** | 26 March 2012, 24 February 2020, 22 April 2024, 22 September 2025 |
| **Review Frequency** | Every Three Years |
| **Strategic Plan Reference** | Aspiration 3 - We manage growth and change responsibly<br>Objective 3.2 - Preserve and celebrate Victor Harbor's rich and diverse history and heritage<br>well-governed organisation<br>Objective 6.1 - Provide effective leadership and governance |
| **Attachments** | Appendix A – Road and Public Place Naming Request Form<br>Appendix B – Australian Standard for Rural and Urban Addressing *AS/NZS 4819/2011* |

### 1. Purpose

The purpose of this policy is to:

- Provide Council with the mechanism to assign or change the name of public or private roads and public places in accordance with Section 219 of the Local Government Act 1999 (the Act).
- To ensure roads and public places are named in accordance with the Australian Standard for Rural and Urban Addressing AS/NZS 4819/2011 and are of local significance.

### 2. Scope

This policy applies to all existing and future, roads and public spaces in the City of Victor Harbor, inclusive of parks, reserves, public and private roads.

### 3. Policy Statement

Council is committed to:

- Meeting its legislative obligations under the Act;
- Ensuring that its practices for implementing names is consistent with the Australian Standard for Rural and Urban Addressing AS/NZS 4819:2011; and
- Assigning road and public place names that can be readily and unambiguously identified and located and that are of local significance.

## 4. Legislation and Compliance

Council is required to prepare and adopt a policy relating to the assigning of road names under Section 219 (5) of the Act.

Notice of the adopting or altering of a policy under this section must be given pursuant to Section 219 (7) of the Act.

### 4.1. Naming and Addressing

Council has the authority via Section 219 (1) of the Act to assign a name, or change the name of :

- a public road;
- a private road; or
- a public place.

Pursuant to Section 219 (1a) of the Act, Council must assign a name to each public road created by a land division.

Council will comply with the Australian Standard for Rural and Urban Addressing AS 4819/2011.

### 4.2. Register

Pursuant to Section 231 of the Act, Council must keep a Register of Public Roads.

## 5. Definitions

***Address site*** means a site for which an address is being assigned.

***Address (rural or urban)*** means describing, labeling or identifying an address site.

***Formed Road*** means that it is physically constructed or prepared for passage by vehicles or pedestrians.

***Land Division*** means the division of an allotment under the Development Act 1993 or to the dealing with land under the Roads (Opening and Closing) Act 1991 so as to open a road.

***Local Heritage Places*** are structures, buildings or places that demonstrate important local historical attributes or contribute to the historical themes of a local area, including the City of Victor Harbor and the Victor Harbor community.

***Private Road*** means a road in private ownership.

***Public Place*** means a place (including a place on private land) to which the public has access, but does not include any part of a community parcel divided by a plan of community division under the *Community Titles Act 1996.*

***Public road*** means—

a. Any road or land that was, immediately before the commencement of this Act, a public street or road under the repealed Act; or
b. any road—

i. that is vested in a council under this or another Act; or
ii. that is placed under a council's care, control and management as a public road after the commencement of this Act,

but not including an alley, laneway, walkway or other similar thoroughfare vested in a council; or

a. any road or land owned by a council, or transferred or surrendered to a council, and which, subject to this Act, is declared by the council to be a public road;
b. any land shown as a street or road on a plan of division deposited in the Lands Titles Registration Office or the General Registry Office and which is declared by the council to be a public road; or
c. any land transferred or surrendered to the Crown for use as a public road that was, immediately before the transfer, held by a person in fee simple or under a lease granted by the Crown.

***Road*** means a public or private road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles, pedestrians, or both and includes:

a. a bridge, viaduct or subway; or
b. an alley, laneway or walkway.

***Short road*** means a road with five or less property addresses (not including sub-addresses).

## 6. Policy

### 6.1. Formed Roads

All formed roads, including private roads that are generally accessible to the public or to services within the Council area should be assigned a name. This includes roads within complexes such as universities, hospitals, retirement villages, and roads in parks as well as pedestrian only roads, such as malls or steps etc.

Short roads, which are not proposed to be lengthened or have additional address sites, need not be separately named. Addresses will be assigned in terms of the road onto which the shorts road connects.

Private land owners are not obliged to seek Council approval for naming their roads. However, there is a public interest in encouraging private land owners and developers to select suitable names, preferably in accordance with this policy, and to obtain Council endorsement for the name.

Where Council proposes to assign a name to a private road it will consult with the owner of the land over the proposed name and the signage requirements for the road.

In cases where a private (roads) is (are) created as part of a residential development Council may seek to recover the costs of processing requests to provide road names should they be received.

Costs associated with the purchase, installation and maintenance of street/road name signs will be borne by the owner(s) of the private road.

Naming a road on private land does not mean that Council is accepting responsibility for that road, other than ensuring its name is in terms of this Policy.

**6.2. Unformed Roads**

Council will only assign a name to unformed roads, including 'unmade' road reserves, when a name is required for addressing purposes.

**6.3. Extent**

The extent of a road name should be defined by the formed road, whether vehicular or pedestrian.

A named road should include only one section navigable by vehicles.

A single length of road must have only one name, should be easily pronounced and spelt and be easily understood when written or in conversation.

An unbroken section of road crossing Council boundaries must keep the same name. In such cases the name and the extent of the road should be determined through liaison with the relevant adjoining Council pursuant with Section 219 (2) of the Local Government Act 1999.

Unconnected navigable sections, such as where separated by an unbridged stream, pedestrian segment railing etc. should be assigned separate road names.

The above paragraph does not apply where the separate sections are two sides of the same road separated by a median strip or part of a highway that is split by a section that is assigned a local name where it passes through a town or city.

**6.4. Initiating the Road or Public Place Naming Process**

A road or public place naming process may be initiated if:

- a request is received by the Council from an affected landowner or their agent;
- Council resolves that a name change be investigated;
- Council staff determine it is in the public interest to investigate a change in road or public place name;
- Council opens or forms a road or public place; or
- Council receives an application for a land division.

Requests to initiate the road or public place naming process must be addressed to the City of Victor Harbor Chief Executive Officer and accompanied by a completed *Request to Name a Road or Public Place* application form, Appendix B.

**6.5. Changing Road Names**

Road and public place names are intended to be enduring and must be only changed when necessary. Council may consider renaming an existing road or public place if:

- an existing road is redesigned;
- there have been mail delivery problems;
- a name is constantly misspelled; or
- the name is duplicated within the municipality or within an adjoining suburb outside the municipality.

Roads and public places must be renamed if:

- an existing road is developed in a way that changes the road type, as defined in Appendix B; or
  an existing road extent is broken into two or more sections so that it is no longer continuous. The resultant segments must be renamed to comply with this Policy.

**6.6. Name Selection**

A road or public place must be either:

- selected from Council's Place Naming Register (the Register), **or**
- meet the criteria listed in Section 7 of this policy
  **and**
- be relevant to the physical, historical or cultural character of the immediate areas concerned.

A name that is also the name of a street in the Council area may only be given to a park or reserve that is contiguous with the street of the same name.

**6.7. Dual Naming**

Traditional Indigenous place names are encouraged but must be authorized by the relevant Indigenous communities.

A word from an Indigenous language is also acceptable as long as it comes from a local language and its translation is suitable.

The meaning behind the Indigenous word must be related to the local area in which it is being used.

Names of sensitive Indigenous historical sites will not be recorded on publicly available information.

Indigenous communities must be consulted and agree when choosing Indigenous place names.

If a natural feature already has a non-Indigenous name and an Indigenous name is also to be applied to that same feature, a dual name is assigned to it so that both heritages are recorded.

In practice, dual geographical names are assigned only to natural geographical and topographical features that have a traditional Indigenous and another name.

Priority is given to traditional Indigenous names when assigning or recording a name to a previously unrecorded natural feature.

Every effort is made to determine if an Indigenous name exists for a previously unrecorded natural feature. If an unrecorded European name is used locally, a dual name will be assigned or recorded.

Features found to have an assigned or recorded European name but not an Indigenous name, will be considered for dual naming.

**6.8. Road Types**

Every road name must consist of a name element followed by a road type. Road names without a type must not be used (e.g. 'Broadway' is not acceptable).

The road type must be selected from the list in Appendix B and be chosen to convey the function and characteristics of the road as described in Appendix B.

**6.9. Date of Effect**

The date of effect of the new or changed road name is determined at the time the decision to assign the name is made.

The date of effect will be determined after considering:

- In respect of renaming an existing road, the impact on existing property owners, residents, tenants and occupiers. For example the time required to advise relevant parties to change letterhead stationery and advertising references;
- Potential confusion for people using maps and online search databases.
- The desire of some developers to sell property “off the plan” and the opportunity for new owners to know their future address at an early stage.

Council will update its Register of Public Roads as required by the *Local Government Act 1999*.

**6.10. Records Management**

Every address assigned in terms of the Policy must be recorded in terms of mandatory address components and option and conditional address components.

The origin of each name must be clearly stated and recorded as part of the Council’s historical records.

## 7. General Naming Principles

The general naming principles listed below must be used in conjunction with other components of the naming rules when considering street, place and road names.

**7.1.** These general principles are designed to ensure that names are enduring and there is no ambiguity, confusion, error or discrimination caused by the naming.**Name Sources**

Names should be relevant to the local area and oflocal significance;

Names should be relevant to one or more of these themes:

- aboriginal names taken from the local Aboriginal language;
- early explorers, pioneers, and settlers;
- local flora and fauna
- local geography and geology
- eminent persons;
- industrial/mineral/agricultural production
- local history;
- war/casualty lists; or
- commemorative names.

Names that are derived from Indigenous sources are local to the area, comply with the written form (should one exist) and endorsed by the recognised local Indigenous community (refer Item 6.7).

**7.2. Propriety**

Names that are not of living persons.

Names that are not characterized as offensive or likely to give offence, incongruous – out of place, or commercial or company name.

**7.3. Communication**

Names that do not occur within the municipality or within an adjoining suburb outside the municipality. Duplication also means names of a similar sound notwithstanding different spelling.

Names that are reasonably easy to read, spell and pronounce in order to assist service providers, emergency services and the travelling public.

Names that are not unduly long or composed of two or more words, unless geographically significant i.e. Proof Range Road.

Names that are not given names unless they are included with a family name and used to identify an individual or avoid ambiguity.

**7.4. Spelling**

Names that are spelled correctly. Where it has the same name as a place or feature with an approved geographical name, the correct spelling of the official place name is adopted as shown in the State Gazetteer.

Names that do not contain an abbreviation, initial, or acronym (e.g. 'Mount', not 'Mt') except that 'St' must be used for 'Saint'.

**7.5. Form**

Names that do not contain an apostrophe mark. In the possessive case Smith's Road will be Smiths Road.

Names that do not contain a hyphen. If one is proposed it will replaced with a space. Hyphens may be used within place names which incorporate a hyphenated surname (Baden-Powell Waterhole). They may also be used in place names of Aboriginal or Torres Strait Islander origin, where that language has a recognized writing system which uses hyphens. Hyphens should not otherwise be used.

Names that do not contain Arabic numerals or Roman numerals. Where numbers are used they must be written in full (e.g. Fifth Avenue).

For dual naming, the feature that is most likely to be used by the local community is to be used first, followed by a slash './.' and then Indigenous name (Local/Indigenous).

**7.6. Prefix / Suffix**

Names that do not include qualifying terminology or a similar prefix (e.g. Upper New, North, South) unless the road name is derived from a name which includes it.

Names that do not use a directional or similar device as a suffix to uniquely define road extremities (e.g. White Road East and White Road West).

## 8. Consultation and Public Notice

### 8.1. Consultation with Adjoining Councils and Property Owners

As per Section 219 (2) of the Act, if Council proposes to change the name of a public road that runs into the area of an adjoining Council, the Council must—

- give the adjoining council at least two months' notice of the proposed change; and
- consider any representations made by the adjoining council in response to the notice.

Council will consult with all owners of properties on the road to be named, or where there is a proposal to change the name of the road. The consultation will seek feedback on the proposed name and also allow suggestions of other alternative names. Consultation shall be in accordance with Council's Public Consultation Policy and Council will consider this feedback prior to finalizing the road name.

### 8.2. Public Notice of Name Assignment or Change

If Council assign a name or change a name under Section 219 of the Local Government Act, the Council must notify the Office of the Registrar-General of the assignment and provide information about the names of roads and public places in the Council's area as requested.

### 8.3. Advise Relevant Parties of New Name or Name Change

Council must give public notice of the assigning or changing of a name under Section 219 (1) of the Local Government Act. Public notice will be given by:

- publication in the Gazette; and
- notice on the Council's website www.victor.sa.gov.au; and
- notification of the fact of publication of the notice and the website address at which the notice is available for inspection or the notice itself is published in the local newspaper/s.

Council will provide written notice (e.g. by email or letter) of Council's decision on a new road name or name change to all relevant parties, including:

- Office of the Registrar-General
- Owners of abutting properties
- Australia Post
- Utilities providers – Telstra, SA Water and SA Power Networks
- Emergency service providers – SA Police, SA Ambulance Service, State Emergency Service and Country fire Service.

### 8.4. Adopting or Altering Policy

In accordance with Section 219 (7) of the Local Government Act 1999, notice of the adopting or altering of this policy must be published:

- in the Gazette; and
- in the local newspaper/s; and
- on the Council's website www.victor.sa.gov.au.

## 9. Risk Management

This policy will assist Council to meet its legislative obligations under the Local Government Act 1999 and ensure its practices for implementing Rural and Urban Road Naming is consistent with the Australian/New Zealand Standard for Rural and Urban Addressing AS/NZS 4819:2011.

## 10. Implementation/Delegations

Assigning or changing the name of a public place or public or private road, including making a final decision, in accordance with the policy framework set by Council, is delegated to the Chief Executive Officer.

Assigning or changing the name of a public place or public or private road shall, not in accordance with the policy framework set by Council, requires a resolution of Council.

## 11. Related Documents

- Local Government Act 1999
- Geographical Names Act 1991
- Guidelines for the Selection of Names for Roads in SA
- Australian Standard - Rural and Urban Addressing AS/NZS 4819:2011
- City of Victor Harbor: Road and Public Place Naming Procedure
- City of Victor Harbor Policy: Rural Property Addressing
- City of Victor Harbor Policy: Road Signage Management
- City of Victor Harbor Policy: Public Consultation
- City of Victor Harbor: Register of Public Roads
- City of Victor Harbor: Place Naming Register

## 12. Availability of Policy and Associated Documents

This policy and Place Naming Register (the Register) is available on Council's website at www.victor.sa.gov.au. It may also be inspected at the Principal Office of the Council at 1 Bay Road, Victor Harbor.

The Council Register of public roads is available for public inspection at the Principal Office of the Council at 1 Bay Road, Victor Harbor.

**Appendix A**

# REQUEST TO NAME A ROAD OR PUBLIC PLACE

| Applicant Details | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **The applicant is a: (please tick one)** | | | | | | | | | | |
| Agent ■ | Land Owner ■ | Resident ■ | Other (please specify) ■ | | | | | | | |
| **Name:** | | | | | | | | | | |
| **Postal Address:** | | | | | | | | | | |
| **Email Address:** | | | | | | | | | | |
| **Phone Number:** | | | | | | | | | | |

| New Road or Public Place | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **The application is to assign a name to a new:** | | | | | | | | | | |
| Public Road ■ | Private Road ■ | Park/Reserve ■ | Place ■ | Bridge ■ | | | | | | |

| Re-naming an existing road or public place | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **The application is to re-name an existing:** | | | | | | | | | | |
| Public Road ■ | Private Road ■ | Park/Reserve ■ | Place ■ | Bridge ■ | | | | | | |
| **Why does the road or public place need to be renamed?** | | | | | | | | | | |
| An existing road is no longer continuous ■ | An existing road has changed road type i.e. court to street ■ | There have been mail delivery problems ■ | The name is constantly misspelled ■ | The name is a duplicate ■ | | | | | | |
| Further detail: | | | | | | | | | | |

| Location Details |
|---|
| **Estate Name and Stage Number (if relevant):** |
| **Address:** |
| **Lot and Plan Details:** |
| **Related Approvals:** (i.e. Development Application number) |
| **Other key identifiers:** |

| Proposed Name Details | | | | |
|---|---|---|---|---|
| **Proposed Name and Location** (attached plan if required/relevant) | | | | |
| **1.** | | | | |
| **2.** | | | | |
| **3.** | | | | |
| **4.** | | | | |
| The names requested are on Council's Nomenclature Register | Yes ■ | | No ■ | |
| **The names requested meet the criteria listed in Section 7 of Council's Road and Public Place Naming policy** | Yes ■ | | No ■ | |
| If not, justification is required: Please refer to Council's Road and Public Place Naming Policy | | | | |
| The names requested are appropriate to the physical, historical or cultural character of the area concerned: | Yes ■ | No ■ | | |
| Elaboration is required: | | | | |
| **If there is insufficient space above, please provide these details in a separate attachment.** | | | | |

In support of this application, I/we have attached the following:

■ Land Division Plan
■ Additional Material, please specify _____

| Applicant Declaration |
|---|
| I declare that:<br>• The information provided on this form, and in any attachments, for the lodgement and assessment of this request to be true and correct<br>• I have read and understood the Road and Public Place Naming Policy as set by the City of Victor Harbor Council<br>• I acknowledge that if the names requested are outside the Policy framework set by Council, approval of such requests will require a resolution of Council. |
| **Signature:** **Date:** |

**Please return completed form and attachments to: localgov@victor.sa.gov.au**

| Office Use Only | | | |
|---|---|---|---|
| **Date Received:** | | | File number: |
| Incoming Record Number: | | | Assessment Number: (if applicable) |
| **CEO Approval** | Yes / No | | Record Number: |
| **Council resolution (if required)** | Yes / No | | Resolution Number: |
| **Applicant notified** | Yes / No | | Record Number: |

**Appendix B**

Australian Standard for Rural and Urban Addressing *AS/NZS 4819/2011- Road Types*

| Road Type | Abbrev-iation | Description | Open Ended | Cul-de-sac | Pedestrian Only |
|---|---|---|---|---|---|
| **Alley** | Ally | Usually narrow roadway in cities or towns, often through city blocks or squares. | ✓ | ✓ | |
| **Approach** | App | Roadway leading to an area of community interest (e.g. public open space, commercial area, beach etc.) | ✓ | | |
| **Arcade** | Arc | Passage having an arched roof, or any covered passageway, especially one with shops along the sides. | | | ✓ |
| **Avenue** | Av | Broad roadway, usually planted on each side with trees. | ✓ | | |
| **Boardwalk** | Bwlk | Promenade or path, especially of wooden planks, for pedestrians and sometimes vehicles, along or overlooking a beach or waterfront. | | | ✓ |
| **Boulevard** | Bvd | Wide roadway, well paved, usually ornamented with trees and grass plots. | ✓ | | |
| **Break** | Brk | Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak. | ✓ | | |
| **Bypass** | Bypa | Alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement. | ✓ | | |
| **Chase** | Ch | Roadway leading down to a valley. | ✓ | ✓ | |
| **Circuit** | Cct | Roadway enclosing an area. | ✓ | | |
| **Close** | Cl | Short, enclosed roadway. | | ✓ | |
| **Concourse** | Con | Roadway that runs around a central area (e.g. public open space or commercial area). | ✓ | | |
| **Court** | Ct | Short, enclosed roadway. | | ✓ | |
| **Crescent** | Cr | Crescent-shaped thoroughfare, especially where both ends join the same thoroughfare. | ✓ | ✓ | |
| **Crest** | Crst | Roadway running along the top or summit of a hill. | ✓ | ✓ | |
| **Drive** | Dr | Wide thoroughfare allowing a steady flow of traffic without many cross-streets. | ✓ | | |
| **Entrance** | Ent | Roadway connecting other roads. | ✓ | | |
| **Esplanade** | Esp | Level roadway, often along the seaside, lake or a river. | ✓ | | |
| **Firetrail** | Ftrl | Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak. | ✓ | | |
| **Freeway** | Fwy | Express, multi-lane highway, with limited or controlled access. | ✓ | | |
| **Glade** | Glde | Roadway usually in a valley of trees. | ✓ | ✓ | |
| **Grange** | Gra | Roadway leading to a country estate, or focal point, public open space, shopping area etc. | ✓ | | |
| **Grove** | Gr | Roadway that features a group of trees standing together. | ✓ | ✓ | |
| **Highway** | Hwy | Main road or thoroughfare, a main route. | ✓ | | |
| **Lane** | Lane | Narrow way between walls, buildings or a narrow country or city roadway. | ✓ | ✓ | |
| **Loop** | Loop | Roadway that diverges from and rejoins the main thoroughfare. | ✓ | | |

| | | | | | |
|---|---|---|---|---|---|
| **Mall** | Mall | Sheltered walk, promenade or shopping precinct. | | | ✓ |
| **Mews** | Mews | Roadway in a group of houses. | | ✓ | |
| **Parade** | Pde | Public promenade or roadway that has good pedestrian facilities along the side. | ✓ | | |
| **Parkway** | Pwy | Roadway through parklands or an open grassland area. | ✓ | | |
| **Passage** | Psge | Narrow street for pedestrians. | | | ✓ |
| **Path** | Path | Roadway used only for pedestrian traffic. | | | ✓ |
| **Place** | Pl | Short, sometimes narrow, enclosed roadway. | ✓ | ✓ | |
| **Plaza** | Plza | Roadway enclosing the four sides of an area forming a market place or open space. | ✓ | | |
| **Promenade** | Prom | Roadway like an avenue with plenty of facilities for the public to take a leisurely walk, a public place for walking. | ✓ | | |
| **Quays** | Qys | Roadway leading to a landing place alongside or projecting into water. | ✓ | | |
| **Ramp** | Ramp | Access road to and from highways and freeways. | ✓ | | |
| **Retreat** | Rtt | Roadway forming a place of seclusion. | | ✓ | |
| **Ridge** | Rdge | Roadway along the top of a hill. | ✓ | | |
| **Rise** | Rise | Roadway going to a higher place or position. | ✓ | ✓ | |
| **Road** | Rd | Open way or public passage primarily for vehicles. | ✓ | | |
| **Square** | Sq | Roadway bounding the four sides of an area to be used as an open space or a group of buildings. | ✓ | ✓ | |
| **Steps** | Stps | Route consisting mainly of steps. | | | ✓ |
| **Street** | St | Public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides. | ✓ | | |
| **Subway** | Sbwy | Underground passage or tunnel that pedestrians use for crossing under a road, railway, river etc. | | | ✓ |
| **Terrace** | Tce | Roadway usually with houses on either side raised above the road level. | ✓ | ✓ | |
| **Track** | Trk | Roadway with a single carriageway. A roadway through a natural bushland region. The interpretation for both Track and Trail is limited to roadways, whereas in many areas (e.g. Tasmania) these are often associated with walking rather than vehicular movement. | ✓ | | |
| **Trail** | Trl | See 'Track'. | | | |
| **View** | View | Roadway commanding a wide panoramic view across surrounding areas. | ✓ | ✓ | |
| **Vista** | Vsta | Roadway with a view or outlook. | ✓ | ✓ | |
| **Walk** | Walk | Thoroughfare with restricted access used mainly by pedestrians. | | | ✓ |
| **Way** | Way | Roadway affording passage from one place to another. Usually not as straight as an avenue or street. | ✓ | | |
| **Wharf** | Whrf | A roadway on a wharf or pier. | ✓ | ✓ | ✓ |

## Attachment 2 - Road and Place Naming Policy (Tracked Changes)

# POLICY

| | |
|---|---|
| **Policy Name** | Road and Public Place Naming Policy |
| **Policy Category** | Governance |
| **Department / Officer** | Environment and Infrastructure/Director |
| **Date Adopted** | 16 March 2009 |
| **Date/s Reviewed** | 26 March 2012, 24 February 2020, 22 April 2024, 22 September 2025 |
| **Review Frequency** | Every Three Years |
| **Strategic Plan Reference** | Aspiration 3 - We manage growth and change responsibly<br>Objective 3.2 - Preserve and celebrate Victor Harbor's rich and diverse history and heritage<br>well-governed organisation<br>Objective 6.1 - Provide effective leadership and governance |
| **Attachments** | ~~Appendix A – Nomenclature Register~~<br>Appendix AB – Road and Public Place Naming Request Form<br>Appendix BC – Australian Standard for Rural and Urban Addressing *AS/NZS 4819/2011* |

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b. any road—

i. that is vested in a council under this or another Act; or
ii. that is placed under a council's care, control and management as a public road after the commencement of this Act,

but not including an alley, laneway, walkway or other similar thoroughfare vested in a council; or

a. any road or land owned by a council, or transferred or surrendered to a council, and which, subject to this Act, is declared by the council to be a public road;
b. any land shown as a street or road on a plan of division deposited in the Lands Titles Registration Office or the General Registry Office and which is declared by the council to be a public road; or
c. any land transferred or surrendered to the Crown for use as a public road that was, immediately before the transfer, held by a person in fee simple or under a lease granted by the Crown.

***Road*** means a public or private road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles, pedestrians, or both and includes:

a. a bridge, viaduct or subway; or
b. an alley, laneway or walkway.

***Short road*** means a road with five or less property addresses (not including sub-addresses).

## 6. Policy

### 6.1. Formed Roads

All formed roads, including private roads that are generally accessible to the public or to services within the Council area should be assigned a name. This includes roads within complexes such as universities, hospitals, retirement villages, and roads in parks as well as pedestrian only roads, such as malls or steps etc.

Short roads, which are not proposed to be lengthened or have additional address sites, need not be separately named. Addresses will be assigned in terms of the road onto which the shorts road connects.

Private land owners are not obliged to seek Council approval for naming their roads. However, there is a public interest in encouraging private land owners and developers to select suitable names, preferably in accordance with this policy, and to obtain Council endorsement for the name.

Where Council proposes to assign a name to a private road it will consult with the owner of the land over the proposed name and the signage requirements for the road.

In cases where a private (roads) is (are) created as part of a residential development Council may seek to recover the costs of processing requests to provide road names should they be received.

Costs associated with the purchase, installation and maintenance of street/road name signs will be borne by the owner(s) of the private road.

Naming a road on private land does not mean that Council is accepting responsibility for that road, other than ensuring its name is in terms of this Policy.

### 6.2. Unformed Roads

Council will only assign a name to unformed roads, including 'unmade' road reserves, when a name is required for addressing purposes.

### 6.3. Extent

The extent of a road name should be defined by the formed road, whether vehicular or pedestrian.

A named road should include only one section navigable by vehicles.

A single length of road must have only one name, should be easily pronounced and spelt and be easily understood when written or in conversation.

An unbroken section of road crossing Council boundaries must keep the same name. In such cases the name and the extent of the road should be determined through liaison with the relevant adjoining Council pursuant with Section 219 (2) of the Local Government Act 1999.

Unconnected navigable sections, such as where separated by an unbridged stream, pedestrian segment railing etc. should be assigned separate road names.

The above paragraph does not apply where the separate sections are two sides of the same road separated by a median strip or part of a highway that is split by a section that is assigned a local name where it passes through a town or city.

### 6.4. Initiating the Road or Public Place Naming Process

A road or public place naming process may be initiated if:

- a request is received by the Council from an affected landowner or their agent;
- Council resolves that a name change be investigated;
- Council staff determine it is in the public interest to investigate a change in road or public place name;
- Council opens or forms a road or public place; or
- Council receives an application for a land division.

Requests to initiate the road or public place naming process must be addressed to the City of Victor Harbor Chief Executive Officer and accompanied by a completed *Request to Name a Road or Public Place* application form, Appendix B~~C~~.

### 6.5. Changing Road Names

Road and public place names are intended to be enduring and must be only changed when necessary. Council may consider renaming an existing road or public place if:

- an existing road is redesigned;
- there have been mail delivery problems;
- a name is constantly misspelled; or
- the name is duplicated within the municipality or within an adjoining suburb outside the municipality.

Roads and public places must be renamed if:

- an existing road is developed in a way that changes the road type, as defined in Appendix B; or
- an existing road extent is broken into two or more sections so that it is no longer continuous. The resultant segments must be renamed to comply with this Policy.

**6.6. Name Selection**

A road or public place name must be either:

- selected from Council's Place Naming Register ~~Nomenclature Register~~ (the Register), or
- meet the criteria listed in Section 7 of this policy

~~as detailed in Appendix A.~~ and

- ~~Names should be selected from the list so as to~~ be ~~appropriate~~ relevant to the physical, historical or cultural character of the immediate areas concerned.

A name that is also the name of a street in the Council area may only be given to a park or reserve that is contiguous with the street of the same name.

**6.7. Dual Naming**

Traditional Indigenous place names are encouraged but must be authorized by the relevant Indigenous communities.

A word from an Indigenous language is also acceptable as long as it comes from a local language and its translation is suitable.

The meaning behind the Indigenous word must be related to the local area in which it is being used.

Names of sensitive Indigenous historical sites will not be recorded on publicly available information.

Indigenous communities must be consulted and agree when choosing Indigenous place names.

If a natural feature already has a non-Indigenous name and an Indigenous name is also to be applied to that same feature, a dual name is assigned to it so that both heritages are recorded.

In practice, dual geographical names are assigned only to natural geographical and topographical features that have a traditional Indigenous and another name.

Priority is given to traditional Indigenous names when assigning or recording a name to a previously unrecorded natural feature.

Every effort is made to determine if an Indigenous name exists for a previously unrecorded natural feature. If an unrecorded European name is used locally, a dual name will be assigned or recorded.

Features found to have an assigned or recorded European name but not an Indigenous name, will be considered for dual naming.

**6.8. Road Types**

Every road name must consist of a name element followed by a road type. Road names without a type must not be used (e.g. 'Broadway' is not acceptable).

The road type must be selected from the list in Appendix B and be chosen to convey the function and characteristics of the road as described in Appendix B.

**6.9. Date of Effect**

The date of effect of the new or changed road name is determined at the time the decision to assign the name is made.

The date of effect will be determined after considering:

- In respect of renaming an existing road, the impact on existing property owners, residents, tenants and occupiers. For example the time required to advise relevant parties to change letterhead stationery and advertising references;
- Potential confusion for people using maps and online search databases.
- The desire of some developers to sell property "off the plan" and the opportunity for new owners to know their future address at an early stage.

Council will update its Register of Public Roads as required by the *Local Government Act 1999*.

**6.10. Records Management**

Every address assigned in terms of the Policy must be recorded in terms of mandatory address components and option and conditional address components.

The origin of each name must be clearly stated and recorded as part of the Council's historical records.

## 7. ~~Nomenclature Register~~General Naming Principles

The general naming principles listed below must be used in conjunction with other components of the naming rules when considering street, place and road names.

These general principles are designed to ensure that names are enduring and there is no ambiguity, confusion, error or discrimination caused by the naming.

### ~~6.11.~~7.1. Name Sources

Names should be relevant to the local area and ~~that are~~ of local significance;

Names ~~that are~~should be relevant to one or more of these themes:

- aboriginal names taken from the local Aboriginal language;
- early explorers, pioneers, and settlers;
- local flora and fauna
- local geography and geology
- eminent persons;
- industrial/mineral/agricultural production
- local history;
- ~~thematic names such as flora, fauna, ships etc.;~~
- war/casualty lists; or
- commemorative names.

Names that are derived from Indigenous sources are local to the area, comply with the written form (should one exist) and endorsed by the recognised local Indigenous community (refer Item 6.7).

**~~6.12.~~7.2. Propriety**

Names that are not of living persons.

Names that are not characterized as offensive or likely to give offence, incongruous – out of place, or commercial or company name.

**~~6.13.~~7.3. Communication**

Names that do not occur within the municipality or within an adjoining suburb outside the municipality. Duplication also means names of a similar sound notwithstanding different spelling.

Names that are reasonably easy to read, spell and pronounce in order to assist service providers, emergency services and the travelling public.

Names that are not unduly long or composed of two or more words, unless geographically significant i.e. Proof Range Road.

Names that are not given names unless they are included with a family name and used to identify an individual or avoid ambiguity.

**~~6.14.~~7.4. Spelling**

Names that are spelled correctly. Where it has the same name as a place or feature with an approved geographical name, the correct spelling of the official place name is adopted as shown in the State Gazetteer.

Names that do not contain an abbreviation, initial, or acronym (e.g. 'Mount', not 'Mt') except that 'St' must be used for 'Saint'.

**~~6.15.~~7.5. Form**

Names that do not contain an apostrophe mark. In the possessive case Smith's Road will be Smiths Road.

Names that do not contain a hyphen. If one is proposed it will replaced with a space. Hyphens may be used within place names which incorporate a hyphenated surname (Baden-Powell Waterhole). They may also be used in place names of Aboriginal or Torres Strait Islander origin, where that language has a recognized writing system which uses hyphens. Hyphens should not otherwise be used.

Names that do not contain Arabic numerals or Roman numerals. Where numbers are used they must be written in full (e.g. Fifth Avenue).

For dual naming, the feature that is most likely to be used by the local community is to be used first, followed by a slash '/.' and then Indigenous name (Local/Indigenous).

**~~6.16.~~7.6. Prefix / Suffix**

Names that do not include qualifying terminology or a similar prefix (e.g. Upper New, North, South) unless the road name is derived from a name which includes it.

Names that do not use a directional or similar device as a suffix to uniquely define road extremities (e.g. White Road East and White Road West).

## ~~7.~~8. Consultation and Public Notice

### ~~7.1.~~8.1. Consultation with Adjoining Councils and Property Owners

As per Section 219 (2) of the Act, if Council proposes to change the name of a public road that runs into the area of an adjoining Council, the Council must—

- give the adjoining council at least two months' notice of the proposed change; and
- consider any representations made by the adjoining council in response to the notice.

Council will consult with all owners of properties on the road to be named, or where there is a proposal to change the name of the road. The consultation will seek feedback on the proposed name and also allow suggestions of other alternative names. Consultation shall be in accordance with Council's Public Consultation Policy and Council will consider this feedback prior to finalizing the road name.

### ~~7.2.~~8.2. Public Notice of Name Assignment or Change

If Council assign a name or change a name under Section 219 of the Local Government Act, the Council must notify the Office of the Registrar-General of the assignment and provide information about the names of roads and public places in the Council's area as requested.

### ~~7.3.~~8.3. Advise Relevant Parties of New Name or Name Change

Council must give public notice of the assigning or changing of a name under Section 219 (1) of the Local Government Act. Public notice will be given by:

- publication in the Gazette; and
- notice on the Council's website www.victor.sa.gov.au; and
- notification of the fact of publication of the notice and the website address at which the notice is available for inspection or the notice itself is published in the local newspaper/s.

Council will provide written notice (e.g. by email or letter) of Council's decision on a new road name or name change to all relevant parties, including:

- Office of the Registrar-General
- Owners of abutting properties
- Australia Post
- Utilities providers – Telstra, SA Water and SA Power Networks
- Emergency service providers – SA Police, SA Ambulance Service, State Emergency Service and Country fire Service.

### ~~7.4.~~8.4. Adopting or Altering Policy

In accordance with Section 219 (7) of the Local Government Act 1999, notice of the adopting or altering of this policy must be published:

- in the Gazette; and
- in the local newspaper/s; and
- on the Council's website www.victor.sa.gov.au.

## ~~8.~~9. Risk Management

This policy will assist Council to meet its legislative obligations under the Local Government Act 1999 and ensure its practices for implementing Rural and Urban Road Naming is consistent with the Australian/New Zealand Standard for Rural and Urban Addressing AS/NZS 4819:2011.

## ~~9.~~10. Implementation/Delegations

Assigning or changing the name of a public place or public or private road, including making a final decision, in accordance with the policy framework set by Council, is delegated to the Chief Executive Officer.

Assigning or changing the name of a public place or public or private road shall, not in accordance with the policy framework set by Council, requires a resolution of Council.

## ~~10.~~11. Related Documents

- Local Government Act 1999
- Geographical Names Act 1991
- Guidelines for the Selection of Names for Roads in SA
- Australian Standard - Rural and Urban Addressing AS/NZS 4819:2011
- City of Victor Harbor: Road and Public Place Naming Procedure
- City of Victor Harbor Policy: Rural Property Addressing
- City of Victor Harbor Policy: Road Signage Management
- City of Victor Harbor Policy: Public Consultation
- City of Victor Harbor: Register of Public Roads
- City of Victor Harbor: Place Naming Register

## ~~11.~~12. Availability of Policy and Associated Documents

This policy and Place Naming Register (the Register) is available on Council's website at www.victor.sa.gov.au. It may also be inspected at the Principal Office of the Council at 1 Bay Road, Victor Harbor.

The Council Register of public roads is available for public inspection at the Principal Office of the Council at 1 Bay Road, Victor Harbor.

**Appendix A**

# REQUEST TO NAME A ROAD OR PUBLIC PLACE

| Applicant Details | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **The applicant is a: (please tick one)** | | | | | | | | | | |
| Agent | ■ | Land Owner | ■ | Resident | ■ | Other (please specify) | ■ | | | |
| **Name:** | | | | | | | | | | |
| **Postal Address:** | | | | | | | | | | |
| **Email Address:** | | | | | | | | | | |
| **Phone Number:** | | | | | | | | | | |

| New Road or Public Place | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **The application is to assign a name to a new:** | | | | | | | | | | |
| Public Road | ■ | Private Road | ■ | Park/Reserve | ■ | Place | ■ | Bridge | ■ | |

| Re-naming an existing road or public place | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **The application is to re-name an existing:** | | | | | | | | | | |
| Public Road | ■ | Private Road | ■ | Park/Reserve | ■ | Place | ■ | Bridge | ■ | |
| **Why does the road or public place need to be renamed?** | | | | | | | | | | |
| An existing road is no longer continuous | ■ | An existing road has changed road type i.e. court to street | ■ | There have been mail delivery problems | ■ | The name is constantly misspelled | ■ | The name is a duplicate | ■ | |
| Further detail: | | | | | | | | | | |

| Location Details |
|---|
| **Estate Name and Stage Number (if relevant):** |
| **Address:** |
| **Lot and Plan Details:** |
| **Related Approvals:** (i.e. Development Application number) |
| **Other key identifiers:** |

| Proposed Name Details | | | | |
|---|---|---|---|---|
| **Proposed Name and Location** (attached plan if required/relevant) | | | | |
| **1.** | | | | |
| **2.** | | | | |
| **3.** | | | | |
| **4.** | | | | |
| The names requested are on Council's Nomenclature Register | Yes ■ | | No ■ | |
| **The names requested meet the criteria listed in Section 7 of Council's Road and Public Place Naming policy** | Yes ■ | | No ■ | |
| If not, justification is required: Please refer to Council's Road and Public Place Naming Policy | | | | |
| The names requested are appropriate to the physical, historical or cultural character of the area concerned: | Yes ■ | No ■ | | |
| Elaboration is required: | | | | |
| **If there is insufficient space above, please provide these details in a separate attachment.** | | | | |

In support of this application, I/we have attached the following:

■ Land Division Plan
■ Additional Material, please specify _____

| Applicant Declaration |
|---|
| I declare that:<br>• The information provided on this form, and in any attachments, for the lodgement and assessment of this request to be true and correct<br>• I have read and understood the Road and Public Place Naming Policy as set by the City of Victor Harbor Council<br>• I acknowledge that if the names requested are outside the Policy framework set by Council, approval of such requests will require a resolution of Council. |
| **Signature:** **Date:** |

**Please return completed form and attachments to: localgov@victor.sa.gov.au**

| Office Use Only | | | |
|---|---|---|---|
| **Date Received:** | | | File number: |
| Incoming Record Number: | | | Assessment Number: (if applicable) |
| **CEO Approval** | Yes / No | | Record Number: |
| **Council resolution (if required)** | Yes / No | | Resolution Number: |
| **Applicant notified** | Yes / No | | Record Number: |

**Appendix B**

Australian Standard for Rural and Urban Addressing *AS/NZS 4819/2011- Road Types*

| Road Type | Abbrev-iation | Description | Open Ended | Cul-de-sac | Pedestrian Only |
|---|---|---|---|---|---|
| **Alley** | Ally | Usually narrow roadway in cities or towns, often through city blocks or squares. | ✓ | ✓ | |
| **Approach** | App | Roadway leading to an area of community interest (e.g. public open space, commercial area, beach etc.) | ✓ | | |
| **Arcade** | Arc | Passage having an arched roof, or any covered passageway, especially one with shops along the sides. | | | ✓ |
| **Avenue** | Av | Broad roadway, usually planted on each side with trees. | ✓ | | |
| **Boardwalk** | Bwlk | Promenade or path, especially of wooden planks, for pedestrians and sometimes vehicles, along or overlooking a beach or waterfront. | | | ✓ |
| **Boulevard** | Bvd | Wide roadway, well paved, usually ornamented with trees and grass plots. | ✓ | | |
| **Break** | Brk | Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak. | ✓ | | |
| **Bypass** | Bypa | Alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement. | ✓ | | |
| **Chase** | Ch | Roadway leading down to a valley. | ✓ | ✓ | |
| **Circuit** | Cct | Roadway enclosing an area. | ✓ | | |
| **Close** | Cl | Short, enclosed roadway. | | ✓ | |
| **Concourse** | Con | Roadway that runs around a central area (e.g. public open space or commercial area). | ✓ | | |
| **Court** | Ct | Short, enclosed roadway. | | ✓ | |
| **Crescent** | Cr | Crescent-shaped thoroughfare, especially where both ends join the same thoroughfare. | ✓ | ✓ | |
| **Crest** | Crst | Roadway running along the top or summit of a hill. | ✓ | ✓ | |
| **Drive** | Dr | Wide thoroughfare allowing a steady flow of traffic without many cross-streets. | ✓ | | |
| **Entrance** | Ent | Roadway connecting other roads. | ✓ | | |
| **Esplanade** | Esp | Level roadway, often along the seaside, lake or a river. | ✓ | | |
| **Firetrail** | Ftrl | Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak. | ✓ | | |
| **Freeway** | Fwy | Express, multi-lane highway, with limited or controlled access. | ✓ | | |
| **Glade** | Glde | Roadway usually in a valley of trees. | ✓ | ✓ | |
| **Grange** | Gra | Roadway leading to a country estate, or focal point, public open space, shopping area etc. | ✓ | | |
| **Grove** | Gr | Roadway that features a group of trees standing together. | ✓ | ✓ | |
| **Highway** | Hwy | Main road or thoroughfare, a main route. | ✓ | | |
| **Lane** | Lane | Narrow way between walls, buildings or a narrow country or city roadway. | ✓ | ✓ | |
| **Loop** | Loop | Roadway that diverges from and rejoins the main thoroughfare. | ✓ | | |

| | | | | | |
|---|---|---|---|---|---|
| **Mall** | Mall | Sheltered walk, promenade or shopping precinct. | | | ✓ |
| **Mews** | Mews | Roadway in a group of houses. | | ✓ | |
| **Parade** | Pde | Public promenade or roadway that has good pedestrian facilities along the side. | ✓ | | |
| **Parkway** | Pwy | Roadway through parklands or an open grassland area. | ✓ | | |
| **Passage** | Psge | Narrow street for pedestrians. | | | ✓ |
| **Path** | Path | Roadway used only for pedestrian traffic. | | | ✓ |
| **Place** | Pl | Short, sometimes narrow, enclosed roadway. | ✓ | ✓ | |
| **Plaza** | Plza | Roadway enclosing the four sides of an area forming a market place or open space. | ✓ | | |
| **Promenade** | Prom | Roadway like an avenue with plenty of facilities for the public to take a leisurely walk, a public place for walking. | ✓ | | |
| **Quays** | Qys | Roadway leading to a landing place alongside or projecting into water. | ✓ | | |
| **Ramp** | Ramp | Access road to and from highways and freeways. | ✓ | | |
| **Retreat** | Rtt | Roadway forming a place of seclusion. | | ✓ | |
| **Ridge** | Rdge | Roadway along the top of a hill. | ✓ | | |
| **Rise** | Rise | Roadway going to a higher place or position. | ✓ | ✓ | |
| **Road** | Rd | Open way or public passage primarily for vehicles. | ✓ | | |
| **Square** | Sq | Roadway bounding the four sides of an area to be used as an open space or a group of buildings. | ✓ | ✓ | |
| **Steps** | Stps | Route consisting mainly of steps. | | | ✓ |
| **Street** | St | Public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides. | ✓ | | |
| **Subway** | Sbwy | Underground passage or tunnel that pedestrians use for crossing under a road, railway, river etc. | | | ✓ |
| **Terrace** | Tce | Roadway usually with houses on either side raised above the road level. | ✓ | ✓ | |
| **Track** | Trk | Roadway with a single carriageway. A roadway through a natural bushland region. The interpretation for both Track and Trail is limited to roadways, whereas in many areas (e.g. Tasmania) these are often associated with walking rather than vehicular movement. | ✓ | | |
| **Trail** | Trl | See 'Track'. | | | |
| **View** | View | Roadway commanding a wide panoramic view across surrounding areas. | ✓ | ✓ | |
| **Vista** | Vsta | Roadway with a view or outlook. | ✓ | ✓ | |
| **Walk** | Walk | Thoroughfare with restricted access used mainly by pedestrians. | | | ✓ |
| **Way** | Way | Roadway affording passage from one place to another. Usually not as straight as an avenue or street. | ✓ | | |
| **Wharf** | Whrf | A roadway on a wharf or pier. | ✓ | ✓ | ✓ |

## 10.4. Urban Growth Management Strategy - Summary of Third Phase of Engagement and Final Adoption

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: David Read

## RECOMMENDATION

1. That Council receive and note the Engagement Summary - Urban Growth Management Strategy report (UGMS Final Engagement, June - July 2025) as provided under separate cover.

2. That Council adopt the Victor Harbor Urban Growth Management Strategy 2050 (UGMS) as provided under separate cover.

## PURPOSE

The purpose of this report is to provide a summary of the recent community engagement results gathered through the third phase of public consultation for the Victor Harbor Urban Growth Management Strategy 2050 (UGMS) for Council's consideration and, to seek its adoption.

## BACKGROUND

The UGMS sets a 25-year vision with ambitious objectives and targets, attempting to balance our local area's aspirations and continuously strive for a sustainable future, providing a strategic framework for:

- Planning, funding, and the timely delivery of physical and community infrastructure and environmental management initiatives

- Long-term land use planning, identifying preferred development and prioritised timing options for conservation areas, public open space, community services, employment lands and residential development

- Informing State Government land use and infrastructure planning, funding and delivery programs (including the Greater Adelaide Regional Plan - GARP)

- More effective and efficient governance through the integration and alignment of Council's various strategic management plans and policies.

The UGMS intends to address the following six, high level key Principles with associated objectives, targets, actions (including estimated budget) and priorities:

- Principle 1 - Housing supply meets the needs of our community

- Principle 2 - Our economy is productive, prosperous and attracts investment
- Principle 3 - Services and infrastructure meet demand and are reliable and efficient
- Principle 4 - Our environment is protected and enhanced
- Principle 5 - Our landscape, character and heritage is celebrated and retained
- Principle 6 - Council's long term financial sustainability is not compromised by urban growth

Beginning in 2023, planning consultancy, Future Urban were appointed to assist Council to deliver this UGMS project. After completing two rounds of community consultation in 2024 on the initial *Discussion Paper* and a first draft of a UGMS document, a second updated draft was subsequently created and considered by Council at the Ordinary Council Meeting held on 26 May 2025, resolving the following:

***OC1242025***

*Moved: Cr David Kemp*

*Seconded: Cr Stewart Burns*

*That Council approve the Victor Harbor Urban Growth Management Strategy 2050 (UGMS) - Draft (for consultation) for the purpose of commencing the third phase of community and stakeholder engagement in accordance with the Urban Growth Management Plan Engagement Strategy.*

***CARRIED***

***OC1252025***

*Moved: Cr Carol Schofield*

*Seconded: Cr Michael Quinton*

1. *That Council grant delegation to the Chief Executive Officer to make minor amendments to the Victor Harbor Urban Growth Management Strategy 2050 (UGMS) - Draft (for consultation) document if/where necessary and appropriate.*

2. *That a report be brought back to Council following the third phase of stakeholder and community engagement*, outlining the engagement findings and next steps for the project.

***CARRIED***

As a result of the above resolution, *Phase 3* community engagement on a second draft of the UGMS occurred for just over a five (5) week period in June and July 2025.

## COMMENTARY

Following the most recent third round of community and stakeholder consultation, feedback received has been collated into an Engagement Summary report (provided under separate cover). Commentary within this Engagement report has also been included for Council's consideration prior to endorsing an updated version of the UGMS.

***Consultation Summary***

Summary of Phase 3 consultation:

Heard from more than 150 people, comprising:

- 132 survey responses
- 27 written submissions

Well attended Community Open Days (approx. 70 people registered attendance).

Matters which attracted the most attention:

- 93% support ensuring that farming activities are protected from incompatible land uses
- 90% support establishing wildlife corridors
- 80% support creating opportunities for young people and families
- 76% support a business case for Council to actively support the provision of childcare
- Infrastructure and local services are at capacity and need investment to accommodate growth

***Greater Adelaide Regional Plan (GARP) - Influence on the UGMS***

The State Government's GARP was released on 17 March 2025 which identified Victor Harbor as a satellite city and a future growth area for Greater Adelaide. The GARP includes many *Actions* which must be considered and incorporated within a Council's strategic planning role and responsibility, particularly as it relates to the planning of future growth areas identified for housing and employment. Within the broader state/federal strategic planning and governance/legislative hierarchy, the UGMS must acknowledge and consider the policy direction of the new GARP.

The Department of Housing and Urban Development (DHUD) is the lead agency for the Greater Adelaide Regional Plan (GARP). The following outlines DHUD's feedback on the draft UGMS:

*I commend council for being proactive in planning for the growth of your community. As you have previously acknowledged, drafting of the UGMS had commenced prior to the final Greater Adelaide Regional Plan (GARP), released in March. As such a review of the UGMS has found some misalignment between the GARP and UGMS, namely:*

- *Different population projections and housing targets used*
- *Land identified as Future Employment in GARP on Victor Harbor Road has not reflected in the UGMS*
- *Sites identified in GARP as Future Greenfield Growth Area on Waterport Road and other smaller sites nearby have not been reflected in the UGMS.*

Community feedback concerning the GARP within the UGMs consultation process is also as follows:

- Seven (7) submissions raised concerns with GARP
- Several attendees at the open days raised concerns with several areas identified within GARP

When comparing against the aspirations of the State Government's GARP, Council has been quite clear throughout this entire UGMS project regarding its governance and policy position and differences. Council's approach is further clarified and addressed within the next section of this report.

***Suggested Changes to the UGMS***

As a result of the above-mentioned consultation, the following section of this report provides a summary of the high-level policy positions and resultant changes to be considered, adopted and incorporated by Council within the final version of the UGMS, as presented:

***Greater Adelaide Regional Plan (GARP) and its Relationship with the UGMS***

- Recognise that Council's UGMS will be based on *evidence-based* growth targets ('realised and forecast demand') and that the GARP will be focussed on using *high-growth*, aspirational targets (not experienced before in Victor Harbor). Clearly state the difference between these two strategic documents and in particular, Council's ambition to achieve its strategic planning direction and subsequent priorities, first and foremost. Incorporate clear emphasis that Council's priority regarding Victor Harbor's future growth is to occur according to the UGMS, whilst also respectfully acknowledging the GARP's aspirations and noting the similarities, and differences, between the two strategic plans
- Emphasise that the high-population growth targets contained within the GARP will not occur without significant investment in infrastructure first and in particular, is expected to be resourced and provided by the State Government
- Commit to preparing a Local Housing Strategy (LHS) as required by the GARP
- Include a chart acknowledging the relationship and timing of intended key actions in the GARP and the UGMS (within the next 5 years)

***Employment***

- New Action - to engage with Alexandrina Council regarding the consideration of a potential expansion of the Employment Area further east along Waterport Road
- Clarify that further investigations are required as part of future Code Amendments e.g. heritage, environmental, traffic issues etc.

***Environmental***

- Add commentary/recognition of the Biodiversity Bill 2025
- Add a new target - Re: *Achieving net zero emissions by 2050 in line with South Australia's Net Zero Strategy 2024 - 2030.* This target will guide the preparation of Council's Climate Change Policy, suggest wording change regarding Council's intent and its realistic sphere of influence
- Improve mapping relating to the Key Wildlife Corridor Options e.g. between the Hindmarsh and Inman Rivers

***Infrastructure***

Add new Objective, Target and Actions relating to public transport, to include:

- Collaborate with Southern and Hills LGA to undertake a comprehensive review of the bus service contracts and network to integrate the metro and country bus services
- Advocate to State Government for funding to establish a regular and accessible public transport network to/from the Fleurieu Peninsula ahead of the high population growth anticipated by the GARP

***Structure Plan***

- Expand the area identified for a potential future Hindmarsh River crossing e.g. North of Basham Road and South of Armstrong Road
- Clarify that land uses within the Priority Growth Area and the Future Greenfield Supply Areas from the GARP will be determined during the preparation of Structure Plans
- Update this Plan to remove 'vacant' areas from Council's vision to 2050 for Waterport Road, Strawberry Hill Road and Adelaide Road triangle (Encounter Lutheran College and adjacent land):
- Include a Community Facilities and Commercial area south of Waterport Road - like within the previous version of the UGMS. The Commercial area is to match the area shown on Map 5 and a Community Facilities area is to replace the balance
- Improve the 'Priority Growth Area Structure Plan' Map 4 - remove visual clutter and within the key expand on the identification of likely site-specific investigations that will need to occur to inform a future Structure Planning exercise e.g. biodiversity, ring road interface/intersections etc.

- Clarity is required in depicting the 'Rural Land' area

***Implementation, Timing and Budget***

- Next 0-5 years: ~$550,000 *plus* two business case projects *plus* several actions with designated use of internal resources/staff

- Next 0-10 years: ~$220,000 *plus* several actions with designated use of internal resources/staff

***General Changes***

- Encourage a sustainable, more balanced and younger demographic

- Publish a plain-English annual UGMS progress update which summarises which actions are in progress or complete, and subsequently reports on the outcomes of Actions

Should more detail be desired to assist in following the amendments made to the UGMS document, between the consultation and latest versions, a table of Key Amendments has been provided at Attachment 1.

After considering the submissions received from the extensive community consultation (Phase 3), the UGMS has been updated for Council's consideration and final adoption (provided under separate cover).

Beyond obtaining a general understanding of the guiding principles within the UGMS, Council will also need to acknowledge the implications derived from implementing the stated actions when exercising its future budget and resource planning role and responsibilities.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Reputation** - The UGMS demonstrates Council's proactive approach to strategically planning for growth in a sustainable way that protects Victor Harbor's high level of liveability. There is an identified risk to Council's reputation, with both the community and State Government agencies, should Council not proactively participate in the long-term strategic planning, priorities and resource allocation for Victor Harbor. This risk is assessed as ***low.***

**Service Delivery** - There is an identified risk should Council either delay and/or not progress with the UGMS, as this would impact the project timeline and subsequent ability to be meaningfully engaged with the future reviews, actions and implementation phases of the State Government's Greater Adelaide Regional Plan. This risk is assessed as ***low.***

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 3 - We manage growth and change responsibly

**Other references used:**

Greater Adelaide Regional Plan (GARP) - Released 17 March 2025

Victor Harbor Urban Growth Management Strategy 2050 (UGMS) *version 17.0*

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in adopting the Urban Growth Management Strategy.

No additional funds are required.

## CONSULTATION

Council Members (Elected Member Briefing Session - 1 September 2025)

Chief Executive Officer - Victoria MacKirdy

Acting Director Community and Development - Leann Symonds

Strategy and Engagement Business Partner - Michelle James

Key Staff (Workshop Session - 20 August 2025)

## ATTACHMENTS

Attachment 1 - Key Changes to the Urban Growth Management Strategy

Attachment Under Separate Cover - Victor Harbor Urban Growth Management Strategy - Engagement Summary (June to July 2025)

Attachment Under Separate Cover - Victor Harbor Urban Growth Management Strategy 2050 (UGMS)

## Attachment 1 - Key Changes to the Urban Growth Management Strategy

| Page | Description of Change |
|---|---|
| | Update Implementation Plan actions to match actions – once all other updates have been made. |
| 1 | Remove 'for consultation'- replace with 'September 2025' |
| 3 | Update page numbers on contents page following edits |
| 8 | Replace the below dot point:<br><br>• Long-term land use planning, identifying preferred development outcomes and priorities timing options for conservation areas, public open space, community services, employment lands and residential development;<br><br>With:<br><br>Long-term land use planning, identifying preferred development outcomes and priorities relating to residential development, employment lands, community services, public open space and conservation. |
| 9 | Change first sentence under the heading: Preparation of the Strategy to:<br><br>The preparation of this Strategy commenced in February 2024 and **involved** three stages, as shown in figure 3.<br><br>Update commentary on the engagement to acknowledge 'what we heard' from the June/July engagement<br><br>Remove the 'we are here' bubble in figure 3.<br><br>Delete the following: |

| Page | Description of Change |
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| | The feedback on the Discussion Paper was used to inform the preparation of the first draft of the UGMS, which was released for community feedback from October to December 2024.<br><br>A summary of what we heard on the Draft UGMS is also provided in Appendix 1.<br><br>Concurrent with consideration of the community feedback, Council has also reviewed the final version of the GARP.<br><br>The draft UGMS has been updated following the above review and will be subject to a further round of engagement in May 2025, ahead of finalisation and adoption by August 2025 (Stage 3).<br><br>The feedback on the Discussion Paper was used to prepare the first draft of the UGMS. Following this, the UGMS has been subject to two further rounds of community and stakeholder input:<br><br>• The first draft was subject to consultation from October to December 2024; and<br>• The second draft was subject to consultation from June to July 2025.<br><br>A summary of what we heard during both rounds of engagement are provided in Appendix 1.<br><br>Constructive feedback was received from the community and stakeholders during all three rounds of engagement and resulted in several improvements to the UGMS. |
| 12 | Add subtitle above the below data stating: Median Weekly Income<br>**$545** Personal (GA* $762)<br>**$1,255** Family (GA* $1,988)<br>**$980** Household (GA* $1,548)<br>Replace '16,139 people in 2021' with '17,500 people in 2025**)<br><br>Add footnote: **16,139 in 2021 and assumed growth of 1,361 people over 4 years |
| 14 | Check for typos under Activating Victor Harbor heading |
| 14 | Remove ', if endorsed' in the second paragraph |

| Page | Description of Change |
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| | Last paragraph add a full stop and space between 'change. These' |
| 14 | Under Climate Change, extend the following sentence to say:<br>'This will result in Victor Harbor being warmer and drier and with more regular and intense storm events and continued sea level rise due to climate change'.<br><br>Fix typo in last dot point – 'lifestylekey' |
| 18 | After this sentence:<br><br>There are key areas within the GARP which are Council's focus and priority ahead of 2050. These areas are shown in Map 2.<br><br>Add the following:<br><br>Council support rezoning of area's identified in both the UGMS and GARP, prior to 2050. Council do not support the rezoning of other areas identified by GARP prior to 2050 unless there is significant investment in infrastructure first[1]. |
| 18 | Remove the words 'following the removal of the Environment and Food Production Area' from the below:<br><br>• Future Greenfield Supply areas, which are intended to accommodate future urban growth, following the removal of the Environment and Food Production Area; and |
| 19 | Add '- Council's priorities' to 'Areas identified in both the GARP and UGMS' |
| 19 | Map 2 – Prioritisation of Future Areas in the Greater Adelaide Regional Plan<br><br>Add two additional layers:<br>• Other Greenfield Areas identified within the Greater Adelaide Regional Plan<br>• Other Employment Areas identified within the Greater Adelaide Regional Plan<br><br>Add notation on Map 2 stating – The other areas identified within the Greater Adelaide Regional Plan have been identified by State Government and are not Council priorities. |
| 19 | GARP Priorities Map – Update 'Order of Prioritisation' to 'Council's Order of Prioritisation'<br>Update title of map – to: |

[1] Except for the rezoning of land between Waterport Road and Adelaide to Victor Harbor Road if consistent with the land uses shown in Map 9 - Victor Harbor in 2050.

| Page | Description of Change |
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| | Map 2 – Prioritisation of Future Areas in the Greater Adelaide Regional Plan |
| 20 | Remove the below wording:<br><br>Council's priorities have been informed by whether a target within the UGMS is either:<br><br>• Met, resulting the relevant actions being a low priority;<br>• At risk, resulting in the relevant actions being a moderate priority; and<br>• Not yet met, resulting in the relevant actions being a high priority.<br><br>In relation to housing and employment land supply, the targets have been evaluated against historical and forecast demand for residential and employment land within the City of Victor Harbor[4]. Historical and forecast demand is lower than the housing targets outlined within the GARP, which are based on sustained high-population growth, and are discussed further overleaf.<br><br>Notwithstanding the targets within the GARP, Council's priorities will continue to respond to realised and forecast demand to ensure that urban growth continues to occur in an orderly and economical manner, that does not compromise Council's long term financial sustainability.<br><br>*Please see adjustments to page 22 which adjust and re-add some of this commentary.* |
| 21 | Add the following dot points to the below list:<br>As a result, Council's UGMS responds to the targets within the GARP by:<br><br>• Evaluating and monitoring residential land supply within the City of Victor Harbor to ensure that there is a 5-year rolling supply of housing ready residential land in accordance with Target 1, having regard to the annual dwelling targets set by the GARP for Target 2.2; and<br><br>• Maintaining a 15-year rolling supply of zoned employment land in accordance with Target 3.<br><br>- Acknowledging the Future Greenfield Growth Area and Future Greenfield Supply Areas in the GARP, within the UGMS, noting that the State Government are anticipated to implement Structure Plans and infrastructure schemes for those sites; and<br><br>- Committing to prepare a Local Housing Strategy that satisfies the requirements outlined by the Department of Housing and Urban Development, as required by the GARP. |

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| 21 | Remove 'as mentioned above' from the below paragraph:<br><br>As mentioned above, it is evident that the housing targets are greater than realised demand and forecast demand. This is due to the targets within the GARP being based on sustained high-population growth. Whilst the merits of planning for high growth are acknowledged and enable infrastructure delivery to be considered ahead of need, a significant acceleration of growth cannot occur without an investment in structure planning and infrastructure planning and delivery. Such is acknowledged by short term actions within the GARP, including: |
| 22 | Replace this paragraph with:<br><br>In addition to the above, the UGMS sets additional targets to ensure that Council is identifying new residential land ahead of need and to ensure that such can be rezoned in a timely manner to proactively plan for '5-year housing ready residential land' target set by the GARP. These additional targets are:<br><br>• Maintain a 15-year tolling supply of residential land; and<br>• The UGMS identifies residential land supply for a minimum of 25 years based on forecast demand.<br><br>In addition to the above, the UGMS sets the following target:<br><br>- Maintain a 15-year rolling supply of residential land based on forecast demand.<br><br>This additional target ensures that Council is identifying new residential land ahead of need and ensures that such can be rezoned in a timely manner to proactively plan for the '5-year housing ready residential land' target set by the GARP.<br><br>It is also important to note that Council are not seeking to actively rezone all of the greenfield land supply or employment land identified within the GARP, and that such may be pursued by either State Government or private landowners. Notwithstanding this, the UGMS:<br><br>- Outlines Council's vision and priorities prior to 2050;<br>- Focuses Council's resources on realised and forecast demand to ensure that urban growth continues in an orderly and economical manner, that does not compromise Council's long term financial sustainability; and<br>- Reflects the outcomes of extensive consultation with the local community and key stakeholders. |

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| | Council also acknowledge that the high-population growth targets contained within the GARP cannot be realised without significant investment in infrastructure first. In the event that investment in infrastructure enables the targets within GARP to be achieved, Council have committed to evaluate residential land supply demand every 5 years and adjust the UGMS if needed (see action 1.1D). |
| 22 | Delete the below paragraphs:<br><br>The UGMS is intended to fulfil part of the requirements for a Local Housing Strategy by strategically planning for the implementation of housing and employment targets. In relation to local infrastructure, one of the actions of the UGMS is to undertake local infrastructure investigations, having regard to the targets within the GARP, to understand the requirements and timing for infrastructure augmentation ahead of the State Planning Commission prioritising growth areas.<br><br>These infrastructure investigations should be integrated into a future iteration of the UGMS and in turn, such will fulfil the short-term action for a Local Housing Strategy.<br><br>And replace with:<br><br>The UGMS strategically plans for the implementation of the GARP targets by balancing Council's resources across multiple aspects of facilitating urban growth. In relation to local infrastructure, key actions in the UGMS require local infrastructure investigations, having regard to the targets in the GARP, to understand the requirements and timing for infrastructure augmentation ahead of the State Planning Commission prioritising growth areas (see actions 3.1A and 3.3A).<br><br>These infrastructure investigations will inform the preparation of a separate Local Housing Strategy, to fulfil the short-term action within the GARP. |
| 23 | Update second sentence under the heading: Council's role in managing urban growth<br><br>The role that Council takes is influenced by a range of matters including laws, community preferences **and** funding.<br><br>First paragraph – replace 'instance' with 'instances'<br><br>Replace '.' With a ';' for the below dot point:<br>– Act as a leader with respect to setting the strategic plan for the area's future having regard to demand for land for housing and employment purposes. |
| 24 | Add new page between 24 and 25 |

| Page | Description of Change |
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| | As part of Council's role to set the strategic plan and vision for the Victor Harbor's future, Council will also be responsible for responding to:<br><br>• The State Government – who will pursue the actions contained within the Greater Adelaide Regional Plan and may make changes to legislation and policy, which could impact the Council's vision for its area to 2050; or<br>• Private Proponents – who may pursue a privately funded Code Amendment or infrastructure investigations earlier than anticipated by the UGMS.<br><br>Council will be obligated to respond to the above matters as they arise, and some of these matters may not be anticipated or prioritised by this UGMS.<br><br>Where such matters are pursued by the State Government, it is important to acknowledge that the *Local Government Act 1999* requires Council to give due weight to State objectives and seek to co-ordinate with the State in the delivery of services. In some instances, it will be appropriate for Council to advocate for preferred outcomes for its community and in other instances, it will be necessary to follow the direction of the State, as expected by the *Local Government Act 1999*.<br><br>Where such matters are pursued by private proponents, Council will need to consider whether the proposal furthers the objectives of Council (as outlined in this Strategy) and in turn, whether it will support or facilitate the proposal. |
| 29 | Change the below description to:<br><br>Are areas that have been identified for future development within the Greater Adelaide Regional Plan<br><br><br><br>In top row of the table, add 'See Map 3' under each heading. |
| 31 | Update reference to Appendix 1 below:<br><br>An analysis of the opportunities for medium density infill has occurred to understand if the objective to accommodate diverse forms of housing is currently being accommodated within Victor Harbor. This analysis is provided in Appendix 1 and identifies that medium density development is already encouraged in several key locations around the historic town centre, other activity centres and the coast. As a result, future actions within the UGMS have concentrated on ensuring that such diversity is protected and changes to planning policy seek to further this objective. |

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| | To Appendix 3.<br><br>Update the sentence that starts: *With respect to housing diversity* to: (currently wordy is clunky and not grammatically correct)<br><br>With respect to housing diversity, it is also important to ensure that there are sufficient age inclusive forms of housing to attract and retain young people and assist the Council to strike a **demographically balanced age composition of the population.** |
| 32 | Replace this dot point:<br><br>• Future Greenfield Supply areas, which are intended to accommodate future urban growth, following the removal of the Environment and Food Production Area.<br><br>With:<br><br>• Future Greenfield Supply Areas which are intended to accommodate future growth and were removed from the Environment and Food Production Area in 2025.<br><br>Delete 'ahead' in the line below and replace with 'before'<br>2050. Areas which are not identified within the UGMS are unlikely to be required ahead of 2050, based |
| 32 | Delete the below paragraph:<br>In order to ensure land use and infrastructure is planned for in an orderly and economic way, rezoning of land needs to be supported by robust investigations and structure planning. As a result, for the current Deferred Urban Zone and Future Deferred Urban Zone, this Strategy anticipates that the following process is followed:<br><br>And replace with:<br><br>In order to ensure land use and infrastructure is planned for in an orderly and economic way, rezoning of land needs to be supported by robust investigations and structure planning. As a result, this Strategy anticipates that the following process is followed for the Priority Growth Area (Map 4) and Future Greenfield Supply areas. |
| 33 | Add new action 1.1.D:<br>Prepare a Local Housing Strategy that satisfies the requirements of the Greater Adelaide Regional Plan.<br><br>Renumber existing action 1.1D to 1.1E: |

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| | 1.1D Evaluate residential land supply and demand every 5 years and adjust actions and priorities in the UGMS if the targets relating to Objective 1.1 are at risk. Ongoing<br><br>Update action 1.2B to state:<br><br>• Advocate for the State Government to undertake policy reform which provides minimum benchmarks for age inclusive forms of housing and improves the efficacy of the Affordable Housing Overlay, to ensure that there is sufficient and affordable housing for the working age population<br><br>Update action 1.2D to state:<br><br>• Identify opportunities for Council to purchase or encumber land for the purpose of facilitating age inclusive forms of housing and/or affordable housing, and provide indicative costs for their implementation |
| 34 | Update wording of action 1.2C to state:<br><br>Investigate partnering with Government, private enterprise and/or non-for-profits to purchase, develop and provide housing for the working age demographic |
| 35 | Add new action for objective 1.4:<br><br>Action 1.4B Establish a Privately Funded Proposals policy to guide Council's approach to proposals from Proponents for privately funded Planning and Design Code Amendments, Structure Plans and/or privately operated infrastructure. |
| 36 | Map 3 – Add the following words:<br><br>'More information regarding the Priority Growth Area is provided on Map 4.'<br><br>To this call-out: |

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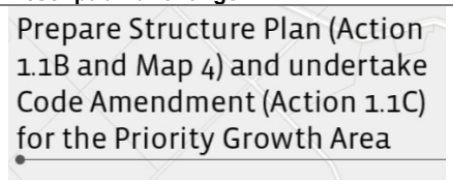
| | <br><br>Add pink to this gray site (the trotting track)<br> |
| 37 | Map 4 – Priority Growth Area Structure Plan (Preliminary)<br><br>Proposed changes:<br>• Remove contours to make map more legible<br>• *Remove reference to new or additional intersections*<br>• *Remove reference to 'Wild-life corridor'*<br>• *Remove existing vegetation*<br>• *Make guiding principles 'larger' and map smaller . Add the following words to the guiding principles:*<br>○ *'Prior to the preparation of the Structure Plan, Council will need to undertake investigations into infrastructure capacity, environmental considerations and traffic movement. These investigations will confirm what upgrades to infrastructure are needed, confirm which roads and intersections will require upgrading and identify areas of protected and high-value vegetation and habitat.'* |
| 37 | Remove 'Structure Plan boundary' reference from the legend on the Priority Growth Area map (keep 'Priority Growth Area') |
| 39 | Replace this paragraph: |

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| | The UGMS has identified 26 hectares of land for rezoning in the short term, with a further 16 hectares of land within the Environment and Food Production Areas (EFPA), which is also suitable for rezoning following the removal of the EFPA. Such will provide some 42 hectares of additional land for employment purposes and cater for the targets contained within the GARP.<br><br>With:<br><br>The UGMS has identified some 42 hectares of additional land for employment purposes to create opportunities for job growth, supporting the population targets within the GARP. This 42 hectares includes:<br><br>• 26 hectares for rezoning in the short term (shown as 'Rezone for Employment Purposes (Action 2.1B) on Map 5); and<br>• 16 hectares for rezoning, which is currently within the Environment and Food Production Area (shown as Future Employment Land on Map 5).<br><br>Council will also seek to collaborate with Alexandrina Council regarding opportunities to expand the employment area east along Waterport Road. |
| 40 | Update action 2.1B to state:<br><br>Rezone land for employment purposes (shown on **Map 5**), following detailed heritage, environmental and traffic investigations<br><br>Add new action between action 2.1A and 2.1B to state:<br><br>Engage with Alexandrina Council regarding the potential for the Future Employment Area to extend east along Waterport Road, and the potential for a combined Code Amendment to achieve this<br><br>Priority: Short Term<br><br>Renumber all actions after 2.1B<br><br>• Action 2.1D – add (approximately 0.9 ha) to the end of this action<br>• Delete action 2.1F |
| 41 | Update objective 2.2 to remove reference to Blue Water Economy<br>Add 'in line with the Investment Attraction Strategy:' after 'growth of the following sectors' |
| 43 | Map 5 – Principle 2 Actions |

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| | After 'Rezone land for employment purposes (Action 2.1C)' add 'following detailed heritage, environmental and traffic investigations'<br><br>Add a blue arrow pointing east of the Lincoln Park Industrial Estate with a comment stating:<br><br>Engage with Alexandrina Council regarding the potential expansion of the employment area to the east (Action 2.1B)<br><br>Amalgamate the Future Employment Zone and Rezone for Employment Purposes Land (i.e. one action to Rezone all land for Employment Purposes) |
| 43 | Update 2 x references to 'Structure Plan area' to Priority Growth Area. |
| 55 | Add target for objective 4.6:<br><br>New development is designed to reduce stormwater runoff and prevent pollution of the coastline<br><br>Add target for objective 4.7:<br><br>The natural and community values of the rivers are maintained |
| 44 | Update 'Telecommunications' in the central column of the table to read – 'Telecommunications and Digital Infrastructure' |
| 46 | Action 3.1A change wording to:<br><br>Undertake social and community infrastructure investigations to inform growth area prioritisation (related to Action 3.3A). The scope of these investigations is detailed within Appendix 6. |
| 46 | In action 3.1E replace 'existing Deferred Urban Zone' with 'Priority Growth Area' |
| 47 | Update reference to Appendix 6 to Appendix 7 |
| 48 | Action 3.3A change wording to:<br><br>Undertake physical and utility infrastructure investigations to inform growth areas prioritisation and funding arrangements (related to action 3.1A). The scope of these investigations is detailed within Appendix 6. |
| 49 | Update action 3.4C to state (including the footnote): |

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| | Undertake a Code Amendment to apply the Stormwater Management Overlay to the urban area of Victor Harbor[2] |
| 49 | Remove Action 3.5C:<br><br>3.5C Investigate installing Pedestrian Activated Crossing along Adelaide-Victor Harbor Road (shown on **Map 6**)<br><br>Update action 3.5B to delete the words 'in accordance with the Concept Plan 106 Hindmarsh Valley in the Planning and Design Code' |
| 50 | Add new objective with associated target and actions:<br><br>3.9 Improve access and availability to public transport to, from and within Victor Harbor to reduce reliance on private vehicles<br><br>Target: Implementation of a regular and accessible public transport network that connects Victor Harbor to Seaford and Goolwa<br><br>Add new action 3.9A:<br><br>Collaborate with Southern and Hills Local Government Association to undertake a comprehensive review of the bus service contracts and network to integrate the metro and country bus services[3]<br><br>Priority: Short Term<br><br>Add new action 3.9B:<br><br>Advocate to State Government for funding to establish a regular and accessible public transport network to/from the Fleurieu Peninsula ahead of the high population growth anticipated by the Greater Adelaide Regional Plan<br><br>Priority: Ongoing |
| 50 | Add target for objective 3.6: |

[2] This acts on findings contained within the Victor Harbor Urban Stormwater Management Plan (May 2024) which identified that the General Development Policies within the Planning and Design Code differ from Council's development policy and that such '*has the potential to negatively impact stormwater management in the City of Victor Harbor'* (see section 1.7 of the Stormwater Management Plan).

[3] As detailed within the Adelaide Hills - Fleurieu peninsula Regional Public Transport Study (2019) and the Southern and Hills LGA 2030 Regional Transport Plan

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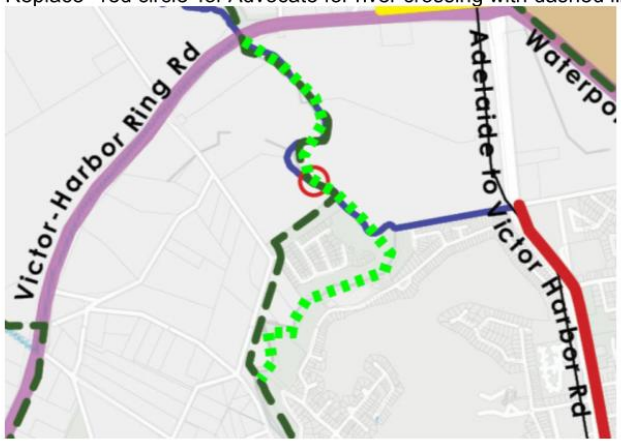
| | Council uses technological advancements to improve organisational efficiency and improve liveability |
| 51 | Make the following changes to Map 6:<br>• Remove 'Investigate Pedestrian Activated Crossing'<br>• Remove former landfill site<br>• Replace ' red circle' for Advocate for river crossing with dashed line, extent shown in green below<br>•  |
| 52 | Add the following paragraph at the end of the existing preamble:<br><br>In June 2025, the *Biodiversity Bill 2025* passed State Parliament and will be phased in over the next two years. Once implemented, the Bill will change protections for native plants, animals and ecosystems across South Australia and Victor Harbor. Most notably, it will introduce new protections for critical habitats and ecological communities and introduces a general duty for all South Australians to protect biodiversity. Council expect that these legislative changes will support our community to protect and enhance of our environment and Council have considered areas with known and potential biodiversity values (see Appendix 8) to inform the actions and areas identified within this Strategy. |
| 53 | Add new action 4.1F:<br>4.1F – Undertake environmental investigations to inform the preparation of a Structure Plan for the Priority Growth Area (see Map 4) (related to actions 1.1B and 1.1C).<br>4.1G – Undertake environmental investigations to inform a Code Amendment for employment purposes (see Map 7) (related to Action 2.1B) |

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| | *Please note that these actions are already included in the budgets within the Implementation Plan as requirements of the respective Structure Plan and Employment Zone CA.* |
| 53 | Update 'Native Vegetation Agreements' to 'Native Vegetation Heritage Agreements' |
| 54 | Add target for objective 4.5:<br>• Work towards achieving net zero emissions by 2050 in line with South Australia's Net Zero Strategy 2024 – 2030 |
| 54 | Reference to Native Vegetations Credit Register<br>should be 'Native Vegetation SEB Credit Register'<br><br>Update action 4.4A (and associated target) to refer to the 'Victor Harbor **Footpath and** Pedestrian Strategy'<br><br>Update action 4.4B to add 'and the Victor Harbor Mountain Bike Strategy' |
| 57 | Map 7 – Principle 4 Actions<br><br>Make the following changes:<br>- Remove the native vegetation mapping from this map<br>- Add note – Establish key wildlife corridors between green spaces, particularly an east to west corridor that can link the Hindmarsh and Inman Rivers<br>- Show the Priority Growth Area and add the following note: Undertake environmental investigations to inform the preparation of a Structure Plan (Action 4.1F)<br>- Show the Employment Zone area on Waterport Road and add the following note: Undertake environmental investigations for future Employment Zone to inform the Code Amendment and planning policy (Action 4.1G)<br>- Add the following layers:<br>o Key Wildlife Corridor Options for Investigation on Council land (using the red/black and blue lines below – excluding the bottom right blue line)<br>o Key Wildlife Corridor Options for Investigation affecting private land (using the yellow line below) |

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| 59 | Add new action 5.4B: |

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| | Update Council's Road and Public Place Naming Policy to incorporate additional names that strengthen cultural continuity, foster community pride, and contribute to a meaningful sense of place. The update should include engagement with Ramindjeri and Ngarrindjeri representatives to identify opportunities for Aboriginal place naming and dual naming.<br><br>Add new action before action 5.1A (and renumber the current action 5.1A to 5.1B)<br><br>• Establish an internal process for engaging with Ramindjeri and Ngarrindjeri organisations and individuals, in line with Council's Reconciliation Action Plan<br><br>Priority: Short<br><br>Add additional target for objectives 5.1 and 5.2:<br><br>• Strengthen mutually beneficial relationships with Ramindjeri, Ngarrindjeri and other First Nations communities and organisations<br><br>Add footnote to the second dot point on action 5.3A which states:<br><br>• Extent of Brown Hill to be captured by greater protections is to be investigated as part of the Code Amendment, and should have regard to the extent of the Significant Landscape Protection Overlay that applies in Alexandrina Council |
| 60 | Map 8: Add a dashed line around the balance of Brown Hill above the 90m AHD level and add note: 'Extent of Brown Hill to be captured by greater protections to be investigated' |
| 61 | Long Term Financial Plan targets do not align with Council's adopted targets:<br>Operating surplus ratio should be **0-3%**<br>Net Financial Liabilities Ratio should be **maximum 90%**<br><br>**E.g.**<br>Operating surplus ratio between **0-3%** within Council's Long Term Financial Plan<br><br>Net financial liabilities ratio **maximum of 90%** within Council's Long Term Financial Plan<br><br>Add new action 6.2B:<br>Publish a plain-English annual 'UGMS progress' update which summarises which actions are in progress or complete, and reports on the outcomes of actions 1.1A and 2.1A |
| 63 | Add flowchart to the Implementation Plan which shows the relationship between key actions in the Strategy, with the following words: |

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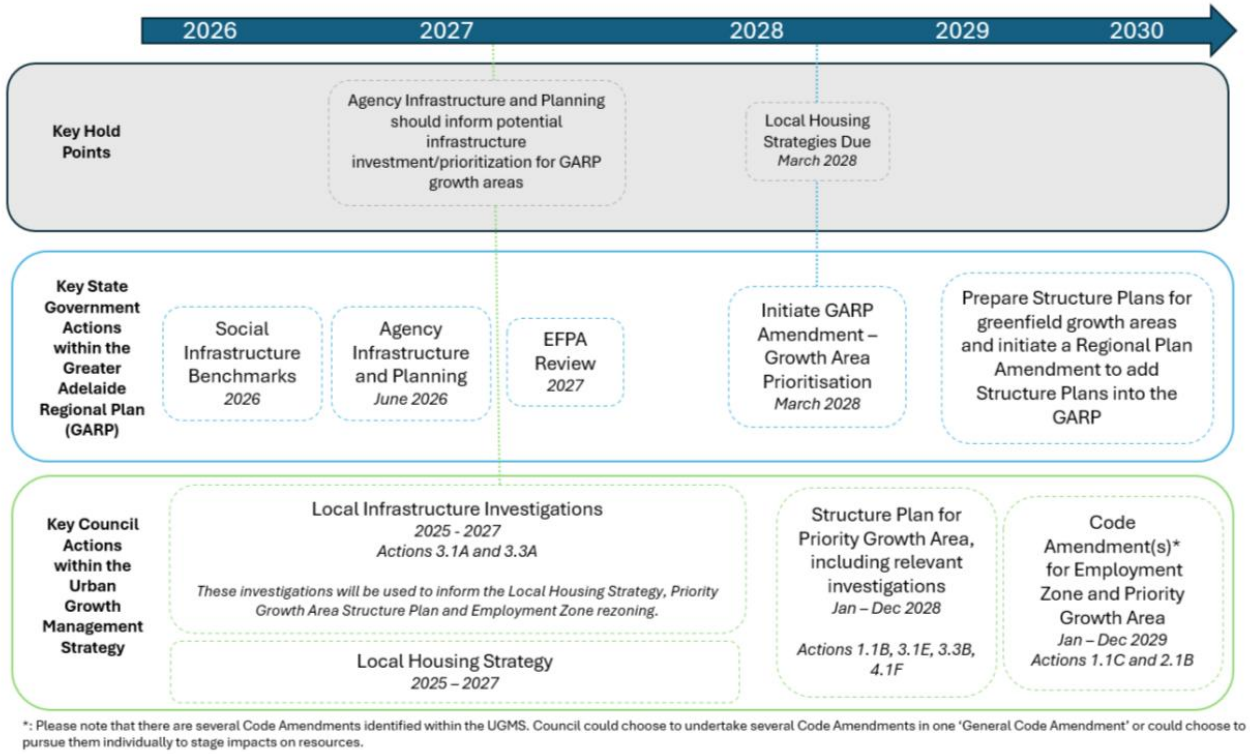
| | Several of the actions within this Strategy are connected and rely on one another, particularly in relation to rezoning land. Figure 10 below shows the relationship between key actions within the UGMS and the GARP, and which actions need to occur before the following actions can be completed:<br><br>Figure 10 – Timeline of Key Actions within the UGMS and GARP over the next 5 years<br><br><br><br><br>Before this sentence: |

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| | All ongoing tasks are intended to be delivered with internal resources.<br><br>The implementation plan includes indicative budgets for all short and medium term actions. These budgets are based on market value in 2025 and may escalate by 2050. In addition, Council may seek external sources of funding for these actions. |
| 64 | Update Map 9 – Victor Harbor Structure Plan to:<br><br>- Include Community Facilities and Commercial area south of Waterport Road – like the previous version of the UGMS. Commercial area to match the area shown on Map 5 and community facilities area to replace the balance.<br><br>Update the name of the plan to 'Victor Harbor in 2050'<br><br>Add Zone/colour for Rural areas.<br><br>Replace this note:<br><br><br>With:<br>Land uses within the Priority Growth Area and the Future Greenfield Supply Areas from the Greater Adelaide Regional Plan will be determined during the preparation of Structure Plans<br><br>Add: 'Future Urban Growth Boundary' to the legend |
| 66 | Separate actions 3.1A and 3.3A – words below<br>3.1A: Undertake social and community infrastructure investigations to inform growth area prioritisation (related to Action 3.3A). The scope of these investigations is detailed within Appendix 6.<br>3.3A: Undertake physical and utility infrastructure investigations to inform growth areas prioritisation and funding arrangements (related to action 3.1A). The scope of these investigations is detailed within Appendix 6.<br><br>Indicative budget for 3.1A is $30,000 |

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| | Indicative budget for 3.3A is $70,000 |
| 67 | Update indicative budget for action 4.1A from<br>'internal resources' to 'Subject to business case' |
| 68 | Update indicative budget for action 5.4A from 'captured in budget for Action 5.3A' to '$70,000'<br><br>Delete 'if included with action 5.4A' from the indicative budget of action 5.3A |
| 71 | Change 'Links to Other Strategies' from 'Victor Harbor Sport, Recreation and Open Space Strategy' to 'Victor Harbor Watercourses and Floodplain Mapping Study' |
| 73 | Update definition of Priority Growth Area from '*refers to the area within the Structure Plan boundary shown on Map 4.'*<br>To:<br>*'refers to the Priority Growth Area identified on Map 4'.* |
| 73 | Update definition of Unit Biodiversity Score to delete 'Department of Environment and Water' and replace with 'Native Vegetation Council'.<br><br>Updated definition of Ridgeline to be: a visually prominent, relatively narrow strip or crest of land, which includes the highest points of elevation within a watershed. |
| 74 | Add the City of Victor Harbor Stormwater Management Strategy (May 2024) as a reference document |
| 81 | Update the end of Appendix 1 to include the outcomes from the June-July 2025 engagement<br><br>**Improved Draft Engagement (June to July 2025)**<br><br>Following engagement on the draft UGMS, a number of improvements were made in order to respond to community and stakeholder feedback. This improved draft was made available for further feedback between 13 June 2025 and 21 July 2025.<br><br>This is in addition to the 141 people who attended the Community Drop In Sessions in November 2024 and the 92 written submissions that were received late 2024, on the previous version of the UGMS.<br><br>In relation to the survey, we heard from:<br><br>• Mostly local residents and ratepayers (>75% of survey responses);<br>• 17 local business owners; and<br>• Some 13% identified themselves as regular visitors to the area.<br><br>In relation to the submissions received:<br>• 15 submissions (41%) were from people directly affected by an action in the draft UGMS;<br>• 5 submissions were from State Agencies;<br>• 2 submissions were from local residents (excluding those who were directly affected) |

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| | • 1 submission was from an organisation;<br>• 1 submission was from a utility provider;<br>• 2 submissions did not disclose whether they were local or otherwise; and,<br>• 1 submission was from a resident of Alexandrina Council.<br><br>The community open days provided an opportunity for the community to ask questions and express feedback to Council staff and the consultant team.<br><br>The key feedback and new suggestions for the draft UGMS are summarised for each of the principles of the draft UGMS below.<br><br>**Principle 1:**<br><br>• Most people were supportive of the changes that sought to create opportunities for young people and families to build or buy a home in Victor Harbor.<br>• There was mixed feedback in relation to the 'rural living infill investigation areas', many of which had been removed following feedback in the last round of engagement. Some community members wanted their land 're-added' and some were happy that their land was retained or removed.<br>• Some 50% of survey responses (66 people) supported Council focussing on one Priority Growth Area, whilst 28% did not support this and a further 20% were 'not sure'.<br><br>**Principle 2:**<br><br>• The community support ensuring that farming activities are identified and protected from incompatible land uses.<br>• Most people supported changing the trajectory of Victor Harbor by being a more attractive, dynamic and sustainable place for young people to live and work.<br>• Some 58% (77 people) indicated that they support securing a future activity centre at Encounter Bay, whilst 23% indicated they weren't sure and 17% indicated that they did not support this.<br><br>Principle 3:<br><br>• Local services are at capacity and services need to be increased to accommodate growth. This comment was usually in reference to access to medical services, including GPs, specialists and increasing the capacity of the hospital.<br>• Traffic on both local and State roads was raised as a concern.<br>• Speed limits and/or intersection treatments, particularly on along the ring route was also raised as a matter that needed attention.<br><br>Principle 4: |

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| | • Most survey responses (90% or 119 people) supported Council committing to establish key wildlife corridors, particularly linking the Hindmarsh and Inman Rivers.<br>• Protection, and enhancement of, green space/corridors and biodiversity is important.<br>• Preservation of the coast and coastal character is a priority.<br>• Watercourses should have a large buffer (for flooding and biodiversity. Responses included varying buffer widths ranging from 100 metres to 300 metres.<br><br>Principle 5:<br><br>There were no notable changes to the actions relating to character and heritage between the 2024 version of the Strategy and the 2025 Strategy[4]. Notwithstanding this, some community members provided feedback in relation to these matters. These comments included:<br>• Preservation of the coast and coastal character is a priority.<br>• Its important to protect heritage and character areas.<br>• Growth should be avoided near the hills face areas and hills face protections should be increased near Waterport Road.<br><br>**Principle 6:**<br>• Consider a levy for homeowners who only use property for 2 months/year and Airbnb's / consider initiatives to entice homeowners to live locally.<br>• Introducing a levy on unoccupied houses puts a disproportionate cost burden on houses that require less Council services. |
| 82 | Bring the green dashed medium term line forward (above the yellow)<br>Key - 'Future Greenfield Supply'- remove 'in EFPA' |
| 86 | Add notation at the bottom of the page stating:<br><br>The benchmarks contained within this Appendix are based on the findings within the<br>Social Infrastructure Assessment Report (2023) commissioned by the City of Victor Harbor and prepared by Intermethod. |
| 87 | Add notation at the bottom of the page stating:<br><br>The target provisions within this Appendix are based on the Victor Harbor Sport, Recreation and Open Space Strategy 2023 - 2033 |

[4] Except for minor changes to the Gateway Overlay to consider the new greenfield areas identified within the Greater Adelaide Regional Plan.

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| >87 | Add new Appendix 6:<br><br>**Appendix 6 – Scope of Local Infrastructure Investigations**<br><br>There are three key actions within the UGMS which require Council to undertake infrastructure investigations to inform:<br><br>• Growth area prioritisation, to guide the Local Housing Strategy and future iterations of the Greater Adelaide Regional Plan;<br>• Infrastructure funding and delivery, including the preparation of Infrastructure Schemes that require developer contributions to infrastructure; and<br>• The preparation of a Structure Plan for the Priority Growth Area.<br><br>These actions include:<br><br>• 3.1A: Undertake social and community infrastructure investigations to inform growth area prioritisation (related to Action 3.3A).<br>• 3.3A: Undertake physical and utility infrastructure investigations to inform growth areas prioritisation and funding arrangements (related to action 3.1A).<br>• Action 3.3B: Investigate the infrastructure requirements to inform the preparation of the Structure Plan for the Priority Growth Area.<br><br>The scope and purpose of each of these investigations are outlined below.<br><br>**Action 3.1A – Social Infrastructure Investigations**<br>*Purpose:* To inform growth area prioritisation, ahead of finalising the Local Housing Strategy<br><br>*Scope:* This infrastructure investigation should focus on the capacity and demand for the following forms of infrastructure:<br><br>• Education, including:<br>  ○ Early childhood education and care<br>  ○ Primary schools<br>  ○ Secondary schools<br>  ○ TAFE<br>  ○ University<br>• Healthcare, including:<br>  ○ General practitioners<br>  ○ Hospitals<br>  ○ Aged Care<br>  ○ Emergency Services<br>• Local services, including: |

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| | ○ Libraries<br>○ Community centres<br>○ Recreational facilities and open space<br>○ Cemeteries<br><br>This investigation should consider the population targets within the Greater Adelaide Regional Plan, building on the work undertaken in the following documents:<br><br>• Social Infrastructure Assessment Report commissioned by Council in 2023 and prepared by Intermethod<br>• Recreation and Open Space Land Requirements Report commissioned by Council in 2024 and prepared by Future Urban<br>• The Social Infrastructure Benchmarks prepared by the Department of Department for Housing and Urban Development and expected to be complete in March 2026.<br><br>The investigation should also consider Council's intention to change the trajectory of Victor Harbor and actively reduce the median age as this may influence demand for forms of social infrastructure required for young people, such as educational facilitates.<br><br>The investigation should make recommendations with respect to the source of funding for each form of infrastructure (i.e. State, Council or developer contributions) and provide triggers for when infrastructure would need to be delivered.<br><br>**Action 3.3A – Local Infrastructure Investigations**<br>*Purpose:* To inform growth area prioritisation, ahead of finalising the Local Housing Strategy<br><br>*Scope:* This infrastructure investigation should focus on the capacity and demand following forms of local infrastructure:<br><br>• Stormwater management<br>• Waste management<br>• Local road network, including capacity of existing intersections and ensure the protection of the regional freight route shown on Map 6<br>• Bicycle network<br>• Pedestrian network<br><br>This investigation should identify the existing capacity of these forms of infrastructure and identify augmentation and upgrades to facilitate the targets identified within the Greater Adelaide Regional Plan.<br><br>The investigations should distinguish between:<br><br>• Upgrades and augmentation that will occur within growth areas, and will be triggered by development of those growth areas; and |

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| | • Upgrades and augmentation that will occur beyond growth areas, that may be required if one or multiple growth areas are developed. In this instance, the investigation should identify which growth areas which trigger these upgrades.<br><br>These investigations should provide high-level cost estimates for any upgrades and augmentation identified for the purpose of informing the prioritisation of growth areas. Council may also wish to consider investigating the need for land for electricity storage associated with renewable energy, and whether land will need to be dedicated for such within the urban area.<br><br>The investigation should make recommendations with respect to the source of funding for each form of infrastructure (i.e. State, Council or developer contributions) and provide triggers for when infrastructure would need to be delivered.<br><br>**Action 3.3B –**<br>*Purpose:* To inform the preparation of a Structure Plan for the Priority Growth Area.<br><br>*Scope:* This investigation should consider all infrastructure required to facilitate the growth identified within the Priority Growth Area, including:<br><br>• Identifying infrastructure needs (including social infrastructure requirements) to inform agreements and the preferred funding mechanism; and<br>• Identifying land that should be reserved for infrastructure (including state health, education, transport).<br><br>The investigations should detail staging and should make recommendations with respect to the source of funding for each form of infrastructure (i.e. State, Council or developer contributions) and provide triggers for when infrastructure would need to be delivered. This information will be used to inform mechanisms for infrastructure funding and delivery. |
| >87 | Add new Appendix 8 – Biodiversity Values Mapping<br>Map to include the following layers:<br>• Native Vegetation containing known EPBC Act and/or NPW Act Values<br>• Native Vegetation may contain EPBC Act and/or NPW Act Values<br>• All of the areas mapped on Appendix 2 – Map 10 Growth Areas identified by the Greater Adelaide Regional Plan<br>• If State Government shape files are publicly available, will also add:<br>  ○ Vulnerable/endangered species<br>  ○ Native Heritage Agreement Areas<br>Significant Environment Benefit Offset layer from Council |
| 87 | Update Appendix 6 to Appendix 7 |

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| 88 | Update last page with details of the document and acknowledgement, including:<br><br>Final Version dated September 2025<br><br>This document has been prepared by Future Urban on behalf of the City of Victor Harbor. |
| 7, 27, 61, 81 | Replace Principle 6 image with a bank icon or similar |

# 11. CORPORATE AND CUSTOMER SERVICE

## 11.1. CEO Key Performance Indicators for 2025/26 Performance Review Period

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Cathy McEnroe

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## RECOMMENDATION

That Council approve the draft CEO Key Performance Indicators (KPIs) for the 2025/26 CEO performance review period, as provided at Attachment 1.

## PURPOSE

The purpose of this report is to approve the Chief Executive Officer (CEO) Key Performance Indicators (KPIs) for the 2025/26 performance review period.

## BACKGROUND

In line with local government legislative reforms, CEO Performance Reviews must be undertaken under the guidance of a suitably qualified independent person.

Mr Daryl Stillwell of Stillwell Management Consultants has been approved by Council for the purpose of undertaking the CEO's 2025/26 performance review. Accordingly, KPIs for this period have been drafted by Mr Stillwell.

## COMMENTARY

The draft KPIs were presented by Mr Stillwell to the CEO Performance Review Committee (the Committee) on Wednesday, 17 September 2025. In addition to Committee Members, all present Council Members were given the opportunity to provide input into the draft CEO KPIs for 2025/26.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance -** Following the process to complete the 'CEO Performance Review' including setting of CEO KPIs will meet the requirements of the *Local Government Act 1999* and recent reforms, as well as the CEO Employment Agreement. The risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications from approving the recommended CEO KPIs for 2025/26.

No additional funds are required.

Should Council approve any alternative or additional KPIs from those recommended within this report, budget consideration would need to be given regarding any KPIs which are not reasonably able to be achieved within existing resources.

## CONSULTATION

Council Members

CEO Performance Review Committee Members (meeting held 17 September 2025)

Chief Executive Officer - Victoria MacKirdy

Stillwell Management Consultant - Daryl Stillwell (Qualified Independent Person)

## ATTACHMENTS

Attachment 1 - Draft 2025/26 CEO Key Performance Indicators

**Attachment 1 - Draft 2025/26 CEO Key Performance Indicators**

**Private and Confidential to the Recipients nominated below**

# Draft KPIs:
# CEO Performance Review 2025/26

**Date:** 17 September 2025

**Presented to:**

Members of the CEO Performance Review Committee
City of Victor Harbor

**Prepared by:**

Daryl Stillwell
Managing Director
Registered Organisational Psychologist
Stillwell Management Consultants

**Stillwell Management Consultants**
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www.stillwellmanagement.com.au
Level 5, 26 Flinders Street, Adelaide SA 5000

# 2025/26 Draft Key Performance Indicators

| Key Performance Indicators |
| --- |
| **Annual Business Plan and Budget**<br>Implement and deliver the 2025/26 Annual Business Plan and Budget. |
| **External Funding**<br>Seek opportunities to obtain funding from external sources to offset costs to Council in its provision of all of its services. |
| **Risk Management**<br>Oversee the ongoing review and refinement of Council's Risk Management systems. |
| **Asset Management Plans**<br>Monitor the effectiveness of Council's asset management plans to ensure relevance to Council business. |
| **Long Term Financial Plan**<br>Lead the organisation's performance against the objectives of Council's Long Term Financial Plan. |
| **Advocacy Strategy**<br>Continue to monitor and update the CVH information and advocacy strategy to build the profile of CVH and its objectives on behalf of our community. |
| **Service Review**<br>Delivery of Service Level Reviews in line with endorsed framework. |

| Key Performance Indicators (Cont) |
| --- |
| **Workforce Plan**<br>Maintain the Workforce Plan for CVH taking into consideration any organisational changes as a result of Corporate System, Service Level Reviews, changing reforms to local government and the service delivery expectations of the community. |
| **Community Satisfaction**<br>Establish and maintain a customer satisfaction tracking mechanism to enable continuous measurement and reporting of resident experience, complementing the biennial Community Satisfaction Survey. |
| **Communication**<br>Actively engage Council Members, staff, residents, stakeholders and community groups in decision-making and service delivery. |
| **Organisational Culture**<br>Respond to the previous organisation-wide culture survey, including addressing areas identified for improvement. Identify mechanisms to measure ongoing improvements. |
| **Networks**<br>Build and maintain strong working relationships with Business Victor Harbor, Neighbouring councils, key State Government Departments, local indigenous groups and key community groups. |
| **Corporate System Review**<br>Implement Optimisation Phase deliverables and report on identified process efficiencies. |
| **City Growth**<br>Implementation of the Urban Growth Management Strategy (UGMS) and development of the Future Ready Strategy. Continued engagement with the SA Government relating to the implementation of the Greater Adelaide Regional Plan (GARP). |

# 12. ENVIRONMENT AND INFRASTRUCTURE

## 12.1. 2025/26 Work in Progress - Carry Over Adjustment

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Mark Buckerfield

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## RECOMMENDATION

That Council approve an increase in the 2025/26 capital budget of $276,000 to accommodate projects that spanned across multiple years and where insufficient budget was carried over from 2024/25 financial year as part of the Works In Progress process.

## PURPOSE

The purpose of this report is to update Council on the actual expenditure of multi-year capital project as of 30 June 2025 and seek approval to increase the 2025/26 capital budget for projects that had insufficient budget carried over from 2024/25 as part of the Work in Progress process.

## BACKGROUND

At a budget workshop on 10 June 2025 the workshop report included *" A report on the Third Quarter Capital Project Update was provided at the April Council Meeting. The report identified significant capital projects that are planned to be delivered over multiple financial years along with projects that would be unlikely to be complete by 30 June 2025 where the remaining budget will be brought forward as Work in Progress (WIP) in 2025/26, subject to Council approval. The draft capital budget has been reviewed to consider WIP requirements for projects that are expected not to be completed at 30 June 2025. The proposed amount reflects the estimated outstanding budget with any adjustments to be made in the first quarter budget review."*

At the Ordinary Council Meeting on 23 June 2025, Council endorsed the 2025/26 Capital Budget that included the following WIP requirements:

| Project Description | WIP Reason | Proposed Amount |
|---|---|---|
| Seawall Construction (Franklin Pde) | Project is a multi-year project, and work is well underway at site | 2,060,400 |
| Civic Centre - HVAC Replacement | Project commencement was delayed seeking Council decision on budget. Scheduled for completion in August | 576,800 |
| Strategic Land Purchase | Settlement is likely in July | 450,000 |

| Project Description | WIP Reason | Proposed Amount |
|---|---|---|
| Arts and Culture Precinct | Rework and delays associated with heritage listing and interim fire safety upgrade for cinema. | 300,000 |
| Fleet and Equipment | Medium tipper truck delivery anticipated after 30 June | 140,000 |
| Enc Bay Football Club - Construct Car Park | Multi-year project, design is complete and construction tender closes 1 July | 115,000 |
| Hayward Court Beach Access | Delays in finalising design, following consultation with stakeholders | 100,000 |
| Encounter Bikeway Design | Grant funded project - Survey commenced | 50,000 |
| Gibson Street Stormwater Upgrade | SA Water and SAPN delays | 70,000 |
| Safety Fire provisions | Remaining work from interim fire safety upgrade for cinema | 50,000 |
| Community Garden | Draft 2025/26 budget includes allowance for construction. Design not commenced as the location undecided | 49,300 |
| SMR Beach Reserve | Multi-year project - remaining budget from design | 21,500 |
| Yacht Club Capital | Multi-year project - change of scope with toilets now the priority | 20,000 |
| **Total Value of WIP projects** | | **4,003,000** |

## COMMENTARY

As part of the 2025/26 budget preparations, towards the end of the financial year an estimate of the likely spend for that year is made for projects that span multiple years. Invariably there will be a difference between this estimate and the actual end of year position due to late invoices, allocation of overheads and project management costs. Where the difference between the actual spend is lower than the adjusted budget for 2024/25, additional budget in 2025/26 will be required to allow for the completion of the project within the overall project budget.

Although most of the projects approved for WIP as part of the 2025/26 budget the actual spend at 30 June 2025 was under-estimated, only three projects require additional budget to be carried over from 2024/25 to 2025/26.

The additional budget transfer between financial years requested in this report detailed below and are all within the already approved budget for each project.

| Project | Full Year Budget | Actuals EoFY | Remaining Budget | WIP for 2025/26 approved | Additional WIP available | Proposed additional WIP from Council | Comments |
|---|---|---|---|---|---|---|---|
| Coastal Seawall - Franklin Parade / Esplanade | 2,860,000 | 673,399 | 2,186,602 | 2,060,400 | 126,202 | 126,000 | Progress claim at EOFY less than forecast |
| Civic Centre HVAC Replacement | 860,000 | 213,130 | 646,870 | 576,800 | 70,070 | 70,000 | Progress claim at EOFY less than forecast |
| Haywood Crt Beach Access | 200,000 | 20,771 | 179,229 | 100,000 | 79,229 | 80,000 | Materials not procured by EOFY due to delay in design signoff from stakeholders |
| | | | | | **Total value of additional WIP requests** | **276,000** | |

The Coastal Seawall project along Franklin Parade is the subject of a separate report with regards to grant funding.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Financial Management** - The risk is that without the additional budget being carried over between financial years, there will be insufficient budget to pay the remaining costs associated with the project. If Council approve the additional budget carry over between financial years this risk is mitigated. This risk is assessed as ***low.***

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 5 - We have services and infrastructure that meet our community's needs

Aspiration 6 - We are a financially sustainable and well-governed organisation

**Other references used:**

Local Government Act,1999 *Section 44 (3) However, a council may not delegate-*

*(e) power to approve expenditure of money on works, services or operations of the council not contained in a budget adopted by the council.*

## BUDGET IMPLICATIONS

There are insufficient funds in Project #300004 (*Coastal Seawall - Franklin Parade /Esplanade*) for the completion of work in 2025/26.

There are insufficient funds in Project #300032 (*Civic Centre HVAC replacement*) for the completion of work in 2025/26.

There are insufficient funds in Project #300095 (*Haywood Crt Beach Access*) for the completion of work in 2025/26.

The overall budget for the projects has not changed, the recommendation is to provide additional carry over of budget between 2024/25 and 2025/26 to better reflect the required cash flow to complete the projects.

There will be an increase, subject to Council approval, to the 2025/26 Capital Budget of $276,000, offset by underspend in 2024/25 with no increase to the Long Term Financial Plan.

## CONSULTATION

Chief Executive Officer - Victoria MacKirdy

Director Environment and Infrastructure - Jodi Roberts

Group Manager Governance and Finance - Kellie Knight-Stacey

## ATTACHMENTS

Nil

## 12.2. Capital Projects Subject to Grant Funding - Budget Amendments

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Edmund Gudaitis

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## RECOMMENDATION

1. To partially offset insufficient grant funding and to allow for the completion of Project #300004 (*Coastal Seawall - Franklin Parade/Esplanade*) that Council endorse:

    a. an increase (bring forward) $360,000 from the proposed 2026/27 Encounter Bikeway construction project into the 2025/26 capital budget for the Project #300004 (*Coastal Seawall - Franklin Parade/Esplanade*), and

    b. a transfer of $205,000 from capital Project #300107 (*Stormwater - Crozier Road*) to capital Project #300004 (*Coastal Seawall - Franklin Parade/Esplanade*).

2. For capital Project #300107 (*Stormwater - Crozier Road*), noting the $500,000 Stormwater Management Authority grant application was unsuccessful, that Council approve the continuation of the stormwater project at Crozier Road to complete detailed design and undertake preliminary works within the balance of the available 2025/26 capital budget ($320,000).

## PURPOSE

The purpose of this report is for Council to consider the Capital budgets that were subject to grant funding and endorse a way forward to complete the Coastal Seawall project and commence the Stormwater project at Crozier Road Victor Harbor without being subject to grant funding.

## BACKGROUND

***Coastal Seawall-Project on Franklin Parade (Yilki)***

The 2025/26 Capital budget was adopted by Council at the Ordinary Council Meeting on 23 June 2025 as follows:

The Coastal Seawall-Project on Franklin Parade (Yilki) was a work in progress project from 2024/25. In the 2025/26 capital budget there was a budget allocation of $3,573,900 predicated on the assumption that grant funding of $1,500,000 would be secured. To date grant funding of $868,000 has been secured for the project:

- Commonwealth Government Disaster Ready Funding Round 1 to the value of $518,000
- State Government Coastal Protection Grant to the value of $350,000

- Donation of geofabric from Coastal Protection Board valued at $100,000 (materials only).

Additional grant funding was applied for as part of the Commonwealth Government's Disaster Ready Fund Rounds 2 and 3 but were unsuccessful.

***Stormwater project at Crozier Road***

For the Stormwater project at Crozier Road the budget included in the 2025/26 Annual Business Plan was $1,025,000 for construction with a $500,000 grant offset (net $525,000). The 2025 grant application for the Stormwater Management Authority - Stormwater Management Fund Category C, was unsuccessful.

## COMMENTARY

The budget for the Coastal Seawall was approved subject to grant funding of $1,500,000. The grants that we will receive is $115,500 for this year with $752,500 being received over the last two financial years. The overall short fall of grant funding is $632,000.

The short fall in grant funding could be partially offset by bringing forward the 2026/27 allocation in the Asset Management Plan and Long-Term Financial Plan for the portion of the Encounter Bikeway that is already included within the seawall contract. This would be an increase to the 2025/26 budget of $360,000. However, it would not increase the capital expenditure over the 10 year period detailed in the Long Term Financial Plan.

It is forecast than an additional $205,000 is required for the completion of the beach accesses, landscaping, line marking and signage within the current contract.

Crozier Road Stormwater Construction was also subject to grant funding and was unsuccessful. The Budget for construction was originally $1,025,000 with an anticipated grant of $500,000 (net $525,000 in the approved budget for 2025/26). There has been a change to the modelling advice for impacts of climate change which were updated within "Australian Rainfall and Runoff - A Guide to Flood Estimation" (August 2024). This advice has resulted in significant rainfall intensity increases compared to the previous methodology adopted in the Victor Harbor Urban Stormwater Management Plan leading to increased flood extent and depth. Subsequently, a design review has been undertaken and has resulted in delayed project tendering and construction. The Long Term Financial Plan and the stormwater Asset Management Plan include an allocation of $1,800,000 in 2026/27 for the ongoing construction of the Crozier Road Stormwater project. The Stormwater Management Authority grant can be applied for again in 2026.

It is recommended that the larger stormwater upgrade project be deferred until 2026/27 to allow for grant funding to be reapplied for. The part of the remaining budget ($320,000) could be used to complete the detailed design and undertake works to reduce localised flooding to provide interim protection to the existing properties from inundation in major events. The balance of the budget ($205,000) could be used to offset the Coastal Seawall project.

If approved by Council, these budget amendments will be included in the September Budget Review.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - Council has, in good faith, entered into a contract that spans over multiple financial years with the expectation that there are adequate funds to complete the project. There are provisions within the construction contract for variations in scope. This risk is assessed as ***medium***.

**Financial Management** - The expectation is that there are inadequate funds to complete the project without removing scope. There is insufficient grant funding to complete the project without increasing the project budget. If the budget amendments recommended are endorsed by Council the financial risk is reduced. This risk is assessed as ***high***.

**Reputation** - Should the beach access, shared user path and landscaping remain incomplete this financial year it is likely that there will be an adverse public reaction given that the remaining section is adjacent the Yilki shops (between Tabernacle Road and Ridgeway Street). This risk is assessed as ***medium***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 4 - We protect and restore our environment

- Objective 4.4 - Protect the health of our coastline, estuaries, waterways and catchments

Aspiration 5 - We have services and infrastructure that meet our community's needs

- Objective 5.3 - Council assets and infrastructure are managed in a sustainable way to meet current and future needs

Aspiration 6 - We are a financially sustainable and well-governed organisation

- Objective 6.3 - Manage council's finances and resources sustainably

**Other references used:**

- City of Victor Harbor Asset Management Plan #01 Bridges, Stormwater, Kerb and Channel - May 2025
- City of Victor Harbor Asset Management Plan #02 Roads, Footpaths, Car Parks and Traffic Devices - May 2025
- City of Victor Harbor Long Term Financial Plan 2025/26 to 2034/35 - May 2025
- Victor Harbor Urban Stormwater Management Plan - May 2024

## BUDGET IMPLICATIONS

There are insufficient funds in Project # 300004 (*Coastal Seawall - Franklin Parade/Esplanade*) to complete the construction without the total grant funding of $1,500,000. To date grant funding of $868,000 has been successful and the required budget of $565,000 to complete the project will be transferred, subject to Council approval, as follows:

- $360,000 will be brought forward from the 2026/27 allowance in the Long Term Financial Plan for the Encounter Bikeway as construction is included in the Coastal Seawall project.

- $205,000 will be transferred from the Stormwater project for Crozier Road Project #300107 (*Stormwater - Crozier Road*)

The balance of $320,000 from the Stormwater project for Crozier Road would be retained to finalise the design and undertake preliminary works to reduce the flooding risk to properties in Crozier Street.

There will be an increase, subject to Council approval, to the 2025/26 capital budget of $360,000.

There will be a nil effect on the total long-term financial plan from these amendments other than the timing of the expenditure.

## CONSULTATION

Director Environment and Infrastructure - Jodi Roberts

Group Manager Governance and Finance - Kellie Knight Stacey

Manager City Infrastructure - Mark Buckerfield

## ATTACHMENTS

Nil

## 12.3. Public Litter Bin Audit

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Rhiannon Scheltus

## RECOMMENDATION

That Council having considered the Public Litter Bin Audit Report approve the reduction of public litter bins at the following locations:

a. Grosvenor Gardens

b. Victor Harbor Cemetery

c. Jeffery Drive, Encounter Bay

d. Belmont Street, Encounter Bay

e. Bartel Boulevard, Encounter Bay

f. Pearsons Road, McCracken

g. Haywood Court, McCracken

h. Matthew Flinders Drive, Encounter Bay (near Allen Street)

i. Matthew Flinders Drive, Encounter Bay (near Victor Avenue)

j. Wattle Drive, Victor Harbor

k. Connell Reserve, Victor Harbor

## PURPOSE

The purpose of this report is to provide Council with the findings of the internal audit conducted in July and August 2025 to ensure public litter bin compliance with Council's Public Litter Management Policy.

## BACKGROUND

The Public Litter Management Policy outlines the provision of public litter bins and ensures the Council's objectives are achieved. The key principles which guide the policy are:

- Reduce waste and litter in public spaces
- The best recycling happens in the home

- The community are to be encouraged to take their waste material home with them for recycling
- Public litter bins are for waste created in public spaces not households or businesses.

The statutory functions and powers of Council with respect to waste services are set out in the *Local Government Act 1999*, the *South Australian Public Health Act 2011*, the *Environment Protection (Waste to Resources) Policy 2010 (SA)*, and the *South Australian Local Nuisance and Litter Control Act 2016.*

The Policy states that:

*Public litter bins are placed in town centres, shopping strips and near retail premises. Placement of bins is determined by Council, so they are in suitable locations close to the source of litter production.*

*Bins may also be provided at bus shelters where generation of litter is considered a problem such as near a food outlet, or school.*

*Public litter bins may also be provided in selected high use parks where there is a likelihood of litter being dropped. Parks must meet one or more of the following criteria to be considered for the installation of a litter bin:*

- *be within walking distance of possible origin of litter, such as a shop, cafe or bakery*
- *have barbeque facilities*
- *have a facility on site causing a gathering of residents (e.g. skate ramp or playground*).

The Policy goes on to state that:

*Council will not locate public bins on residential streets. When public bins are placed in residential streets, the bins often fill quickly with garbage bags of household waste from people's homes making the bins unavailable for people wanting to dispose of litter.*

*Council will not locate public litter bins in the centre of parks and reserves, this is to encourage visitors to our parks to take their litter with them and dispose of it on their way out. You will find bins at the entrances/exits to parks instead.*

*Council will not locate public litter bins in carparks or rest stops, for these are often filled with garbage from holiday homes or travelling visitors wanting to dispose of litter.*

## COMMENTARY

Council's Service Agreement with the Fleurieu Regional Waste Authority requires that the schedule for public litter bin services is reviewed annually to ensure services meet community and operational needs. A public litter bin audit was conducted to ensure compliance with the Public Litter Management Policy. The number and locations of current public litter bins were identified in the recent revaluation for Open Space assets.

The audit found that a large majority of the Council's public litter bins are compliant with the Policy. However, up to sixteen (16) public litter bins were found to be in excess or in non-compliant locations.

***Excessive Public Litter Bins***

- Grosvenor Gardens currently has six (6) public litter bins that are serviced three (3) times a week. It is recommended to reduce this number down to four (4) due to the regularity of servicing and in the interest of reducing waste and litter in public spaces.

- The Victor Harbor Cemetery currently has nine (9) public litter bins that are serviced three (3) times a week. It is recommended to reduce this number to four (4) due to the regularity of servicing, and the fact that the cemetery is not in walking distance of possible origins of litter, such as a shop, cafe or bakery, does not have barbeque facilities and does not have a facility on site causing a gathering of residents (e.g. skate ramp or playground).

It is proposed that both locations will retain public litter bins with the same level of service, therefore public consultation is not proposed prior to removal.

***Non-Compliant Locations***

In line with the Public Litter Management Policy, bins located in areas not compliant with the policy include:

- Jeffery Drive, Encounter Bay
- Belmont Street, Encounter Bay
- Bartel Boulevard, Encounter Bay
- Pearsons Road, McCracken
- Haywood Court, McCracken
- Matthew Flinders Drive, Encounter Bay (near Allen Street)
- Matthew Flinders Drive, Encounter Bay (near Victor Avenue)
- Wattle Drive, Victor Harbor
- Connell Reserve, Victor Harbor.

These public litter bins are not located within walking distance of a possible origin of litter, are not located near barbeque facilities nor do not have an on-site facility causing a gathering of residents. The above bins are also located close to residential streets which encourages household waste to be disposed of in them.

Where non-compliant public litter bins are approved for removal, it is recommended that signage be provide at these locations for a minimum one month prior to removal of the bins to educate the local residents of the key principles of the Public Litter Management Policy.

The removal of these public litter bins will result an adherence to the Public Litter Management Policy as well as increasing collection efficiencies.

A map showing the locations of existing public litter bins and the proposed bins for removal is provided at Attachment 1.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Reputation** - Not adhering to Council's Public Litter Management Policy does not demonstrate Council's commitment to the objective to reduce waste and litter in public spaces is best demonstrated by action such as removing excess public litter bins. This risk is assessed as ***low***.

**Environmental** - Waste material is threatening to the environment, therefore reducing the number of public litter bins will encourage the community to take their waste material home with them for recycling and support the use of public litter bins being used for waste created in public spaces only, not households or businesses. This risk is assessed as ***low***.

**Service Delivery** - A reduction in the number of public litter bin collections supports more effective service delivery. This risk is assessed as ***low***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 4 - We protect and restore our environment

- 4.2 Provide for sustainable waste management

Aspiration 5 - We have services and infrastructure that meet our community's needs

- 5.3 Council assets and infrastructure are managed in a sustainable way to meet current and future needs

**Other references used:**

- City of Victor Harbor Public Litter Management Policy, June 2024
- Local Government Act 1999
- The South Australian Public Health Act 2011
- The Environment Protection (Waste to Resources) Policy 2010 (SA)
- The South Australian Local Nuisance and Litter Control Act 2016.

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in reducing the number of public litter bins in the three proposed locations.

No additional funds are required.

## CONSULTATION

Director Environment and Infrastructure - Jodi Roberts

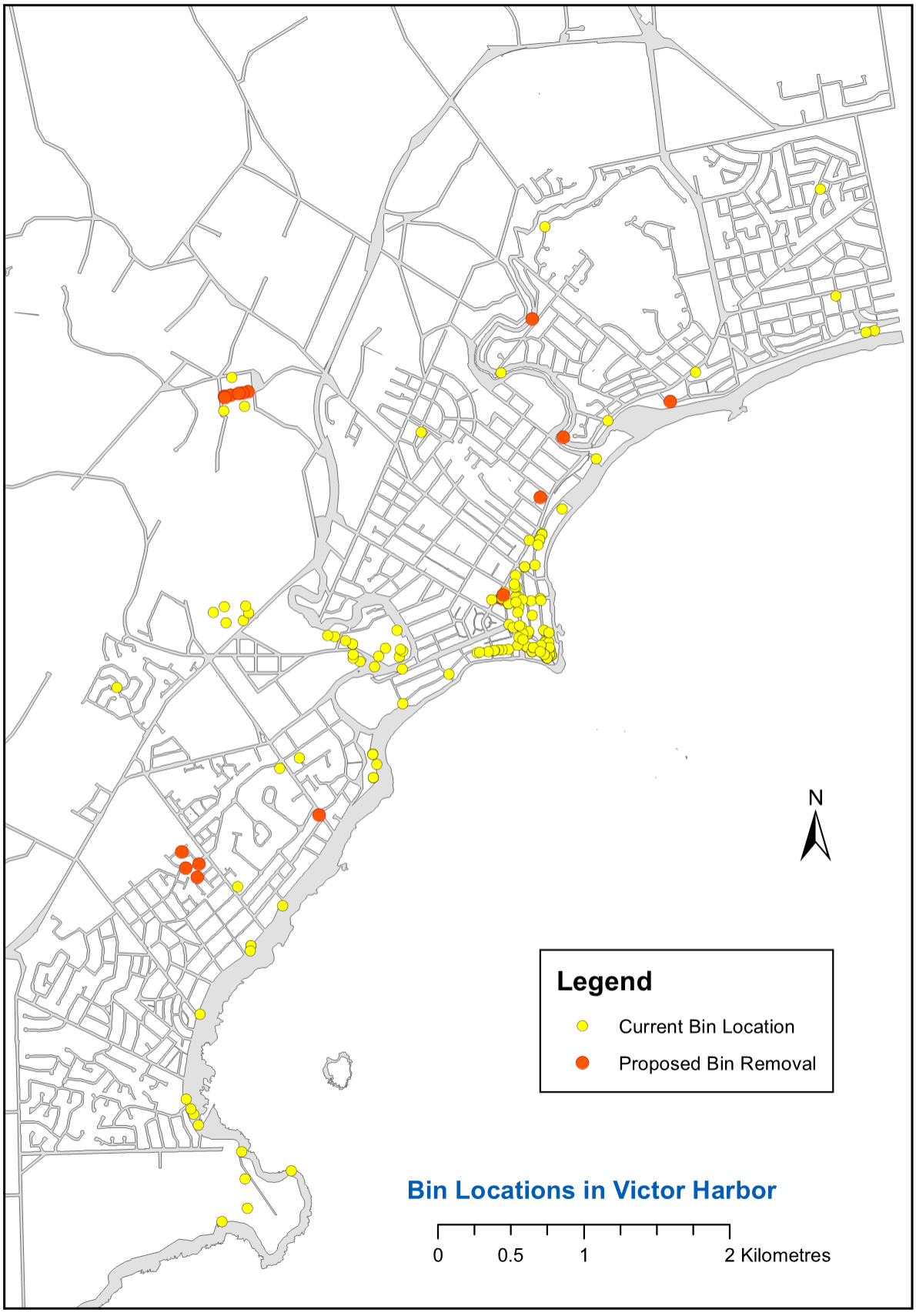
Manager Operations - Michael Ross

Fleurieu Regional Waste Authority - Simon Grenfell (Executive Officer)

## ATTACHMENTS

Attachment 1 - Map of Public Litter Bin Locations

**Attachment 1 - Attachment 1 - Map of Public Litter Bin Locations**



## 12.4. Draft Recreational Boating Strategy - Public Consultation

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Mark Buckerfield

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## RECOMMENDATION

That Council approve the Draft Recreational Boating Strategy 2025 for public consultation, in accordance with the Communication and Engagement Plan provided at Attachment 1.

## PURPOSE

The purpose of this report is for Council to approve the Draft Recreational Boating Strategy 2025 for public consultation, in accordance with the Communication and Engagement Plan.

## BACKGROUND

In 2004 the Council engaged Connell Wagner Pty Ltd to prepare the 'City of Victor Harbor Boating Strategy' (2004) in consultation with a Boating Strategy Working Party.

There are numerous other relevant reports (up to fifteen) that have been prepared over the years that relate to the boating industry and a potential multi-purpose boating facility and alternative sites in Victor Harbor.

To inform the delivery of this Draft Recreational Boating Strategy, the City of Victor Harbor, drawing on the previous strategy and process, established a Boating and Marine Facilities Working Group, the membership of which represent a diverse range of interests of the Victor Harbor commercial and recreational boating community. This group was consulted on a regular basis throughout the study period, typically through a series of working group meetings during which a range of issues and options were explored and examined.

Whilst this strategy proposes options, both general and site-specific, in some cases further investigation will be required prior to work being undertaken.

The updated draft Recreational Boating Strategy has been developed over a number of years with the assistance of Council's Boating and Marine Facilities Working Group. The draft is now recommended to receive feedback from the public to assist inform its final drafting, assist prioritising the recommended actions and identify any omissions or errors in its assumptions. The Draft Recreational Boating Strategy is provided under separate cover due to size.

## COMMENTARY

The Council's Boating and Marine Facilities Advisory Group comprises of members that have broad experience in recreational boating and a detailed knowledge of the existing facilities and

future infrastructure requirements. The Advisory Group has greatly assisted in drafting of the Strategy and support the current version being made available for public comment.

On 1 September 2025 an Information Briefing session was held with Council Members. A number of questions were raised and modifications to the report suggested. These suggestions will be considered along with other feedback collated from the proposed public consultation and presented back to the Working Group for input prior to the draft Strategy being amended and presented to Council for endorsement.

Some of the issues raised at the Information Briefing and directly from Council Members following the Information Briefing session included:

- Has the reduction of boat ramps along the southern coast line had an impact on demand for boat ramps at Victor Harbor?

There are no formalised boat ramps from Victor Harbor to Kingston.

- What is the likely cost of an Environmental Impact Statement for the Eastern Boat Ramp?

A full environmental impact study could be as high as $400,000. Certain elements of a study could be undertaken at a lesser cost to ascertain any major impediments to the project, negating the need for a full Environmental Impact Statement to be produced immediately. To ascertain the actual cost it would be necessary to seek formal fee proposals.

- Will the proposed breakwater impact on the waterflow around to Encounter Bay?

The proposed Eastern Boat Ramp and associated breakwaters may have a beneficial effect on the movement of sand but that would need to be assessed in the modelling incorporated in the Environmental Impact Statement. An earlier marine engineering report had suggested that the addition of groins along the coast may assist retaining and reduce sand drift.

- What are the stormwater outlet impacts of the Eastern Boat Ramp?

The stormwater outlets could be incorporated into the overall design of the Eastern Boat Ramp and surrounds, to reduce the current erosion caused by the existing outlets.

- What is the cost of the Eastern Boat Ramp project?

Estimations provided 10 years ago were in the range of between $5 to $11 million. In the current market those estimates could be doubled. The project could be delivered in stages to help spread the financial impact across several years.

- Will Sea Rescue operations be prioritised over recreational users at the Eastern Boat Ramp?

Whilst the proposed Eastern Boat Ramp is intended for a variety of users, the normal protocols for emergency rescue would prevail and the launching of the Sea Rescue vessel would have priority over all other users. The larger of the Sea Rescue vessels is currently being stored at Goolwa and there is an intention that once a suitably sized shed can be provided at Victor Harbor, the boat would then be relocated. Having the Eastern Boat Ramp would improve response times to emergencies east of Granite Island.

- What is the capacity of the Bluff Boat Ramp?

The current boat ramp is beyond capacity at seasonal peak times (e.g. during fishing events and peak summer periods, long weekends etc) resulting in very long delays at the boat ramp and car with trailers parking in adjoining streets. The Strategy is addressing not only the existing demand but also the projected demand over the next 20 years.

- Are there other ways of dealing with peak demand such as increasing the ramp fees during the Tuna Season to cover the additional car and trailer parking spaces or a shuttle service to the additional parking area?

Having alternate remote parking facilities will assist with the vehicular parking but does not address the congestion and queuing at the boat ramp or time spent lined up in the sea channel waiting to return to land.? The further that carparking is away from a boat ramp, the longer it takes for a boat to be retrieved. Having additional pontoon / jetty lengths assists in having more boats docked and allows for more people to go to their vehicle at any one time. Additional pontoon length has been suggested in the Strategy.

- Have we explored options for increased access for rate-payers in the peak periods?

Discounted or prioritised access for boat ramps by locals has not been explored in the Strategy. A Short-Term action included in the Strategy is a review of the current launching fees.

- What is the impact of the Eastern Boat Ramp on sea grasses and habitat for Leafy Sea dragons?

The short and long term impact on the sea grasses and habitat to a wide range of sea life would be assessed as part of the preparation of the Environmental Impact Statement.

- Is this Strategy catering for commercial operators and cruise ship tenders or focusing on recreational boating?

The Strategy is focused on recreational boating but a number of initiatives will assist in meeting the commercial and cruise ship needs.

- Why is this design different to the one in the original business case?

A smaller design of the Eastern Boat Ramp was in the initial business case however the larger design is preferred by the Advisory Group as the breakwater configuration would reduce the wave impact funnelling into the ramp area. The larger future marina also provides greater flexibility and caters for the long term predicted demand of the boating community.

- What is the relevance of the statement in Section 2.2 relating to the Hindmarsh River Estuary having an artificial river mouth outlet created?

The comment is to recognise that the coastal discharge point for the Hindmarch River has shifted over time and its current location has been influenced by human developments.

- Native Vegetation Act - does it also cover marine seagrass meadows?

The South Australian Native Vegetation Act 1991 defines native vegetation as a plant or plants of a species indigenous to South Australia including a plant or plants growing in or under waters of the sea. Any proposed works in along the coast requires appropriate approvals including compliance with the Act.

- How will previous reports such as 'Cheshire's' report be referenced in the future, to ensure that all the considerations are balanced?

There have been a number of studies and reports completed over a 30-year period. These will all form part of the background documents provided to an appropriately qualified consultant to undertake the Environmental Impact Statement for the Eastern Boat Ramp.

- Can we add more details on the fishing exclusion zone into the document?

The Encounter Marnie Park and the Encounter Bay Sanctuary Zone are managed by the State Government and protects part of the nationally significant Encounter Bay whale aggregation area. Southern right whales visit this coastline for annual mating and birthing activities between May and September each year, making it a great location to view whales from the shore-based viewing platform. Off-shore, the sanctuary zone conserves large areas of deep-water reef habitats. Although this can be acknowledged in the strategy, the details could change and should therefore not be detailed in the strategy.

- Dredging Costs for the Eastern Boat Ramp - how will Council make allowances for this?

Dredging costs for any boat ramp and marina can be considerable. If the Eastern Boat Ramp was constructed, council would need to allocate sufficient operating funds to provide for periodic dredging. A good design of the breakwater will also help reduce the tidal influx of sand and silt into the marina basin.

- Can dredging costs (including for existing ramps) be factored into ramp fees?

Dredging costs are considerable with ramp fees going someway to offset the periodic cost of dredging. Council can, as part of its annual review of Fees and Charges, increase the ramp fees.

- Does Council have to fund the Eastern Boat Ramp project?

The criteria for most government grants is that all approvals are in place and the detailed design is completed. Having the Environmental Impact Statement completed, designs completed and costs estimated would put Council in the best position to seek grants from State or Federal Governments. Some grants can cover designs and construction, however the time to complete the approval process and then complete the civil works may exceed the normal grant timeframes.

- The timeframes for the Action Plan do not appear to be achievable or align with funding available within Council's Long Term Financial Plan.

Many of the actions are not currently funded in the Long Term Financial Plan and would only be incorporated following public consultation, endorsement of a revised Strategy and then Council agreeing to fund an implementation plan, or approving individual projects as part of the Annual Business Plan and Budget process.

- Could the Short-Term actions reflect the current endorsed budget or be moved to Mid-Term to allow for adequate time to undertake designs one year to then construct the next?

Some of the short term actions, for example additional pontoons at the Bluff boat ramp or breakwater could be a medium term capital project, subject to budget approval and delivered over two years (design and construction).

- Could the Medium-Term actions be 3-5 years and subject to budget bids?

When we receive feedback from the community we will have a greater understanding of what others may see as the highest priorities and timing. The timeframes for all the actions could be extended to help spread the financial impact of projects across several years. The adoption of the Strategy does not automatically mean that the Actions are included in the budget. Each project would still be subject to the normal annual Business Planning and Budget process.

- Could the Long-Term actions be greater than ten (10) years?

The Long-Term Actions could be extended to beyond 10 years. This would then not impact on the existing Long Term Financial Plan, i.e. beyond 2035/36.?Alternatively some of the Actions could be subject to grant funding.

In accordance with Council's Public Consultation Policy the update of the Recreational Boating Strategy does not have a legislative requirement for public consultation however it is good practice to do so. Public consultation is planned to be undertaken in accordance with the Draft Recreational Boating Strategy Communication and Engagement Plan provided at Attachment 1.

If Council wish to incorporate any changes to the draft Recreational Boating Strategy prior to public consultation, Council Members can move an alternate motion.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Reputation** - The proposed consultation will help reduce the reputational risk by allowing a diverse range of views to be considered by Council prior to adopting the Strategy. There is a residual risk that following the consultation that the community may have expectations that actions will be taken in-line with the strategy and if Council failed to provide enough funding the recommendations may not be delivered in a timely manner. This risk is assessed as ***medium***.

**Environment** - To reduce the environmental damage of delivering the major project in the Strategy being the Eastern Boat Ramp, an Environmental Impact Statement will be prepared and all necessary approvals provided prior to commencement of any works. This risk is assessed as ***high***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 3 - We manage growth and change responsibly

- Objective 3.1 - Support initiatives that grow the economy, strengthen local businesses, and retain people and jobs in Victor Harbor

Aspiration 4 - We protect and restore our environment

- Objective 4.4 - Protect the health of our coastline, estuaries, waterways and catchments

Aspiration 5 - We have services and infrastructure that meet our community's needs

- Objective 5.2 - Plan and provide for a range of community facilities to meet current and future need

**Other references used:**

- City of Victor Harbor Public Consultation Policy 2022

## BUDGET IMPLICATIONS

There are sufficient funds in Project #100086 (*Coastal Maintenance*) to undertake the community consultation of the Draft Recreational Boating Strategy 2025 at an estimated cost of $500.

The Strategy, if endorsed, will have impacts on future budgets depending upon which elements of the strategy are to be pursued and in what timeframe.

No additional funds are required in 2025/26.

## CONSULTATION

Boating and Marine Facilities Working Group

Council Members at a briefing session on 1 September 2025

Director Environment and Infrastructure - Jodi Roberts

## ATTACHMENTS

Attachment 1 - Draft Recreational Boating Strategy Communication and Engagement Plan

**Attachment 1 - Draft Recreational Boating Strategy Communication and Engagement Plan**

# Recreational Boating Strategy Communications and Engagement Plan

## Introduction

The growth in the number of boaters and the variety of activities they undertake present challenges and opportunities. Most of the challenges are the direct result of competition for assets like boat ramps and car parking. Some of this competition also extends to waterways, particularly between personal watercraft and other users.

The boating community of Victor Harbor, including permanent residents and visitors to Victor Harbor, has for some time voiced the need for the current boating facilities within the Victor Harbor region to be improved, this being in response to the population growth, the growing level of interest in boating as a leisure activity and safety concerns arising due to current facilities being over capacity at various times during the year.

The historic development of boating facilities in the area has occurred progressively over time, initially in response to commercial needs.

Victor Harbor is a rapidly growing coastal city and a well-recognised tourist and leisure destination. Within this context, the challenge facing the City of Victor Harbor, in representing the boating community, is to achieve a boating environment that recognises the needs of the boating community whilst acknowledging and respecting competing interests and constraints.

This boating strategy has been prepared in response to this need.

## Purpose of community engagement

The purpose of the community engagement is help supplement the invaluable input already provided by the Boating and Marine Facilities Advisory Group.

We seek feedback on the strategy from a diverse range of community members, not just those actively involved in boating activities.

The input received will help us to understand which parts of the Strategy may need to be better explained, identify additional needs and wants currently not included in the Strategy and whether people agree with the suggested priority actions.

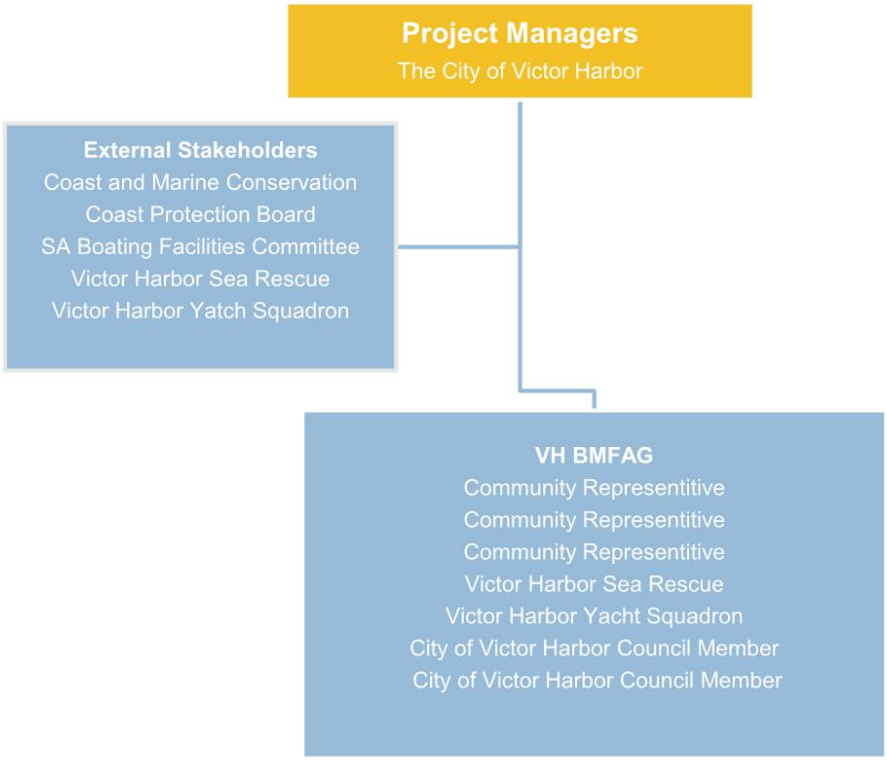
This feedback will then be provided to the Boating and Marine Facilities Advisory Group to inform what modifications are required to the Strategy prior to presentation to Council for formal adoption.

## Previous Engagement

The direction for this strategy was formulated by the key stakeholder including the City of Victor Harbor's Boating and Marine Facilities Advisory Group (BMFAG).

Effective consultation was an important process in the development of the Victor Harbor Recreational Boating Strategy. This was in the main, achieved through a series of workshops held with the BMFAG. This group is comprised of selected representatives of the Victor Harbor Community, Council Members, Council Officers, Victor Harbor Sea Rescue Squadron, and the Fleurieu Regional Development Board.

The channels of communication and strategy participants were as follows:



The key objectives of the Boating and Marine Facilities Advisory Group were:

1. To provide input into the most suitable outcomes to be considered in assessing future boating facility options for the area.
2. To represent the broader interests of the Victor Harbor community regarding the future use and development of boating facilities.
3. To critically review the preparation of the strategy and assist in the development of recommendations on its most appropriate form of implementation.

During consultation with the Boating and Marine Facilities Advisory Group representatives were asked to provide feedback on key facilities in the City of Victor Harbor and potential options and opportunities for future development and improvement to existing facilities. As the advisory group represents a cross section of the community, the responses provided a strong guide as to and representation of, the communities wants and needs.

The responses provided represented several viewpoints, however, most were underpinned by the need to improve and further develop existing facilities, developing a new launching facility, and offering a safe environment for boat users. The emphasis on improvement, further development, and safety have been considered as key objectives of this strategy.

## Engagement Principles

The City of Victor Harbor has a set of five principles which guide our approach to engagement.

**1. Community Participation** – We are committed to including, informing and involving our community in local decision making from project planning through to delivery.

**2. Open and Accountable** – We will provide clear and easy to understand information that will inform our community and encourage meaningful engagement.

**3. Accessibility** – Our community will be able to access information in a variety of ways.

**4. Careful Planning and Evaluation** – We will carefully plan community engagement activities and evaluate all feedback to meet the needs of our community.

**5. Closing the Loop** – We will inform our community of our decisions and outline how feedback was considered.

## Level of Engagement

In addition to the five principles, the council has adopted three levels of participation, Inform, Consult and Active Participation (adopted from the International Association for Public Participation's engagement spectrum). For this consultation the proposed level is:

- **Consulting** – two-way communication designed to obtain public feedback on a proposal, initiative or issue to inform Council decision making.

| | |
|---|---|
| | **Inform** |
| ✓ | **Consult** |
| | **Active Participation** |

## Community Engagement Scope

**In Scope**

We are inviting feedback on the Draft Recreational Boating Strategy and invite responses from the community on the various elements of the Strategy including:

- Existing Facilities
- Challenges experienced by the boating community
- Opportunities for improvements to existing facilities and creation of new infrastructure
- Prioritisation and timing of the proposed actions.

**Out of Scope**

We welcome all feedback relating to the Strategy, whether it be suggested improvements, corrections or additions. Feedback that relates to facilities that are beyond the boundaries of the City of Victor Harbor may be disregarded unless the proposed action is to advocate for the resolution of an issue impacting the boating community.

## Risk (Community Engagement Only)

| ***Risk***<br>*What might go wrong?* | ***Probability***<br>*How likely is this to happen?* | ***Mitigation Strategy***<br>*How could you prevent this happening?* |
|---|---|---|
| **Strong opposition to a proposed Action** | High | Allowing a diverse range of views to be considered through the consultation and allowing these to be addressed in the final Strategy articulating the advantages and disadvantages of any contentious issue |
| **Building unrealistic expectations** | Medium | In our communications to the community, we need to explain that this is a long-term Strategy and some actions are dependent upon funding either by council or through government grants. |
| **Misunderstanding of the timing and approval stages for some proposed actions.** | Medium | Providing a Frequently Asked Questions and/or a contact person to discuss any concerns that the community may have relating to the implementation of the Strategy. |

## Community Engagement Deliverables

**By the end of this project, the following actions will have been delivered:**

- Notified the community of the Strategy and opportunities to participate in its review
- Provided information and related material for community reference
- Community consultation undertaken via Your Say website
- Summary of engagement findings delivered to the Boating and Marine Facilities Advisory Group and then Council.

## Key Messages

- The City of Victor Harbor seeks to have a strategic approach to providing boating facilities to meet current and future demand. The draft Recreational Boating Strategy has been developed to articulate the improvements to boating facilities in the short and long term.

- The Strategy explores issues associated with current facilities, the potential improvements to these facilities and proposes an additional boat ramp and marina along Bridge Terrace Victor Harbor.

- The Strategy replaces the previous outdated Victor Harbor Boating Strategy and supplements the State Government's - SA Boating Facilities Strategic Plan.

- Community members will be encouraged to read the strategy, ask questions to gain clarification and provide us with feedback on the draft.

## Key Stakeholders

- City of Victor Harbor Residents and Ratepayers
- Local Businesses and Workers
- Elected Members
- Council Staff
- Council Advisory Group
- Commercial Tourist operators
- Business community allied to recreational boating and fishing
- The broader boating community within, and external to, the City of Victor Harbor

## How will we engage?

- **Survey** – available online at Your Say Victor Harbor (www.yoursay.victor.sa.gov.au) or in hard copy
- **Social media** – leveraging Council's Facebook page to encourage community participation



## Communications and Engagement Matrix

| | City of Victor Harbor Residents and Ratepayers | Local Businesses and Workers | Elected Members | Council Staff | Council Advisory Committees | Local Schools | Interest Groups | Local and Federal Members of Parliament | Government Agencies | Media |
|---|---|---|---|---|---|---|---|---|---|---|
| **Public Notice** | x | x | x | x | x | | x | x | x | x |
| **Fact sheet** | x | x | x | x | | | | | | x |
| **Posters for display** | x | | | | | | x | | | |
| **Victor Viewpoint** | x | x | | | | | | | | |
| **Advertisements** | x | x | | | | | x | | | |
| **Media Releases** | | | | | | | | | | x |
| **City of Victor Harbor Website** | x | | | | | | x | | | |
| **Feedback form** | x | x | | | x | | x | | | |
| **Direct email / Letter** | | | | | x | | x | x | x | |
| **Your Say Victor Harbor webpage** | x | x | | | x | | x | | | |
| **Facebook** | x | x | | | | | x | | | |

## Key Dates / Timeline

| Date | Action / Milestone |
|---|---|
| September | Council Endorse the draft Strategy for public consultation |
| October | Your Say goes live and is open for community input |
| October | Your Say link emailed to key external stakeholders |
| November | Feedback provided to the Boating and Marine Facilities Advisory Group |
| December | Strategy updated if required |
| December/January | Document presented to Council for endorsement |

## Measurement and Evaluation

The success of this communications and engagement plan can be measured in the following ways:

- Social media reach including likes, shares and hashtag usage
- Number of hard copy and online feedback forms completed
- Visits to Your Say Victor Harbor website.

# 13. MINUTES OF COUNCIL COMMITTEE MEETINGS

## 13.1. Southern Communities Transport Advisory Committee Minutes - 20 August 2025

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Bronwyn Hastings

Council Member Representatives: Cr Marilyn Henderson

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## RECOMMENDATION

1. That Council receive and note the minutes of the Southern Communities Transport Advisory Committee meeting held on Wednesday, 20 August 2025.

2. That Council endorse the changes to the Southern Communities Transport Scheme Terms of Reference to include a representative from Junction Australia, in line with the Community Transport SA contract.

## PURPOSE

The purpose of this report is to present the minutes of the Southern Communities Transport Advisory Committee meeting held on Wednesday, 20 August 2025.

## SUMMARY OF MEETING

A meeting of the Southern Communities Transport Advisory Committee was held on Wednesday, 20 August 2025. A copy of the minutes of the meeting is provided at Attachment 1.

Items with specific recommendations to Council are provided below:

- Item 6.4. Southern Communities Transport Scheme Terms of Reference

The Southern Communities Transport Advisory Committee recommend that Council endorse the Southern Communities Transport Scheme Terms of Reference to include a representative from Junction Australia. A tracked change copy of the Draft Terms of Reference, which includes name changes, and additions to the membership table is provided at Attachment 2.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - The minutes were prepared and distributed to members in line with the legislative requirements. This risk is assessed as ***low.***

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in receiving and noting this report.

No additional funds are required.

## CONSULTATION

Southern Communities Transport Advisory Committee

Chief Executive Officer - Victoria MacKirdy

Acting Director Community and Development - Leann Symonds

## ATTACHMENTS

Attachment 1 - Southern Communities Transport Advisory Committee Meeting Minutes - 20 August 2025

Attachment 2 - Draft Southern Communities Transport Scheme Advisory Committee Terms of Reference

**Attachment 1 - Southern Communities Transport Advisory Committee - 20 August 2025**



# MINUTES

Committee: Southern Communities Transport Advisory Committee

Meeting Held: Wednesday, 20 August 2025

Location: Council Chambers, 1 Bay Road, Victor Harbor

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## 1. PRESENT

Cr Marilyn Henderson - City of Victor Harbor (Chair)

Robert McFarland

Robert Hall

Liz Graham

Colin Howard

Alexandrina Council – Community Development Officer - Debra Gregory

**In Attendance:**

Manager Community Wellbeing - Leann Symonds

SCOTS Coordinator - Laura Lewis

Administration Support Officer – Community and Development - Bronwyn Hastings

## 2. ACKNOWLEDGEMENT OF COUNTRY AND DIVERSITY COMMITMENT

**Acknowledgement of Country**

The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.

**Diversity Commitment**

The City of Victor Harbor is committed to diversity, equity and inclusion. We respect people of all ages, abilities, genders, sexualities, religions, beliefs, cultures and backgrounds.

## 3. APOLOGIES

Margaret Gardner

Anna Schmidt

## 4. CONFIRMATION OF MINUTES

### 4.1. Minutes of Previous Meeting - 18 June 2025

**SCTAC182025**

Moved: Robert Hall

Seconded: Liz Graham

That the minutes of the Southern Communities Transport Advisory Committee meeting held on 18 June 2025 be confirmed as true and accurate.

**CARRIED**

## 5. PRESENTATIONS

Nil

*10:08 am Leann Symonds left the meeting.*

## 6. REPORTS

*10:08 am In accordance with Council's Code of Practice for Meetings Procedures, the Chair determined it appropriate to bring forward Agenda Item 6.2 to be heard prior to Agenda Item 6.1 as Leann Symonds was not in attendance.*

### 6.2. Finance Report 1 July to 31 July 2025

**SCTAC202025**

Moved: Robert McFarland

Seconded: Liz Graham

That the Southern Communities Transport Advisory Committee receive and note the Finance Report 1 July to 31 July 2025.

**CARRIED**

*10:11 am Leann Symonds entered the meeting.*

6.1. Outstanding Resolutions - August 2025

**SCTAC192025**

Moved: Marilyn Henderson

Seconded: Liz Graham

That the Southern Communities Transport Advisory Committee receive and note the Outstanding Resolutions - August 2025 report.

**CARRIED**

## 6.3. Community Transport SA Update

**SCTAC212025**

Moved: Robert Hall

Seconded: Colin Howard

That the Southern Communities Transport Advisory Committee receive and note the report, Community Transport SA Update.

**CARRIED**

## 6.4. Southern Communities Transport Scheme Terms of Reference

**SCTAC222025**

Moved: Marilyn Henderson

Seconded: Colin Howard

That the Southern Communities Transport Advisory Committee recommends

1. That Council note and endorse changes to the Southern Communities Transport Scheme Terms of Reference to include a representative from Junction Australia, in line with the Community Transport SA contract.

**CARRIED**

### 6.5. CHSP - New Aged Care Act

**SCTAC232025**

Moved: Robert McFarland

Seconded: Colin Howard

That the Southern Communities Transport Advisory Committee receive and note the report on CHSP - New Aged Care Act.

**CARRIED**

*10:55 am Leann Symonds left the meeting.*

### 6.6. Statistical and Brokerage Reports

**SCTAC242025**

Moved: Marilyn Henderson

Seconded: Colin Howard

That the Southern Communities Transport Advisory Committee receive and note the Statistical and Brokerage Reports for the Southern Communities Transport Scheme (SCOTS CHSP and SCOTS CPN) for the period 1 May 2025 to 30 June 2025.

**CARRIED**

*10:58 am Leann Symonds entered the meeting.*

### 6.7. Statistical and Brokerage Data Report June 2021 to July 2025

**SCTAC252025**

Moved: Marilyn Henderson

Seconded: Robert McFarland

That the Southern Communities Transport Advisory Committee receive and note the Statistical and Brokerage Data Report for the Southern Communities Transport Scheme (SCOTS CHSP and SCOTS CPN) for the period July 2021 to June 2025.

**CARRIED**

City of Victor Harbor

## 7. OTHER BUSINESS

### 7.1 Vehicle Replacement

The SCOTS Coordination provided a verbal update regarding the Staria Procurement Orders. The two Staria's have been delivered, and signage is completed. Accreditation paperwork has been submitted and are awaiting the arrival of the fuel cars. These vehicles will remain in the fleet for three years.

### 7.2 New Phone System Update

The SCOTS Coordinator provided a verbal update to the Committee on the new phone systems. The upgrade is working well and is more user friendly for clients calling in. Staff are continuing to monitor and make improvements where possible.

## 8. NEXT MEETING

The next meeting is scheduled for Wednesday, 15 October 2025 at 10.00am.

## 9. CLOSURE

The Chair declared the meeting closed at 11.24 am.

**Attachment 2 - Draft Southern Communities Transport Scheme Advisory Committee Terms of Reference**

# Southern Communities Transport Scheme Advisory Committee

## Terms of Reference

### 1. ESTABLISHMENT

1.1 The Southern Communities Transport Scheme Advisory Community (the Committee) is established under Section 41 of the Local Government Act, 1999.

### 2. PURPOSE

2.1 The Committee is established for the purpose of assisting to address the needs of transport disadvantaged people by supporting a regional approach between the City of Victor Harbor and the Alexandrina Council (referred to as "the Councils") ~~,~~ and Junction Australia (in regards to the Kangaroo Island Service) to the planning, development and co-ordination of services.

2.2 Specifically, the role of the Committee is to:

2.2.1 Advise on the operations of the Southern Communities Transport Scheme (referred to as "the Scheme") which coordinates and brokers existing transport services, provides transport information, and provides services to transport disadvantaged people where no other appropriate services exist.

2.2.2 Assist Council to meet its responsibilities as detailed in the Service Agreement<u>s</u> between the Council and the <u>Commonwealth</u> Department <u>of Health and Ageing and the State Department of Human Services</u> ~~for Communities and Social Inclusion~~.

<u>2.3</u> Specific roles and responsibilities of partner Councils in relation to the operation of the Committee will be included in a memorandum of understanding.

~~2.3~~<u>2.4</u> <u>A Service Level Contract will outline the roles and responsibilities of Junction Australia.</u>

~~2.4~~<u>2.5</u> A memorandum of understanding will also be prepared in relation to the shared services arrangement for operation of the Scheme.

### 3. MEMBERSHIP

3.1 The membership of the Southern Communities Transport Scheme Advisory Committee shall consist of one Council Employee, and one Council Member from each of the City of Victor Harbor, and the Alexandrina Council, <u>plus</u>

- one nominee from the Department for Communities and Social Inclusion
- up to ~~three~~ <u>four</u> representatives of volunteers from the Scheme

- One representative from Junction Australia
- up to ~~two~~ three interested service users or community members
- the Mayor of the City of Victor Harbor is appointed as ex-officio

3.2 The Committee may co-opt one additional person if it is considered that additional skills and experience would benefit a specific project or add value to the general performance of the Committee.

## 4. APPOINTMENT OF MEMBERS

### 4.1 Term of Office

4.1.1 The term of office for representatives or nominees, with the exception of the Mayor, shall be at the pleasure of the nominating body and appointed by Council.

### 4.2 Vacancies

4.2.1 The filling of any vacancy occurring by resignation or removal of a member shall be at the discretion of Council through a Council resolution. Nominations and appointments for vacancies must be from the same sector or representative body as the vacant position.

### 4.3 Removing Members

4.3.1 The Council may at any time remove a member of the Committee but shall observe the principles of natural justice.

### 4.4 Leave of Absence

4.4.1 Any member absent for three or more consecutive meetings without apology or leave of the Committee shall have their position declared vacant and clause 4.2 shall be invoked.

### 4.5 Appointment of Proxy Members

4.5.1 Each sector or body representative on the Committee may appoint a proxy representative who may attend meetings and have voting rights in the absence of the primary representative. Such proxy appointments shall be indicated to the Chairperson prior to the meeting for which such appointment is made.

## 5. ROLE AND RESPONSIBILITIES OF COMMITTEE MEMBERS

5.1 The role of a Committee member is to:

5.1.1 Participate in the deliberations of the Committee, with regard to the policy and business which is before it;

5.1.2 Be mindful of the objectives and policies of the Council as they relate to the business of the Committee;

5.1.3 Be aware of the Committee resources, budget and strategic plan, and the need for efficiency and effectiveness in the activities for which the Committee has been established;

5.1.4 Be informed on issues before the Committee, to prepare adequately for meetings and seek additional information if required;

5.1.5 Be mindful of the potential for a “Conflict of Interest” to occur through participation on the Committee and to declare such Interests as and when they arise;

5.1.6 Represent the nominating sector, body or organization honestly and fairly; and

Observe confidentiality when it is required.

## 6. MEETINGS

### 6.1 Ordinary Meetings

6.1.1 The Committee shall meet at appropriate times and places as determined by the Committee and at least once per year.

6.1.2 The Chief Executive Officer or delegate is authorised, after consulting with the Chairperson of the Committee, to cancel the respective Committee meeting, if it is clear there is no business to transact for that designated meeting.

6.1.3 A meeting will be limited to a maximum of one and a half hours' duration unless the Committee resolves to extend the meeting to a particular time or the completion of business.

### 6.2 Special Meetings

6.2.1 Special Meetings may be called by the Chairperson or at least two members of the Committee at any time subject to consultation with the Chief Executive Officer or delegate.

### 6.3 Notice of meetings

6.3.1 A notice of the meeting is to be provided to each Committee member in writing, setting out the date, time and place of the meeting; and be accompanied by an agenda for the meeting.

6.3.2 The agenda for Ordinary Meetings of the Committee shall be forwarded to members of the Committee at least three clear days prior to meetings.

6.3.3 A minimum of four hours' notice shall be given for any Special Meetings of the Committee.

6.3.4 A copy of the notice of meeting, agenda and accompanying reports shall be placed on public exhibition at the Council Office. The Notice of meeting and agenda will be provided on Council's website as soon as practicable after the time that the notice of the meeting is given to members of the Committee.

### 6.4 Minutes

6.4.1 Minutes shall be kept of all meetings of the Committee. Each Committee member shall receive a copy of the minutes within five days of the meeting of the Committee.

6.4.2 A copy of the minutes shall be placed on public exhibition at the Council's Office within five days of the meeting of the Committee. The minutes will be available on Council's website as soon as practicable after the minutes are given to members of the Committee.

6.4.3 The minutes shall be confirmed at the next regular meeting with or without amendments.

**6.5 Presiding Member**

6.5.1 The Council shall appoint a Chair (Council Member) to preside at all meetings of the Committee at which he/she is present and in his/her absence the appointed Deputy Chair, being an Council Member from the Alexandrina Council, shall preside.

**6.6 Quorum**

6.6.1 A quorum for the Committee shall constitute four members and shall include one Council Member from the City of Victor Harbor and one member (being staff or Council Member) from Alexandrina Council. If at the expiation of 15 minutes from the time of commencement of the meeting a quorum is not present, the Presiding Member will adjourn the meeting.

**6.7 Meeting Procedure**

6.7.1 The procedures and protocols to be observed at the Committee meetings shall be as provided in Part 3 of the *Local Government (Procedures at Meetings) Regulations 2013*, unless varied by these terms of reference.

**6.8 Electronic Attendance at Meetings**

6.8.1 Members may participate in a meeting of the ~~CEO Performance Review Committee~~Southern Communities Transport Scheme Advisory Committee by electronic means which includes telephone, computer or other electronic device used for communication.

6.8.2 A member participating in the ~~CEO Performance Review Committee~~Southern Communities Transport Scheme Advisory Committee meeting by electronic means is taken to be present at the meeting provided that the member:

6.8.2.1 Can hear all other members present at the meeting;

6.8.2.2 Can be heard by all other members present at the meeting; and

6.8.2.3 Can be heard by the person recording the minutes of the meeting.

## 7. SUB-COMMITTEES

7.1 The Committee may appoint such sub-committees as it considers necessary provided that all actions of such sub-committees shall be approved or confirmed by the Committee.

## 8. VOTING

8.1 A question arising for decision at a meeting of the Committee will be decided by a majority of the votes cast by the members present at the meeting and entitled to vote on the question.

8.2 Each member of the Committee present at any meeting, shall have one vote on any

matter.

8.3 The Chairperson or acting Chairperson shall have a deliberative vote only.

8.4 Each member present at a meeting of the Committee must vote on all questions arising for a decision at that meeting.

**9. CONFLICT OF INTEREST**

9.1 Sections 74, 75, 75A, 75B, 75C, 75D of the *Local Government Act 1999* refer to conflict of interest provisions. Committee members need to be aware of the circumstances under which a conflict of interest may arise and declare that interest to the membership present at the meeting.

**10. STAFF**

10.1 The Committee will be supported by staff of the Council and the Scheme.

**11. FINANCE**

11.1 A record of the financial transactions of the Scheme shall be maintained by Council's finance department and reported to the Committee on a regular basis.

11.3 The Committee may recommend expenditure of funds within the Council's approved budget limitations, and the business/operational/marketing plans of the Committee.

11.4 Any variations to the budget shall require Council's approval.

**12. Delegations**

12.1 Council may delegate matters to the Committee in accordance with Section 41 of the *Local Government Act 1999*.

12.2 The Committee may:
12.2.1 Approve Minutes as a true and accurate record of proceedings.
12.2.2 Appoint a Deputy Chair (If not provided by Council).
12.2.3 Approve their work plan and annual report of the Committee.
12.2.4 Form sub-committees and project groups.
12.2.5 Determine if a matter should be considered in confidence.

**13. REPORTING**

13.1 The Committee shall supply to the Council a copy of all Committee minutes pursuant to clause 6.4, for the endorsement of the Council.

**14. AUDIT**

14. The Committee must cooperate with Council's Audit Committee, established pursuant to Section 126 of the *Local Government Act 1999* and must comply with the requirements within Council's Internal Control Manual.

**15. PUBLIC ACCESS**

15.1 Meetings of the Committee shall be open to the Public.

15.2 The Committee may resolve to exclude the Public from attendance at the meeting if it is considered necessary to receive, discuss or consider in confidence any information or matter listed in Section 90, subsection (3) of the *Local Government Act 1999*.

15.3 Minutes, Agendas for the Committee available on Councils website.

**16. LIABILITY OF MEMBERS**

16.1 In accordance with Section 41 (12) of the *Local Government Act 1999*, no civil liability attaches to a member of the Committee for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of the member's or Committee's powers, functions or duties. However, protection under these provisions may not apply for a breach of the Council's Election Caretaker Policy.

**17. DISSOLUTION**

17.1 The Council may at any time abolish the Committee.

**18. INTERPRETATION**

18.1 Any ambiguity or difficulty in interpretation of these terms of reference shall be referred to the Council for direction.

**19. ALTERATION OF THE TERMS OF REFERENCE**

19.1 The Council may at any time, either on its own initiative or at the request of the Committee, alter, delete, or add to any provisions of these terms of reference.

**20. ADOPTION BY COUNCILS**

20.1 These are the functions and rules of the Southern Communities Transport Scheme Advisory Committee as approved by the Councils, by resolutions passed on 6 November 2006 (City of Victor Harbor) and 5 March 2007 (Alexandrina Council), and amended by the City of Victor Harbor on 11 March 2008, 10 November 2008, 18 October 2010, 29 November 2010, 28 March 2011 and 15 December 2014.

20.2 Administrative amendment: Change to Clause 6.7 to Local Government (Procedures at Meetings) Regulations 2013 - 16 May 2014.

20.3 Amended to reflect resolution of Council on 26 March 2018

20.4 Amended to reflect resolution of Alexandrina Council on 19 November 2018

20.5 Amended to reflect resolution of Council on 26 November 2018

20.6 Amended to reflect resolution (OC64520185) of Council on 22 July 2019

20.7 Amended to reflect resolution (OC6002019) of Council 26 August 2019

20.8 Amended to reflect resolution (OC7452019) of Council on 28 October 2019 and typographical errors in the number sequence from 9 – 21

20.9 Amended to reflect resolution (OC5552020) of Council on 26 October 2020

20.10 Amended to reflect resolution (OC1352021) of Council on 22 March 2021

20.11 Amended to reflect resolution (OC3672021) of Council on 23 August 2021

20.12 Amended to reflect resolution (OC4912022) of Council on 12 December 2022 and ACM221726 Alexandrina Council on 28 November 2022

20.13 Amended to reflect resolution (OC902023) of council on 27 March 2023

**SCHEDULE 1**

**Southern Communities Transport Scheme Advisory Committee**

Committee Membership

| Member | Representative | Appointed | Expires |
|---|---|---|---|
| Alexandrina Council | ~~Cr Lou Nicholson~~Vacant | 28 Nov 22 | Nov 2026 |
| Alexandrina Council (Proxy) | Cr Margaret Gardner | 28 Nov 22 | Nov 2026 |
| Alexandrina Council – community Member | | | |
| City of Victor Harbor | Cr Marilyn Henderson | | |
| Department of Human Services | As advised | | |
| Volunteers from Southern Communities Transport Scheme | Robert McFarland | | March 2027 |
| Volunteers from Southern Communities Transport Scheme | Robert Hall | | March 2027 |
| Service Users/Community Members | Colin Howard | | March 2027 |
| Service Users/Community Members | Liz Graham | | |
| City of Victor Harbor – Mayor – Ex-officio | Dr Moira Jenkins | | |
| **Staff** | | | |
| Alexandrina Council | Community Development Team Leader | 28 Nov 22 | Nov 2026 |
| City of Victor Harbor | Manager Community Wellbeing | 12 Dec 22 | Nov 2026 |

| **Office Bearers** | |
|---|---|
| Chairperson | Cr Marilyn Henderson |
| Deputy Chairperson | ~~Cr Lou Nicholson~~Cr Margaret Gardner |

## 13.2. CEO Performance Review Committee Minutes - 27 August 2025

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Chelsie Butler

Council Member Representatives: Mayor Moira Jenkins, Cr Angela Schiller, Cr Brayden Mann, Cr Michael Quinton

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## RECOMMENDATION

That Council receive and note the minutes of the CEO Performance Review Committee meeting held on Wednesday, 27 August 2025.

## PURPOSE

The purpose of this report is to present the minutes of the CEO Performance Review Committee meeting held on Wednesday, 27 August 2025.

## SUMMARY OF MEETING

A meeting of CEO Performance Review Committee the was held on Wednesday, 27 August 2025. A copy of the minutes of the meeting are provided at Attachment 1.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Legal and Compliance** - The minutes were prepared and distributed to members in line with the legislative requirements. This risk is assessed as ***low.***

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in receiving and noting the minutes.

No additional funds are required.

## CONSULTATION

CEO Performance Review Committee

Chief Executive Officer - Victoria MacKirdy

## ATTACHMENTS

Attachment 1 - CEO Performance Review Committee Minutes - 27 August 2025

**Attachment 1 - CEO Performance Review Committee Minutes - 27 August 2025**



# MINUTES

Committee: CEO Performance Review Committee

Meeting Held: Wednesday, 27 August 2025 at 6:00pm

Location: Encounter Room, 1 Bay Road, Victor Harbor

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## 1. PRESENT

Cr Brayden Mann (Chair)
Cr Angela Schiller
Cr Michael Quinton

**In Attendance**
Chief Executive Officer - Victoria MacKirdy
Manager People and Culture - Cathy McEnroe
Executive Assistant - Chelsie Butler
Daryl Stillwell - Stillwell Management Consultants (Qualified Independent Person)

## 2. ACKNOWLEDGEMENT OF COUNTRY AND DIVERSITY COMMITMENT

**Acknowledge of Country**

The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.

**Diversity Commitment**

The City of Victor Harbor is committed to diversity, equity and inclusion. We respect people of all ages, abilities, genders, sexualities, religions, beliefs, cultures and backgrounds.

## 3. APOLOGIES

Mayor Moira Jenkins

*6:00pm* *In Mayor Moira Jenkins absence, Cr Brayden Mann nominated to Chair the 27 August 2025 CEO Performance Review Committee meeting. This was supported by the other Committee Members.*

City of Victor Harbor

## 4. CONFIRMATION OF MINUTES

### 4.1. Minutes of Previous Meeting - 20 May 2025

**CEO102025**

Moved: Cr Angela Schiller

Seconded: Cr Michael Quinton

That the minutes of the CEO Performance Review Committee meeting held on Tuesday, 20 May 2025 confirmed as true and accurate.

**CARRIED**

## 5. PRESENTATIONS

Nil

## 6. REPORTS

### 6.1. Training and Engagement Activities undertaken by Chief Executive Officer

**CEO112025**

Moved: Cr Michael Quinton

Seconded: Cr Angela Schiller

That the CEO Performance Review Committee receives and notes the Training and Engagement Activities Undertaken by the Chief Executive Officer report.

**CARRIED**

### 6.2. Credit Card Expenditure Report

**CEO122025**

Moved: Cr Angela Schiller

Seconded: Cr Michael Quinton

That the CEO Performance Review Committee receives and notes the Credit Card Expenditure report for the period April to June 2025.

**CARRIED**

## 6.3. 2024/25 Key Planned Activities and Key Performance Indicators Progress Update (Quarter 4)

**CEO132025**

Moved: Cr Michael Quinton

Seconded: Cr Angela Schiller

That the CEO Performance Review Committee receive and note the end of year update on the 2024/25 key planned activities and CEO's Key Performance Indicators as presented within this report and at Attachment 1.

**CARRIED**

## 6.4. 2024/25 Performance Review Process

**CEO142025**

Moved: Cr Michael Quinton

Seconded: Cr Angela Schiller

That the CEO Performance Review Committee recommends

That Council approve the following process to complete the CEO Performance Review for the 2024/25 period (subject to consulting with the Qualified Independent Person):

***Step 1 - Notify Chief Executive Officer (August 2025)***

Provide written notification to the Chief Executive Officer that her 2024/25 Performance Review will commence on 17 September 2025.

***Step 2 - Performance Review Process (August 2025)***

The Committee and Chief Executive Officer will provide input into the evaluation criteria and consider the methodology for capturing and rating information to the Qualified Independent Person. At which time the Committee and Chief Executive Officer could ask the Qualified Independent Person how additional input from third parties (if required) can be collected using the same objective methodology.

The Qualified Independent Person in consultation with the Committee and Chief Executive Officer, will provide a survey tool to collect information pertinent to the review, which can be used effectively in conjunction with direct discussion. The Qualified Independent Person will develop a rating scale designed to provide fair, equitable and accurate results to guide the Committee and the Chief Executive Officer in their deliberations. The rating tool will be presented at a subsequent meeting for the Committee and Chief Executive Officer to mutually agree upon, in consultation with the Qualified Independent Person.

***Step 3 - KPI report (September 2025)***

City of Victor Harbor

The Chief Executive Officer will be invited to provide a report to the Committee on her performance against the Key Performance Indicators for the 2024/25 period - current status and present evidence of completion or working progress towards completion.

***Step 4 - Performance Criteria (September 2025)***

At a Committee meeting in September 2025, the Members of the Committee, Chief Executive Officer and Qualified Independent Person are to establish key performance criteria based on performance standards set out in the Chief Executive Officer's Employment Agreement. The Criteria may include corporate governance, organisational planning, human resource management, major projects, asset management, financial management, and learning and development.

***Step 5 - Review Process (September 2025)***

At the Committee meeting in September, the Qualified Independent Person in consultation with the Committee and Chief Executive Officer, will provide the final survey tool to collect information pertinent to the review, which can be used effectively in conjunction with direct discussion. The Qualified Independent Person will confirm the rating scale designed to provide fair, equitable and accurate results to guide the Committee and the Chief Executive Officer in their deliberations. Subject to mutual agreement from the Committee and CEO, the survey will be circulated to relevant individuals prior to the next meeting scheduled for October.

***Step 6 - Comparative Process (October 2025)***

At a CEO Performance Review Committee meeting to be held in October 2025, the Committee, and the Chief Executive Officer, will review the comparative survey process. The Chief Executive Officer will be invited to respond to the feedback and report. The Committee will analyse responses and add any further comments. For example, in relation to general performance and future objectives.

***Step 7 - Finalise Performance Review (October 2025)***

The review of the Comparative Process is to be held in October 2025, where the Committee and Chief Executive Officer will finalise the annual appraisal.

At this meeting, the CEO Remuneration Package should also be reviewed. The Committee follows the established criteria when reviewing the Chief Executive Officer's remuneration package in consultation with the Qualified Independent Person. The criteria may include: result of the performance review; any movement in employee salaries; consumer price indexation, any award increases as applicable and the remuneration tribunal determination for Chief Executive Officers (if applicable).

***Step 8 - Finalise 2025/26 Key Performance Indicators (October 2025)***

Finally, during this October Committee meeting, the previously discussed Key Performance Indicators (KPI's) should be endorsed by the Committee for presentation to Council.

City of Victor Harbor

***Step 9 - Ordinary Council Meeting (October or November 2025)***

A report will be presented to the next available Ordinary Council meeting for the Committee to make recommendations for the Council to ratify regarding KPI's and Remuneration.

**CARRIED**

## 7. OTHER BUSINESS

Nil

## 8. CONFIDENTIAL REPORTS

Nil

## 9. NEXT MEETING

The next meeting will be held Wednesday, 17 September 2025 at 6:00pm

## 10. CLOSURE

The Chair closed the meeting at 6:17pm

## 14. SUBSIDIARIES AND REPRESENTATIVE REPORTS

Nil

## 15. MATTERS OF URGENCY

## 16. QUESTIONS ON NOTICE

Nil

## 17. QUESTIONS WITHOUT NOTICE

# 18. MOTIONS ON NOTICE

## 18.1. Motion on Notice - Meaningful Local Government Reforms - Cr Brayden Mann

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Victoria MacKirdy

---

## RECOMMENDATION

*(Cr Brayden Mann to propose his motion)*

That Administration:

1. Write to all the Councils in South Australia requesting that they each:

    a. Write to the Minister for Local Government, Minister Joe Szakacs:

        i. urging him to commit to meaningful Local Government Reforms that will both encourage more people to nominate in Council elections and increase voter participation; and

        ii. asking whether he will take personal responsibility for the level of participation and the ultimate success or failure of the next Local Government Election, or if he will not, to advise the community who will.

    b. Write to their Local State MP and anyone nominating in the 2026 State Government Elections asking them whether they will commit to meaningful Local Government Reforms to increase participation with nominees and voters and then publish the responses received for the community.

2. Inform the Local Government Association of South Australia, Regional Development Australia SA and State and Local Media of the above advocacy and request their assistance in advocating to the State Government for meaningful Local Government Reform.

## PURPOSE

The purpose of this report is to provide for the consideration of a Motion submitted by Cr Brayden Mann pursuant to Regulation 9(1) of the *Local Government (Meeting Procedures) Regulations 2013* in relation to Meaningful Local Government Reforms.

A copy of Cr Brayden Mann's written submission and preamble is provided at Attachment 1.

## COUNCIL MEMBER COMMENTARY

*The State Government has ambitious plans for the growth, prosperity and liveability of South Australia. However, they will struggle to achieve their goals without a healthy, functional and effective Local Government sector.*

*Participation and interest in Local Government in dwindling. The 2022 Local Government Elections saw a number of Councils around the State unable to attract enough candidates to fill the vacancies, requiring supplementary elections. Voter turnout was also abysmal, with only 43.3% of regional voters participating and only 29.6% of metro voters doing the same. Since the last election, there has also been a string of Councillors resigning prior to completing their term.*

*Participation by nominees and voters was so bad at the last election that the State Government launched the 2023 Local Government Participation and Elections Review. Over the past few years, Councils and Councillors all around the State have provided significant feedback to the Review.*

*The State Government have finally announced proposed reforms for Local Government, however, their most significant reform is to further limit who can vote in Council elections. The current proposed reforms do little to nothing to address the issues and help overcome the significant challenges that the Local Government sector faces in attracting people to nominate for Council and encouraging the community to vote.*

*Local Government is an instrument of the State Government. The State Government has ultimate responsibility over addressing the structural issues and challenges that Councils are facing. However, increasingly the State Government is trying to distance themselves from their obligations and responsibilities. They need to be held accountable, and it is the responsibility of local Councils and the community to do so.*

*If the Minister for Local Government will not take responsibility for the level of participation at that the next election, then who will?*

*The role and duties of a Councillor have evolved significantly over time. Not only has the State Government handed more and more responsibilities to Local Government, but Councils are increasingly pressured to fill in the gaps where the State and Federal Government should be. The role of Councillor is now incredibly complex, demanding and high stakes. In the context of the City of Victor Harbor, Councillors are currently required to provide direction and oversight to a number of section 42 Subsidiaries and joint ventures, a $40+ million Public-Private Partnership for the development of a Sporting Precinct, a multi-million dollar corporate systems replacement, a capital budget of nearly $16 million and an operating budget of $42.5 million. The role often includes meeting with concerned residents, attending multiple Council or committee meetings and briefings per week and a copious amount of reading (with most agendas being hundreds of pages long). The role also includes significant long-term strategic decision making as we create plans and strategies to mitigate sea level rises, plan our town's urban growth, attract a younger demographic of resident and assist in providing affordable housing and community facilities.*

*Increasingly, people are deciding not to run for Local Government or they are resigning before their term ends. Most of the recent "reforms" have focused on controlling and managing the behavior of Councillors once they are elected. These reforms seem to be limited in their success. There have been minimal reforms focused on actually attracting more people to nominate for Local*

*Government by making the role more appealing. By providing a community with more options at an election, the greater the chance that they will receive a better outcome. Not only does this help strengthen our democracy, but it improves the health, success and continued longevity of Local Government as a sector.*

*A key focus of any reforms should be on making Local Government more attractive to a wider demographic of people. As young people become increasingly disengaged and disenfranchised with Government due to the difficult economic conditions, especially around housing, Local Government can help to reengage them. The cost of living means that younger Councillors often have to balance their duties with separate full-time work and/or raising a family. For younger Councillors who are working full time and have a HECS debt, the advice from an accountant is to either put the Council allowance into superannuation or pay the large lump sum tax bill each year (i.e.. $6,000.00+ annual tax bill based on a Council Allowance of around $16,000.00 per annum). The significant commitment that Council is, coupled with potentially difficult working conditions and disproportionate remuneration, make many potentially fantastic candidates think twice about nominating.*

*Though dysfunctional and struggling Councils can help take the attention away from the State Government, the health of the Local Government sector is ultimately the State Government's responsibility.*

*Narrow reforms that have focused purely on elected member behaviour have not fixed the problems. As a sector we need to advocate for meaningful reforms that take a wholistic approach at enhancing the conditions of being an elected member. Councillors advocating for better conditions for Councillors can be politically difficult. However, when the aim is to encourage a greater and more diverse number of high caliber candidates nominating at elections, the investment is surely worth it for the community.*

## OFFICER COMMENTARY

The City of Victor Harbor has actively participated in various consultation and engagement initiatives to contribute to State Government efforts regarding local government reforms. With regard to this specific motion, at every opportunity the Council has provided input to help inform outcomes and improve engagement with the sector.

Outlined below are the submissions the City of Victor Harbor has made in relation to issues relating to sector reform:

- March 2022 - Remuneration Tribunal 2022 Review of Local Government Council Member Allowances
- July 2022 - Mandatory Training Standards for Council Members
- January 2024 - Participation and Elections Review
- June 2025 - Draft Local Government Community Engagement Charter
- September 2025 - Proposed Local Government (Elections) Amendment Bill

Opportunities to make submissions to the above reviews were open to all councils.

Additionally, at the 25 August 2025 Ordinary Council Meeting the following was resolved:

***OC2432025***

*Moved: Cr Brayden Mann*

*Seconded: Cr Michael Quinton*

*That Administration write to the Local Government Minister to:*

1. *Express out disappointment with the lack of meaningful reforms being proposed;*
2. *Remind the Minister that Local Government is an instrument of the State Government and that and that structural issues regarding Councils and Elections are ultimately the State Government's responsibility; and*
3. *Encourage the Minister to listen to the extensive recent consultation and propose meaningful reforms that will strengthen Local Government and encourage more people to run in Council elections.*

***CARRIED***

*6:53pm A division was called The Deputy Mayor declared the vote to be set aside .*

*FOR: Cr Brayden Mann, Cr Nick McKenzie, Cr Stewart Burns, Cr David Kemp, Cr Michael Quinton, Cr Carol Schofield*

*AGAINST: Cr Carlos Quaremba*

***THE DEPUTY MAYOR DECLARED THE VOTE CARRIED***

A copy of the correspondence sent to the Minister as a result of the resolution is provided at Attachment 2.

In addition, Council will have further opportunities to provide feedback on the Mandatory Training Standards for Council Members, as well as on the 2026 Review of the Local Government Council Member Allowance through the Remuneration Tribunal, which is expected to take place later this year or early next year.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Financial Management** - Administration time will be required to prepare correspondence, collate responses, and manage publication of materials. This may divert resources from other priorities. This risk is assessed as ***low.***

**Reputation** - Advocacy of the nature proposed may align with Council's commitment to strengthening local democracy, but it also extends beyond the usual scope of sector-led lobbying and may be viewed as politically driven. This risk is assessed as ***medium***.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in actioning these motions.

No additional funds are required.

## CONSULTATION

Council Member - Cr Brayden Mann

Strategy and Engagement Business Partner - Michelle James

## ATTACHMENTS

Attachment 1 - Motion on Notice - Meaningful Local Government Reforms - Cr Brayden Mann

Attachment 2 - Letter to Hon Joe Szakacs MP - Local Government Reforms

## Attachment 1 - Motion on Notice - Meaningful Local Government Reforms - Cr Brayden Mann

**Motion 1: Meaningful Local Government Reforms**

That Administration:

1. Write to all the Councils in South Australia requesting that they each:

    a. Write to the Minister for Local Government, Minister Joe Szakacs:

        i. urging him to commit to meaningful Local Government Reforms that will both encourage more people to nominate in Council elections and increase voter participation; and

        ii. asking whether he will take personal responsibility for the level of participation and the ultimate success or failure of the next Local Government Election, or if he will not, to advise the community who will.

    b. Write to their Local State MP and anyone nominating in the 2026 State Government Elections asking them whether they will commit to meaningful Local Government Reforms to increase participation with nominees and voters and then publish the responses received for the community.

2. Inform the Local Government Association of South Australia, Regional Development Australia SA and State and Local Media of the above advocacy and request their assistance in advocating to the State Government for meaningful Local Government Reform.

**Commentary:**

The State Government has ambitious plans for the growth, prosperity and liveability of South Australia. However, they will struggle to achieve their goals without a healthy, functional and effective Local Government sector.

Participation and interest in Local Government in dwindling. The 2022 Local Government Elections saw a number of Councils around the State unable to attract enough candidates to fill the vacancies, requiring supplementary elections. Voter turnout was also abysmal, with only 43.3% of regional voters participating and only 29.6% of metro voters doing the same. Since the last election, there has also been a string of Councillors resigning prior to completing their term.

Participation by nominees and voters was so bad at the last election that the State Government launched the 2023 Local Government Participation and Elections Review. Over the past few years, Councils and Councillors all around the State have provided significant feedback to the Review.

The State Government have finally announced proposed reforms for Local Government, however, their most significant reform is to further limit who can vote in Council elections. The current proposed reforms do little to nothing to address the issues and help overcome the significant challenges that the Local Government sector faces in attracting people to nominate for Council and encouraging the community to vote.

Local Government is an instrument of the State Government. The State Government has ultimate responsibility over addressing the structural issues and challenges that Councils are facing. However, increasingly the State Government is trying to distance themselves from their obligations and responsibilities. They need to be held accountable, and it is the responsibility of local Councils and the community to do so.

If the Minister for Local Government will not take responsibility for the level of participation at that the next election, then who will?

The role and duties of a Councillor have evolved significantly over time. Not only has the State Government handed more and more responsibilities to Local Government, but Councils are increasingly pressured to fill in the gaps where the State and Federal Government should be. The role of Councillor is now incredibly complex, demanding and high stakes. In the context of the City of Victor Harbor, Councillors are currently required to provide direction and oversight to a number of section 42 Subsidiaries and joint ventures, a $40+ million Public-Private Partnership for the development of a Sporting Precinct, a multi-million dollar corporate systems replacement, a capital budget of nearly $16 million and an operating budget of $42.5 million. The role often includes meeting with concerned residents, attending multiple Council or committee meetings and briefings per week and a copious amount of reading (with most agendas being hundreds of pages long). The role also includes significant long-term strategic decision making as we create plans and strategies to mitigate sea level rises, plan our town's urban growth, attract a younger demographic of resident and assist in providing affordable housing and community facilities.

Increasingly, people are deciding not to run for Local Government or they are resigning before their term ends. Most of the recent "reforms" have focused on controlling and managing the behavior of Councillors once they are elected. These reforms seem to be limited in their success. There have been minimal reforms focused on actually attracting more people to nominate for Local Government by making the role more appealing. By providing a community with more options at an election, the greater the chance that they will receive a better outcome. Not only does this help strengthen our democracy, but it improves the health, success and continued longevity of Local Government as a sector.

A key focus of any reforms should be on making Local Government more attractive to a wider demographic of people. As young people become increasingly disengaged and disenfranchised with Government due to the difficult economic conditions, especially around housing, Local Government can help to reengage them. The cost of living means that younger Councillors often have to balance their duties with separate full-time work and/or raising a family. For younger Councillors who are working full time and have a

HECS debt, the advice from an accountant is to either put the Council allowance into superannuation or pay the large lump sum tax bill each year (ie. $6,000.00+ annual tax bill based on a Council Allowance of around $16,000.00 per annum). The significant commitment that Council is, coupled with potentially difficult working conditions and disproportionate remuneration, make many potentially fantastic candidates think twice about nominating.

Though dysfunctional and struggling Councils can help take the attention away from the State Government, the health of the Local Government sector is ultimately the State Government's responsibility.

Narrow reforms that have focused purely on elected member behaviour have not fixed the problems. As a sector we need to advocate for meaningful reforms that take a wholistic approach at enhancing the conditions of being an elected member. Councillors advocating for better conditions for Councillors can be politically difficult. However, when the aim is to encourage a greater and more diverse number of high caliber candidates nominating at elections, the investment is surely worth it for the community.

## Attachment 2 - Letter to Hon Joe Szakacs MP - Local Government Reforms

2 September 2025

Hon Joe Szakacs MP
Minister for Local Government
GPO Box 1533
Adelaide SA 5001

Email: Minister.Szakacs@sa.gov.au

Dear Minister

**RE: Local Government Reforms**

At its meeting held on 25 August 2025, the City of Victor Harbor Council resolved to write to you regarding the reforms recently proposed following the Local Government Participation and Elections Review. A snip of the full resolution is provided for your reference below.

**19.1. Motion Without Notice – Local Government Reforms - Cr Brayden Mann**

**OC2432025**

Moved: Cr Brayden Mann

Seconded: Cr Michael Quinton

That Administration write to the Local Government Minister to:

1. Express out disappointment with the lack of meaningful reforms being proposed;
2. Remind the Minister that Local Government is an instrument of the State Government and that and that structural issues regarding Councils and Elections are ultimately the State Government's responsibility; and
3. Encourage the Minister to listen to the extensive recent consultation and propose meaningful reforms that will strengthen Local Government and encourage more people to run in Council elections.

**CARRIED**

6:53pm

**A division was called**

The Deputy Mayor declared the vote to be set aside

FOR: Cr Brayden Mann, Cr Nick McKenzie, Cr Stewart Burns, Cr David Kemp, Cr Michael Quinton, Cr Carol Schofield

AGAINST: Cr Carlos Quaremba

**THE DEPUTY MAYOR DECLARED THE VOTE CARRIED**

PO Box 11
1 Bay Road
Victor Harbor SA 5211

www.victor.sa.gov.au

Council wishes to place on record its disappointment that the proposed reforms do not adequately reflect the breadth of consultation undertaken across South Australia, nor do they sufficiently address the significant structural challenges raised consistently by councils, communities, and the Local Government Association.

Council notes that the current reform package does not respond to the most pressing issues raised during and since the Review, including:

- Low voter turnout - with only 43.3% of regional voters and 29.6% of metropolitan voters participating in the 2022 local government elections;
- Insufficient nominations - with several councils unable to attract enough candidates to fill vacancies and supplementary elections being required;
- Elected member working conditions and benefits – with numerous reports of elected members resigning from their position prior to completion of their term due to the current poor working conditions and little incentives to continue; and
- Wider disengagement - with community members expressing frustration about the relevance of local government and the need for stronger support from the State.

Launched in 2023, The Local Government Participation and Elections Review was one of the most significant reviews ever conducted following one of the worst Local Government Election on record. Councils and community members across the State contributed significantly to the Review with the aim and hope of improving the Local Government Sector. Please find attached a copy of the City of Victor Harbor's submission to the 2023 Review consultation for your reference.

As you would be aware, Local Government is an instrument of the State Government. Structural issues with council elections and the Local Government Sector are not within the power of individual councils to resolve. It is therefore the State Government's responsibility to respond meaningfully to the findings of the review and deliver reforms that will strengthen democratic participation across South Australia and the health of the sector

With so many structural issues raised through the Review for fixing, it is difficult to understand how the most significant proposed "reform" is to further limit who can vote in Local Government Elections.

Council believes that meaningful reform should go much further than this, including to:

- Encourage voter participation, through measures that make the process more accessible and relevant.
- Support greater candidate nominations, by making the prospect of serving on council more appealing and better supported for a broader demographic of the community.

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- Strengthen public trust in councils, by demonstrating that State Government values local government as the tier of government closest to the community.
- Reflect consultation outcomes, which consistently called for reforms that would make local government more robust and democratic.

The City of Victor Harbor urges you to revisit the review findings and bring forward reforms that broaden participation and encourage more South Australians to both nominate for and vote in council elections.

Participation in the 2026 Local Government Elections by nominees and voters will be a direct reflection on the current State Government and the level of leadership you chose to take on.

We thank you for considering Council's position on this important matter and look forward to your considered response.

Yours sincerely

**Angela Schiller**
Deputy Mayor

PO Box 11
1 Bay Road
Victor Harbor SA 5211
www.victor.sa.gov.au

Local Government Association of South Australia

The voice of local government.

# Local Government Participation and Elections Review



Local Government Association of South Australia

The voice of local government.



The LGA is the statutory peak body for Local Government in South Australia, representing all 68 Councils in the State.

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Local Government Association of South Australia

The voice of local government.

# Introduction

The Minister for Local Government, Hon Geoff Brock MP, has launched the Local Government Participation and Elections Review (the Participation Review); a state-wide consultation process to give all South Australians the opportunity to provide feedback on ideas and suggestions on how communities can better engage with their councils through a council term and, particularly, at election time.

The consultation process is supported by the Local Government Participation and Elections Review Discussion Paper which contains ideas and questions to assist with making submissions to the Review.

The discussion paper puts forward a range of ideas such as compulsory voting, term limits for council members, removal of council wards and possible boundary changes where councils don't receive enough nominations at election time. Broad discussion and feedback is being sought by the Minister to inform further consideration of what, if any, changes may be required to legislation and election processes to support enhanced participation in councils and council elections.

## Scope of the Review

The scope of the Participation Review encapsulates the following matters:

- engaging and participating with councils, including community engagement, access to council meetings and engagement by council members with communities
- encouraging greater numbers/more diverse candidates
- increasing voter turnout
- ensuring council elections are run efficiently and with the highest level of integrity.

It is important to note that the Participation Review is being used as the consultation mechanism for community engagement related changes to the *Local Government Act 1999* (the Local Government Act) arising from the passage of the *Statutes Amendment (Local Government Review) Act 2021*, which have not yet been proclaimed for commencement.

### Community Engagement Charter

The community engagement reforms will introduce a Community Engagement Charter as part of a simplified approach to community engagement, which provides greater flexibility and allows councils to design and deliver engagement that is the 'best fit' for the decisions and actions.

Previously, the LGA has consulted the sector to inform the development of a proposed Community Engagement Charter (the proposed CEC). The proposed CEC benefited from input from communication and engagements specialists in the sector and the LGA's Legal Connect partners, Norman Waterhouse Lawyers. The proposed CEC considered implications from the 'Coastal Park' decision[1], which had negative consequences for public consultation in the local government sector.

The proposed CEC was endorsed by the LGA Board of Directors in November 2021 and subsequently submitted to the then Minister for Planning and Local Government (the Hon Josh Teague MP). A copy of the proposed CEC is provided as Attachment 1.

[1] Coastal Ecology Protection Group Inc & Ors v City of Charles Sturt [2017] SASC 136

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## LGA consultation process

The LGA will be making a submission to the Participation Review on behalf of the sector and is seeking feedback from member councils to inform that submission. This Consultation Paper has been prepared to assist councils with providing feedback to the LGA. Councils may also find it will assist with the development of a direct response to the Participation Review, should it wish to make one.

Since the November 2022 elections, the LGA has received various proposed items of business and feedback from member councils raising issues related to participation and elections. The items of business received were presented to either the LGA Board, GAROC or SAROC and not referred through to the respective LGA Ordinary General Meeting (OGM) or Annual General Meeting (AGM) based on the knowledge that the Participation Review was to be conducted by the State Government.

The following pages may be extracted and attached to a council report for endorsement as council's formal submission to the LGA consultation process. The pages include:

- supporting information relevant to each topic included in the Participation Review discussion paper
- each of the questions asked in the Participation Review discussion paper and space for comment/response by councils
- Additional matters raised with the LGA by councils via proposed items of business not already captured by the questions in the Participation Review discussion paper and space for comment/response by councils
- Space for additional ideas/feedback councils wish to submit.

The Participation Review discussion paper contains further data and information to support council's consideration and submission preparation. **The discussion paper should be read in conjunction with this consultation paper**. Information in the discussion paper, apart from the specific questions asked, has not been replicated in this consultation paper.

The LGA Secretariat is seeking submissions from councils by **5.00pm Friday 2 February 2024**. Submissions should be sent to the LGA via email governance@lga.sa.gov.au.

Once council responses are received, the information will be collated into a submission for endorsement by the LGA Board on behalf of the sector.

The consultation period for the Participation Review closes on 1 March 2024 and direct submissions can also be made until that time via the following options:

- Emailing comments to DIT.LocalGovernmentReform@sa.gov.au
- Posting written feedback to *Office of Local Government, GPO Box 1533, Adelaide, SA 5001*

The LGA Secretariat would also appreciate receiving copies of direct submissions made to the Participation Review.

For further information please contact the LGA Governance Team (governance@lga.sa.gov.au or 8224 2000)

**Name of Council:** CITY OF VICTOR HARBOR

## Submission to the LGA – to inform sector response to the State Government - Local Government Participation and Elections Review

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

## TOPIC 1 HOW PEOPLE ENGAGE WITH THEIR COUNCIL (refer pages 7-10 – Local Government Participation and Elections Review Discussion Paper).

### 1.1—Community Engagement Charter

Once section 16 of the *Statutes Amendment (Local Government Review) Act 2021* commences, changes to publication consultation requirements for councils will take effect. The intent of these reforms is to simplify community engagement, provide greater flexibility and allow councils to design and deliver engagement that is the 'best fit' for the decisions and actions it is considering.

A core component of these reforms is the introduction of a Community Engagement Charter (CEC), which will be published by the Minister, and which will regulate arrangements relating to public consultation and giving of public notice by councils. The CEC will be supported by a council's mandatory Community Engagement Policy.

In November 2021 the LGA submitted a Proposed Community Engagement Charter (CEC) to the then Minister. This draft CEC was prepared with input from a working group of council community engagement specialists and Norman Waterhouse Lawyers and then informed by formal consultation with the sector. Given the extensive work undertaken on the proposed CEC and to support council's consideration of the questions below, the proposed CEC is provided as Attachment 1 to the LGA consultation paper.

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 1.1—Community Engagement Charter | Comments |
|---|---|
| What requirements should be set for councils' community engagement for what decisions? | Councils should be required to have a Community Engagement Policy. The Policy can be tailored to the needs of individual councils and its resources. |
| What should be included in the Charter and what should be left for councils' own community engagement policies? | Councils should be required to have a Community Engagement Policy. The Policy can be tailored to the needs of individual councils and its resources. |
| Should councils have the capacity to determine how they will engage with their communities, or should the Charter be more directive in its approach? | Councils should be required to have a Community Engagement Policy. The Policy can be tailored to the needs of individual councils and its resources. |

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 1.1—Community Engagement Charter** | **Comments** |
|---|---|
| | Council should have the capacity to determine how it engages with its community on discretionary items, in accordance with its own Community Engagement Policy. |
| What other ideas do you have for councils' community engagement? | You can't force members of the public to engage with council, however, council members should consult with their constituents to ensure they can make informed decisions on matters that do not require a formal community engagement process. |
| What are the types of information you would like to see councils include when they engage with you? | A guide in the form of a template policy would be helpful so councils can tailor a policy to meet its needs, with a useful templated example to guide the type of information and considerations for their own policy. |

| **LGA CONSULTATION QUESTIONS: 1.1—Community Engagement Charter** | |
|---|---|
| Are there changes required to the proposed Community Engagement Charter? If yes, what changes should be made and why? | No changes proposed. |
| Is there anything else you would like to raise in relation to council community engagement policies and practices? | Engagement can often be extremely resource intensive, and it will simply not be possible for smaller councils to undertake engagement to the same level/standard as organisations with engagement teams. This needs to be recognised and tailorable for councils, without losing the importance of engagement as a tool. |

## TOPIC 1 HOW PEOPLE ENGAGE WITH THEIR COUNCIL (refer pages 7-10 – Local Government Participation and Elections Review Discussion Paper).

**1.2—Council meetings (refer also Topic 2)**

Pursuant to section 90(1) of the Local Government Act, council meetings are required to be conducted in places open to the public. One of the key guiding principles for council meetings as per the *Local Government (Procedures at Meetings) Regulations 2013* is that procedures should encourage appropriate community participation in the affairs of the council.

Attendance at council meetings via electronic means for councillors is specifically dealt with under Topic 2 as a means of encouraging a greater number of more diverse candidates. This topic relates to ***public participation in meetings*** and specifically seeks feedback on livestreaming of council meetings, making recordings available, and the commencement time of council meetings **to enable greater participation in the council meeting process by members of the community**.

Mandatory livestreaming/recording of council meetings

The primary methods for members of the community to participate in council meetings are currently by observing a council meeting, either from the public gallery (or if available via a livestream/recording of the meeting); making a deputation or contributing to a petition which is then presented at a council meeting for consideration.

During the COVID-19 Pandemic, specific arrangements were in place to allow councils to continue to meet when there were restrictions in place, one of which included a requirement that council meetings conducted via electronic means were to be livestreamed. Changed practices introduced during the pandemic have led to increased expectations for greater use of technology in many ways, including community access to council meetings.

Many councils have voluntarily continued a practice of livestreaming meetings undertaken from the council chamber or provide access to a recording of the council meeting via the council's website after the meeting has concluded. The approach adopted is generally informed by each council's available technology and resources to facilitate such services.

More recently, some councils have encountered disruptive and aggressive behaviours from members of the public, which poses risks to council member and staff safety as well as potentially compromising decision-making processes for the council. In this context, the option to satisfy the provision of access to council meetings via livestreaming or recording could be an effective risk management strategy for councils.

The Participation Review is exploring whether there should be a mandatory requirement for councils to livestream meetings and make recordings available?

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| **TOPIC 1 HOW PEOPLE ENGAGE WITH THEIR COUNCIL (refer pages 7-10 – Local Government Participation and Elections Review Discussion Paper).** |
|---|
| Timing of council meetings<br><br>Sections 81(5) and (6) of the Local Government Act require that council meetings may not be held on Sundays or public holidays, and metropolitan councils may not commence meetings prior to 5:00pm unless councils resolve to do so by unanimous vote of **all** council members. This limitation is not imposed on regional councils, where council meetings may be convened during business hours. Presently, each council determines its meeting schedule and makes the information publicly available in accordance with the legislative requirements.<br><br>The timing of council meetings impacts the ability of members of the community to attend those meetings.<br><br>The Participation Review is exploring whether a particular time should be specified for councils to be held with a view to maximising community participation.<br><br>Live streaming and/or putting a video recording of the meeting may also lessen any impact as people can watch from wherever they are and at a time that suits. Is that preferable to having public present at the meeting? These considerations can also be considered in conjunction with council's response to Topic 2, part 2 (How can we make council meetings more flexible?). |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 1.2—Council Meetings** | **Comments** |
|---|---|
| Should councils be required to livestream their meetings, and make recordings available? | The City of Victor Harbor currently livestreams its council meetings (not including committee or working group meetings). The number of live viewers varies significantly (from 3 – 180+ viewers) each meeting depending on the items being discussed. The meeting recordings can get further views (typically around 50-80). The livestreaming is beneficial for the community, allows council to be more transparent in its decision-making, and should be encouraged. However, it shouldn't be made mandatory due to the installation costs and resourcing involved in managing the livestreams, which may be impractical for small councils.<br><br>Additionally, at times there can be issues with livestreaming which, if mandatory, would prevent a meeting from going ahead and this would be unfortunate given the large |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 1.2—Council Meetings** | **Comments** |
|---|---|
| | volume of business transacted in council meetings and the cost to the organisation of rescheduling if there were technological issues. |
| All metropolitan councils hold their council meetings during the evenings, but councils in regional areas often hold their meetings during business hours. Should councils be required to hold their meetings at a particular time to maximise community participation? | The City of Victor Harbor currently holds meetings from 5:30pm in the evenings to best suit the availability of council members, who may work standard full-time hours. This creates a budget implication for staff that are required to attend the meetings, and who must get paid overtime. It also means meetings can run late into the evening, creating fatigue amongst council members, staff, and observers in the gallery.<br><br>There should be some flexibility in the timing of council meetings, meeting times should be determined once council members have been elected. There seems to be no good reason to mandate after hours meetings, for example, if this was not in the best interest of elected persons. There are many other ways that community can view the outcomes or deliberations post-meeting if they are interested. It may be that there is more flexibility available to those who post a recording of the meeting so that it can be viewed after the fact. Deputations may be able to be undertaken electronically if persons are not able to attend. |

| **LGA CONSULTATION QUESTIONS: 1.2—Council Meetings** | |
|---|---|
| Does your council currently livestream council meetings and/or make recordings available after the meeting has concluded? | All council meetings are livestreamed using Microsoft Teams. A link to the stream is posted on council's website and Facebook page prior to the meeting commencing. A recording of the meeting is uploaded to council's YouTube channel following the meeting. |

| | |
|---|---|
| What would impact (or has impacted) your council's ability to livestream council meetings or make recordings of meetings available? (e.g., available technology, reliable internet service, installation/ongoing costs) | Malfunctioning equipment has on occasions impacted the ability to provide a high-quality livestream. An internet outage, equipment failure or insufficient human resources would impact the ability to livestream. |
| Are there any other issues relating to livestreaming and/or making recording of council meetings available you would like to raise? | What would the requirements be for keeping records of the recordings, and how long would they need to remain available to the public? |
| Do you have any other suggestions/comments to enhance community participation in council meetings? | City of Victor Harbor Council meetings are available to those who are interested. It needs to be clear that the meeting is one of council members, and that community are generally only able to view rather than to participate, and this is sometimes misunderstood by community.<br><br>In addition to deputations the City of Victor Harbor allows questions from the gallery, with a notice period equivalent to motions on notice by council members - this supports community participation, though is not a format/method of community interaction that would suit all councils as there are other more appropriate mechanisms for community to receive information rather than using the council meeting for this purpose. |

| **TOPIC 1 HOW PEOPLE ENGAGE WITH THEIR COUNCIL (refer pages 7-10 – Local Government Participation and Elections Review Discussion Paper).** |
|---|
| **1.3—Support council members to engage with communities**<br><br>The role of a council member is extensive and the circumstances of individual members are wide and varied, resulting in differing approaches for engaging with and representing their constituents.<br><br>Council members receive an allowance, determined by the independent Remuneration Tribunal SA (RTSA) and changes to allowances are specifically discussed in Topic 2 as a means of encouraging a greater number of more diverse candidates.<br><br>Council members also have access to a range of facilities and support (determined by each council) to assist them with the delivery of their role and functions.<br><br>The Participation Review canvases whether the introduction of a specific allowance to support constituent work similar to that which Members of Parliament (MPs) receive would assist council members to engage more effectively with their communities. State MPs receive an electorate allowance in respect of expenses associated with discharging parliamentary, electoral or community duties (but not party political duties) in their electoral district. This allowance is determined by the RTSA, having regard to a range of factors, and is in addition to any salary paid to the MP. The electorate allowance recognises the requirement for MPs to be actively involved in community affairs and represent and assist their constituent in dealings with governmental, other public agencies and authorities, in addition to their parliamentary duties. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 1.3—Support council members to engage with communities** | **Comments** |
|---|---|
| How should members be supported to engage directly with their communities? | More appropriate levels of stipend would support this, otherwise it will continue to be only those retired or unemployed council members who are able to engage in any significant way.<br><br>City of Victor Harbor's council members are already supported in many ways to engage with their communities. Council members are invited to many council-run community events, and engagement sessions/listening posts. Council member contact details are also promoted on Council's website and through newsletters. Staff regularly assist |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 1.3—Support council members to engage with communities** | **Comments** |
|---|---|
| | council members by providing information and assisting with responding to community enquiries. |
| Should all council members be provided with a specific allowance to support constituent work, similar to the allowance that is provided to all Members of Parliament? | It doesn't make sense to have two allowances. One allowance (reviewed/increased to consider the significant amount of work required of a council member) is appropriate. |
| What other ideas do you have to strengthen the relationship between council members and their local community members? | Community education regarding the role and powers of council/council members, led by council members;<br>However, it is primarily up to the individual council members, to strength their individual relationship with community members. Changes to the election process would hopefully attract more candidates for the role of council member, this would result in a better relationship between community and council members. |

| **LGA CONSULTATION QUESTIONS: 1.3—Support council members to engage with communities** | |
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| Are there any other matters relating to supporting council members to engage with communities you wish to raise? | |

## TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).

**2.1—Increase council members' allowances**

Council member allowances are determined by the Remuneration Tribunal SA (RTSA) in accordance with section 76 of the Local Government Act. In making a determination the Tribunal must have regard to the following:

- nature of the office and representative role of council members on council's governing body
- size, population and revenue of the council and any relevant economic, social, demographic and regional factors
- ratio of members to ratepayers
- fact that an allowance is not intended to be a salary
- separate provisions of the Local Government Act relating to reimbursement of expenses (refer section 77 of the Local Government Act).

The allowance is not intended to be remuneration or a salary, and some council members also undertake paid employment in addition to their council member. There may be merit in considering the manner in which council members are remunerated overall, rather than simply whether an increase to the current allowances would influence more people to consider nominating for council.

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.1—Increase council members' allowances | Comments |
|---|---|
| Would more, and a more diverse range of, people be attracted to the role if allowances were increased? | Allowances should be increased, this would enable a broader, more diverse range of candidates who could afford to give up or reduce any work commitments to enable them to be a Council Member. Candidates should also be required to undertaken pre-enrolment training about the role of a Council Member for before they nominate. |

| **LGA CONSULTATION QUESTIONS:**<br>**2.1—Increase council members' allowances** | |
|---|---|
| When considering council members allowances, what other factors warrant review that may attract more people to the role? (e.g., taxation implications, superannuation) | All financial impacts warrant review, including additional items that can be claimed (mileage, but also perhaps committee membership, attendance at events).<br>Additionally, a limit on the number of meetings/briefings permitted each month may attract more candidates. |
| Are there any other matters relating to council member allowances you wish to raise? | Recently experienced an issue as a result of a council member being paid an allowance in advance and needed to re-pay part of their allowance following a resignation.<br>Why is it not paid as a salary? Could it be changed from an allowance to a salary? Therefore, be paid similarly to a salary, following the period worked. |

## TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).

### 2.2—Make council meetings more flexible

Section 6(a) of the Local Government Act requires that councils are required to act as a '*representative, informed and responsible decision-maker in the interests of its community*' and one of the key principles to be observed by council in performing its roles and functions is to '*provide open, responsive and accountable government*.' Council meetings are the primary decision-making mechanisms for councils.

Section 86 of the Local Government Act and the *Local Government (Procedures at meetings) Regulations 2013* prescribes the procedure to be observed at council meetings to ensure council meetings are held in a consistent way to meet the following guiding principles:

> *'(a) procedures should be fair and contribute to open, transparent and informed decision-making;*
>
> *(b) procedures should encourage appropriate community participation in the affairs of the council;*
>
> *(c) procedures should reflect levels of formality appropriate to the nature and scope of responsibilities exercised at the meeting;*
>
> *(d) procedures should be sufficiently certain to give the community and decision-makers confidence in the deliberations undertaken at the meeting.'*

In considering the issue of greater flexibility for council meetings, the Participation Review talks primarily about timing of council meetings and enabling members to attend meetings electronically as mechanism to encourage a wider range of people to nominate.

**Council meeting times**

The issue of council meeting times and the impact this has on community participation was considered in Topic 1 of the Review. In this Topic, the focus is on the impact of the time of council meetings on council members/nominations for council. As noted previously, subject to the requirements of the Local Government Act, each council has the ability to determine the time and place for council meetings.

**Electronic council meetings**

The issue of electronic council meetings has been raised with the LGA on numerous occasions following the cessation of the COVID-19 emergency declaration and the removal of the ability to conduct council meetings via electronic means. Whilst the legislation allows committee meetings and information/briefing session to be conducted electronically, council meetings are not able to be.

At the LGA AGM held on 29 October 2020 an item of business requested the LGA lobby the State Government to review the legislation to include provisions for attendance at council meetings and informal gatherings by electronic means. Consultation was undertaken with member councils and

| **TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).** |
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| at that time, general support was expressed for the ability to conduct meetings electronically in certain circumstances and with a range of limitations, rather than a blanket support for council meetings to be able to be convened electronically.<br><br>Preliminary discussions were held with the Office of Local Government (OLG) in 2020, as part of progressing the item of business. However, in light of both the major emergency declaration in place and the status of local government reforms at the time, the State Government preferred to defer consideration of the issue. The LGA Secretariat provided this advice to councils at the time and indicated that consultation would likely occur in 2023 following commencement of the majority of local government reforms.<br><br>The COVID-19 experience has changed attitudes to electronic meetings and the Participation Review provides an opportunity for councils to provide input as to how and whether the ability to conduct council meetings electronically should be available on an ongoing basis.<br><br>As noted in Topic 1, recent experiences with disruptions to council meetings has introduced other reasons that may support consideration of electronic council meetings, such as ensuring the safety of all meeting participants/attendees.<br><br>The Participation Review specifically raises the proper management of integrity matters (e.g., a council member removing themselves from the meeting after declaring a conflict of interest or discussion of matters in confidence) and community members having assurance that their council members are physically present in their local area, for at least a good proportion of the time as matters for consideration.<br><br>There are likely other elements of council meetings that warrant discussion as part of this Topic, e.g., formality of council meeting procedures. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.2—Make council meetings more flexible** | **Comments** |
|---|---|
| Are there elements of council business that might put people off nominating? (for example, if a council meets during business hours, does that prevent people from standing for council if they are in the workforce or have family or other responsibilities? Or does it enable others, who may not be able to attend evening meetings, to run for council?) | • Meeting times (for some – starting too early in the day, but for others, it's starting too late in the day and meetings going for too long)<br>• The size of agendas (due to reluctance to give delegation to the Administration via the CEO)<br>• The length of meetings<br>• The regularity of meetings/briefings/workshops |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.2—Make council meetings more flexible** | **Comments** |
|---|---|
| | • The inability to have frank and fearless conversations due to strictness of confidentiality provisions<br>• A lack of relevant skills/knowledge on the elected body<br>• Safe transport home after meetings when tired (could be alleviated by allowing electronic participation)<br>• Pressure to amend Code of Practice for Meeting Procedures to appease a small minority in community trying to politicise council matters/business<br>• Allowing filming of footage by members of the community and subsequent misuse of that footage<br>• Large number of Code of Conduct complaints and fear of being ostracised for making simple mistakes<br>• Misuse of meeting procedures for the purpose of disruption/fear mongering in community<br>• Political aspirants using council to raise own public profile<br>• Meeting agenda and minute documents can be overwhelming to members of the public as there is too much to read through and understand<br>• Significant media attention/criticism. |
| Should council members be able to attend some council meetings electronically? | The ability to attend meetings electronically could increase the likelihood of a quorum being reached each meeting, enable more robust debate and decision-making (if it results in higher meeting attendance), and attract non-resident ratepayers to nominating. |

| **LGA CONSULTATION QUESTIONS:**<br>**2.2—Make council meetings more flexible** | |
|---|---|
| What issues should be considered if council meetings are to be conducted electronically? | How confidentiality can be assured for confidential matters.<br>Technological glitches (what happens if the equipment fails? Can the meeting still proceed)?<br>Cost to councils to supply and install the required connections/equipment. |
| Should limitations be introduced relating to electronic council meetings? (e.g., specific circumstances under which a member may attend a meeting electronically, a limit on the number of times a member may attend electronically etc) | No, this should be for each council to determine. Each council will have unique circumstances, and it should be up to each council to determine what is appropriate. |
| Are there examples from your COVID-19 council meetings that demonstrate benefits/challenges with electronic council meetings that could inform this consideration? (e.g., managing 'hybrid' meetings compared with all members participating electronically, benefits/challenges for the presiding member, management of meeting procedures, minute taking etc) | **Challenges:**<br>Internet speed/reception.<br>Meeting procedures are slightly different in these circumstances (i.e. you can't easily show you are standing when a division has been called).<br>Can be difficult for a presiding member to Chair (but it might become easier with practice).<br>Live minutes were hard to see as well as all participants and bigger equipment may be necessary for effectiveness of this.<br>Difficult to hear if members do not use the microphone correctly and fixed camera at rear of the chambers did not allow for those viewing online to see who was talking.<br>**Benefits:**<br>Meetings didn't generally go for as long, as participants tended to stick to addressing what was important.<br>Transport and weather were not factors from a WHS perspective. |

| **LGA CONSULTATION QUESTIONS:**<br>**2.2—Make council meetings more flexible** | |
|---|---|
| | Less grandstanding by council members due to lack of a public gallery (though meetings continued to be livestreamed). |
| Are there any other matters relating to council meetings which may influence a person's decision to nominate for council you wish to raise? | Behaviour of council members and large impact on Administrative resources to address behavioural issues – these matters can impact on wellbeing (staff and council members unfairly targeted). |

## TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).

**2.3—More local promotion of nominating for elections**

Council elections are conducted by the Electoral Commission of SA (ECSA), with councils paying the full cost of the electoral process.

Whilst ECSA has formal responsibility for promotion of the 'enrolment' and 'participation (vote)' elements of the election, historically the LGA has facilitated promotional activities as efficient means of providing sector wide collateral for council elections and to maximise the value of advertising/promotion of council elections through a consistent look and feel.

For the 2022 council election process, the LGA secured $300,000 of Local Government Research and Development Scheme (LGR&DS) funding for an advertising campaign aimed at raising awareness and increasing engagement with the elections across the three election stages: enrol, nominate and vote.

The approach used for local promotion of elections varies across councils and is generally driven by available resourcing and cost. A majority of councils access promotional materials from the LGA and use these for online, social media and other advertising. In addition, many councils host information sessions for potential candidates to provide details of the role of a councillor, the time/commitment involved and other general information about the council/local government.

Assigning an increased role for councils in the promotion of elections, either specifically for the nomination stage or more broadly, must have regard to the cost impact for councils. In relation to the 2022 election process, there were significant increases to ECSA costs to council based on factors such as inflation, transport, Australia Posts charges, ICT requirements and other amendments to the *Local Government (Elections) Act 1999.* Information on the actual total cost of the election is not yet available, however, estimated increases advised to councils prior to the election by ECSA were in the order of 30%.

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.3—More local promotion of nominating for elections** | **Comments** |
|---|---|
| Are there other efforts that councils could make to increase interest in standing over a council term, e.g., by working with ratepayer or other community organisations? | Stamping out poor behaviour – many people don't want to get caught up in that and may be more interested if they believed they could make a real difference without receiving poor treatment from other council members or the media.<br>Previous council members could promote the positions and/or mentor candidates. |
| Would councils get a better local result if they make greater investments in local promotion and initiatives, particularly ahead of election periods? | Possibly, however the City of Victor Harbor (and many other councils) already do invest significantly into the promotion of all election phases.<br>It is not likely those who are interested in nominating will change without changes to behaviour and addressing the remuneration vs time commitments. |

| **LGA CONSULTATION QUESTIONS: 2.3—More local promotion of nominating for elections** | **Comments** |
|---|---|
| What strategies did your council use to promote nominating for council? What costs did you incur for your local promotion? | The City of Victor Harbor developed a Communications Strategy that guided our promotions of nominating for Council. Marketing included media releases, advertisements in local papers, social media organic posts, social media paid advertising (Facebook, Instagram, LinkedIn), newsletters, community radio interviews, direct emails, website content, posters, signage and a Community Information Session. |
| Are there any other matters relating to the role of councils in promoting nominating for elections you wish to raise? | Councils already do play a major role in this space. |

| **TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).** |
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| **2.4—Term limits for council members**<br>Currently there is no limit on the number of terms a council member may serve. The Participation Review discussion paper raises the idea that limiting council members to say a maximum of two or three terms will effectively increase turnover and therefore interest in becoming a council member, as potential candidates feel there is less risk in going up against a well-established incumbent council member.<br>From a general perspective it may be that term limits could assist with providing more people the opportunity to represent their community. Equally, there could be an argument that limiting terms could result in challenges in attracting enough candidates for the available roles. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.4—Term limits for council members** | **Comments** |
|---|---|
| Should term limits for council members be introduced? | Voters should retain the ability to make their own decision on whether a council members' term should be ended or continued. Term limits could be unfair to candidates who have served the community well and deserve re-election in the voter's opinion. Term limits should not be introduced. |

| **LGA CONSULTATION QUESTIONS: 2.4—Term limits for council members** | **Comments** |
|---|---|
| What opportunities/risks do you consider may arise as a consequence of limiting council member terms? | It's a risk that councils may lose quality council members unnecessarily. |
| Are there any other matters relating to term limits for council members you wish to raise? | There are not term limits for state or federal government, why should local be different? |

## TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).

**2.5—Required training for candidates**

Currently there is no minimum skill, knowledge or experience necessary for a person to be able to nominate as a candidate in a council election.

Following election, council members must complete mandatory training within 12 months of the election, which ensures council members have necessary knowledge and skills across areas such as strategy and finance, legal, civic and council member behaviour/leaderships.

The Victorian Government has introduced compulsory training for all Victorians who wish to nominate as a candidate in any council election. The training is online and takes around an hour to complete. The training covers information about being a councillor, including understanding a conflict of interest, a code of conduct, and what support is available to help undertake the role. The training is not graded (there is no 'pass' or 'fail') and remains valid for two years. The training must be completed by anyone intending to nominate, including serving councillors and people who have been councillors in the past.

The mandatory course was introduced in the *Local Government Act 2020 (Vic)* to ensure candidates understand the role of councillor and the standards they are expected to uphold if elected (Refer: https://www.localgovernment.vic.gov.au/council-governance/candidate-training).

Candidate screening

Separate, but related to training for candidates, the LGA Secretariat has received proposed items of business relating to additional nomination information or screening for candidates. These matters have been included as LGA Consultation Questions in addition to the Participation Review questions below.

Candidate information is raised in Topic 3, Part 7-Consider candidate information of this discussion paper, however candidate screening has been included here on the basis that it relates to candidate eligibility requirements, which is consistent with establishing a required training for candidates before they are able to nominate.

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.5—Required training for candidates** | **Comments** |
|---|---|
| Should people be required to complete an online course before nominating? | Yes, while Candidates appeared to have a much better understanding of the role in this election cycle than previous ones. Candidates are always still shocked at the amount of reading and time that the role requires.<br>If an online course is introduced, it should contribute towards council member mandatory training if elected (meaning, members would have less mandatory training to complete once in office). |
| What forms of training could both benefit candidates and generate more community confidence in the people that are standing for election? | Understanding role and responsibilities of a Council Member<br>Local Government Finances<br>Roles and Functions of a Council<br>Some level of Meeting Procedures |

| **LGA CONSULTATION QUESTIONS: 2.5—Required training for council members** | **Comments** |
|---|---|
| What are the opportunities/risks associated with the introduction of mandatory **candidate** training? | There would be an expectation that candidates understand how local government works, having completed the training, but the reality is that it takes many months of on-the-job learning as well as the many months' worth of mandatory training for new council members to understand the role. It doesn't seem sensible that candidates are put through the training, when not all will be successful in their nomination. (however, it may ensure that only those candidates who are serious continue to nominate)<br>Additionally, there is a risk that less people will be inclined to nominate if the training is lengthy or arduous. |

| **LGA CONSULTATION QUESTIONS:**<br>**2.5—Required training for council members** | **Comments** |
|---|---|
| If mandatory candidate training requirements are introduced, who should have responsibility for developing and delivering the training and maintaining required records? | The LGA should be responsible for developing and facilitating the training and materials – this ensures a streamlined and consistent approach.<br>The cost to councils is significant for the mandatory training that is already required. |
| Are there other options available to ensure candidates have the necessary information to support their decision to nominate? | |
| Should the criteria for individuals seeking candidacy be strengthened by requiring a Department of Human services Working with Children clearance and that candidates should be considered fit and proper? | This would only be one aspect of determining a candidate as fit and proper.<br>Could this be seen as discrimination?<br>A police check may be appropriate. |
| Are there any other screening criteria or eligibility requirements that should be considered for candidates? | Rather than eligibility requirements, perhaps candidates should be required to declare that they are nominating to represent their whole community (not just a portion who share their own personal/political views or associated political party views), that they will not use the function of local government to further their own personal/political agenda, that they will not deliberately frustrate processes or deliberately cause use of council funds to further their own personal/political agendas, that they will not breach policy/confidentiality, that they will not bully/harass/defame/degrade or endanger council members or staff through their words or actions, that they will not mislead community either through provision of disinformation or omission.<br>Perhaps more detailed and consistent information about the candidates for publication during the election. For example, instead of a word limited paragraph as to why they are running for council, it could list 10 questions (e.g. member of a political party, have you held office before), etc. then the paragraph as to why they want to be a council member. |
| Are there any other matters relating to training for council members you wish to raise? | The LGA should have the responsibility for developing and facilitating the mandatory training and materials. The cost to councils is significant in resourcing that is to be |

| LGA CONSULTATION QUESTIONS:<br>2.5—Required training for council members | Comments |
|---|---|
| | completed for all councils. Whilst there are some topics, i.e. risk management would require additional training / workshop at an individual council level once elected. The majority of training would be completed when just elected and eager to start, be more consistent, efficient, with their peers, create networking for candidates with previous council members to perhaps mentor. |

| TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES?<br>(refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper). |
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| **2.6—Consider real-time publishing of nominations** |

| **TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).** |
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| As part of the local government reform process, the LGA on behalf of members, successfully advocated to remove councils from the candidate nomination process on the basis that ECSA holds responsibility for the conduct of council elections. Prior to the passage of the *Statutes Amendment (Local Government Review) Act 2021* (the Local Government Review Act) and subsequent changes to the *Local Government (Elections) Act 1999* council officers (appointed as Electoral Officers by ECSA) would receive candidate nominations, with the majority of nominations submitted via councils, rather than directly to ECSA for processing.<br><br>Previously, nominations were displayed on a notice board at the council office immediately following acceptance by ECSA. This meant that at any time, a member of the community could attend the council office and see who had nominated for election to the council. It also meant there was visibility of the overall number of nominations received throughout the entirety of the nomination period.<br><br>Following the commencement of legislative changes in November 2021, candidate nominations are now made directly to ECSA (using the candidate nomination portal) and council officers no longer play a role in relation to receipt/processing of candidate nominations or publication of nomination details. Information regarding accepted nominations is made available after the conclusion of the nomination period (the legislation requires ECSA to publish the information within 24 hours of close of nominations). The approach to display of nomination information is consistent with State and Federal election processes.<br><br>In the November 2022 council elections there were a number of councils who did not receive sufficient candidate nominations to fill all vacancies. As a consequence, supplementary elections were required, which not only contributed to election related costs but resulted in delays in commencement of the new council until early in 2023, some three months after the conclusion of the general election.<br><br>The LGA Secretariat has received proposed items of business relating to candidate nomination processes following the November 2022 council elections. These matters have been included as LGA Consultation Questions in addition to the Participation Review questions below.<br><br>ECSA has not yet published its report into the November 2022 council elections, however, it is anticipated the issue of insufficient nominations is likely to be canvassed in that report. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.6—Consider real time publishing of nominations** | **Comments** |
|---|---|
| Should councils have a role in the nomination process? | No. It should be consistently applied across the state, through ECSA. |

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.6—Consider real time publishing of nominations** | **Comments** |
|---|---|
| *LGA Note – This question relates to whether councils should be directly involved in the receipt/processing of candidate nominations, not the real-time publishing of nominations - that question is below.* | |
| If ECSA continues to receive nominations directly, should there be a requirement for nominations to be published throughout the nomination process, not just at the end?<br>If so, how should these be published? | Yes. There is enough evidence from this first election under the new system to show that publication throughout the nomination process would have saved several councils from the problem of insufficient nomination. |

| **LGA CONSULTATION QUESTIONS: 2.6—Consider real time publishing of nominations** | **Comments** |
|---|---|
| What other changes could be made to the **candidate nomination process** that may encourage a greater number of more diverse candidates? | Enable other modes/mechanisms to support candidate nominations (translator, technology, person-to-person support). |
| What other changes could be made to **publishing of candidate nominations** that may encourage a greater number of more diverse candidates? | |
| Are there any other matters relating to real time publishing of nominations you wish to raise? | Risk of “ward-hopping” with real-time nomination publishing (not for City of Victor Harbor, but for councils with wards in place). |

## TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES? (refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).

**2.7—Removal of council wards**

Councils currently have the power to determine the composition of the council, including whether to divide the area of the council into wards, alter the division of the council or abolish the division of the council area into wards, subject to complying with the requirements of section 12 of the *Local Government Act 1999.*

Councils use the Representation Review process and, based on a schedule determined by the Minister (approximately every 8 years), must review the representation structure, including examining the advantages/disadvantages of various options available for the composition of the council (ward structures) and the number of members. Councils must undertake public consultation when conducting a Representation Review.

Changes arising from the passage of the *Statutes Amendment (Local Government Review) Act 2021* have introduced a 'member cap' which provides that a council must not be comprised of more than 13 members unless the council is granted an exemption certificate by the Electoral Commission SA.

Whilst it is often the case, candidates do no need to live in the ward they nominate in: they must be eligible for nomination within the council area, but are able to nominate in any ward within the council. Once elected to council, all council members must make decisions in the interest of the whole council.

Ward elections are managed separately. If a vacancy occurs in a council ward an election only involves eligible voters within that ward. This is likely to mean lower costs are incurred for supplementary ward elections. In a council with no wards, any vacancy would result in an election involving **all** eligible voters within the council area.

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.7—Removal of council wards | Comments |
|---|---|
| Should councils continue to have wards?<br>If so, why?<br>If not, what would be the benefits of removing them? | Council members are required to make decisions on behalf of an entire council area, not a zone within it. It is suitable for some councils to continue to maintain wards, especially where their council district is geographically large, with distinct differences within communities across the district. Wards do not generally suit smaller councils where there are less distinct differences between areas within the council district. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 2.7—Removal of council wards** | **Comments** |
|---|---|
| Should wards only be kept in councils where a size warrants their retention? | Yes. |

| **LGA CONSULTATION QUESTIONS: 2.7—Removal of council wards** | **Comments** |
|---|---|
| What opportunities/risks do you consider may arise as a consequence of the removal of wards? | **Risks:**<br>Lack of council member representation across the whole district, lack of accessibility to local council members, lack of understanding of localised issues where a ward councillor would likely have distinctly local knowledge, stacking of members/representatives based on a particular issue/area, skewed council budgets with certain areas being underrepresented through capital works and services.<br><br>**Opportunities:**<br>Removing wards can encourage council members to act in a way that is more broadly representative of the entire council district. |
| Are there any other matters relating to the removal of wards you wish to raise? | Having council members representing wards that they do not live within or own property within may still result in a lack of true localised representation that is at the heart of local government. It's acknowledged that that this is currently permitted, but do not necessarily support this.<br>Perhaps instead of wards it could be representative. Once elected, council members vote to represent a particular area for a particular period (similar to committees). |

| LGA CONSULTATION QUESTIONS:<br>2.7—Removal of council wards | Comments |
|---|---|
| **TOPIC 2 HOW CAN WE ENCOURAGE A GREATER NUMBER OF MORE DIVERSE CANDIDATES?<br>(refer pages 11-16 – Local Government Participation and Elections Review Discussion Paper).** | |
| **2.8—Lack of nominations trigger for boundary reform**<br>The endorsed policy position of the LGA in relation to amalgamations is that they should only occur on a voluntary basis, where there is support of council and their communities and strong supporting evidence. It is important that councils maintain their autonomy and the ability to respond directly to the needs of their communities.<br>The Participation Review discussion paper suggests increasing the size of a council's area (e.g., through amalgamation with an adjoining council or councils), or making other structural changes (e.g., removal of existing ward structures), may support a greater number of more diverse candidates to stand for that council.<br>The Participation Review discussion paper proposes that where insufficient nominations are received at a general election, this should trigger the referral of a boundary review process to the SA Boundaries Commission, the end product of which could be forced council amalgamations or changes to ward structures within the council. | |

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS:<br>2.8—Lack of nominations trigger for boundary reform | Comments |
|---|---|
| Should a lack of nominations be a trigger for boundary reform? | Consideration of a boundary reform perhaps, but not a trigger for definite boundary reform (which should continue to be on a voluntary basis in response to community need). A lack of nominations is not necessarily an indicator (on its own) that boundary reform or amalgamation is warranted. |

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| **LGA CONSULTATION QUESTIONS: 2.8—Lack of nominations trigger for boundary reform** | **Comments** |
|---|---|
| What opportunities/risks do you consider may arise as a consequence of boundary reform processes being triggered by a lack of nominations? | **Risks:**<br>A lack of nominations may be as a result of many other things, and not at all a reason for boundary reform. Reforms may lead to poor representation of the area where there were not the required number of nominations.<br><br>**Opportunities:**<br>It may result in a number of more nominations, but only as a result of the exposure from not having gained the required number of nominations. |
| If legislative changes are introduced that commence a boundary reform process following a lack of nominations, who should bear the cost of that process and why? | Lack of nominations should not trigger boundary reform, without other reasons for doing this also. |
| Are there any other matters relating to the proposal to trigger boundary reform as a consequence of insufficient nominations you wish to raise? | |

| **TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).** |
|---|
| **3.1—Make voting for councils compulsory**<br><br>There has been significant discussion over a long period of time about whether voting in council elections should be compulsory, as is the case for state and federal elections. Voter turnout in South Australian Council Elections has remained relatively static at around 32% over the past six elections (2003 – 2022).<br><br>South Australia and Western Australia are the two states where voting is not compulsory in council elections.<br><br>A primary consideration for compulsory voting relates to the impact on people's perception of local government (low turnout can be seen as reducing the legitimacy of councils) and, potentially, the quality of election candidates. Compulsory voting would, however, result in a cost increase to councils (ECSA recovers the full costs for the conduct of council elections from councils). The issue of the potential for increased politicisation of councils has also been raised during discussions about the introduction of compulsory voting.<br><br>The LGA Secretariat has received a proposed items of business relating to the introduction of compulsory voting following the November 2022 council elections so is keen to understand the level of support across the sector for this proposal. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.1—Make voting for councils compulsory** | **Comments** |
|---|---|
| Should voting for councils be compulsory in South Australian council elections? | Yes. Consistency with state and federal elections would reduce confusion in the community and encourage greater engagement in council elections. Additionally, compulsory voting would lessen the possibility of candidates being successful where they do not have broad community support.<br><br>Compulsory voting is almost certainly the most effective step that could come out of this Local Government Participation Review in terms of increasing engagement in council elections. |

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| **LGA CONSULTATION QUESTIONS:**<br>**3.1—Make voting for councils compulsory** | **Comments** |
|---|---|
| What opportunities/risks do you consider may arise as a consequence of making voting for councils compulsory? | **Opportunities:**<br>Greater community ownership of council decisions through increased voter participation in the election process. Higher calibre candidates getting voted in. Voters would only vote once, therefore, issues around submission with supplementary voting applications would cease.<br><br>**Risks:**<br>Voters may not do adequate research ahead of voting or may vote based on limited candidate information. |
| Are there any other matters relating to the proposal to make voting for councils compulsory you wish to raise? | More information about the candidate would be useful to assist voters in making their decision. Perhaps some key information that they must provide, in addition to current information requirements. |

## TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).

**3.2—Change the method of voting**

The current method of voting in South Australian council elections is postal voting. As noted previously, voter turnout has been relatively static at around 32% over the past six elections (2003 – 2022). Some hold the view that voter turnout is connected to the method of voting with a greater risk of lower participation for postal voting.

Anecdotally it is claimed that people receive postal ballot papers, put them down to action later and then forget to do so, resulting in lower voter turnout.

Other factors for consideration with the current postal ballot process include:

- delivery times and reliability, particularly for regional areas, of the postal service
- increasing costs associated with postal voting processes (the service directly, fuel, logistics, processing)
- risks of vote tampering or interference/influencing the completion of ballot papers
- risks of interference with the election process through ballot paper theft

There are limited examples where voters are able to vote electronically. Whilst there would be up front costs to establish electronic voting for council elections, there is the potential for longer term savings to be achieved. However, given the limited operation of electronic voting systems in Australia, there are concerns about access, reliability and the potential for manipulation of electronic voting systems. Electronic voting may warrant further consideration.

The LGA Secretariat has received a proposed items of business relating to voting fraud and whether there is a need for legislative change to minimise the occurrence of this following the November 2022 council elections so is keen to receive councils' views on the method of voting and how this may affect voting fraud.

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.2—Change the method of voting | Comments |
|---|---|
| How should people vote for their councils? | Voting methods should be consistent with state and federal elections and should continue to evolve accordingly. |

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| **LGA CONSULTATION QUESTIONS:**<br>**3.2—Change the method of voting** | **Comments** |
|---|---|
| Is there a need for legislative change to minimise the risk of voting fraud? | |
| Do you support investigation of electronic voting systems? What are the opportunities and risks of this approach? | Yes, in partnership with state and federal governments – this is not something that should be funded by local government alone. |
| What opportunities/risks do you consider may arise as a consequence of changing the method of voting? | It will largely depend on the methods available as to the opportunities/risks.<br>**Opportunities:**<br>Methods that make voting more accessible/easier to do will likely improve voter turnout. Electronic voting may attract younger voters. Electronic voting may have cheaper ongoing costs with fewer staff employed to count or oversee counts (though more expensive setup costs).<br>**Risks:**<br>Potential for fraud/cybersecurity interference. Electronic voting may negatively impact voter turnout in the older demographic. |
| Are there any other matters relating to the proposal to change the method of voting you wish to raise? | Mixed methods are likely to improve voter numbers, however, may be more challenging to administer and count. |

| **TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).** |
|---|
| **3.3—Consider who can vote for their council**<br>Currently, residents on the state electoral roll receive an automatic entitlement to vote in council elections.<br>Residents within a council area who are not Australian citizens may also enrol to vote on the council electoral roll if they have been a resident in the council area for at least one month immediately before the date they apply to enrol.<br>In addition, persons, business lessees, business owners, bodies corporate or groups that are ratepayers, or occupy a rateable property, within the council are eligible to enrol to vote in council elections. This category of voter does not need to live in the area of the election they are voting in and do not need to be Australian citizens.<br>The LGA Secretariat has received proposed items of business relating to eligibility to vote following the November 2022 council elections. These matters have been included as LGA Consultation Questions in addition to the Participation Review questions below. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.3—Consider who can vote for their council** | **Comments** |
|---|---|
| Should the franchise for council elections be changed in any way? | |

| **LGA CONSULTATION QUESTIONS: 3.3—Consider who can vote for their council** | **Comments** |
|---|---|
| Should the eligibility to vote in council elections be restricted to only those persons on the State Electoral Roll? | Consistency with state elections would reduce confusion in the community. |

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| **LGA CONSULTATION QUESTIONS:**<br>**3.3—Consider who can vote for their council** | **Comments** |
|---|---|
| Should the residency time for non-property owners who are not on the State/Federal electoral roll be changed? If yes, what changes should be made? | What are the parameters for state and federal elections? Should be consistent across all three levels. |
| Are there additional regulatory arrangements needed in relation to supplementary roll applications to ensure the integrity of the enrolment process? If yes, what do you propose? | Remove supplementary roll applications. If that person wants their voice heard, move to the area and / or nominate for council. |
| What opportunities/risks do you consider may arise as a consequence of changing who can vote for their council? | It largely depends on the changes being made. It has the potential to significantly sway the voting, for good and for bad. |
| Are there any other matters relating to the proposal to change who can vote for their council you wish to raise? | Whatever changes are being made, it is important to ensure that voting remains equitable and does not skew voting in any way. |

## TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).

**3.4—Change the timing of council elections**

The timing of council elections has been a longstanding concern for the sector with the alignment of elections for all three levels of government in 2022 highlighting the issue.

Legislation currently deems that both State and council elections occur on a four yearly cycle, with State elections generally held around March and council elections occurring in November. The Electoral Commission SA (ECSA) is responsible for the conduct of both elections. Federal elections occur on a three yearly cycle, which means that every fourth State/council election coincides with a Federal election.

During 2022 there was particular concern about potential 'voter fatigue' impacting voter turnout for council elections. Surprisingly, despite some electors having to participate in up to three compulsory election process prior to the voluntary council elections, voter turnout was approximately 34% in the November 2022 council elections.

Councils have previously expressed concern at the capacity of ECSA to effectively manage State and council elections within close proximity to each other. As council elections follow State elections, their view is that the quality of service provided to councils is compromised as ECSA cannot commence the council election process until it has effectively concluded the State election.

ECSA has not yet published its report into the November 2022 council elections, however, it is anticipated the issue of timing of council elections is likely to be canvassed in that report.

The LGA Secretariat has received proposed items of business relating to timing of council elections following the November 2022 council elections and is keen to receive councils views on this issue.

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.4—Change the timing of council elections | Comments |
|---|---|
| Should council elections be moved to a different year from South Australian Government elections? | The council election cycle should be amended so it does not fall within the same year as federal and state elections. In 2022, community members expressed frustration and fatigue at the number of elections undertaken in one year. Holding council elections at a separate time would reduce voter fatigue and increase voter engagement. |

| **LGA CONSULTATION QUESTIONS:**<br>**3.4—Change the timing of council elections** | **Comments** |
|---|---|
| Should any change to the timing of council elections not only consider alignment with SA Government elections, but also whether the time of year (i.e., November) council elections are held? | Caretaker period must consider the need for decisions to be made. The caretaker period needs to be after the annual business plan and budget is adopted - therefore the current timeframes work well. |
| What opportunities/risks do you consider may arise as a consequence of changing the timing of council elections? | Caretaker period must consider the need for decisions to be made. The caretaker period needs to be after the annual business plan and budget is adopted, this work commences in January each year and can continue until August. The current timeframes work well. |
| Are there any other matters relating to the proposal to change the timing of council elections you wish to raise? | |

## TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).

### 3.5—Election promotion

*(Refer also to section 2.3—More local promotion of nominating for elections)*

As noted previously, councils pay the Electoral Commission SA (ECSA) for the costs associated with the conduct of council elections. In relation to the November 2022 council elections, ECSA advised councils that advertising research, development, production and media campaigns funded by ECSA would come at an approximate cost of $900,000 in order to encourage as many electors as possible to be enrolled and participate in the 2022 elections.

This expenditure is in addition to the LGR&DS funded promotion undertaken by the LGA.

Election signs

Election signs are one means of promoting candidates in council elections. There are a wide range of views on the use of election signs.

Changes made as part of the local government reform process introduced restrictions on the placement of local government electoral signs made of corflute/plastic. Whilst not raised in the Participation Review discussion paper, this issue of election signs presented a range of challenges for the sector during the November 2022 council elections.

Changes to section 226 inadvertently removed the timeframes within which electoral signs could be displayed. Whilst the changes prohibited the display of an 'electoral advertising poster' (being a poster display electoral advertising made of corflute or plastic), the removal of the provision allowing the display of signs relating to council elections in section 226 meant that the regulation of display of election signs was limited to council by-laws, which had not previously had to be relied upon for that purpose. As a consequence, there was significant confusion and a wide variation of arrangements in place for the display of election signs across the sector.

In addition, in response to the ban on signs made of corflute or plastic, signs made from alternative materials started to appear. It is anticipated that alternative signage materials will become more widely available ahead of the 2026 elections, which will mean that the corflute/plastic ban is likely to have less impact on the display of election signs.

The LGA Secretariat has received proposed items of business relating to display of election signs following the November 2022 council elections. These matters have been included as LGA Consultation Questions in addition to the Participation Review questions below.

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.5—Election promotion** | **Comments** |
|---|---|
| Should councils have a stronger role in promoting elections locally to increase voter turnout? | Councils already play a significant role in promoting elections locally. In 2022, City of Victor Harbor implemented its own extensive Communications Plan to substantially build upon promotions from the Local Government Association and Electoral Commission. City of Victor Harbor also hosted its own public Meet the Candidates Session. |

| **LGA CONSULTATION QUESTIONS: 3.5—Election promotion** | **Comments** |
|---|---|
| What opportunities/risks do you consider may arise as a consequence of councils playing a stronger role in the promotion of elections to increase voter turnout? | Unlikely this will change anything, as councils are already heavily involved. |
| Are there any other matters relating to councils having a stronger role in promoting elections locally you wish to raise? | |
| Should changes be made to requirements for the display of election signs?<br>If yes, what changes are required? For example:<br>- specify a timeframe within which election signs may be displayed<br>- specify requirements for the removal of election signs<br>- limit the number of signs that may be displayed<br>- limit the locations in which signs may be displayed | |

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| LGA CONSULTATION QUESTIONS:<br>3.5—Election promotion | Comments |
|---|---|
| Should the rules relating to council election signs be the same as the rules for state and federal election signs? | |
| Are there any other matters relating to council election signs you wish to raise? | It would be good to implement the use of sustainable materials in election signage. |

## TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).

**3.6—Removing wards**

*(Refer also to section 2.7—Removal of council wards)*

In the context of achieving a better voter turnout, the Participation Review discussion paper suggests that the removal of wards would provide voters with a greater choice of candidates.

As noted previously, councils currently have the power to determine the composition of the council and are required to review this in accordance with a schedule determined by the Minister. The council considers a range of factors to arrive at the preferred representation structure and must consult with its community.

Ward elections are managed separately. If a vacancy occurs in a council ward an election only involves eligible voters within that ward. This is likely to mean lower costs are incurred for supplementary ward elections. The removal of wards, would mean that any vacancy would result in an election involving **all** eligible voters within the council area.

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.6—Removing wards | Comments |
|---|---|
| Would removing wards provide voters with greater choice, and produce fairer results? | Not necessarily. Wards may make sense in some council areas and not in others. |

| LGA CONSULTATION QUESTIONS: 3.6—Removing wards | Comments |
|---|---|
| What opportunities/risks (for achieving a better voter turnout) do you consider may arise as a consequence of removing wards? | |

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| **LGA CONSULTATION QUESTIONS: 3.6—Removing wards** | **Comments** |
|---|---|
| Are there any other matters relating to the removal of wards you wish to raise? | |

| **TOPIC 3 HOW CAN WE ACHIEVE A BETTER VOTER TURNOUT? (refer pages 17-22 – Local Government Participation and Elections Review Discussion Paper).** |
|---|
| **3.7—Consider candidate information**<br><br>This section of the Participation Review discussion paper explores what, if any, additional information should be required from candidates to inform voters e.g., on the 'Candidate Profile' and whether councils should provide a platform or mechanisms to help disseminate information about candidates to voters.<br><br>*Refer also to 2.5—Required training for candidates: Candidate screening*<br><br>Currently the legislation provides that following the close of nominations candidates are able to access a copy of the electoral roll for the council or ward in which they are contesting election. This information assists candidates with election campaigning and accessible eligible voters.<br><br>During election periods, councils are also bound by caretaker provisions/policies, which prohibit the use of council resources for the advantage of a particular candidate or group of candidates. A council caretaker policy may allow the equal use of council resources by all candidates for election.<br><br>The LGA Secretariat has received proposed items of business relating to candidate information following the November 2022 council elections. These matters have been included as LGA Consultation Questions in addition to the Participation Review questions below. |

| **PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 3.7—Consider candidate information** | **Comments** |
|---|---|
| What information should candidates be required to include with their nominations? | A CV should be required including details of employment/volunteer positions held over past 30 years, detailing key responsibilities of the position. Professional experience including political experience. Relevant skills. Formal qualifications and training. Property owned. Political affiliations and aspirations. Availability to constituents. Long-term vision. Understanding of what the key local issues are. What they are seeking to achieve through their term. Declare their willingness to represent whole community rather than portion of. Campaign funding sources, community/social group memberships or affiliations. Disclosure of other potential influences on decision-making. |

| | |
|---|---|
| | Any impediments to being able to fulfill duties. Willingness to sit on subcommittees. Anticipated time commitment to the role. |
| Is there a role for councils to play in enabling all candidates to reach potential voters? | |

| **LGA CONSULTATION QUESTIONS: 3.7—Consider candidate information** | **Comments** |
|---|---|
| Should candidates in council elections be required to declare any employment arrangements associated with a political party in the 12 months leading up to an election?<br>If yes, should the declaration include the place of employment and where relevant, the name of the member of parliament? | Yes, to both. |
| Should information relating to employment arrangements associated with a political party be required to be published as part of the candidate profile? | Yes. |
| Is there other candidate information that should be required as part of the nomination process, or to be distributed with voting materials, to assist voters? | Yes – see comments in previous section. |
| What opportunities/risks do you consider may arise as a consequence of changing candidate information requirements? | |
| What opportunities/risks do you consider may arise as a consequence of councils playing a role in enabling all candidates to reach potential voters? | |

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| **LGA CONSULTATION QUESTIONS:**<br>**3.7—Consider candidate information** | **Comments** |
|---|---|
| Are there any other matters relating to candidate information you wish to raise? | |

## TOPIC 4 ELECTION IMPROVEMENTS (refer page 23 – Local Government Participation and Elections Review Discussion Paper).

The final section of the Participation Review discussion paper seeks feedback from council on any improvements that could be considered to council elections.

As noted in the discussion paper, the review of the Electoral Commissioner which is undertaken following each periodic council election is expected to consider:

- Any modifications that may be needed following legislative changes introduced in 2022. In particular, the obligations for members to provide their campaign donations returns directly to ECSA, and their automatic loss of office for failure to do so will be considered, given the significant issue this caused in early 2023, when special legislation needed to be passed to restore 45 members to office who had lost their positions for this reason.
- Any matters raised by the Court of Disputed Returns, or other illegal practices found by the Electoral Commissioner, which may require legislative amendment to protect the integrity of election processes.
- Any other matters raised, or improvements identified, by the Electoral Commissioner in his review of the 2022 periodic elections (this report is anticipated before the end of the 2023 calendar year).

The LGA successfully advocated for legislative change to reinstate members who lost office as a consequence of non-lodgement of campaign donation returns. There were a number of factors discussed following this event, in particular, the extreme nature of the consequence for non-lodgement of what was in many cases a 'Nil' return. This is an example of where a change to the legislation should be pursued, to avoid the significant disruption and costs to councils.

ECSA has not yet published its report into the November 2022 council elections. The LGA Secretariat will review the report once it becomes available to identify other matters that may warrant action as part of the Participation Review.

**CITY OF VICTOR HARBOR**

*Submission to LGA – Participation & Elections Review*

| PARTICIPATION REVIEW DISCUSSION PAPER IDEAS AND QUESTIONS: 4—Election improvements | Council comments |
|---|---|
| Do you have any ideas to improve council elections? | |

| LGA CONSULTATION QUESTIONS: 4—Election improvements | Comments |
|---|---|
| **Campaign donation returns:** What legislative changes should be pursued based on the campaign donation return experience in the 2022 council elections? | |
| What issues did your council encounter with the operation of the legislation during the 2022 council elections that warrant action? What action do you propose? | |
| What issues did your council encounter with the Electoral Commission SA and delivery of the 2022 council elections that warrant action? What action do you propose? | Communications/promotional materials were provided far too late to councils, after campaigning for enrolment and voting had already commenced. Ideally these would be provided at the beginning of the election year (if an election is held in November) so councils can plan their own local campaigns with complementary artwork/messaging. |
| Are there any other matters relating to election improvements you wish to raise? | |

Local Government Association of South Australia

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## Attachment 1

# Proposed Community Engagement Charter (CEC)

(as submitted to the Minister)

November 2021


Local Government Association of South Australia
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This document sets out the LGA proposed Community Engagement Charter (CEC) as submitted to the Minister for Local Government in November 2021.
The Minister retains the discretion to determine the content of, and publish, the CEC in accordance with the requirements of section 50(1) of the Local Government Act 1999.
This resource has been prepared by the Local Government Association of SA (LGA) to assist councils with implementation of legislative changes arising from Local Government Reforms, incorporating advice from Norman Waterhouse Lawyers, for the guidance of and use by member councils.
LGA of SA ECM 766264 Proposed Community Engagement Charter Page 1 of 61

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# Introduction

The *Local Government Act 1999* (the Act) recognises that it is not always appropriate for legislation to mandate that all community engagement should be conducted in the same manner for all decisions in every region of South Australia. The Act encourages councils to take a more fit-for-purpose approach to engagement, taking into account the particular matter under consideration, the type and needs of the local community and the advantages of new technology.

# The Principles of the Act

Section 50 of the *Local Government Act 1999* sets out the principles underpinning this Charter as follows:

1. members of the community should have reasonable, timely, meaningful and ongoing opportunities to gain access to information about proposed decisions, activities and processes of councils and to participate in relevant processes;
2. information about issues should be in plain language, readily accessible and in a form that facilitates community participation;
3. participation methods should seek to foster and encourage constructive dialogue, discussion and debate in relation to proposed decisions, activities and processes of councils;
4. participation methods should be appropriate having regard to the significance and likely impact of proposed decisions, activities and processes;
5. insofar as is reasonable, communities should be provided with information about how community views have been taken into account and reasons for actions and decisions of councils.

These principles are consistent with principles adopted by individual councils over many years. They are informed by the International Association for Public Participation (IAP2) Core Values.

# Purpose of the Community Engagement Charter

The views of the community are essential in helping to inform council decision-making processes.

This Community Engagement Charter (the Charter) relates to:

- community consultation and participation with respect to any decision, activity or process where compliance with the Charter is required by the Act; and
- any other circumstance where compliance with the Charter is required by the Act.

The Charter provides members of the community with the information they need to understand how councils approach decisions and an understanding of how they can effectively engage in local government matters and inform decision-making by councils.

The Charter includes the following components:

- categories of statutory process;
- mandatory requirements for all councils;
- adoption of community engagement policy;




- measuring performance; and
- giving of public notice.

Nothing in this Charter should be taken to limit a council's ability to undertake other forms of community consultation or engagement, including other engagement methods, in respect of any decision, activity or process. Furthermore, a council, chief executive officer or delegate is not obliged to consider whether to undertake such other consultation or engagement before making the relevant decision or undertaking the relevant activity or process.

## Categories of Statutory Processes

The Act provides the Charter may establish categories of statutory processes to which various parts of the Charter will apply.

The following categories are established:

| Category A Statutory Processes | Category B Statutory Processes |
|---|---|
| • Section 12 – Composition and wards<br>• Section 13 – Status of a council or change of various names<br>• Section 50A – Public consultation policies<br>• Section 92 – Access to meetings and documents – code of practice<br>• Section 122 – Strategic management plans<br>• Section 123 – Annual business plan and budget<br>• Section 151 – Basis of rating<br>• Section 156 – Basis of differential rates | • All other decisions, activities and processes where a council is required by the Act to undertake public consultation |

### Mandatory Requirements for all Councils

The Act provides the Charter may, in relation to each category of statutory processes established by the Charter, specify mandatory requirements.

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## Category A Statutory Processes

The mandatory requirements for community consultation and participation in relation to Category A statutory processes are as follows:

| Requirement | Specified Means |
|---|---|
| 1. Give notice of the proposed decision, activity or process by at least one of the specified means | • Notice in a newspaper or other publication circulating in the area of the council<br>• Notice on a website determined by the council or chief executive officer<br>• Notice on a social media platform maintained by the council<br>• Notice published in the Gazette |
| 2. Invite interested persons to make submissions by way of at least one of the specified means | • Written submission within at least 21 days of the giving of notice<br>• Completion of a survey or questionnaire within at least 21 days of the giving of notice<br>• Provision of an online response via social media within at least 21 days of the giving of notice<br>• Attendance in person, by representative or via electronic means at a council meeting or public meeting held at least 21 days after the giving of notice<br>• Attendance in person, by representative or via electronic means at a workshop, focus group or interview held at least 21 days after the giving of notice |
| 3. Give consideration to any submissions made in response to an invitation by specified means, as appropriate | • Report presented to a council meeting for consideration by council members<br>• Submissions considered by the person or body with delegated authority to make the proposed decision or undertake the proposed activity or process (if delegable) |
| 4. Insofar as is reasonably practicable, provide information about how community views were taken into account and reasons for decisions or actions of councils by way of at least one of the specified means. | • Report presented to a council meeting for consideration by council members<br>• Information published on a website determined by the council or chief executive officer<br>• Outcome of decision communicated to persons who made submissions (where an email or physical address was provided).<br>• Outcome of decision communicated to person(s) affected by the decision (where contact details provided). |

There is no obligation on a council to utilise more than one of the specified means in respect of each requirement.

A determination about which specified means will be utilised for each requirement may be made by:

- the council;
- the chief executive officer; or
- a delegate with power to make the relevant decision or undertake the relevant activity or process.

### Category B Statutory Processes

The mandatory requirements for community consultation and participation in relation to Category B statutory processes are as follows:

| Requirement |
| --- |
| Comply with the council's community engagement policy adopted under section 50A of the Act. |

## Adoption of Community Engagement Policy

Section 50A of the Act requires a council to prepare and adopt a policy relating to community engagement for the purposes of the Act. A council must undertake public consultation in the preparation of its community engagement policy.

Information about a council's community engagement policy, and how the community can have input into the policy, must be accessible on a council's website.

A community engagement policy adopted by a council must provide for the undertaking of community engagement in respect of Category B statutory processes.

A community engagement policy adopted by a council may provide for:

- the undertaking of additional community engagement in respect of a Category A statutory process;
- the undertaking of community engagement in respect of a decision, activity or process that is neither a Category A nor a Category B statutory process.

The following principles and performance outcomes must be considered when a council adopts or alters a community engagement policy or substitutes a new policy.

The principles are a reference point for good engagement. If councils have regard to the principles of engagement in the preparation a community engagement policy, then the public can have confidence that the community engagement conducted pursuant to that policy will be appropriate and effective.

It is acknowledged that a council may not necessarily be able to accommodate all views in a final outcome of a consultation process. However, engagement should facilitate a wide spectrum of views to be captured and reported. Feedback gained during community engagement is one of many factors that will be considered by the decision maker.

| Principle | Performance Outcome |
|---|---|
| Members of the community should have reasonable, timely, meaningful and ongoing opportunities to gain access to information about proposed decisions, activities and processes of councils and to participate in relevant processes. | Information about decisions and how to access and contribute to the decision-making process is available and facilitates participation by affected and interested people. |
| Information about issues should be in plain language, readily accessible and in a form that facilitates community participation. | Information is made available using communication methods that reach the affected stakeholders, who can access it and understand how the matter would affect them. |
| Participation methods should seek to foster and encourage constructive dialogue, discussion and debate in relation to proposed decisions, activities and processes of councils. | The engagement method(s) enable the participation of the community in deliberation on council decisions. |
| Participation methods should be appropriate having regard to the significance and likely impact of proposed decisions, activities and processes. | The engagement method(s) meet objectives specific to the engagement process. |
| Insofar as is reasonable, communities should be provided with information about how community views have been taken into account and reasons for decisions or actions of councils. | Where relevant, people understand how their views are considered, the reasons for the outcomes and the final decision that was made. |

## Measuring Performance

Community engagement is undertaken to achieve better outcomes, decisions, projects and policies.

Establishing engagement objectives, and then measuring progress, helps to gauge how successful the engagement process has been. Evaluation can build transparency and accountability. It can contribute to the evidence base, identify good engagement practice and improve future practice.

Examples of how councils may measure engagement processes:

- number of formats used to distribute information;
- number of views and downloads on a website;
- number of registrations for engagement activities;
- numbers of participation/interactions in engagement activities;
- number of comment forms or questions submitted;
- number of methods used to allow for dialogue and deliberation;
- number of objectives set for the decision-making process that were met;
- levels of satisfaction with the decision-making process.

Local Government Association of South Australia

LG Equip

## Giving Public Notice

The Act states that the Charter may provide for the giving of public notice under the Act.

Where the Act requires public notice to be given, public notice may be given for a specified matter by a notice:

- published on a website determined by the council chief executive officer; and
- available for inspection upon request at the principal office of the council.

The specified matters are as follows:

| |
|---|
| Section 93(2) – Meeting of electors |
| Section 184(4) – Sale of land for non-payment of rates |
| Section 197(3) – Adoption of management plan |
| Section 198(4) – Amendment or revocation of management plan |
| Section 219(7) – Adoption or altering of a policy relating to assigning or changing a name of a road or public place |
| Section 237(4) – Notification of removal of vehicle where the owner is unknown or cannot be found |
| Section 234A(6a) – Prohibition of traffic or closure of streets or roads |

## Further Information

The LGA Community Engagement Guide provides additional information and support resources that supplements this Charter.

If you would like more information about your council's approach to engagement or to learn about how you can be more involved, the starting place is your local council's website. If you do not have access to the internet, council staff will be able to assist.

Local Government Association of South Australia

The voice of local government.



## 18.2. Motion on Notice - Housing Our Health and Aged Care Workers - Cr Brayden Mann

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Victoria MacKirdy

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## RECOMMENDATION

That Administration:

1. Engage with the developers of the new Retirement / Residential Villages in Victor Harbor that are currently being designed and/or constructed around their willingness to provide affordable housing within their developments for health and aged care workers; and

2. Investigate and report back on whether there are any planning mechanisms that Council could consider implementing to:

    a. Prevent more Retirement / Residential Villages from being constructed in Victor Harbor within the next 25 years (excluding the 4 recently announced Retirement Villages); or

    b. Require future Retirement / Residential Villages to provide affordable housing within their developments for health and aged care workers; or

    c. Require future Retirement / Residential Villages to contribute to a Future Fund with the monies to be used to assist in attracting and retaining health and aged care workers.

## PURPOSE

The purpose of this report is to provide for the consideration of a Motion submitted by Cr Brayden Mann pursuant to Regulation 9(1) of the *Local Government (Meeting Procedures) Regulations 2013* in relation to Housing Our Health and Aged Care Workers.

A copy of Cr Brayden Mann's written submission and preamble is provided at Attachment 1.

## COUNCIL MEMBER COMMENTARY

*What is the greatest concern of our elderly residents? Arguably, it is being able to access quality health and aged care locally.*

*The problem we have as a community is that our health and aged care sector is already under significant strain.*

*I am constantly hearing of elderly residents who cannot get into their GP for weeks and weeks, and that is if they are lucky enough to have one locally. Or residents being approved for aged care packages but not being able to find services locally. I hear from nurses that our hospital is over*

*capacity. I hear how there are elderly residents stuck in much needed hospital beds because they can't access in home support to go back home or move into an aged care facility as there are no rooms available.*

*On Seek there are currently around 30 aged care jobs in and around Victor Harbor being advertised. There is so much need locally, but not the workforce to fill it.*

*In the past 2 years, Victor has had 4 new Retirement Villages announced and/or started construction. Once completed in a few years time, there could be over additional 1700 new homes only available for an elderly demographic.*

*Now even though they are marketed for people as young as 55; they often attract a much higher aged demographic. It is also this older demographic of resident who needs much more readily available access to quality health and aged care.*

*Our health and aged care sector is going to struggle significantly to accommodate the 4 new Retirement Villages. However, it is the many, many more Retirement Villages that will come after them that I am most concerned about.*

*The State Government require us to have 12,000 new homes within the next 25 years. The State Government won't care if we had 40 new Retirement Villages with 300 units in each, because that is what we need to hit their target. But as a community, we should care.*

*We should care that our elderly residents will have to travel to Adelaide for a GP. We should care that they won't be able to access in home care to support their independence. We should care that anyone left working in the health or aged care sector will become so overworked and burnt out that they will change employment or move away.*

*This motion is about asking our newest Retirement Villages if they will support our community and their future residents to provide affordable housing to health and aged care workers. It is in their best interests to work with the Council and community.*

*It probably will not assist them in selling units if the Council is out there revealing to potential purchasers how dire Victor's health and aged care sector is. They also probably wouldn't mind if they were the last Retirement Villages constructed in Victor Harbor for the next 25 years, as it means less competition for them.*

*We have heard strongly from our community throughout the Urban Growth Management Strategy consultation that they do not want to see more Retirement Villages in Victor Harbor. However, if the Council legally cannot stop them from coming, then we need to find ways to make them contribute to the health of our community. Whether that is through requiring them to provide affordable housing for those in the health and aged care sector or contributing to a Future Fund, to be used to attract and retain Doctors, aged care works and health professionals.*

*This is just one motion that supports the delivery and vision of our Urban Growth Management Strategy.*

## OFFICER COMMENTARY

It is important to acknowledge the genuine community concern in relation to the capacity of Victor Harbor's health and aged care sector to meet the needs of a growing older population. The intent to explore mechanisms that support the attraction and retention of health and aged care workers is both timely and important.

However, it is crucial to note that the Council has commenced work on two major strategic projects - the Local Housing Strategy (as required by SA Government) and the Future Ready Strategy. These initiatives are specifically designed to provide the evidence base, statutory framework and community mandate for future policy interventions relating to housing, demographic balance and workforce needs.

Prematurely pursuing specific policy mechanisms - such as restricting certain types of development or mandating affordable housing contributions - risks making commitments that may not be feasible or aligned with the outcomes of the strategic work that is currently underway.

Council administration currently explore opportunities with developer's to encourage diversity in housing choices (cost and type) within new developments. While developer engagement can present opportunities for voluntary collaboration, Council's ability to mandate affordable housing contributions or restrict specific types of development is limited under current State planning legislation. Any significant or long-term policy shift in this area would likely require legislative or policy reform at the State Government level. As such, targeted advocacy may represent a more effective and appropriate mechanism for achieving the intent of the Motion.

At this stage, we are making assumptions about whether restricting further retirement / residential village development is in the best interests of the community, without the benefit of detailed investigation or evidence. It could be considered that providing this type of housing may actually support existing older residents to move out of larger family homes, thereby increasing the supply of established dwellings available to young families and professionals. The true impact of these developments on housing availability, demographic balance, and community sustainability is complex and should be explored through the Local Housing Strategy and Future Ready Strategy. These strategic projects will provide the necessary evidence base to inform Council's future policy direction, ensuring that any interventions are both effective and aligned with the broader needs of Victor Harbor.

## RISK ASSESSMENT

The following risks have been assessed in line with Council's Risk Management Framework and Policy:

**Reputation** - Community expectations regarding limiting retirement/residential village development may exceed what Council is legally able to influence, which could create reputational risk if Council is seen as unable to deliver on advocacy or policy outcomes. This risk is assessed as **medium**.

## REFERENCES

**City of Victor Harbor Community Plan 2030**

Aspiration 3 - We manage growth and change responsibly

Aspiration 5 - We have services and infrastructure that meet our community's needs

Aspiration 6 - We are a financially sustainable and well-governed organisation

## BUDGET IMPLICATIONS

Excluding endorsed budgeted staff resources there are no budget implications in actioning the motion.

No additional funds are required.

## CONSULTATION

Council Member - Brayden Mann

## ATTACHMENTS

Attachment 1 - Motion on Notice - Housing Our Health and Aged Care Workers - Cr Brayden Mann

## Attachment 1 - Motion on Notice - Housing our health and aged care workers - Cr Brayden Mann

**Motion 2: Housing our health & aged care workers**

That Administration:

1. Engage with the developers of the new Retirement / Residential Villages in Victor Harbor that are currently being designed and/or constructed around their willingness to provide affordable housing within their developments for health and aged care workers; and

2. Investigate and report back on whether there are any planning mechanisms that Council could consider implementing to:

    a. Prevent more Retirement / Residential Villages from being constructed in Victor Harbor within the next 25 years (excluding the 4 recently announced Retirement Villages); or

    b. Require future Retirement / Residential Villages to provide affordable housing within their developments for health and aged care workers; or

    c. Require future Retirement / Residential Villages to contribute to a Future Fund with the monies to be used to assist in attracting and retaining health and aged care workers.

**Commentary:**

What is the greatest concern of our elderly residents? Arguably, it is being able to access quality health and aged care locally.

The problem we have as a community is that our health and aged care sector is already under significant strain.

I am constantly hearing of elderly residents who cannot get into their GP for weeks and weeks, and that is if they are lucky enough to have one locally. Or residents being approved for aged care packages but not being able to find services locally. I hear from nurses that our hospital is over capacity. I hear how there are elderly residents stuck in much needed hospital beds because they can't access in home support to go back home or move into an aged care facility as there are no rooms available.

On Seek there are currently around 30 aged care jobs in and around Victor Harbor being advertised. There is so much need locally, but not the workforce to fill it.

In the past 2 years, Victor has had 4 new Retirement Villages announced and/or started construction. Once completed in a few years time, there could be over additional 1700 new homes only available for an elderly demographic.

Now even though they are marketed for people as young as 55; they often attract a much higher aged demographic. It is also this older demographic of resident who needs much more readily available access to quality health and aged care.

Our health and aged care sector is going to struggle significantly to accommodate the 4 new Retirement Villages. However, it is the many, many more Retirement Villages that will come after them that I am most concerned about.

The State Government require us to have 12,000 new homes within the next 25 years. The State Government won't care if we had 40 new Retirement Villages with 300 units in each, because that is what we need to hit their target. But as a community, we should care.

We should care that our elderly residents will have to travel to Adelaide for a GP. We should care that they won't be able to access in home care to support their independence. We should care that anyone left working in the health or aged care sector will become so overworked and burnt out that they will change employment or move away.

This motion is about asking our newest Retirement Villages if they will support our community and their future residents to provide affordable housing to health and aged care workers. It is in their best interests to work with the Council and community.

It probably will not assist them in selling units if the Council is out there revealing to potential purchasers how dire Victor's health and aged care sector is. They also probably wouldn't mind if they were the last Retirement Villages constructed in Victor Harbor for the next 25 years, as it means less competition for them.

We have heard strongly from our community throughout the Urban Growth Management Strategy consultation that they do not want to see more Retirement Villages in Victor Harbor. However, if the Council legally cannot stop them from coming, then we need to find ways to make them contribute to the health of our community. Whether that is through requiring them to provide affordable housing for those in the health and aged care sector or contributing to a Future Fund, to be used to attract and retain Doctors, aged care works and health professionals.

This is just one motion that supports the delivery and vision of our Urban Growth Management Strategy.

## 19. MOTIONS WITHOUT NOTICE

# 20. CONFIDENTIAL ITEMS

## 20.1. CONFIDENTIAL - Strategic Land Purchase

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Victoria MacKirdy

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## RECOMMENDATION

1. Pursuant to Section 90(2) of the Local Government Act 1999, the Council orders that all members of the public except, the Chief Executive Officer (Victoria MacKirdy), Acting Director Community and Development (Leann Symonds), Director Environment and Infrastructure (Jodi Roberts), Director Corporate and Customer Service (Karen Rokicinski), Group Manager Governance and Finance (Kellie Knight-Stacey), Strategic and Policy Planner (David Read) and Executive Assistant (Chelsie Butler) be excluded from attendance at the meeting for Agenda Item 20.1 CONFIDENTIAL - Strategic Land Purchase.

    a. The Council is satisfied that, pursuant to Section 90(3)(b) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is information the disclosure of which would involve the unreasonable disclosure of information concerning the negotiation for the potential purchase of land between Council and another public authority.

    b. The Council is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of details may prejudice Council's position in the negotiation.

5. That having considered this agenda item 20.1 CONFIDENTIAL - Strategic Land Purchase. in confidence under Section 90(2) and (3)(b) of the Local Government Act 1999, the Council;

    a. Pursuant to Section 91(7)(a) of the Act orders that the report, attachments and minutes be retained in confidence until a purchase contract has been settled, or otherwise determined by the Chief Executive Officer: and

    b. The public be readmitted to the meeting.

## 20.2. CONFIDENTIAL - Litigation Matter - Public Lighting

Committee: Ordinary Council Meeting

Meeting Date: 22 September 2025

Report Author: Victoria MacKirdy

## RECOMMENDATION

1. Pursuant to Section 90(2) of the Local Government Act 1999, the Council orders that all members of the public except, the Chief Executive Officer (Victoria MacKirdy), Director Environment and Infrastructure (Jodi Roberts), Director Corporate and Customer Service (Karen Rokicinski), Group Manager Governance and Finance (Kellie Knight-Stacey), Acting Director Community and Development (Leann Symonds), and Executive Assistant (Chelsie Butler) be excluded from attendance at the meeting for Agenda Item 20.2 - CONFIDENTIAL - Litigation Matter - Public Lighting.

    a. The Council is satisfied that, pursuant to Section 90(3)(h) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is information the disclosure of which would involve the unreasonable disclosure of legal advice, in that it has been provided by an external law firm, pertaining to a litigation matter on public lighting.

    b. The Council is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the matter is currently going through legal proceedings.

3. That having considered Agenda Item 20.2 - CONFIDENTIAL - Litigation Matter - Public Lighting in confidence under Section 90(2) and (3)(h) of the Local Government Act 1999, the Council;

    a. Pursuant to Section 91(7)(a) of the Act orders that the report, attachments and minutes be retained in confidence until such time as the matter has been finalised or as otherwise determined by the Chief Executive Officer: and

    b. The public be readmitted to the meeting.

## 21. CLOSURE

**Attachment Under Separate Cover - Urban Growth Management Strategy - Summary of Third Phase of Engagement**

FUTURE URBAN

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# ENGAGEMENT SUMMARY

## URBAN GROWTH MANAGEMENT STRATEGY

DRAFT UGMS FINAL ENGAGEMENT – JUNE – JULY 2025

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**Document Control**

| Revision | Description | Author | Date |
|---|---|---|---|
| V1 | Draft Summary | KGH | 05.08.2025 |

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*APPENDIX 3. SUBMISSIONS*
*APPENDIX 4. SUMMARY OF SURVEY RESPONSES*

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## HOW WE ENGAGED

Engagement on the improved draft of the Urban Growth Management Strategy (UGMS) was undertaken between 13 June 2025 and 21 July 2025.

During this period, we sought feedback from the community and key stakeholders through:

- Community Open Days held at the Civic Centre on Saturday 28 June and Tuesday 1 July; and/or,
- Completing a survey; or,
- Making a written submission.

The draft UGMS, a summary of the improvements and supporting documents were available on Council's Have Your Say page.

The engagement activities were advertised through direct letters to more than 1,200 properties, Council's social media, Council's newsletter and by direct email to key stakeholders.

## WHO WE HEARD FROM

Over the engagement period, more than 150 people or organisations provided feedback on the improved UGMS, including:

- Approximately 70 people registered to attend the Community Drop In Sessions;
- 132 survey responses; and
- 27 written submissions.

This is in addition to the 141 people who attended the Community Drop In Sessions in November 2024 and the 92 written submissions that were received late 2024, on the previous version of the UGMS.

In relation to the survey, we heard from:

- Mostly local residents and ratepayers (>75% of survey responses);
- 17 local business owners; and
- Some 13% identified themselves as regular visitors to the area.

In relation to the submissions received:

- 15 submissions (41%) were from people directly affected by an action in the draft UGMS;
- 5 submissions were from State Agencies;
- 2 submissions were from local residents (excluding those who were directly affected)
- 1 submission was from an organisation;
- 1 submission was from a utility provider;
- 2 submissions did not disclose whether they were local or otherwise; and,
- 1 submission was from a resident of Alexandrina Council.

The community open days provided an opportunity for the community to ask questions and express feedback to Council staff and the consultant team. A team of 4 people, including 3 qualified and experienced planners, were available to answer queries and explain the draft UGMS and attendees were encouraged to capture their feedback with sticky notes and coloured dots representing support (green) or concern (red) with aspects of the draft UGMS. Images of the boards, including the feedback captured during the open days are included in **Appendix 1**.

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## WHAT WE HEARD

The feedback received in relation to the UGMS is summarised for each of the principles of the draft UGMS below.

A copy of all feedback reviewed in order to prepare this engagement summary is appended to this summary, including:

- Images of the engagement boards from the Community Open Days, including the feedback captured during both open days forms **Appendix 1**;
- A summary of all submissions received forms **Appendix 2**;
- A copy of all submissions, with personal contact details redacted, forms **Appendix 3**; and,
- A report summarising the findings from the survey is provided in **Appendix 4.**

**Figure 1.1** *Community Open Day in June*



| **Principle 1**<br>Housing supply meets the needs of our community |
|---|
| Survey |
| 80% of survey responses (106 people) supported creating opportunities for young people and families to build or buy a home in Victor Harbor.<br>The survey also posed the question '*do you support Council focussing on one priority growth area for housing, being along Welch/Armstong Road / the Ring Route / Waggon Road?'*. Some 50% (66 people) supported this, whilst 28% did not support this and a further 20% were 'not sure'.<br>In relation to the rural living areas, some 45% of responses (59 people) *do not support* the reduction in the 'rural living infill investigation areas' whilst 35% did support the reduction to these areas.<br>Most surveys also provided additional feedback. The most common comments in relation to housing were:<br>• There needs to be more land and affordable packages for families and reiterated support for initiatives that attract families (7 survey responses); and,<br>• Bigger allotments are needed for young families and for urban greening (5 survey responses). Some survey responses indicated a size, which was generally larger than 800m$^2$. |
| Submissions |
| The most common comments in relation to housing made in the submissions were:<br>• Would not be supportive of high-density housing (8 submissions);<br>• Support for the reduction in 'Rural Living Infill Investigation Areas' (8 submissions);<br>• Plan for the right mix of family and young person housing (7 submissions); and<br>• Consider low rise residential development in the main street on Victor Harbor (7 submissions). |
| Community Open Days |
| At the community open days, there was feedback received in relation to:<br>• Uncertainty and dissatisfaction with the Greater Adelaide Regional Plan, and in particular, the extent of land it identified for growth<br>• Mixed opinions in relation to the reduction of 'Low Density Infill Development Investigation Areas'. In particular, several people who reside to the west of Greenhills Road were dissatisfied that their land was no longer being investigated. Conversely, several people from Morgan Park were satisfied that their land was no longer being investigated.<br>• There were mixed views in relation to including some rural living areas within the Priority Growth Area. |
| **Response to Feedback** |
| *To be complete following staff and EM workshop* |

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**Principle 2**

Our economy is productive, prosperous and attracts investment

**Survey**

The survey posed the question '*do you support actions which seek to change the trajectory of Victor Harbor by being a more attractive, dynamic and sustainable place for young people to live, work and study?* Some 73% of survey responses (97 people) indicated that they support these actions.

In addition, some 58% (77 people) indicated that they support securing a future activity centre at Encounter Bay, whilst 23% indicated they weren't sure and 17% indicated that they did not support this.

The survey also specifically asked people if they '*support focusing the potential for new activity centre within the 'priority growth area' and removing any actions relating to rezoning commercial land on Adelaide Road / Waterport Road*?' Some 38% (50 people) indicated that that they 'weren't sure' whilst 36% indicated that they support this. Some 24% did not support this change to the UGMS.

In relation to employment land, some 54% (71 people) supported increasing the area for employment land to the north of Waterport Road and prioritising the rezoning of this land whilst 27% people did not support this.

The majority of survey responses (93%) supported ensuring that farming activities are identified and protected from incompatible land uses.

Most surveys also provided additional feedback. The most common comments in relation to the economy were:

- Its important to protect the right to farm (4 survey responses);
- Council should focus on professional services and tourism (2 survey responses); and
- Encounter Bay needs a retail centre (2 survey responses).

Submissions

In relation to the economy, there were no emerging themes or recurring comments that were consistent across multiple submissions. The majority of feedback relating to the economy was received from Business Victor Harbor, which included the following suggestions:

- Consider imposing a vacant land differential rate on vacant industrial or commercial sites - through a targeted approach;
- Encourage the implementation of an 'out of centres' policy focusing growth within and aro commercial base; and
- Support the creation of smaller neighbourhood shopping precincts with small-format superm keeping major hospitality and large retail facilities concentrated in the CBD.

Community Open Days

One community member gave clear feedback in relation to rezoning along Waterport Road and raised several concerns, including biodiversity, traffic, flooding and suggested focussing only on the land immediately abutting the existing industrial estate.

**Response to Feedback**

*To be complete following staff and EM workshop*

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**Principle 3**

Services and infrastructure meet demand and are reliable and efficient

Survey

The majority of survey responses (76% or 101 people) support the preparation of a business case for Council to provide childcare, particularly for children under the age of 3.

Most survey responses also made comment on infrastructure matters in response to the question seeking any additional feedback. The most common comments in relation to infrastructure were:

- Local services are at capacity and services need to be increased to accommodate growth (22 survey responses). This comment was usually in reference to access to medical services, including GPs, specialists and increasing the capacity of the hospital.
- Traffic on both local and State roads was raised as a concern (14 survey responses).
- Speed limits and/or intersection treatments, particularly on along the ring route was also raised as a matter that needed attention (9 survey responses).

Submissions

There was one submission which was referred to multiple properties owned by multiple land owners. Each of these submissions were counted as individual submissions, however, raised the same infrastructure matters, including:

- Traffic needs to be considered in relation to the Priority Growth Area;
- A new intersection on Armstong Road could impede quality of life and threaten native vegetation; and
- Rezoning for employment near Waterport Road needs to consider flooding, stormwater and inadequate road conditions.

Other comments raised in relation to infrastructure were only raised once. Some of the key suggestions included:

- Environment Protection Authority encourages use of the Stormwater Management Overlay, particularly for any areas flagged for the intensification of urban development and especially in the vicinity of environments that are sensitive to pollutant typically found in urban run off.
- Department of Environment and Water recommends that stormwater discharge to the coast is minimised via Water Sensitive Urban Design so that sensitive benthic habitats within the Encounter Marine Park Habitat Protection Zone are protected.
- SAPNs substation (4 Day Road) is situated within the Priority Growth Area and future investigations should consider the interface with this station. Land may be required for a new substation to meet increasing demand for electricity.
- Business Victor Harbor made several suggestions including that Council should:
  - » Develop a detailed Infrastructure Staging and Funding Plan within 12 months, including cost breakdowns, timelines and developer contributions (including digital infrastructure)
  - » Explore bold, long-term solutions to overcome Victor Harbor's fundamental connectivity challenges to provide the region with the same type of major highway connections that underpin growth in other major regional towns such as Mount Barker and Murray Bridge

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| **Principle 3**<br><br>Services and infrastructure meet demand and are reliable and efficient |
|---|
| Community Open Days |
| Several land owners suggested greater setbacks or buffers were needed along main roads, such as the ring route.<br><br>In relation to infrastructure, some community members expressed concern over a potential new intersection on Armstrong Road (as shown on Map 4 of the Strategy).<br><br>There was also detailed feedback given by several members of the public about speed limits and intersection safety, particularly along the ring route. |
| **Response to Feedback** |
| *To be complete following staff and EM workshop* |

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| **Principle 4**<br><br>Our environment is protected and enhanced |
|---|
| Survey |
| The majority of survey responses (90% or 119 people) supported Council committing to establish key wildlife corridors, particularly linking the Hindmarsh and Inman Rivers.<br><br>Most survey responses included additional feedback. In relation to the environment, the most common comments were:<br><br>• Protection, and enhancement of, green space/corridors and biodiversity is important (12 survey responses).<br>• Preservation of the coast and coastal character is a priority (6 survey responses).<br>• Watercourses should have a large buffer (for flooding and biodiversity) (5 survey responses). Responses included varying buffer widths ranging from 100 metres to 300 metres. |
| Submissions |
| Many submissions provided feedback in relation to the environment. One submission was provided on behalf of seven different properties within the Priority Growth Area and was counted as seven individual submissions. The most common comments made in relation to the environment were the comments raised in these seven submissions and included:<br><br>• Improve the mapping relating to vegetation to better represent high value environmental assets and protect vulnerable and listed species in the area.<br>• Development is having a negative impact on Hindmarsh River. Climate change adaption plans and inundation zones should be considered when investigating overall watershed and stormwater impacts.<br>• Environmental assessments should precede infrastructure investigations.<br>• Focus on the protection of existing wildlife corridors, heritage bush and remnant paddock trees – and then create new corridors.<br><br>Other comments raised in relation to infrastructure were only raised once. Some of the key feedback received includes:<br><br>• Develop a collaborative Fleurieu regional approach to establish South Australia's first Regional Circular Economy Hub.<br>• The Environment Protection Authority encourages Council to review the Environment Protection (Waste to Resources) Policy 2010 and consider including initiatives to support the circular economy in its urban growth strategy.<br>• The Department of Environment and Water is in the early stages of planning for a Code Amendment that will support action 4.6A in the UGMS.<br>• Council should apply the mitigation hierarchy within the UGMS (avoid, minimise, rehabilitate/restore, offset).<br>• Council should consider a nature positive target to ensure that the City of Victor Harbor should be back to 2020 levels by 2030, and 'fully recovered' by 2050. |

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| **Principle 4**<br><br>Our environment is protected and enhanced |
|---|
| Community Open Days |
| Most of the actions and changes in relation to the environment were positively received. Several discussions were had with community members about the new *Biodiversity Act* and its importance to Victor Harbor specifically. Multiple community members raised concerns with recent developments where tree removal appeared excessive, and a better outcome could have been achieved if greater protections existed for vegetation and biodiversity. |
| **Response to Feedback** |
| • *To be complete following staff and EM workshop* |

DRAFT

| **Principle 5**<br><br>Our landscape, character and heritage is celebrated and retained |
|---|
| Survey |
| There were no notable changes to the actions relating to character and heritage between the 2024 version of the Strategy and the 2025 Strategy[1]. As a result, there were no specific questions within the survey relating to character and heritage. Notwithstanding this, some survey responses included feedback in relation to these matters. These comments included:<br>• Preservation of the coast and coastal character is a priority (6 survey responses).<br>• Its important to protect heritage and character areas (6 survey responses).<br>• Growth should be avoided near the hills face areas and hills face protections should be increased near Waterport Road (1 survey response). |
| Submissions |
| Several submissions provided feedback in relation to celebrating and retaining character and heritage. This feedback includes:<br>• The *'State is failing to protect the uniqueness, character and charm of Victor Harbor by enabling a mechanism for high density development without adequate protection for either environment or the lifestyles of existing residents and property owners'* (7 submissions).<br>• Character and heritage areas should apply to our entire Council and not just some zones (7 submissions).<br>• Maintain strong design standards to keep development sympathetic to local character (2 submissions).<br>• Provide clarity on gateway policies to preserve town identity while allowing modern branding (1 submission). |
| Community Open Days |
| As there were very few changes proposed between the 2024 version and the 2025 version, most discussions focussed on explaining what the 'gateway' and 'character areas' were and advising of indicative timing for the proposed actions. |
| **Response to Feedback** |
| • *To be complete following staff and EM workshop* |

[1] Except for minor changes to the Gateway Overlay to consider the new greenfield areas identified within the Greater Adelaide Regional Plan.

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| **Principle 6**<br><br>Council's long term financial sustainability is not compromised by urban growth |
|---|
| Survey |
| There were no survey questions which specifically referred to the financial sustainability of the Council. Some survey responses provided feedback in relation to financial mechanisms which included:<br>• Consider a levy for homeowners who only use property for 2 months/year and Airbnb's / consider initiatives to entice homeowners to live locally (3 survey responses).<br>• Introducing a levy on unoccupied houses puts a disproportionate cost burden on houses that require less Council services (1 survey response). |
| Submissions |
| No submissions specifically provided feedback in relation to managing the financial sustainability of the Council. One submission suggested that it is reasonable to increase rates to improve infrastructure. |
| Community Open Days |
| There was no specific feedback in relation to managing Council's long-term sustainability noted at the open days. |
| **Response to Feedback** |
| *To be complete following staff and EM workshop* |

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| Other Matters |
| --- |
| Survey |
| Two survey responses suggested that the maps within the Strategy could be improved or were hard to read due to the scale (i.e., individual properties are hard to identify on an A4 map that applies to the whole urban area of Victor Harbor). |
| Submissions |
| Several submissions raised comments on other matters, which do not directly relate to one of the Strategy's principles. Some of these matters include:<br>• Alexandrina Council would like to collaborate on coordinating land and infrastructure for economic developments and work together to provide feedback on State policy. The Alexandrina Council also noted that it is finalising the South Coast Growth Strategy and preparing a Recreation and Open Space Strategy.<br>• Concerns regarding the Greater Adelaide Regional Plan (GARP) (7 submissions).<br>• General support for the Strategy as a whole (3 submissions).<br>• Business Victor Harbor suggested that Council should:<br>» Commit to a formal review of growth targets every 3-5 years, adapting projections to shifting economic and demographic realities economic and demographic realities;<br>» Publish annual reports tracking: land supply, development progress and reasons for delays; and<br>» Publish plain-language quarterly updates on UGMS progress and what's changing. |
| Community Open Days |
| Several community members expressed feedback on the GARP. Some provided feedback on the areas nominated within the GARP and some were concerned that the community weren't directly consulted, in a similar manner to the Council's consultation on the UGMS.<br>One community member gave feedback in relation to the land directly abutting the Encounter Lutheran School. In particular, they requested that this land be rezoned to 'Suburban Neighbourhood' and querying why no land use was shown for the land between Adelaide Road and Victor Harbor Road. |
| **Response to Feedback** |
| *To be complete following staff and EM workshop* |

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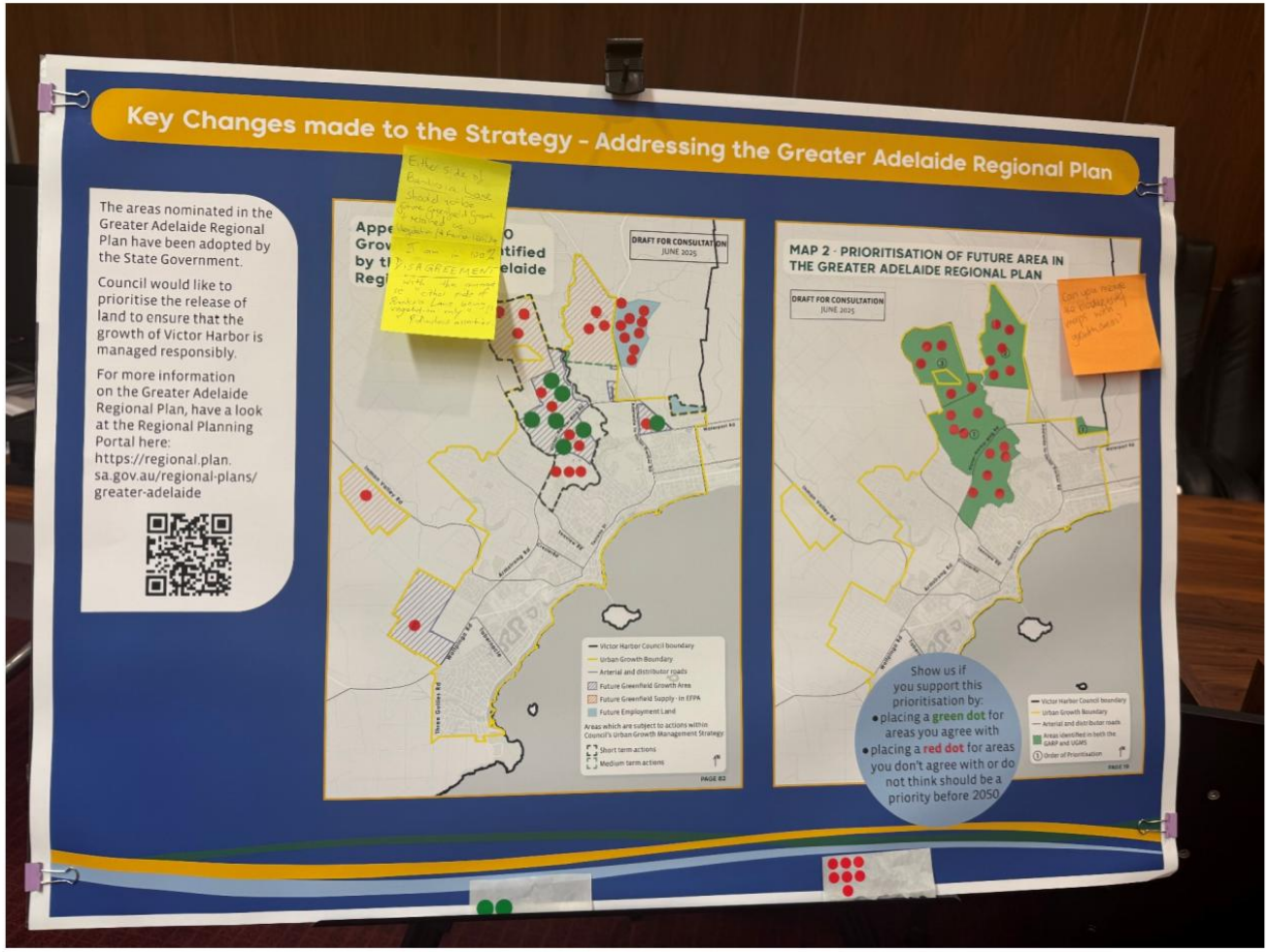
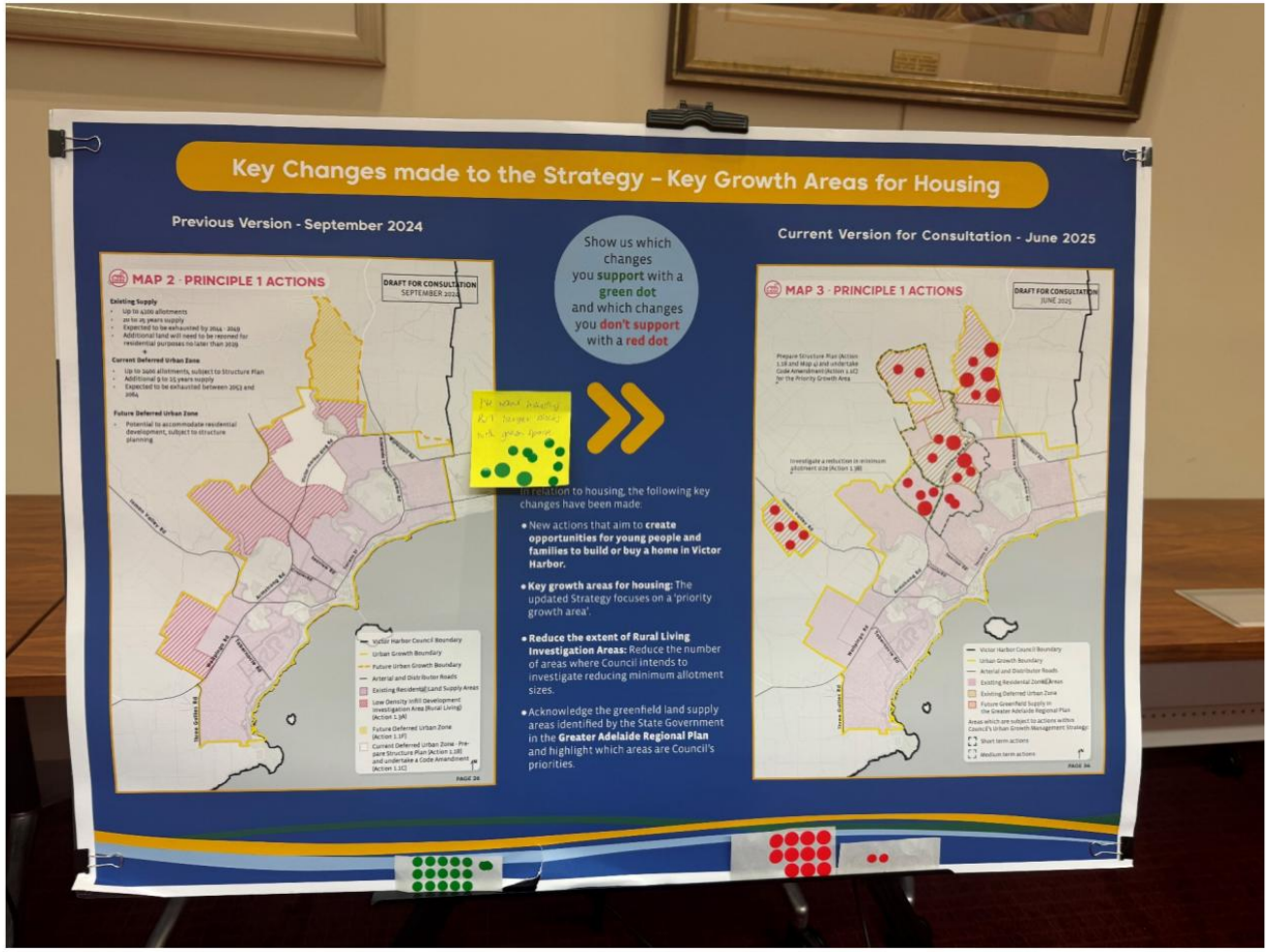
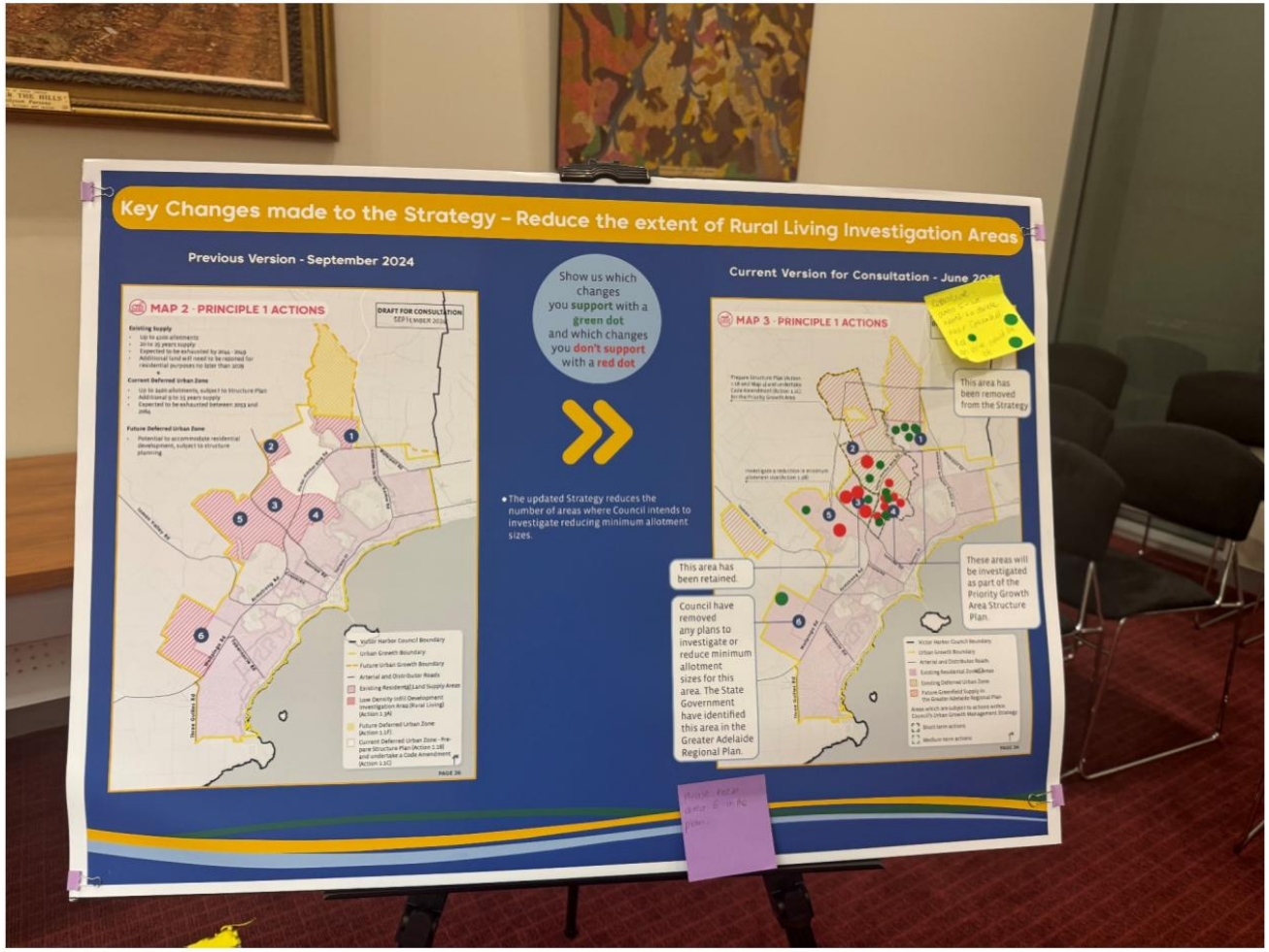
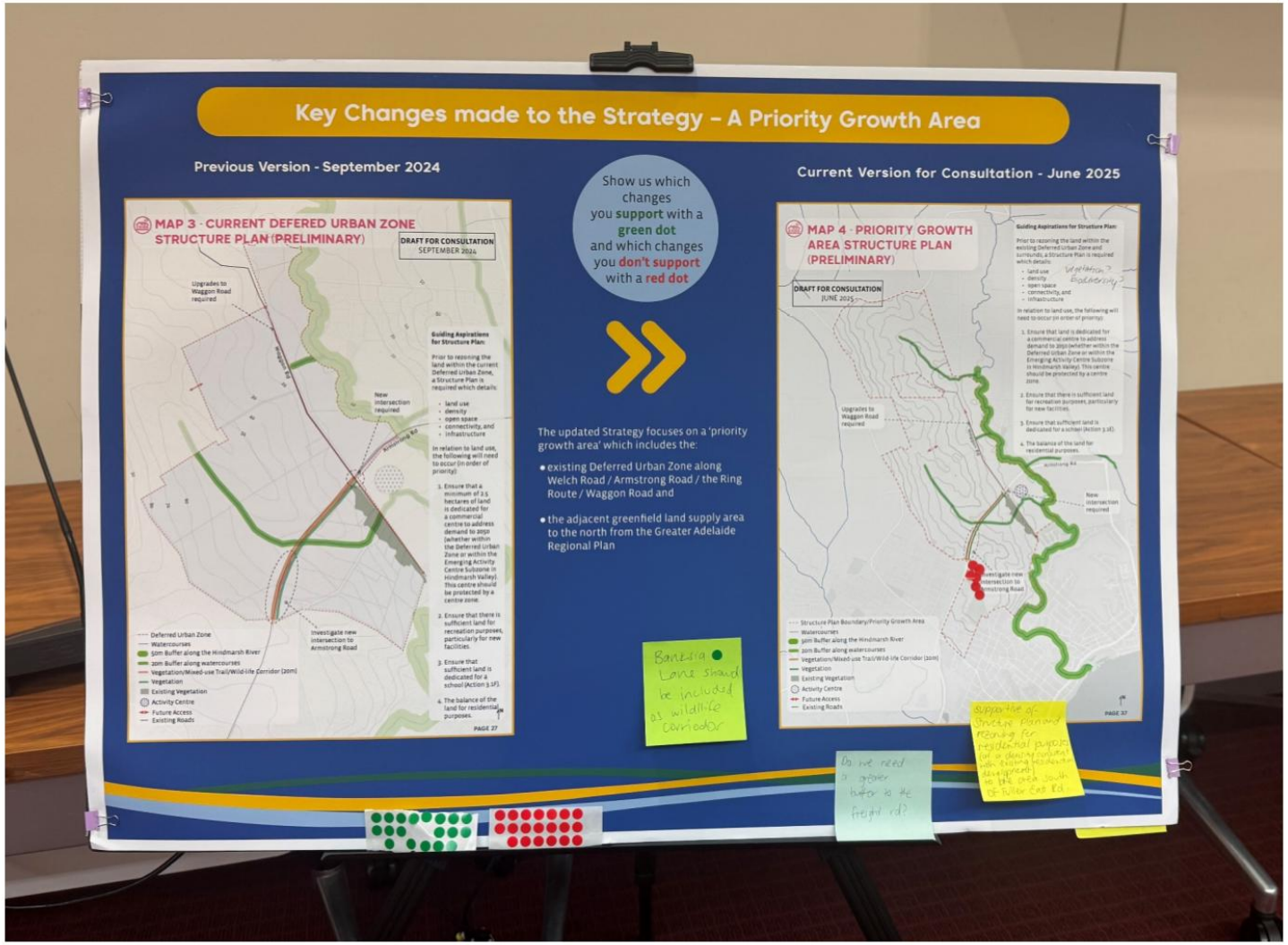
**APPENDIX 1. COMMUNITY OPEN DAY BOARDS**

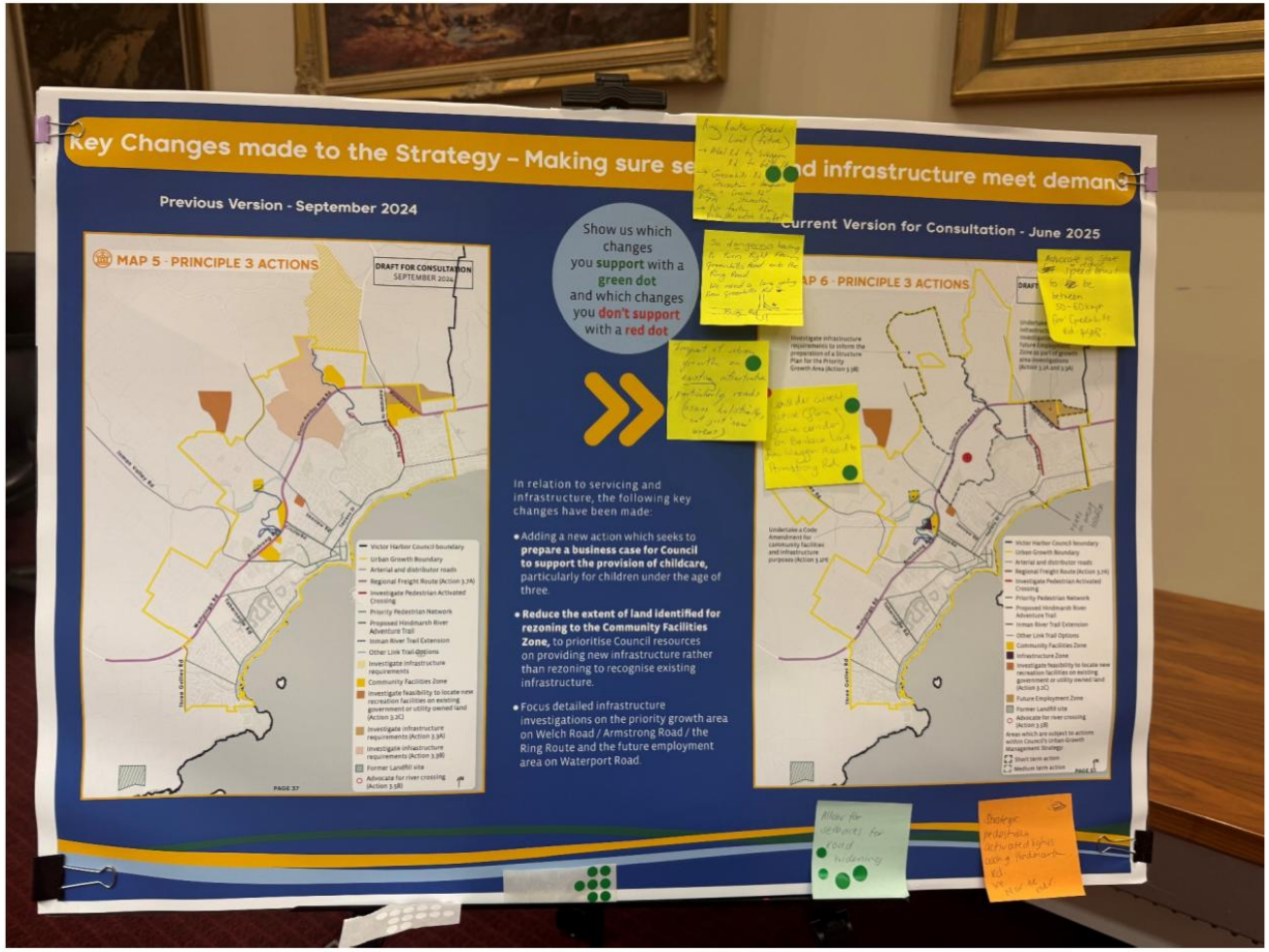

Key Changes made to the Strategy - Addressing the Greater Adelaide Regional Plan
The areas nominated in the Greater Adelaide Regional Plan have been adopted by the State Government.
Council would like to prioritise the release of land to ensure that the growth of Victor Harbor is managed responsibly.
For more information on the Greater Adelaide Regional Plan, have a look at the Regional Planning Portal here: https://regional.plan.sa.gov.au/regional-plans/greater-adelaide
DRAFT FOR CONSULTATION
JUNE 2025
MAP 2 - PRIORITISATION OF FUTURE AREA IN THE GREATER ADELAIDE REGIONAL PLAN
DRAFT FOR CONSULTATION
JUNE 2025
Show us if you support this prioritisation by:
• placing a green dot for areas you agree with
• placing a red dot for areas you don't agree with or do not think should be a priority before 2050

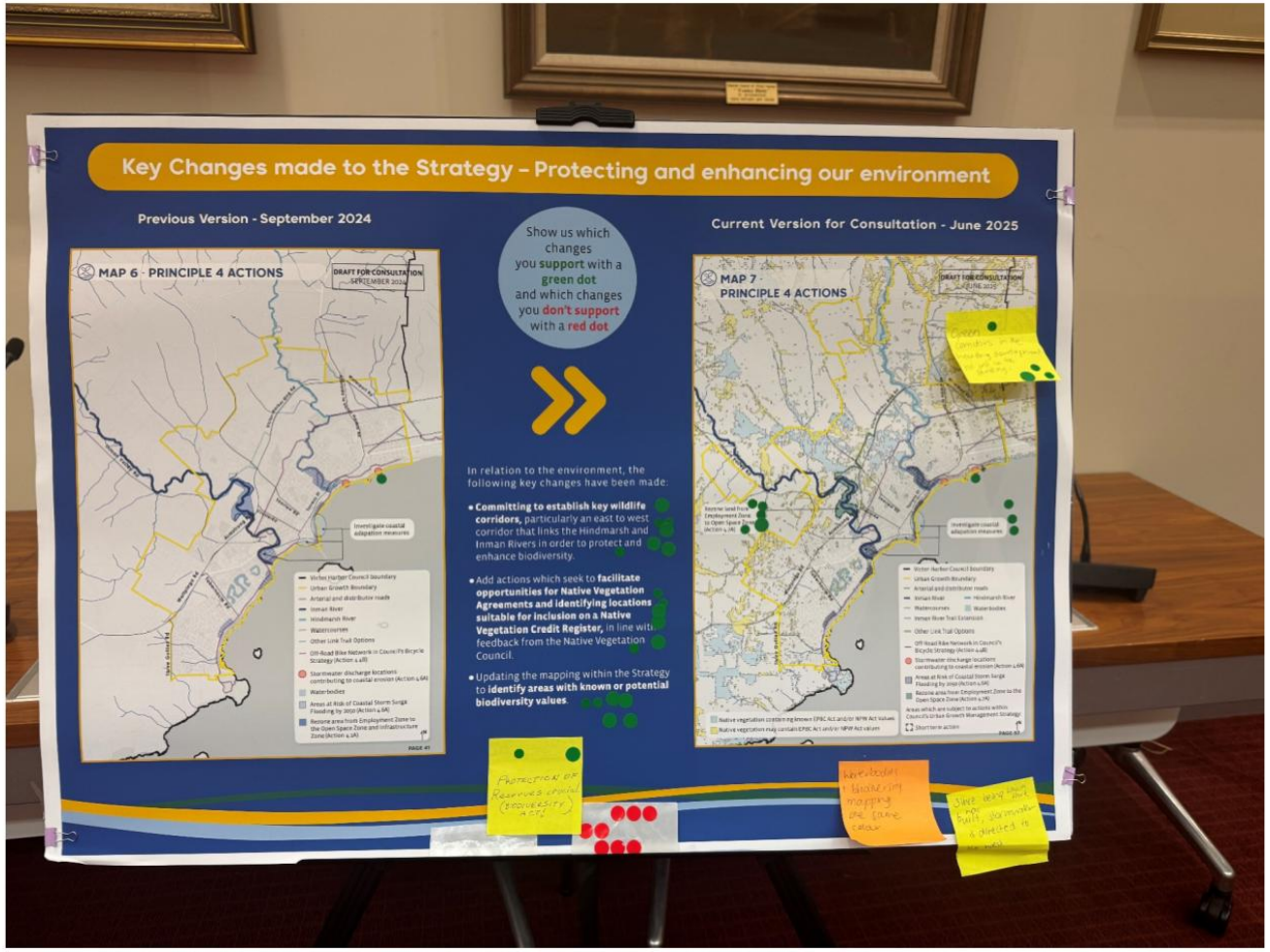

Key Changes made to the Strategy – Key Growth Areas for Housing
Previous Version - September 2024
MAP 2 - PRINCIPLE 1 ACTIONS
DRAFT FOR CONSULTATION
SEPTEMBER 2024
Show us which changes you support with a green dot and which changes you don't support with a red dot
In relation to housing, the following key changes have been made:
• New actions that aim to create opportunities for young people and families to build or buy a home in Victor Harbor.
• Key growth areas for housing: The updated Strategy focuses on a 'priority growth area'.
• Reduce the extent of Rural Living Investigation Areas: Reduce the number of areas where Council intends to investigate reducing minimum allotment sizes.
• Acknowledge the greenfield land supply areas identified by the State Government in the Greater Adelaide Regional Plan and highlight which areas are Council's priorities.
Current Version for Consultation - June 2025
MAP 3 - PRINCIPLE 1 ACTIONS
DRAFT FOR CONSULTATION
JUNE 2025


Key Changes made to the Strategy – Reduce the extent of Rural Living Investigation Areas
Previous Version - September 2024
MAP 2 - PRINCIPLE 1 ACTIONS
DRAFT FOR CONSULTATION
Show us which changes you support with a green dot and which changes you don't support with a red dot
The updated Strategy reduces the number of areas where Council intends to investigate reducing minimum allotment sizes.
Current Version for Consultation - June 2025
MAP 3 - PRINCIPLE 1 ACTIONS
This area has been removed from the Strategy
This area has been retained.
These areas will be investigated as part of the Priority Growth Area Structure Plan.
Council have removed any plans to investigate or reduce minimum allotment sizes for this area. The State Government have identified this area in the Greater Adelaide Regional Plan.

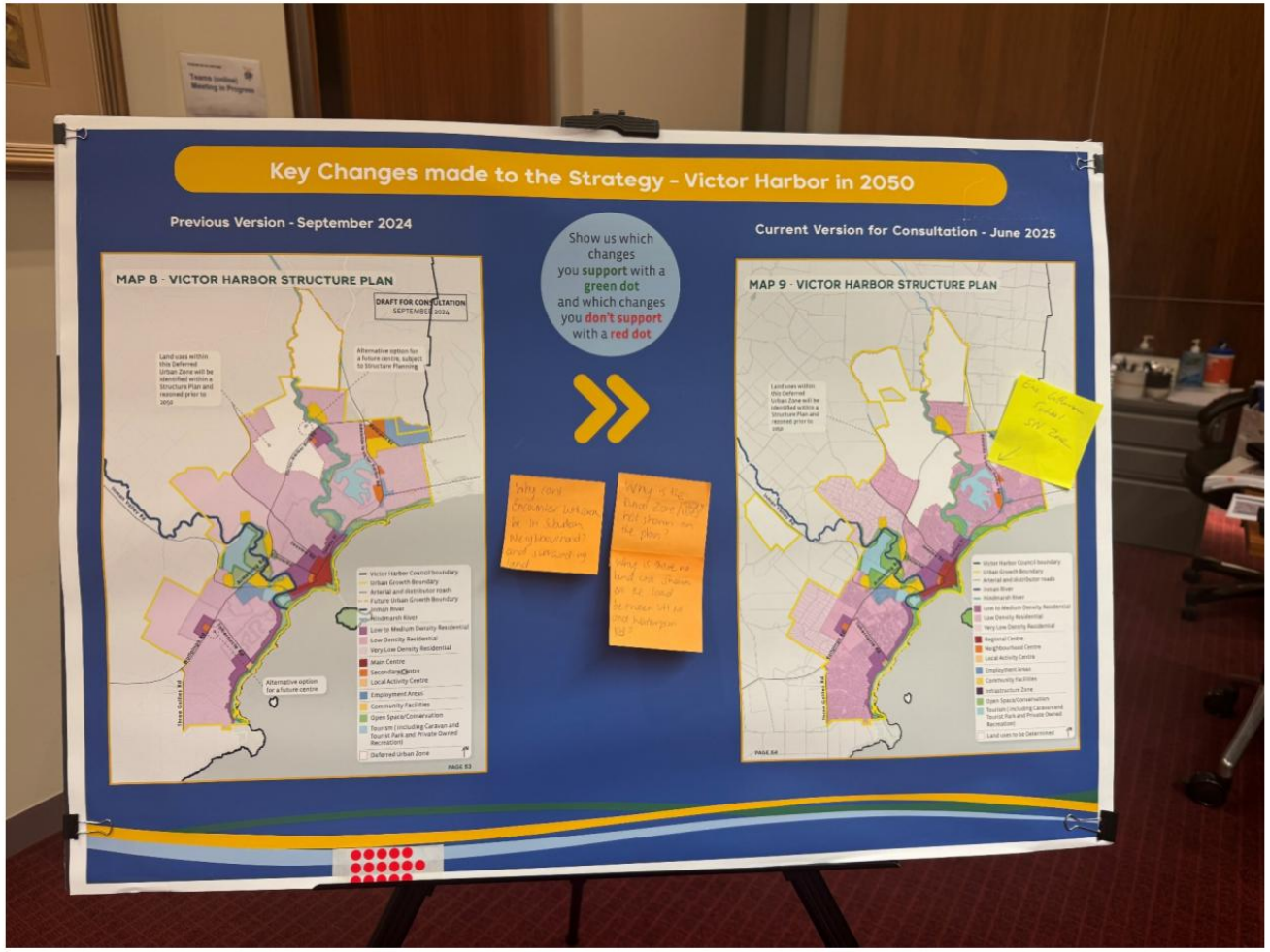

Key Changes made to the Strategy – A Priority Growth Area
Previous Version - September 2024
MAP 3 - CURRENT DEFERED URBAN ZONE STRUCTURE PLAN (PRELIMINARY)
DRAFT FOR CONSULTATION SEPTEMBER 2024
Show us which changes you support with a green dot and which changes you don't support with a red dot
The updated Strategy focuses on a 'priority growth area' which includes the:
• existing Deferred Urban Zone along Welch Road / Armstrong Road / the Ring Route / Waggon Road and
• the adjacent greenfield land supply area to the north from the Greater Adelaide Regional Plan
Current Version for Consultation - June 2025
MAP 4 - PRIORITY GROWTH AREA STRUCTURE PLAN (PRELIMINARY)
DRAFT FOR CONSULTATION JUNE 2025
Barossa Lane should be included as wildlife corridor
Do we need a gate here is the freight rd?


Key Changes made to the Strategy - Planning for the Economy
Previous Version - September 2024
MAP 4 - PRINCIPLE 2 ACTIONS
DRAFT FOR CONSULTATION
SEPTEMBER 2024
Current Version for Consultation - June 2025
MAP 5 - PRINCIPLE 2 ACTIONS
DRAFT FOR CONSULTATION
JUNE 2025
In relation to the economy, the following key changes have been made:
• New actions that seek to change the trajectory of Victor Harbor by being a more attractive, dynamic and sustainable place for young people to live, work and study
• Securing a future activity centre at Encounter Bay by improving planning controls for a site that was previously identified for this purpose.
• Focusing the potential for new commercial land within the 'priority growth area' and removing any actions relating to rezoning commercial land on Adelaide Road / Waterport Road.
• Increase the area envisaged for future employment purposes to the north of Waterport Road and prioritise the rezoning of this land.
• Ensuring that key farming or primary production activities are identified and protected from incompatible land uses.
Show us which changes you support with a green dot and which changes you don't support with a red dot


Key Changes made to the Strategy – Making sure se
d infrastructure meet demand
Previous Version - September 2024
Current Version for Consultation - June 2025
MAP 5 - PRINCIPLE 3 ACTIONS
DRAFT FOR CONSULTATION
SEPTEMBER 2024
Show us which changes you support with a green dot and which changes you don't support with a red dot
In relation to servicing and infrastructure, the following key changes have been made:
• Adding a new action which seeks to prepare a business case for Council to support the provision of childcare, particularly for children under the age of three.
• Reduce the extent of land identified for rezoning to the Community Facilities Zone, to prioritise Council resources on providing new infrastructure rather than rezoning to recognise existing infrastructure.
• Focus detailed infrastructure investigations on the priority growth area on Welch Road / Armstrong Road / the Ring Route and the future employment area on Waterport Road.


Key Changes made to the Strategy – Protecting and enhancing our environment
Previous Version - September 2024
MAP 6 - PRINCIPLE 4 ACTIONS
Show us which changes you support with a green dot and which changes you don't support with a red dot
In relation to the environment, the following key changes have been made:
• Committing to establish key wildlife corridors, particularly an east to west corridor that links the Hindmarsh and Inman Rivers in order to protect and enhance biodiversity.
• Add actions which seek to facilitate opportunities for Native Vegetation Agreements and identifying locations suitable for inclusion on a Native Vegetation Credit Register, in line with feedback from the Native Vegetation Council.
• Updating the mapping within the Strategy to identify areas with known or potential biodiversity values.
Current Version for Consultation - June 2025
MAP 7 - PRINCIPLE 4 ACTIONS


Key Changes made to the Strategy - Retaining our character and heritage
Previous Version - September 2024
MAP 7 - PRINCIPLE 5 ACTIONS
DRAFT FOR CONSULTATION
SEPTEMBER 2024
Show us which changes you support with a green dot and which changes you don't support with a red dot
In relation to protecting Victor Harbor's character and heritage, the following key changes have been made:
• Expanding the area where future 'gateway' policies may apply, in order to reflect the recent changes to the urban growth boundary implemented by the State Government.
Current Version for Consultation - June 2025
MAP 8 - PRINCIPLE 5 ACTIONS
DRAFT FOR CONSULTATION


Key Changes made to the Strategy - Victor Harbor in 2050
Previous Version - September 2024
MAP 8 - VICTOR HARBOR STRUCTURE PLAN
Show us which changes you support with a green dot and which changes you don't support with a red dot
Current Version for Consultation - June 2025
MAP 9 - VICTOR HARBOR STRUCTURE PLAN

## APPENDIX 2. DETAILED SUMMARY OF ALL FEEDBACK

DRAFT

## SUMMARY OF WRITTEN FEEDBACK - SUBMISSIONS AND SURVEY

### FEEDBACK RECEIVED THROUGH SUBMISSIONS

| Category | Number of Mentions | Feedback |
|---|---|---|
| Housing | 8 | Do not support high density development, particularly in existing rural living areas. Examples of high-density development included Oceane. |
| | 8 | Support the action to reduce the extent of rural living investigation areas |
| | 7 | Plan for the right mix of family and young person housing |
| | 7 | Consider low rise residential development in the main street of Victor Harbor / facilitate mixed-use development |
| | 3 | Do not support rezoning land within the Deferred Urban Zone to the Rural Living Zone |
| | 3 | Support and look forward to the progress of a Structure Plan for the Priority Growth Area and would like to see this Structure Plan support residential development to the south of the ring route |
| | 1 | Supports the balanced approach to housing |
| | 1 | Would like the Inman Valley Road growth area identified within the GARP to be provided more consideration in the UGMS |
| | 1 | Don't focus on one corridor or area for growth |
| | 1 | Advocate for policies - similar to the former Commonwealth-State Housing Agreement - that provide grants or stamp duty exemptions to first home buyers purchasing existing homes |
| | 1 | Support diversity of housing and keep any one housing type under 40% of new builds |
| | 1 | Limit clustering of retirement villages |
| | 1 | UGMS should elevate urban consolidation by prioritising infill development |
| | 1 | Incentives should be considered for mixed-use and medium-density housing |
| | 1 | Appreciates Council removing intent to rezone land to Community Facilities Zone and requests that the land at 4595 Victor Harbor Road be rezoned to Suburban Neighbourhood Zone |
| | 1 | Does not support any development on Waggon Road, north of the ring road |
| | 1 | No new "55 aged plus" estates |
| | 1 | There is an opportunity for the Regional Key Worker Housing Scheme to support housing opportunities in CVH |
| | 1 | The UGMS does not consider affordable housing and non-commercial housing |

| Category | Number of Mentions | Feedback |
|---|---|---|
| Housing | 1 | Local government should manage the impacts of short stay accommodation on housing |
| Economy | 1 | Be proactive in attracting younger generations, ensuring Victor Harbor remains a balance, multi-generational community with a sustainable workforce |
| | 1 | Consider imposing a vacant land differential rate on vacant industrial or commercial sites - through a targeted approach |
| | 1 | Encourage the implementation of an 'out of centres' policy focusing growth within and around the CBD to avoid splitting the towns commercial base |
| | 1 | Support the creation of smaller neighbourhood shopping precincts with small-format supermarkets and daily essential services, while keeping major hospitality and large retail facilities concentrated in the CBD |
| | 1 | Support initiatives that attract younger generations to live, work and invest in Victor Harbor |
| | 1 | Support rezoning Waitpinga Road as a local commercial centre for essential services and modest retail - avoid large hospitality venues |
| | 1 | Support rezoning for employment purposes north of Waterport Road |
| | 1 | Recommend that a commercial balance is struck between any future employment land area and recommended green belts etc. |
| | 1 | UGMS should acknowledge the catchment that the centre serves |
| | 1 | Retail as a sector should be specifically mentioned (rather than collectively referring to activity centres) |
| | 1 | The Strategy doesn't clarify what 'greater utilisation is' in the context of the regional centre |
| | 1 | The Blue Water Economy should be replaced with the retail sector |
| Infrastructure | 7 | A new intersection on Armstong Road will impede quality of life and threaten native vegetation |
| | 7 | Traffic needs to be considered (acknowledging that further traffic investigations are included in the UGMS) |
| | 7 | Rezoning for employment near Waterport Road needs to consider flooding, stormwater and inadequate road conditions. |
| | 1 | Consider extending SA  Water infrastructure to Rural Living areas within the Priority Growth Area |
| | 1 | Council should plan for end of life care, including palliative care, rehabilitation facilities and Voluntary Assisted Dying |
| | 1 | Develop a detailed Infrastructure Staging and Funding Plan within 12 months, including cost breakdowns, timelines and developer contributions (including digital infrastructure) |
| | 1 | Support the detailed infrastructure investigations for the Priority Growth Area |

| Category | Number of Mentions | Feedback |
|---|---|---|
| Infrastructure | 1 | Explore bold, long-term solutions to overcome Victor Harbor's fundamental connectivity challenges to provide the region with the same type of major highway connections that underpin growth in other major regional towns such as Mount Barker and Murray Bridge |
| | 1 | Prioritise childcare facilities and ensure that zoning and infrastructure planning includes provisions for early childhood education centres |
| | 1 | Reevaluate current restrictions on heavy freight to ensure efficient regional logistics while maintaining safety and infrastructure integrity |
| | 1 | Support the protections of freight corridors |
| | 1 | Recognise that proposal such as the Sellicks Hill / Myponga road corridor may further exacerbate freight challenges |
| | 1 | Encounter Lutheran (south of Waterport Road) intends to pursue a rezoning to accommodate the logical expansion of their existing campus and to support growing demand for educations services. |
| | 1 | Encounter Lutheran do not support the revised 2025 version of the UGMS which removes the 'Community Facilities Zone' from all land owned by the college and no longer proposes commercial uses across the northern portion of Lot 10 Adelaide Road. |
| | 1 | DEW recommends that stormwater discharge to the coast is minimised via WSUD etc so that sensitive benthic habitats within the Encounter Marine Park Habitat Protection Zone are protected and recommend that action 4.6B be expanded to include this outcome. |
| | 1 | EPA encourages use of the Stormwater Management Overlay, particularly for any areas flagged for the intensification of urban development and especially in the vicinity of environments that are sensitive to pollutant typically found in urban run off. |
| | 1 | There should be a buffer zone along Waitpinga Road and the Regional Freight Route and a new action should be added to the UGMS to create such |
| | 1 | Road set-back buffer zones should be considered as potential off-set land within the Native Vegetation SEB Credit Register |
| | 1 | Consider implementing a Victor Harbor Bike Bus Network, drawing from successful pilot efforts at Port Elliot Primary School and presented at the Youth Climate Summit |
| | 1 | SAPNs substation (4 Day Road) is situated within the Priority Growth Area and future investigations should consider the interface with this station. Land may be required for a new substation to meet increasing demand for electricity. |
| | 1 | CVH should provide bus stops to increase public transport patronage |

| Category | Number of Mentions | Feedback |
|---|---|---|
| Infrastructure | 1 | UGMS should consider a park n ride in consultation with DIT |
| Environment | 7 | Improve the mapping relating to vegetation to better represent high value environmental assets and protect vulnerable and listed species in the area |
| | 7 | Development reduces tree canopy |
| | 7 | Development is having a negative impact on Hindmarsh River. Climate change adaption plans and inundation zones should be considered when investigating overall watershed and stormwater impacts. Particularly notes the impact of Oceane on the Hindmarsh River. |
| | 7 | Environmental Impact Statements should be prepared to inform growth areas |
| | 7 | Environmental Assessments should precede Infrastructure Investigations |
| | 7 | Focus on the protection of existing wildlife corridors, heritage bush and remnant paddock trees - rather than creating new |
| | 7 | Map 7, Principle 4 actions - this map lacks detail of local significant biodiversity assets |
| | 1 | Clarify how biodiversity credit schemes or a Native Vegetation Credit Register will work so businesses know their obligations and opportunities |
| | 1 | Introduce incentives - rebates, faster approvals - to help businesses go green |
| | 1 | Develop a collaborative Fleurieu regional approach to establish South Australia's first Regional Circular Economy Hub |
| | 1 | DEW is in the early stages of planning for a Code Amendment that will support action 4.6A in the UGMS |
| | 1 | DEW supports action 5.4 |
| | 1 | EPA encourages Council to review the Environment Protection (Waste to Resources) Policy 2010 and consider including initiatives to support the circular economy in its urban growth strategy |
| | 1 | Council should apply the mitigation hierarchy within the UGMS (avoid, minimise, rehabilitate/restore, offset) |
| | 1 | Include a nature positive target to ensure that the City of Victor Harbor should be back to 2020 levels by 2030, and 'fully recovered' by 2050 |
| | 1 | The Native Vegetation Council recommends updating the definition of 'Unit Biodiversity Score' |
| | 1 | Enhance the concept of linear green corridors that serve dual functions - biodiversity protection and active transport routes |

| Category | Number of Mentions | Feedback |
|---|---|---|
| Character | 7 | The 'State is failing to protect the uniqueness, character and charm of Victor Harbor by enabling a mechanism for high density development without adequate protection for either environment or the lifestyles of existing residents and property owners' |
| | 7 | Character and heritage areas should apply to our entire Council are not just some zones. |
| | 2 | Maintain strong design standards to keep development sympathetic to local character |
| | 1 | Provide clarity on gateway policies to preserve town identity while allowing modern branding |
| | 1 | Support the Hills Face Protection and request further consultation regarding where the topographic line is applied |
| | 1 | The Gateway Overlay should be applied to Waitpinga Road and the Gateway Overlay should include 'set-back buffer zones' and policies which prevent colorbond fencing |
| Other | 7 | Indicated the GARP supports poor decision making |
| | 3 | General support for the Strategy overall |
| | 1 | Alexandrina Council would like to collaborate in relation to coordinating land and infrastructure for economic developments and work together to collaborate on State policy |
| | 1 | Alexandrina Council are finalising the South Coast Growth Strategy and preparing a Recreation and Open Space Strategy |
| | 1 | Commit to a formal review of growth targets every 3-5 years, adapting projections to shifting economic and demographic realities |
| | 1 | Publish annual reports tracking: land supply, development progress and reasons for delays |
| | 1 | Publish plain-language quarterly updates on UGMS progress and what's changing |
| | 1 | UGMS does not align with GARP |
| | 1 | Request for the urban growth boundary to be moved (despite EFPA) as EFPA is intended to prevent residential, but is not intended to prevent employment development |

## APPENDIX 3. SUBMISSIONS

DRAFT

30 July 2025

Ms Victoria MacKirdy
Chief Executive Officer
City of Victor Harbor

Email: localgov@victor.sa.gov.au

Dear Victoria

**Re: City of Victor Harbor – Draft Urban Growth Management Strategy**

Thank you for the opportunity to comment on the amendments made to the draft *Urban Growth Management Strategy* (UGMS) in response to community consultation.

It is recognised that since the release of the first iteration of the UGMS, the State Government has endorsed the Greater Adelaide Regional Plan (GARP) and that the UGMS has subsequently been amended to align with the actions and priorities of the GARP, where relevant.

**Housing**

Alexandrina supports the balanced approach that Victor Harbor has identified in the UGMS of identifying areas for infill development and suitably located sites for greenfield growth, as well as retaining areas for rural living lifestyle options, to ensure diverse housing supply and form that is age inclusive.

As you are aware, late last year, Alexandrina Council consulted on its draft South Coast Growth Strategy (SCGS) which identified areas to accommodate future population growth in Goolwa, Middleton, Port Elliot and Hindmarsh Island. Feedback from the community as well as the outcome of the GARP are currently being considered; it is expected that the SCGS will be finalised by the end of 2025. An updated Strathalbyn Town Plan is also likely to replace the current Strathalbyn Town Plan 2014-2024 to reflect housing demand in the township.

Together with the UGMS, it is considered that these pieces of work will be important in understanding our shared Fleurieu housing and other land use needs.

**The Economy/Employment**

The draft UGMS has proposed an increase to the future employment area, adjacent to the Regional Freight Route. We are keen to continue to work with Victor Harbor in coordinating the provision of suitably zoned land and infrastructure for a range of different economic developments to provide opportunities for young families. Alexandrina Council's *Productive Economy Paper* has highlighted some useful

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alexandrina.sa.gov.au

information for strategic decision making in respect to employment lands that also cross our administrative boundaries.

**Services and Infrastructure**

As noted by the UGMS, Councils are required to deliver housing strategies to ensure land use and infrastructure is planned for in an orderly and economic way, and ultimately, a financially sustainable way. Alexandrina Council will continue to work with Victor Harbor Council in understanding the future infrastructure demand, including community and social infrastructure, across the Fleurieu region and to understand areas where we can form partnerships.

**Environment**

We continue to support the targets identified in the UGMS for the improvement of the natural environment and biodiversity, particularly in our coastal areas. In particular, we anticipate that the Structure Plan for the Priority Growth Area will consider and seek to protect the extent of native vegetation across the Area.

**Landscape Character, Amenity and Heritage**

We continue to support Victor Harbor's objectives to introduce better planning policy to protect important landscapes, character areas and heritage and would be happy to work together to reintroduce policies to protect these important features or advocate for improved State policy. Any infill opportunities will need to consider new areas proposed for character or heritage protections.

**Recreation and Open Space**

As you are aware, Alexandrina Council is in the process of preparing a Recreation and Open Space Strategy which is expected to be released in Q4 2025.

Perhaps what becomes clear in considering Victor Harbor's UGMS, is the reinforcement of the benefits of increased collaboration, resource and information sharing between our organisations and continued dialogue about the opportunity to establish a Planning Subregion and/or a Joint Planning Board.

Thank you again for the opportunity to comment on the second stage of this very important strategic document. We look forward to continuing to work collaboratively with you on the many shared opportunities and challenges identified.

If you wish to discuss any of the comments, please do not hesitate to contact Kylie Weymouth, Manager Strategic Development by email kylie.weymouth@alexandrina.sa.gov.au

Yours sincerely



Andrew Macdonald

**Chief Executive Officer**

**From:** [redacted]
**To:** City of Victor Harbor; David Read
**Subject:** IREC40044125 - SM18.20.030 - UGMS Your Say Submission. Inman Valley Rd
**Date:** Monday, 30 June 2025 9:11:55 AM

North Face Fleurieu Estate

Subject: Support for Proposed Housing Development for Families. Inman Valley Rd.

Dear City of Victor Harbor

We write to express strong support for the development of a new housing initiative within the Existing Deferred Urban Zone located on Inman Valley Rd, and ask that the area be indicated as a Growth Area within the UGMS. We ask that a Structure Plan be created that will support a family focused housing development. We note that the area has not been recognised as a Priority Growth area by council, but ask that it be given somewhat more consideration than outlined in the UGMS.

We envisage a North Face Housing Estate designed specifically to meet the needs of young families in our community. Our community is facing a significant shortage of accessible, well-designed homes suitable for young families as priority appears to have been given to 55+ communities.

Young families are the cornerstone of a vibrant, sustainable community. By providing housing that meets their needs, we can ensure a healthy demographic balance, stimulate the local economy, and foster long-term social cohesion.

Young families are increasingly prioritising lifestyle alongside affordability when choosing where to live. This development will incorporate well-designed outdoor spaces that support a range of family activities, including:

- Playgrounds and nature-based play areas that promote physical activity and cognitive development
- Shared open spaces for family recreation, informal sport, and community events
- Walking and cycling trails that will connect to nearby parks, and reserves.
- Natural green buffers and biodiversity zones, offering hands-on learning and environmental awareness for children
- Family picnic areas and community gardens, encouraging outdoor interaction, sustainability, and local food culture

These features are intentionally designed to encourage outdoor activity, active transport, and positive health outcomes
This project creates an environment that supports family life, social connection, and wellbeing by ensuring that homes are close to green space and recreational facilities. It reflects the strategy's commitment to "designing places that promote active lifestyles, mental health, and wellbeing."

By targeting young families, this development helps rebalance Victor Harbor's ageing demographic profile and responds to a recognised gap in housing supply for key workers and first-home buyers.

**Key Features of the Vision**

- Affordable pricing through smart design and material efficiency
- Mixed housing options including 2–4 bedroom homes and townhouses
- Family-friendly infrastructure such as green spaces, playgrounds, and walking paths
- Sustainable design, incorporating energy-efficient building practices and renewable energy systems

**Community and Economic Benefits**

This development initiative has far-reaching benefits beyond housing:

- It strengthens local schools, clubs, and health services through population renewal
- It supports Victor Harbor's economy by attracting and retaining young workers and professionals
- It reduces long-term infrastructure strain by encouraging new growth areas, while simultaneously bringing new life to the Encounter Bay and Central Victor Harbor areas.
- It builds neighbourhood pride and fosters long-term residency and local engagement

We respectfully urge the council to support this proposal. In doing so, we take a critical step toward building a more inclusive, future-ready community where families can thrive.

We welcome the opportunity to work collaboratively with council planners, local residents, and other stakeholders to ensure that the final development reflects shared community values and priorities.

Thank you for your consideration.

Yours sincerely,

[redacted]

Sent from my iPhone




**Residents & Property Owners Feedback (Banksia Lane Precinct)**

Draft Urban Growth Management Strategy
(Stage 3 Consultation)

City of Victor Harbor

9 July 2025

*We acknowledge the Ramindjeri and Ngarrindjeri people as the Traditional Custodians of the land and surrounding waters of the region in which we live. We pay respect to Elders past, present, and emerging, and extend this respect to all Aboriginal and Torres Strait Islander people.*

9 July 2025

Dear Council,

**RE: Feedback on Draft Urban Growth Management Strategy (Stage 3 Consultation)**
**City of Victor Harbor.**

This submission has been prepared by residents and property owners (rate payers) in the [redacted] and [redacted].

**Preamble**
As neighbours we share a common experience. Our families have worked hard to invest into living within a rural, nature positive environment and we share real community pride in protecting and living in our patch. Most of these rural living blocks are larger than the "average" suburban block and represent lifelong investments and desire to live in the rural and country "feel" that Victor Harbor has offered to its community for many years. Simply it's "why we live where we live".

As neighbours we have watched on as urban development has slowly eroded the character of our city, increasingly presenting the entrance to our city as a high-density urban living and commercial location, similar to the fringes of Mount Barker, inner Adelaide and other city locations.

We seek to raise Council's and the State Government's awareness to the beauty and character of Victor Harbor. A treasured rural and costal town loved by South Australians. Victor Harbor should not become another Mount Barker, to be changed forever into a high density, urban concrete commuter town. "Victor" is a place to live life, smell the fresh sea air, walk the beach and experience the trees, birds and wildlife our community treasures dearly.

This is not an anti-development submission. It's a plea to please get it right.

Please respect the residents that live here, why they choose to live in Victor Harbor and most importantly please protect the precious environment & wildlife that share our properties.

**Key themes of our submission**

- Our homes are surrounded by high value environmental assets, remnant bushland and wildlife corridors. Many of these assets are poorly represented in the development plans & maps provided in the DUGMS documentation.
- Proposed investigations for a further road intersection on Armstrong Road near the Fuller East Road intersection potentially threaten high value native vegetation on Banksia Lane, which has never been a through road, even though named as a road.

- Any new road via a further road intersection on Armstrong Road would be a major impediment to quality of life through increased vehicle traffic, additional noise, fracturing of the wildlife corridor (Banksia Lane) and reduction in overall tree canopy and green space.
- Heritage scrub blocks (see Figure 1) contain vulnerable and listed species and should be protected for the future.
- Current road infrastructure (Waggon Road South), Fuller Road and Days Road are poorly maintained and unlikely to be able to cope with higher levels of traffic, particularly if fed from a new Armstrong Road intersection. We note proposed infrastructure investigations should consider this and other traffic factors.
- We understand that investigations into infrastructure will consider power, water and sewer needs based on numbers of expected new residents and developed blocks, but this is likely to be highly variable depending on the density of dwellings approved and have implications for all services.
- Development density should be thoroughly investigated. High density dwelling urban suburbs "in filled" into the existing rural living zones will, in our opinion, severely detract from the character and environment in which we live (and from the city as a whole), which currently attracts visitors and tourism for these rural characteristics. In our view, visitors come to Victor Harbor to experience the rural feel, nature and coastal beauty, not for a high-density urban experience.
- We appreciate that the City of Victor Harbor is essentially hamstrung by the planning directions of the GARP and that the State is effectively laying down the "development" law. However, in doing so, we feel the State is failing to protect the uniqueness, character and charm of Victor Harbor by enabling a mechanism for high density development without adequate protection for either the environment or the lifestyles of existing residents and property owners.
- The plan is suggesting that tree canopy achieve 30% by 2030. Our observations are that high density urban development's generally result in canopy loss, particularly where native vegetation clearance for roads (such as could happen with Banksia Lane), paddocks and infill of larger blocks tend to reduce the overall planting space on dwelling allotments due to their small size and inevitably large house footprint, leaving small reserves and inadequate street planting space for tree species that often provide little habitat for local birds and animals.
- The plan seeks to reduce the overall median age of the population. We note that recent Victor Harbor developments promote an over 55's demography, which seems counter intuitive. Whilst we all have concerns over the cost of housing, this aspect is beyond our ability to control or comment on in this submission, but it would be to the City's advantage to plan for the right mix of family and young person housing (which may not be high density "city fringe" dwellings!).
- Intense development is already having a negative impact on the Hindmarsh River. The River is a key local environmental asset and should be protected from encroaching urban development. Climate change adaptation plans and inundations zones should be considered when investigating overall watershed and stormwater impacts from high density urban development.
- Consider creating a "slow zone" for Waggon Road, where residents, walkers and cyclists can share the road, noting the current condition of Waggon Road and the road shoulder does not support walkers or cyclists.




***Figure 1.*** *Extract from nature maps (SA Government) highlighting the general area of interest for this submission and highlighting known wildlife corridors, heritage vegetation, rare plant species and rural character of the Hindmarsh River valley.*

**Feedback on "Summary of Key Changes to the Draft Urban Growth Management Strategy" For Consultation Document.**

**Key Changes made to the Strategy relating to Housing**

- Focus on the existing DUZ in the Welch Rd/Amstrong Rd/Ring Route/Waggon Rd will place more pressure on an already "stressed" Hindmarsh River Valley, with increased potential pollution and negative impact on existing biodiversity in the river valley, noting the current unacceptable environmental impacts of the Oceane development on the Hindmarsh River, highlighting the complete failure of the current planning approvals system. This communicates little confidence to the community of a rigorous planning and development process.
- We support the action to reduce the extent of rural living investigations area. Minimum allotment sizes should be maintained and wherever possible high level of green space, allotment canopy and vegetation maintained to assist city cooling for a hotter future climate and maintain the rural ambiance of our city.
- We feel **"Acknowledging"** the GARP greenfield land supply areas provides support to poor decision making by the State Government, who seem focused purely on numbers rather than modern, good planning assessment with vision for a high-quality living experience for existing residents as well as future residents.
- **Key Growth Areas for Housing**. Any future investigations into these designated areas (Map 3, Principle 1 Actions) should commence with a detailed EIS. This is a fragile river environment. Planning should consider beyond current 1:100 year flood events and consider greater setbacks from river plains. Interstate rainfall events are clearly showing the inadequacy of stormwater and development approvals to cope with a changing climate.

**Key Changes made to the Strategy – A Priority Growth Area**

- **Priority Growth Area**. Map 4 – Priority Growth Area Structure Plan (Preliminary) highlights "investigate new intersection to Armstrong Rd". This provides lack of detail on why, what specific location and any benefits and has created great angst (through inclusion of an arbitrary circle/zone on a map) for local residents who fear increased noise, traffic, congestion, native vegetation clearance and impact on existing wildlife corridors and rural living.
- **Reduce the extent of Rural Living Investigations Area.** We support this general approach, **BUT** suggest a detailed, independent environmental assessment (EIS) be completed (including climate, noise and residential impact), before infrastructure needs are considered, as this may further reduce the locations that are in fact viable for any form of development.

**Key Changes made to the Strategy – Addressing the GARP**

- **Addressing the Greater Adelaide Regional Plan**. We unanimously feel the State Government has set numbers (people) for development in our region via a poorly informed desk top analysis, with little or no consideration for existing residents, local environment, biodiversity, impacts of climate change and the full cost of infrastructure needs. This is an institutional and bureaucratic "plan over the top" failure of the new statewide approach to planning with little or no experience in or understanding of local issues. We expect better performance from our State Government and suggest there is a need for a greater involvement of local residents, in addition to local government representation. We hope these comments can help to shape a more robust and effective State planning system.

**Key Changes made to the Strategy – Planning for the Economy & Servicing and Infrastructure.**

- **Planning for the Economy**. Rezoning, particularly in the Waterport Road zone needs to consider flooding, stormwater, existing residents, and currently inadequate road conditions for increased commercial traffic. The land between Waterport Rd and Adelaide/Victor Rd has high wetland conservation and education value. We should not sacrifice this for development.
- Consider appropriate low rise residential development in the main street of Victor Harbor to accommodate further residential living space. The main street has exhibited commercial and building condition decline for some time, and whilst still has heritage value does present opportunity for a "face lift" appropriately designed and constructed for a mix of commercial businesses and urban living.

**Key Changes made to the Strategy relating to the Environment**

- **Strategy Relating to the Environment**. We support the commitment to establish key wildlife corridors. We note reference to updating of mapping biodiversity values. We suggest focus be firstly on protection and enhancement of **existing** wildlife corridors, heritage bush and remnant paddock trees. This is a key and well understood principle of environmental management – first protect what you have. The maps and plans provided fail to highlight existing environmental assets within the proposed development zone. These assets include locally rare and threatened plant species and communities, significant habitat for declining woodland bird species, and significant existing corridors for wildlife that have not been mapped or recognised in the documents provided. Furthermore, these areas provide tree shading and cooling for existing residents which will be vital for future city living in a changing climate.
- **Protecting and enhancing our environment. Map 7, Principle 4 Actions**. This map is too small and lacking in sufficient local detail of local significant biodiversity assets. This relates to our comments regarding the need for a rigorous and independent EIS BEOFRE development zones are considered and further investigated.

**Key Changes made to the Strategy relating to Protecting Character and Heritage**

- **Protecting Character and Heritage.** Wording and communication to community during periods of proposed change is very important. "Expanding the area where future gateway policies may apply" is difficult to understand wording. We don't know what it means. In our view the GARP suggests to us a message from the State Government that "you will accept development at all costs". "You will do as you are told and accept your percentage of statewide urban development". Our view is that will be at the considerable cost to the character and heritage of the Victor Harbour region by consuming valuable arable land containing environmental and character settings. We strongly support sufficient investigations to document and truly understand the potential impacts on character and heritage and avoid tokenistic attention to the main issue here – rapid, poorly considered and underfunded development that fails to adequately consider local environmental, residential and community sentiment impacts. Map 8 Principle 5 Actions (Celebrating and retaining our heritage) is a good example. In our view the coloured and hashed designated areas should apply to the entire area of the map. Greater protection to the full area, greater protection to regional character and greater protection to the history of our town. Character and Heritage features apply to our entire council area not just some zones. They are at the core of why we live where we live!

## Our Suggested Actions

1. Ensure all remnant and high-quality native vegetation and wildlife corridors are protected and not cleared for the sake of "development".
2. Recognise existing heritage agreement vegetation as cornerstone environmental assets to the region.
3. New roads or intersections should consider the noise and traffic increase impact on existing residents and environments.
4. Develop in sympathy with the local environment. High density developments with roofs covering over 80% of an allotment and predominantly black rooves creates a visual eyesore and is not sympathetic to either an attractive and nature positive or "cool" city. Consider appropriate allotment sizes for these locations that enable continuity of vegetation, screening of houses and adequate setbacks as well as a greater % of parks and reserves.
5. Map and plan for 30% tree canopy cover first. Then consider allotment size and low density infill. **Yes** to green space, **No** to a concrete jungle.
6. Consider and maintain existing wildlife corridors. No clearance for convenience.
7. Plan more effectively at the State level. Develop a better, continual feedback planning process from Community to State Government. The population projections by the State Government are unrealistic and present a scenario for enduring negative impact on community and sensitive environments in the locations suggested within the Hindmarsh River Valley. It defies logic that we have reached Stage 3 of Consultation with the State Government not adequately listening to local Government or community, who possesses greater knowledge, data and research at the local level.

**Feedback Forms**
See Attached

**Submission by the following residents and property owners:**

| Name | Address | Email |
|---|---|---|
| [redacted] | [redacted] | [redacted] |

Signed:

[redacted]

**From:** [redacted]
**To:** City of Victor Harbor
**Subject:** IREC39962125 - SM18.20.030 - Victor Harbor Stage 3 Consultation on Draft Urban Growth Management Strategy
**Date:** Tuesday, 17 June 2025 9:03:29 PM

To Whom It May Concern

Thank you for the very detailed Stage 3 Draft Plan. It is wonderful to see detailed information about where Victor is today versus where it needs to be in the future.

I am writing this on behalf of the population that forms the majority of the current population - being those over the age of 60.

Your plans have nothing in them for ageing and end of life care.

When people move to Victor, they continue to age, regardless of the age they were when they first arrived.

There are many opportunities to have beginning to end sustainable, environmental, strategies for those who are currently ageing in Victor and those you are enticing to live in Victor who will then age here.

For example, it would be interesting to investigate with Hometown Australia, their purchase of the Estia nursing home on Tabernacle/Bay Road as an end of life care service that Rosetta and their new Village residents could use when they reach the end stage of their lives and need full nursing care. Having a facility where people from the Villages know others may assist in them moving out of their independent homes to provide housing for others. Nursing home turnover is predicated on a person staying there from 1-3 years - however, those of us who have worked in this industry know that when someone gets 24/7 care, they tend to live longer so there may need to be more nursing homes built, not less.

We also know that SA Health is using the nursing homes as end of life facilities - putting people who are in terminal stage in these facilities to remove bed block in the hospitals. People who are terminal don't die on cue, so they may live up to 1 year beyond what people thought they might live.

There are not enough nursing home facilities in the area to accommodate the needs of the people who are currently reaching that ageing stage.

There are not enough end-of-life facilities in this area to accomodate palliative care or VAD (Voluntary Assisted Dying).

When people know where they are going to end up towards the end of their life, they feel relief to know this. They get quite anxious when they don't know this - as in breaking their hip and suddenly being tossed into a nursing home never again to go back to their independent life. This impacts on their mental health and that of their families.

In relation to these facilities, we need rehabilitation facilities where people can rehabilitate from a hip fracture, stroke, or other significant injury for a period of 2-4 weeks. The people requiring these facilities will be people who don't have others to look after them if they go home. This is a significant part of the population that you have identified in your demographics.

Thinking through the infrastructure required for this community means accepting the whole of life concept, including final years and end of life.

If you would like a more detailed discussion about all of this, I would be happy to provide you with a seminar - free of charge, free of bias - based on my research and academic expertise in this area.

Younger people become older people.

Provide the infrastructure for the older people and you will be providing employment and everything required that younger people need including sporting facilities.

Thank you again for providing the detailed strategy.

Kind regards

[redacted]

# Business Victor Harbor Submission:
# Victor Harbor Urban Growth Management Strategy 2050

**Submitted by: Business Victor Harbor (BVH)**
**Date: Monday 7th July, 2025**

**For the attention of Victoria Mackirdy, CEO, Mayor Dr Moira Jenkins, City of Victor Harbor;**

*"Victor Harbor isn't just growing—it's changing. The choices we make today will decide whether future generations inherit rolling hills and coastal views, or endless rooftops and traffic jams."*

Growth decisions today will shape Victor Harbor's identity, economy, and liveability for generations. Getting it right is crucial to protect our town's character, support local businesses, and ensure quality of life for residents young and old.

Business Victor Harbor (BVH) submits this feedback because the stakes of the Victor Harbor Urban Growth Management Strategy 2050 (UGMS) are critical. Growth is coming. How we manage it now will determine whether we preserve the lifestyle, character, and economic resilience that make Victor Harbor unique—or risk losing what sets this town apart.

A thriving business community generates jobs, supports local services, and underpins the economic resilience that allows Victor Harbor to invest in roads, parks, healthcare, and the very lifestyle that draws people here.

BVH appreciates Council's extensive consultation efforts and the opportunity for stakeholders to provide input into this important plan. We particularly thank David Read for his informative presentation to our BVH Board, which was invaluable in shaping this submission.

## BVH's Top Priorities for UGMS Implementation

- Infrastructure planning and funding clarity.
- Protection of freight corridors and regional connectivity.
- Diverse housing to support workforce retention.
- Safeguarding Victor Harbor's environmental and scenic values.
- Transparent, frequent communication with the community.

- Supporting childcare as critical economic infrastructure to help attract working families.
- Ensuring new activity centres, such as at Encounter Bay, are carefully staged and integrated with existing commercial areas.
- Encouraging a regional Circular Economy hub to drive sustainable growth and local jobs.

### Growth Isn't Just Bricks and Mortar

*"Growth isn't just bricks and mortar. It's jobs. Homes families can afford. Clean beaches and hillsides that still look like Victor Harbor."*

We commend Council for the depth and ambition of the UGMS. It rightly seeks to provide "a clear strategic framework for how urban growth should be managed over the next 25 years," balancing housing, employment, infrastructure, heritage, and environmental values (UGMS, p. 5).

Council has the power to steer Victor Harbor's future. We're asking you to steer it wisely.

## 1. Growth Vision and Population Targets: Avoid Becoming Another Mount Barker

The UGMS projects a future population of 25,000–36,000 residents by 2050 (UGMS, p. 18). Even at the lower end, that's a near 50% increase over current numbers.

Victor Harbor's demographics present unique challenges:

- 42% of residents are aged 65 or older, double Adelaide's 19% (UGMS, p. 14).
- Our median age is 60, shaping workforce supply, service demand, and housing needs.
- Persons per household have shifted from an average of 4 several decades ago to approximately 1.7 today, indicating a spreading of the population and the risk of an eventual oversupply of dwellings.

*"This isn't just a planning decision. It's about ensuring Victor Harbor grows in a way that keeps its unique character, rather than following the path of rapid growth seen in places like Mount Barker."*

*BVH's Specific Asks:*

- Commit to a formal review of growth targets every 3–5 years, adapting projections to shifting economic and demographic realities.
- Explicitly tie population forecasts to:
    - Workforce availability.




  - Housing affordability.
  - Economic diversification.
- Consider potential oversupply of dwellings due to changing household sizes in long-term planning.
- Be proactive in attracting younger generations, ensuring Victor Harbor remains a balanced, multi-generational community with a sustainable workforce.

## 2. Don't Let Growth Stall: How We Avoid Empty Blocks and Lost Time

Focusing growth around Welch Road, Armstrong Road, and the Ring Route makes sense (UGMS, p. 48). But relying on one corridor poses real risks:

- Land banking restricts supply and drives up prices.
- Infrastructure delays stall housing roll-out.
- Poor staging creates disconnected suburbs.

*The Makris Encounter Bay Lesson*

Victor Harbor learned a hard lesson locally. In the early 1990s, Makris Holdings unveiled a visionary master-planned community for Encounter Bay with mixed-use spaces and open areas.

Decades later, much of the land sat vacant. Only recently did Oakford Estate emerge—but without the vibrant mixed-use precinct originally promised.

*The consequences:*

- Housing delayed for decades.
- Infrastructure planning left in limbo.
- Lost opportunities for thriving local business hubs.

*Vacant Land and Rating Policy Questions*

BVH acknowledges that the City of Victor Harbor currently applies a higher differential rate to vacant land to discourage land banking in residential zones. However, it's not clear whether this policy extends beyond residential zones to include vacant industrial, commercial, or retail-zoned land.

*BVH's Specific Asks:*

- Council should clarify whether the current vacant land differential rate applies only to residential-zoned land, or whether it can also be imposed on vacant industrial and commercial sites.






- Consider expanding differential rating to vacant industrial, commercial, or retail land in designated growth areas. A targeted approach—not a blanket policy—could encourage development in key precincts without unfairly burdening legitimate long-term landholders.
- Mandate detailed staging plans linked to infrastructure timelines for large landholders.
- Implement enforceable "use-it-or-lose-it" provisions for rezoned land to deter speculation.
- Publish annual reports tracking:
    - Land supply.
    - Development progress.
    - Reasons for delays.

## 3. Infrastructure – The Foundation of Everything

Victor Harbor Road already handles 10,000 vehicles daily (DIT Traffic Data, 2022)—a figure that surges by 50% during peak seasons.

Stormwater systems in older catchments lack capacity for denser developments. Equally critical is the sewage treatment plant's capacity to handle another 8,000 residents.

Mount Barker offers a stark warning:

- A population surge from ~13,700 to over 23,000 between 2010–2021 (68% growth).
- Emergency $9 million sewer upgrades.
- A proposed $100 million expansion still unfunded.

Business SA estimates that delays in critical infrastructure projects can add 15–20% to eventual costs due to inflation and escalation.

*BVH's Specific Asks:*

- Develop a detailed Infrastructure Staging and Funding Plan within 12 months, including:
    - Cost breakdowns.
    - Timelines.
    - Developer contributions versus public funding.
- Disclose sewage treatment capacity under both UGMS scenarios, and clarify funding plans for necessary upgrades.
- Ensure digital infrastructure is treated as core utility infrastructure.

- Continue detailed infrastructure investigations in the Priority Growth Area.
- Explore bold, long-term solutions to overcome Victor Harbor's fundamental connectivity challenges, including the possibility of duplicating or considering road tunnels between McLaren Vale and Victor Harbor, to provide the region with the same type of major highway or freeway connections that underpin growth in other major regional towns such as Mount Barker, Murray Bridge, Port Pirie, Port Augusta, Whyalla, Port Lincoln, the Riverland, and the South East.

## 4. No Internet? No Business.

Digital connectivity is now as crucial as roads or water. The ABS reports 83% of regional businesses depend on digital tools (ABS, 2021), yet black spots persist across Victor Harbor's outskirts.

*BVH's Specific Asks:*

- Recognise digital infrastructure as essential infrastructure.
- Actively secure funding through programs like the Regional Connectivity Program.

## 5. Keeping Victor Harbor Employed and Supporting Working Families

Tourism contributes over $160 million annually (Tourism Research Australia, 2023). Yet businesses face obstacles:

- Rising commercial rents.
- Limited affordable industrial and retail spaces.
- Soaring freight costs.

A key factor in ensuring a balanced economy is making Victor Harbor more than just a "dormitory" town, where people only sleep but commute elsewhere for work. Without local job opportunities, neighbourhood services, and family-friendly infrastructure, we risk becoming a residential hub with few economic drivers.

*Childcare as Economic Infrastructure*

Childcare isn't just a social service; it's a cornerstone of economic development. Accessible, affordable childcare allows working parents to participate fully in the workforce, attracting young professionals and helping local businesses thrive.

*Smaller Retail Precincts & Local Services*

BVH strongly supports the development of smaller neighbourhood shopping precincts as Victor Harbor grows. These precincts should include essential services like small-format supermarkets, food outlets, and daily needs stores, ensuring that new residential areas remain well-served without drawing business away from the established CBD. Large hospitality venues such as taverns or big-box retail centres should remain focused around the town centre to prevent the dilution of commercial activity and avoid the issues seen in other regional towns where retail spread leads to business closures in core precincts.

*Reinvigorating Existing Housing Stock*

A further challenge in housing affordability and urban renewal is the under-utilisation of older housing stock. BVH notes that under the former Commonwealth-State Housing Agreement (CSHA), incentives were offered for first-home buyers purchasing existing dwellings, rather than just new builds. This policy successfully encouraged turnover of older housing, stimulating renovations and local trades like construction, plumbing, electrical, and landscaping.

BVH believes similar incentives could play a critical role in Victor Harbor, allowing younger buyers to enter the market and helping ensure older housing stock does not stagnate while new estates dominate future supply.

*BVH's Specific Asks:*

- Prioritise childcare facilities in all new development plans to support working families.
- Ensure zoning and infrastructure planning includes provisions for early childhood education centres.
- Work with state and federal programs to secure funding for new childcare facilities as part of growth initiatives.
- Encourage the implementation of an "out-of-centres" policy focusing growth within and around the CBD to avoid splitting the town's commercial base.
- Support the creation of smaller neighbourhood shopping precincts with small-format supermarkets and daily essential services, while keeping major hospitality and large retail facilities concentrated in the CBD.
- Advocate for policies—similar to the former Commonwealth-State Housing Agreement—that provide grants or stamp duty exemptions to first-home buyers purchasing existing homes. This would encourage turnover of older housing stock, support affordability, and stimulate local trades and small business.
- Be proactive in attracting younger generations to live, work, and invest in Victor Harbor, ensuring a sustainable local workforce and vibrant community life.

## 6. Protecting Freight and Regional Links: Keeping Victor Harbor the Heart of the Fleurieu

Freight corridors keep Victor Harbor's economy moving and ensure we remain the thriving centre of the Fleurieu Peninsula. Currently, heavy freight movement is restricted in Victor Harbor, which can limit the efficiency of regional logistics and impact local businesses that rely on timely deliveries.

*BVH's Specific Asks:*

- Reevaluate current restrictions on heavy freight to ensure efficient regional logistics while maintaining safety and infrastructure integrity.
- Identify and protect key freight corridors before new residential developments encroach on these routes.
- Integrate freight planning into all urban expansion decisions to support local industry and maintain Victor Harbor's role as a central hub for the region.
- Recognize that proposals such as the Sellicks Hill/Myponga road corridor may further exacerbate freight challenges for Victor Harbor, particularly if Hindmarsh Tiers Road is part of the State's plan. Feedback from freight operators—including the SA Road Transport Association—highlights concerns that:
    - Heavy vehicles and tourists mixing on the same single-lane roads between McLaren Vale and Victor Harbor is unsafe.
    - High costs of acquiring prime agricultural land would strain government budgets.
    - Agriculture—including producers like Fleurieu Milk—could suffer significant impacts.
    - Environmental and community concerns are high.
    - New corridors may fail to solve freight cost constraints for Victor Harbor.

## 7B. Waitpinga Road: Growth with the Right Balance

BVH supports the UGMS vision for Waitpinga Road as a local commercial centre (UGMS, p. 48).

**BVH's Specific Asks:**

- Zone the area for essential services and modest retail, like supermarkets and food outlets.

- Avoid placing large hospitality venues like hotels or taverns in this precinct, which are better suited to the town centre.
- BVH supports commercial zoning for essential services to support future residential growth—but only if it avoids out-of-centres developments that strip business and jobs from Victor Harbor's CBD, as witnessed in other regional towns across South Australia.

## 8. Housing that Works for Everyone

Housing affordability is reaching crisis levels:

- Median prices have jumped from ~$340,000 in 2019 to over $510,000 in 2024—a 50% increase (CoreLogic, 2024).
- Vacancy rates sit under 1.5% (REISA, 2024).

Retirement villages serve a purpose but shouldn't dominate the market. Families and workers also deserve a future here.

*"Picture a Victor Harbor where a young family can afford a house with space for kids and a dog. Where tourists spend money in local shops instead of sitting in traffic. Where businesses thrive—and so does our lifestyle."*

*BVH's Specific Asks:*

- Demand diverse housing in all new developments:
  - Detached homes with yard space.
  - Affordable townhouses for first-home buyers.
  - Balanced medium-density—but not overwhelmingly dominant.
- Keep any one housing type under 40% of new builds.
- Limit clustering of retirement villages in single areas.
- Enforce development timeframes to curb speculative holding.

## 9. Keeping Victor Harbor Beautiful

The UGMS recognizes Victor Harbor's scenic value (UGMS, p. 47). That's not just aesthetic—it's economic:

- 62% of Fleurieu visitors cite nature as their top reason to visit (Tourism Research Australia, 2023).

*BVH's Specific Asks:*

- Maintain strong design standards to keep development sympathetic to local character.
- Encourage modern architecture that fits seamlessly into local streetscapes.
- Streamline approvals for adaptive reuse of heritage buildings.
- Clarify how biodiversity credit schemes or a Native Vegetation Credit Register will work so businesses know their obligations and opportunities.

## 10. Sustainability that Businesses Can Afford

- 78% of regional businesses support sustainability goals.
- Yet 42% cite cost as the main barrier (Business SA, 2022).

*BVH's Specific Asks:*

- Match sustainability standards to project scale.
- Introduce real incentives—rebates, faster approvals—to help businesses go green.
- Partner with businesses and their supply chains to create practical sustainability pathways tailored to the region.
- Develop a collaborative Fleurieu regional approach to establish South Australia's first Regional Circular Economy Hub, inspired by examples such as Bega's Regional Circularity Cooperative Limited in NSW. BVH has already established the Greater Fleurieu Circular Economy Collaborative Working Group to explore this transformative opportunity.

## 11. Keep Consultation Clear and Frequent

BVH recognises and appreciates Council's openness in the UGMS process. That transparency must continue.

*BVH's Specific Asks:*

- Publish plain-language quarterly updates on UGMS progress and what's changing.
- Involve business groups early to ensure practical policy-making.
- Provide clarity on gateway policies to preserve town identity while allowing modern branding.

- Ensure infrastructure can handle major festivals and events that power our local economy.

## BVH: A Partner for Solutions

BVH isn't just raising concerns. We're ready to help craft solutions. We bring business insights and community knowledge that can turn vision into reality.

*Let's Keep Victor Harbor... Victor Harbor*

This isn't just a planning decision. It's about ensuring Victor Harbor grows in a way that keeps its unique character, rather than following the path of rapid growth seen in places like Mount Barker.

Growth isn't only about new houses. It's about:

- Local jobs.
- Families finding homes they can afford.
- Landscapes that still look like Victor Harbor.
- Businesses thriving so the community can thrive too.

Council has the chance to write the next chapter of Victor Harbor's story. Let's make sure it's one of balance, prosperity, and the lifestyle we all love. BVH stands ready to help.

Yours in partnership for Victor Harbor's future,

[redacted]
Business Victor Harbor
[redacted]

[redacted]
Business Victor Harbor
[redacted]

[redacted]
Business Victor Harbor
[redacted]

[redacted]
Business Victor Harbor
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OFFICIAL

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21 July 2025

Mr David Read
Strategic & Policy Planner
City of Victor Harbor

By email: dread@victor.sa.gov.au

Dear Mr Read

Thank you for inviting the Department for Housing and Urban Development (the Department) to comment on the Updated Victor Harbor Urban Growth Management Strategy (UGMS) 2050. Apologies for the delay in responding.

I commend council for being proactive in planning for the growth of your community. As you have previously acknowledged, drafting of the UGMS had commenced prior to the final Greater Adelaide Regional Plan (GARP), released in March. As such, a review of the UGMS has found some misalignment between the GARP and UGMS, namely:

- Different population projections and housing targets used
- Land identified as Future Employment in GARP on Victor Harbor Road has not reflected in the UGMS.
- Sites identified in the GARP as Future Greenfield Growth Area on Waterport Road and other smaller sites nearby have not been reflected in the UGMS.

Based on previous discussions with council that the growth strategy is primarily focused on those future urban lands (such as existing deferred urban) that were already identified prior to the release of GARP. Department would like to work with Victor Harbor Council on future updates to the Growth Management Strategy, to ensure greater alignment with GARP, particularly the longer-term growth areas and long-term strategic objectives identified within it.

Thank you for the opportunity to review and provide feedback on this important Council strategic document. We look forward to continuing this work through the development of local housing strategies and the progression of other actions identified within the Greater Adelaide Regional Plan.

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If you have any further questions, please do not hesitate to contact [redacted], [redacted] – [redacted] at [redacted].

Yours sincerely

[redacted]

[redacted]

ENCOUNTER LUTHERAN COLLEGE

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18 July 2025

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Email – localgov@victor.sa.gov.au

To whom it may concern,

**Re: Encounter Lutheran College response to City of Victor Harbor Draft Urban Growth Management Strategy 2050 (UGMS)**

This letter has been prepared in response to the Victor Harbor Urban Growth Management Strategy 2050 (UGMS), which was recently updated following feedback received during the community consultation process.

This letter specifically addresses the strategic directions proposed for land owned and controlled by Encounter Lutheran College (the 'College') including its existing campus at 64 Adelaide Road, Hayborough, as well as undeveloped land to the immediate north of the campus at Lot 10 Adelaide Road, Hindmarsh Valley.

The views expressed herein represent the position of the Encounter Lutheran College Board. We strongly believe that land under the control and ownership of the College should be designated for future community facility uses, with the exception of the northern portion of Lot 10, which we propose be reserved for potential future commercial use to support projected population growth in the region as well as the planned expansion of employment related land uses in the immediate locality.

The opinions expressed within this submission have been informed by the current zoning and policy framework applying to the land pursuant to the Planning and Design Code (Version 2025.12 dated 3 July 2025), the Draft UGMS 2050 dated September 2024, the Engagement Summary report on the UGMS 2050 (Draft UGMS phase two engagement), the Draft UGMS 2050 dated June 2025 as well as the strategic directions set out within the recently released Greater Adelaide Regional Plan (the 'GARP').

**1.0 Background & Context**

All land under the ownership and control of the College is illustrated in ***Figure 1*** over-page.

Established in 2001, Encounter Lutheran College operates from 64 Adelaide Road, Hayborough. Our campus has a frontage to Strawberry Hill Road to the north and Adelaide Road to the west. The College is located within the 'Suburban Neighbourhood Zone' of the Planning and Design Code.

The College is an active and engaged member of the community, and contributes significantly to the wider Victor Harbor City Council, delivering private educational services to families of Victor Harbor and the broader Fleurieu Peninsula region. The College provides educational services to children of all age cohorts including Early Learning, Primary and Secondary school students.

To address significant growth in demand for educational services, the College has employed 80 additional staff over a 12-year period, and our existing campus ground is now approaching full capacity.

In response to this growing demand, the College more recently purchased Lot 10 Adelaide Road, Hindmarsh Valley, which is a significant 28.9 hectare (approx.) land parcel located directly north of our existing campus, over Strawberry Hill Road. Lot 10 has a frontage to Strawberry Hill Road (south), Waterport Road (east) and Adelaide Road (west), offering strategic connectivity and expansion potential.

Whilst Lot 10 Adelaide Road, Hindmarsh Valley is located entirely within the 'Rural Zone', it is the Colleges intention to pursue a land rezoning to accommodate the logical expansion of our existing campus to support growing demand in educational services within the region.

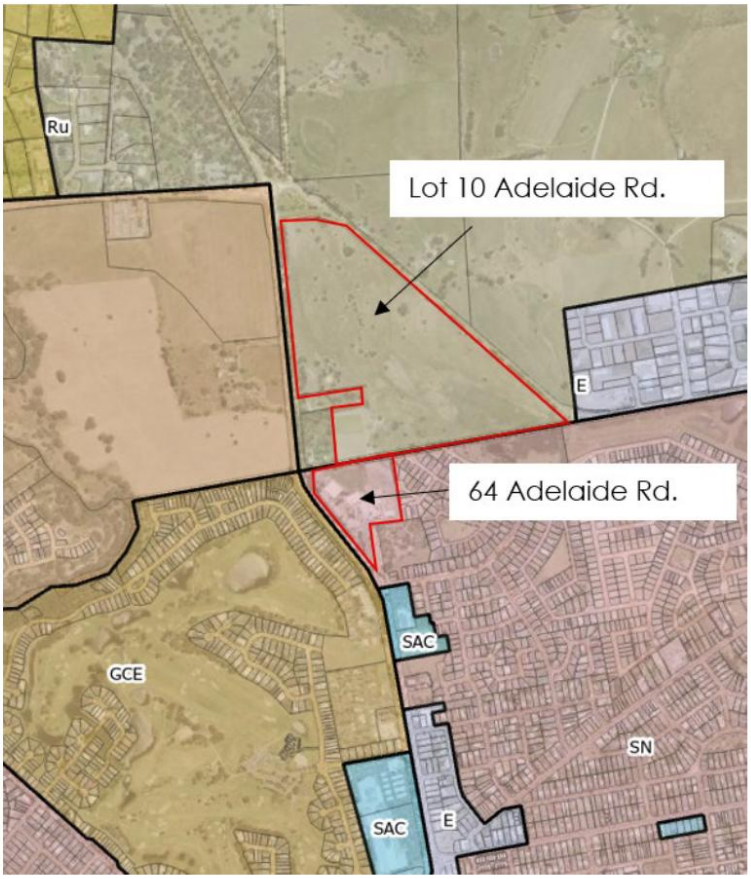



*Figure 1 – College Land and Existing Zoning*

**2.0 The Greater Adelaide Regional Plan**

The Greater Adelaide Regional Plan (GARP) provides a long-term strategic blueprint to guide urban growth and development across the Greater Adelaide region, through to 2055. Amongst other things, the GARP sets short, medium and long term targets in relation to population growth and the provision of social infrastructure (such as schools) to support this growth.

To support population projections, the GARP forecasts an estimated additional yield of approximately 6,600 dwellings within the Victor Harbor region, including *'greenfield sub-areas'* adjacent Encounter Bay, along portion of the Inman Valley Road and between Greenhills Road and Victor Harbor Roads. In addition, the GARP also forecasts the provision of an additional 3,200 dwellings near Goolwa and Middleton.

Within the GARP, our existing campus is situated within an *'Existing Township'* (being land where residential development is the predominant focus); with Lot 10 identified as a *'Future Greenfield Growth Area'*, situated within the urban growth boundary and outside of the Environment and Food Protection Area (EFPA).

***Figure 2*** illustrates the location of land under the ownership and control of the College, relative to planned urban growth areas.

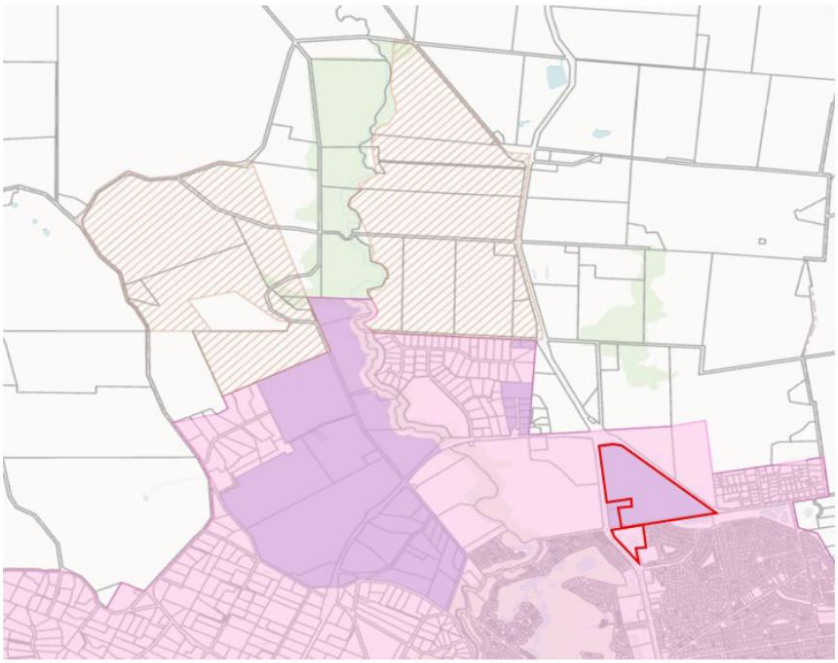



*Figure 2 – College Land relative to Greenfield Growth Areas (Source: GARP)*

We understand that the GARP does not provide a succinct definition of the term 'Future Greenfield Growth Area'. However, further to our discussion with Grant Croft (Acting Manager, Greater Adelaide Regional Plan, Department for Housing and Urban Development) we understand the term refers to undeveloped or largely undeveloped land identified on the urban fringe or in township settings that are strategically suitable for future urban development, which could include a range of supporting activities including activity centres, schools, open space and other important functions.

This is further emphasised within the GARP itself which notes the importance of social infrastructure (including schools) to support growing communities. In particular, Social Infrastructure Strategic Objective 4 seeks to *"facilitate the expansion of existing education facilities and the establishment of new education hubs to support lifelong learning in established areas and new growth areas, to accommodate future demand."*

**3.0 The Victor Harbor Urban Growth Management Strategy**

In October 2024, Victor Harbor Council released the first draft Urban Growth Management Strategy (UGMS) for community feedback. The 2024 UGMS identified our existing campus grounds (64 Adelaide Road) together with a significant portion of Lot 10 for future rezoning to the Community Facilities Zone. The northern portion of Lot 10 was identified for future commercial development and specifically, the establishment of a 'Secondary Centre' to support the established and growing community.

The spatial application of the Community Facilities Zone and future commercial land (Secondary Centre) was informed by the Council's Community Plan, and the following Strategic Principles:

- **Principle 2** – Our economy is productive, prosperous and attracts investment.
- **Principle 3** – Services and Infrastructure meeting demand and are reliable and efficient.

In support of Principle 2, the 2024 UGMS noted the importance of allocating sufficient land *"to allow for the expansion of existing businesses and the establishment of new businesses across numerous sectors"*. Similarly, Principle 3 aimed to ensure that adequate services are available to support population growth.

The following 'Actions' from the 2024 UGMS were directly or indirectly applicable to the College:

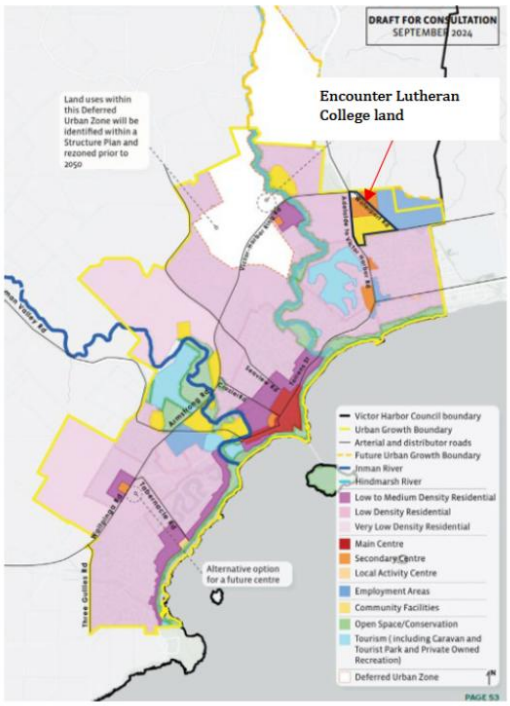
> ***3.1.2 Protect existing community facilities and facilitate their expansion by rezoning land to support these uses shown on Map 5.***
>
> ***3.1.5 Advocate for the additional provision of primary and secondary schools, hospitals, an urgent care clinic or similar, aged care and emergency services (ongoing priority)***

While the College was broadly supportive of the strategic directions outlined in the 2024 UGMS (as confirmed in our written submission), we do not support the revised 2025 version of the UGMS, which now:

1. Proposes to remove the spatial application of land for Community Facility uses or the 'Community Facilities Zone' from all land owned by the College; and
2. No longer proposes commercial uses across the northern portion of Lot 10 Adelaide Road.

***Figure 3*** provides a visual comparison of the significant shift in strategic direction between the original and revised 2050 Structure Plans contained within the UGMS:

**2024 UGMS Structure Plan**




**2025 UGMS Structure Plan**

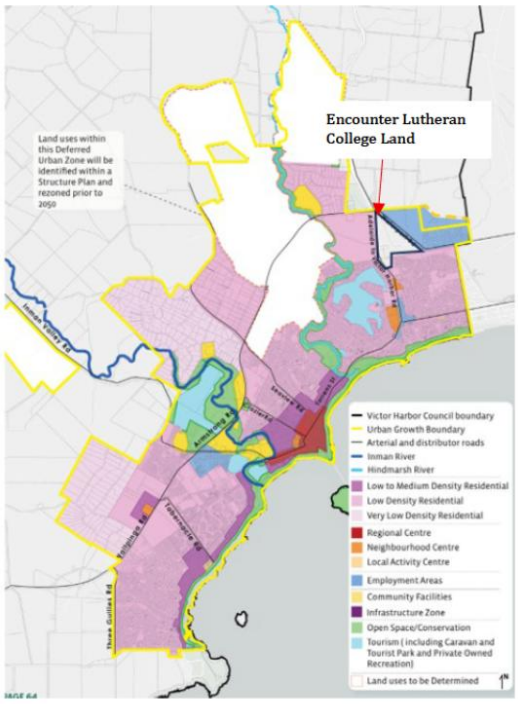



*Figure 3 – 2024 & 2025 UGMS Structure Plan Comparison*

As illustrated, the revised Structure Plan doesn't provide any strategic direction for land owned by the College, either in relation to future expansion of the College (educational establishment), or for any other purpose.

In our view, the revised UGMS and the outcomes of the community consultation process offer very little justification for this significant shift in strategic direction. For example, the Engagement Summary indicates that only two (2) landowners within areas earmarked for rezoning to the Community Facilities Zone opposed the change. Encounter Lutheran College represents the families of over 830 students, and given anticipated population growth of future families moving to the region who will require access to quality educational facilities. In our opinion, the voice of the College should be carefully considered and given significant weight, given the vital role we play in delivering essential educational services to a growing community.

The Engagement Summary identified twelve (12) people in support of the commercial use of the northern end of Lot 10, and ten (10) people in opposition. In addition, opposition was noted from community members attending Community Open Days, with concerns raised about parking and traffic sightlines along Waterport Road. Despite these mixed views, the limited response rate suggests that the feedback may not be representative of the broader community. Further, concerns related to traffic and parking are design considerations and should not be used to guide strategic decisions regarding future land rezoning and the long-term needs of the wider community.

**4.0 Recommended Amendments to the UGMS**

*Encounter Lutheran College does not support the revised (2025) version of the UGMS, which completely excludes all land under the ownership and control of the College.*

Instead, we respectfully request the Council considers further revisions to the UGMS to:

1. Support the ongoing use of 64 Adelaide Road as an educational facility;
2. Enable the logical and orderly expansion of our existing educational facility by designating the majority of Lot 10 for community facility-type uses or the Community Facilities Zone (which could include but is not limited to educational uses); and
3. Designate the northern end of Lot 10 for commercial purposes, such as a 'Local Activity Centre' or similar development.

These recommendations are broadly consistent with those presented in the 2024 UGMS, albeit with a smaller portion of Lot 10 allocated to future commercial uses. Our proposed land use arrangement is illustrated in ***Figure 4*** below.

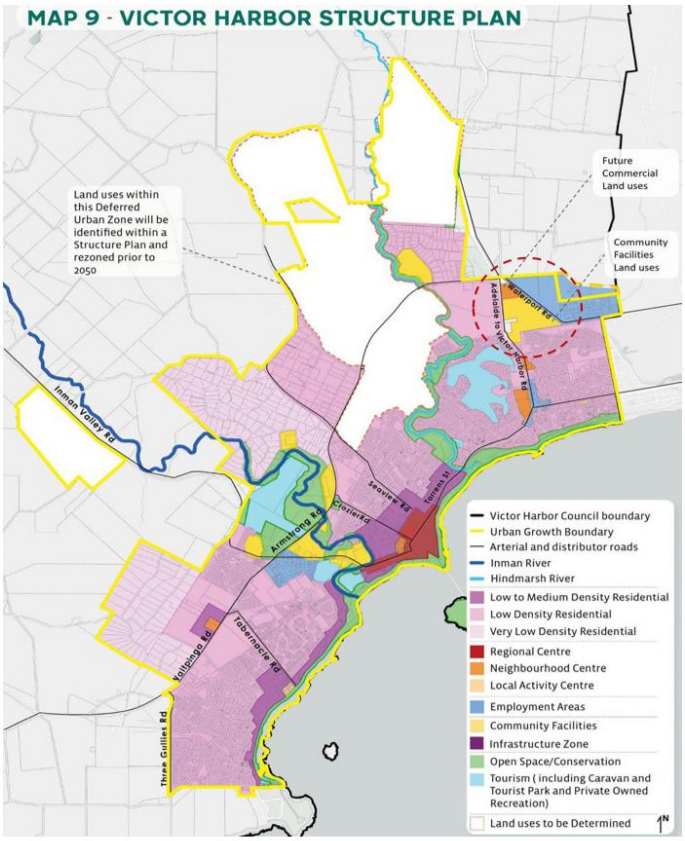



*Figure 4 – Suggested changes to UGMS Structure Plan*

Our reasons for recommending the above changes to the UGMS are outlined and addressed below.

***4.1 Strategic Alignment with GARP***

While the UGMS claims to be informed by the strategic directions of the Greater Adelaide Regional Plan (GARP), the revised 2025 Strategy doesn't acknowledge any of the land owned and controlled by Encounter Lutheran College, including our strategically located holding at Lot 10 Adelaide Road, Hindmarsh Valley. This omission is particularly concerning given that Lot 10 was purposefully acquired to support the future expansion of our existing campus and is ideally positioned to meet the educational infrastructure needs of a growing regional population.

This omission represents not only a missed opportunity but also a clear inconsistency with the strategic directions outlined in the GARP. The GARP explicitly identifies Lot 10 as a *Future Greenfield Growth Area* and separately emphasises the critical importance of delivering social infrastructure to support projected population growth within the Fleurieu Region.

The revised UGMS itself cites high population growth projections from the GARP, suggesting that Victor Harbor's population could increase by more than 19,000 people. It also acknowledges the need for Council to plan for housing, employment, services, and infrastructure to accommodate this growth.

The Social Infrastructure Objectives within the GARP also call for the identification and preservation of suitable land for social infrastructure, including its expansion. Similarly, Action 3.1D of the updated UGMS states that Council should act as an "*advocate for the additional provision of primary and secondary schools, tertiary education… to support the growing population and to attract and retain young people.*"

By removing College owned land from the UGMS, the revised strategy contradicts this stated action and risks undermining our ability to expand and meet future educational demand. This decision not only disregards the strategic intent of the GARP but also doesn't recognize the essential role Encounter Lutheran College plays in delivering educational services to a growing community.

The UGMS identifies approximately 24.6 hectares of land east of Lot 10 (on the opposite side of Waterport Road) for rezoning to support employment uses. Designating the northern portion of Lot 10 for commercial purposes (such as a Local Activity Centre) is directly aligned with GARP's strategic objectives for Greenfield and township development. Notably, Objective 4 of the GARP seeks the following outcome:

> "*Incorporate employment land and activity centres in new growth areas where required to ensure new communities have convenient access to everyday goods and services and local employment opportunities.*"

Conversely, failing to allocate sufficient land for commercial uses to support employment and residential growth will place additional pressure on the existing town centre.

For these reasons, the recommended changes shown in ***Figure 4*** are directly aligned with the strategic intent of the GARP. Specifically:

1. Applying the Community Facilities Zone to our existing campus reflects its long-standing use as an educational facility;
2. Designating the majority of Lot 10 for community facility uses supports the logical and orderly expansion of the campus in line with population growth and the GARP's Future Greenfield Development designation;
3. Lot 10 is located outside the Environment and Food Production Area (EFPA), making it highly suitable for rezoning and urban development; and

4. Establishing a small Activity Centre at the northern end of Lot 10 complements the proposed employment zoning of adjacent land and supports the creation of a well-serviced and well-connected community.

***4.2 Supports Gateway Development***

With respect to Lot 10, the revised UGMS seeks to maintain the status quo in relation to land use outcomes and zoning. The existing Rural Zoning which applies to this land primarily seeks to support primary production activities together with associated value adding, processing, warehousing and distribution.

At the same time, the UGMS proposes to apply the 'Gateway Overlay' to the entire frontage of Lot 10 along both Waterport Road and Adelaide Road (refer to ***Figure 5***). This overlay appears to acknowledge the allotment's strategic significance as a landmark site at the gateway to Victor Harbor. However, the form and type of development contemplated by the 'Rural Zone' is not conducive to achieving the high-quality design outcomes and built form presence envisioned by the Gateway Overlay. In contrast, allocating land fronting Waterport Road and Adelaide Road for community facilities and small-scale commercial land uses (such as smaller scale retail offerings) adjacent the Waterport Road / Adelaide Road junction would better align with Council's aspirations for this important entry 'gateway' into the city.




*Figure 5 – Proposed Gateway Overlay Location (Source: 2025 UGMS)*

***4.3 Management of Interface Impacts***

The UGMS 2025 proposes to rezone land immediately east of Lot 10 to facilitate the development of employment-generating uses. We understand that a future rezoning of this land would therefore likely involve the application of either the 'Employment Zone' or the 'Strategic Employment Zone'.

Both zones allow for a variety of commercial activities, including forms of industry that may generate emissions or other impacts that could negatively affect local amenity.

In addition to supporting the provision of essential social infrastructure, designating Lot 10 for community facility uses would enable future development that assists to manage interface impacts. For example, this could be achieved by locating less sensitive uses (such as sporting ovals and recreational facilities) along Waterport Road, thereby creating a buffer between more intensive employment uses to the east and more sensitive community uses to the west.

**5.0 Summary & Request**

Encounter Lutheran College does not support the revised 2025 Urban Growth Management Strategy (UGMS), which entirely omits recognition of land owned and controlled by the College. The Strategy doesn't adequately fulfil its stated objective to "*advocate for the additional provision of primary and secondary schools, tertiary education,*" and overlooks the pressing need for essential social infrastructure. With significant population growth projected for the region, the absence of planning for future educational facilities represents a critical gap in the UGMS's strategic framework and undermines its commitment to responsible and community-focused development.

The City of Victor Harbor's vision is to be "*a place of choice to live, invest and visit*", and education is a critical component of the infrastructure required to realise this vision.

The future sustainability and capacity of Encounter Lutheran College to thrive will directly support the objectives of the City of Victor Harbor, including those outlined in the UGMS. We view the College as a committed community partner, aligned with the Council's goals, albeit through a different lens. It is therefore disappointing that the revised UGMS doesn't acknowledge or incorporate land owned by the College, despite its clear relevance to the region's future infrastructure and service delivery needs.

While Encounter Lutheran College may be viewed as a single stakeholder, in reality we represent 830 students and their families, serving the interests of over 2,000 South Coast residents, the majority of whom reside within the City of Victor Harbor. We respectfully request that this submission be considered in that context, recognising the College's significant role in supporting the region's educational and social infrastructure.

In closing, we request that the UGMS is amended and updated to incorporate the following changes:

1. Apply the 'Community Facilities Zone' to our existing campus to reflect its long-standing use as an educational facility and ensure alignment with its current and future role in the region;
2. Designate the majority of Lot 10 Adelaide Road for community facility uses to support the logical and orderly expansion of the College in response to projected population growth, consistent with the Greater Adelaide Regional Plan's 'Future Growth Area' designation; and

Lutheran Education SA NT & WA

3. Allocate the northern portion of Lot 10 for future commercial uses to complement planned employment expansion to the east and accommodate anticipated population growth, enhancing the strategic value of this highly connected and strategic landmark site.

We thank you in anticipation of your favorable consideration of this submission. Please don't hesitate to contact me should you require any further information or clarification.

Sincerely

[redacted]

[redacted]

9 July 2025

To Whom It May Concern:

Please find following the written submission for [redacted] and [redacted]n in reply to the current draft of the Victor Harbor Urban Growth Management Strategy 2050.

**1) Employment Land**

- We remain supportive for the expansion of future employment land into our property, as identified in both the UGMS and the GARP.

- It would be good if Map 9 in the UGMS could be adjusted to reflect more accurately the new 'urban growth boundary' with one line removed and the 'dashed' line made solid (as identified in Diagram 1 below). I suspect this has been done for the area remaining in the EFPA, however it is my understanding that Employment Land, unlike Residential Land, can be developed within the EFPA, and Employment Land's removal from the EFPA is not required for a code amendment or development approval to take place. In the event a request was lodged for EFPA removal, for the relevant Employment Land area, I suspect the case would be stronger if this area was identified solidly within in the Urban Growth Boundary.

DIAGRAM 1: Map 9 Adjustment

**2) Hills Face Protection**

- We have no major objection to the Hills Face Protection on our property.
- We feel it important however that a topographic line is agreed to on our land before any plans are developed or protection is implemented. The existing line, as it applies to our land, appears to be reasonably generic.
- While not our land, we also believe the 'building envelope' on lot 5 and the title of Lot 2 (please refer to Diagram 2 below) should be omitted from future Hills Face Protection. I suspect developments will take place on this land prior to any implementation of this policy, but in the event this was not the case, it would seem fair and reasonable to provide some protection to these landowners, who purchased this land under existing conditions.

DIAGRAM 2: Lot 1 and Lot 5

**3) Gateway Overlay along Waterport Road**

- We have no major objection to the Gateway Overlay along Waterport Road and are supportive of the Gateway Overlays in general.

- In relation to the Gateway Overlay along Waterport Road it will be important that a commercial balance is struck between any future employment land area and any required/recommended green belts and planting requirements.

If you have any questions regarding our feedback please do not hesitate to get in touch.

All the best,

[redacted]

**Submission re Draft Urban Growth Management Strategy: The need for setback buffer zones**

Urban growth should be guided by thoughtful, forward-thinking planning, yet the development of Sea Scape along Waitpinga Road is a glaring example of development outpacing planning. Two houses have already sprung up within mere metres of this main arterial and distributor road—one of the busiest routes linking Victor Harbor and Cape Jervis. Freight vehicles, caravans, and cars stream past daily, yet there is **no appropriate buffer zone** to set back homes from this traffic corridor.

The VH Council's Draft Urban Growth Management Strategy Map 6 designates Waitpinga Road as a Regional Freight Route. This is a significant thoroughfare, yet planning documents show no evidence that space has been preserved, through designated setbacks, to protect residents from a major arterial route. The absence of a set-back (or buffer zone) along Waitpinga Road suggests that currently **development is outpacing proper planning**. It's essential that The Urban Growth Management Strategy develops set-back buffer zone policies, and prevents development from becoming an irreversible mistake. Once houses are built, there is **no room to correct this oversight as is evident in Sea Scape, along Waitpinga Road, where allowance has not been made for an appropriate set-back.**

Set-back buffer zones are not mere technicalities; they are essential safeguards. They provide environmental enhancement, noise mitigation, and—most importantly—safety for residents.

Specifically, the VH Council's Draft Urban Growth Management Strategy, needs to respond to the following actions or comments:

- In principle 3, action 3.7A (which refers to the Freight Route and seeks to ensure that the speed limit is retained), there is no reference to the needs of residents who live close to the Freight Route.

- Principle 3, needs to add a new action 3.7B stating that, as a high priority, set-back buffer zones be designated for major roads. Set-backs on major roads provide buffer zones that create a physical distance between roads and housing. This is a safety feature providing a physical barrier in case of accidents. Set-backs also create space for green buffer zones that offer environmental benefits, such as supporting biodiversity and reducing heat-island effects, as well as enhancing the visual appeal of a community. Further, set-backs enable space for future road widening.

- In principle 4, action 4.3B, needs to include road set-back buffer zones as potential offset land that may generate significant environmental benefit credits re the Native Vegetation Credit Register.

- In principle 5, action 5.3A, needs to add an additional dot point: to apply the Gateway Overlay to Waitpinga Road, as it is a very scenic entry to Victor Harbor.

Set-back buffer zones along the road sides will enhance this scenic entry to Victor Harbor.

- Principle 5, action 5.3A, needs to also include the application of set-back buffer zones as an essential part of the Gateway Overlay to all roads leading into Victor Harbor, including Waitpinga Road which carries tourists entering Victor Harbor from Kangaroo Island and is a road of high scenic value.

  The notes to this action state principles for areas of high-scenic value. These principles should also refer to the need to create planning controls relating to fencing along major roads; specifically, there should be controls against colourbond fences that create 'colourbond tunnels' not in keeping with the Gateway Overlay.

Victor Harbor's Urban Growth Management Strategy has a unique opportunity to enhance Victor Harbor to be a place of choice for people of all ages to live, raise families, work and retire as well as retaining the accolade as the most popular tourist town in South Australia.

[redacted]

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# Native Vegetation Council

81-95 Waymouth Street
Adelaide SA 5000

GPO Box 1047
Adelaide SA 5001

Ph| 08 8303 9777

nvc@sa.gov.au

Contact: [redacted]
Telephone: 08 8303 9777

2 July 2025

City of Victor Harbor
PO Box 11
Victor Harbor SA 5211
Email: localgov@victor.sa.gov.au

Dear UGMS Project Team,

Thank you for the opportunity to review the revised draft City of Victor Harbor Urban Growth Management Strategy.

The Native Vegetation Council (Council) is an independent statutory body established under the *Native Vegetation Act 1991* (NV Act). Its functions include keeping the condition of native vegetation in the State under review and advising in relation to the preservation, enhancement and management of existing native vegetation. Further functions involve encouraging the re-establishment of native vegetation and research, considering applications to clear native vegetation, determining offsets, and enforcing compliance with the NV Act.

The Council supports all changes actioned by the UGM Project Team in response to previous feedback, highlighting the following objectives:

- Objective 4.1A: Establish key wildlife corridors to improve linkages between green spaces, particularly an east to west corridor that can link the Hindmarsh and Inman Rivers,
- Objective 4.1B: Review environmental protections within the Planning and Design Code and Council's bylaws to ensure that they assist the delivery of the Environmental Management Plan and the Biodiversity and Natural Assets Management Plan
- Objective 4.1C: Set a tree canopy and green space target for the Victor Harbor urban area (defined by the urban growth boundary)
- Objective 4.1E: Identify opportunities for Native Vegetation Agreements to protect biodiversity on Council Land
- Objective 4.3B: Investigate areas for potential off-set/land that may generate significant environment benefit credits and nominate them on the Native Vegetations Credit Register

In particular, the Council welcomes the inclusion of Objective 4.1E. It is a brilliant addition that enhances the City of Victor Harbor's strategy for protecting and enhancing the environment. The Council encourages the City of Victor Harbor to contact the Department for Environment and Water's Native Vegetation Branch if assistance is required to identify appropriate land for protection.

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The Council notes the omission of previous feedback, including:

- The City of Victor Harbor is encouraged to apply the Mitigation Hierarchy (avoid, minimise, rehabilitate/restore, offset) to reduce threats to biodiversity, particularly in relation to current or proposed future growth areas.
- The inclusion of a 'nature positive' target for Victor Harbor. This would mean that the quantity and quality of native vegetation across the City of Victor Harbor should be back to 2020 levels by 2030, and 'fully recovered' by 2050.
- It is unclear from the current draft which actions are directly related to Objective 4.2.

The Council provides the following additional comments:

- The removal of native vegetation poses a greater threat to regional biodiversity than the removal on introduced species. As such, the protection of native vegetation must be prioritised. The Council's previous submission recommended using 'native vegetation' rather than 'vegetation' whenever appropriate. This was, in part, a request designed to prioritise native vegetation when considering biodiversity outcomes. It is encouraging to see that this suggested change has been actioned in some places. Yet there are some places where 'vegetation' remains. The Council recommends using 'native vegetation' rather than 'vegetation' when detailing "clearance" (see objective 4.2), intentions to "protect" (see objective 4.7B) or 'Unit Biodiversity Scores (see page 73).

- A correction is required to the Strategy's current definition of "Unit Biodiversity Score" as it implies that the Department of Environment and Water "evaluates the benefit of retaining or clearing an area of vegetation". It is in fact, the Council that considers the unit biodiversity score when determining whether to approve a request for native vegetation clearance. The Council strongly encourages updating the definition of "Unit Biodiversity Score" to ensure greater accuracy.

- As previously noted, Objective 4.1E identifies the City of Victor Harbor's intent to identify opportunities for Native Vegetation Agreements to protect biodiversity. For accuracy, the Council recommends using 'Native Vegetation Heritage Agreements' rather than 'Native Vegetation Agreements'.

The Council encourages the City of Victor Harbor to continue working with the Department for Environment and Water's Native Vegetation Branch. This partnership generates opportunities for the joint review of all land within current council boundaries, flagging areas for potential protection through Native Vegetation Heritage Agreements. Continued partnership also provides opportunities to identify native species for inclusion on the City of Victor Harbor's *Street Tree Species List*.

Thank you again for the opportunity to provide comments on revised draft Strategy. If you have any questions about this submission, please contact Ms Jannah Wilson, Policy Officer, on telephone number (08) 8303 9777 or email nvc@sa.gov.au.

Yours sincerely

[redacted]

[redacted]

[redacted]

**NATIVE VEGETATION COUNCIL**

**From:** [redacted]
**To:** David Read; City of Victor Harbor
**Subject:** IREC40235225 - SM18.20.030 - Re: Victor Harbor Urban Growth Management Strategy 2050 (UGMS) - Consultation (extended to 21 July 2025)
**Date:** Tuesday, 22 July 2025 10:47:28 AM
**Attachments:** covh_logo_rgb_4817ac2f-a8c9-4bb1-9d7a-1ed0de5e99aa.png
vv2025_7f0a9b8b-84e1-46ed-a17e-664ccb130bc2.png

Hi David, please excuse my lateness in reply. It is an extensive draft to read and summarise. Hopefully my submission can be taken onboard. The feedback below isn't new or groundbreaking; it is mainly how I see the potential for Victor Harbor to evolve into a well-connected regional city. I have emphasised the key areas of the draft I like to see prioritised.

Regards[redacted].

UGMS Feedback Submission

Respondent: [redacted]
Areas of Interest: Urban Design & Planning, Active Transport, Climate-Responsive Infrastructure, Community Engagement

**Summary of Feedback**

The Draft UGMS 17.0 presents a strong framework for guiding Victor Harbor's growth to 2050. It reflects genuine community consultation and integrates key themes of sustainability, staged growth, and resilience. The strategy outlines a vision that is well aligned with the region's values.

Several areas would benefit from further emphasis and early prioritisation—particularly around reducing urban sprawl, focusing investment in existing urban centres, enhancing green transport networks, and embedding climate adaptation strategies into infrastructure planning.

**Considerations & Key Feedback**

**1. Urban Containment & Renewal**

Support: Continued commitment to precinct staging and limiting outward expansion is essential.

Feedback:

- The UGMS should elevate urban consolidation by prioritising infill development and the revitalisation of existing commercial and residential nodes.
- Incentives for mixed-use and medium-density housing in core urban areas (e.g., near Ocean St, Maude St, Victoria St and other Primary Roads, community precincts, and existing bus routes) could reduce dependency on fringe expansion.
- Avoiding greenfield sprawl reduces infrastructure costs, traffic load, and emissions—particularly in a climate-constrained future.
- Enhance existing council and private building asset renewal programs. Incentivise potential tenants to active spaces and buildings to create longer term business outcomes and revitalise existing commercial precincts. (Eg. Renew Adelaide concept.)

**2. Connected Communities & Green Transportation**

Support: Stronger attention to walking and cycling infrastructure in precinct planning.

Feedback:

- Active transport corridors should be treated as core infrastructure, not amenities. Prioritise early delivery of separated cycling and walking routes in each precinct's infrastructure sequencing.

- Integrate safe routes to schools in staging plans, especially with youth populations forecasted in Precinct A and future developments.
- Develop a cohesive cycling network that connects key community nodes: schools, shops, healthcare, transport stops, and recreational trails.
- Consider implementing a Victor Harbor Bike Bus Network, drawing from successful pilot efforts at Port Elliot Primary School and presented at the Youth Climate Summit.

**3. Green Corridors & Ecological Infrastructure**

Support: The UGMS's focus on protecting biodiversity, waterways, and integrating water-sensitive design.

Feedback:

- Enhance the concept of linear green corridors that serve dual functions: biodiversity protection and active transport routes.
- Include ecological trail networks in the staging maps, with native vegetation buffers and stormwater filtration infrastructure.
- Engage local groups in the co-design and maintenance of green transport and recreation spaces.

**4. Adaptation to Climate Risk**

Support: Recognition of coastal vulnerability and importance of resilient infrastructure.

Feedback:

- Prioritise climate adaptation strategies such as shading, tree canopy expansion, permeable surfaces, and stormwater reuse in all precinct designs.
- Embed climate risk analysis into land release schedules—precincts more exposed to flood, bushfire, or erosion risk should be deprioritised or redesigned.
- Include cool corridors (shaded pedestrian and cycle paths) within growth areas to mitigate heat and enhance wellbeing.

**5. Youth Infrastructure & Community Hubs**

Support: Scheduling of new community facilities in growth areas.

Feedback:

- Plan for multi-functional youth spaces early in precinct development: e.g., bike hubs, outdoor venues and sporting spaces, repair workshops and professional development & community sustainable and activity events.
- Leverage existing programs to activate new infrastructure through youth-led maintenance and community engagement initiatives.

**Summary Recommendations**

1. **Reinforce growth within existing urban boundaries**, not just through sequencing but by actively enabling renewal.
2. **Invest early in green transport networks** that connect homes to services—bikes, walking, and transit should guide growth, not follow it.
3. **Use green corridors as structural elements**, not just buffers—integrate them into ecological and recreational planning.
4. **Ensure climate change adaptation is embedded**, with metrics tied to resilience, not just

growth.

5. **Enable local pilot projects**—youth programs, trail hubs, and community bike buses—to serve as models for scalable, place-based success.

On Wed, 9 Jul 2025 at 09:43, David Read <dread@victor.sa.gov.au> wrote:

Hi [redacted],

You may be interested in this project, as it considers the future growth of Victor Harbor to 2050.

In October 2024, the draft City of Victor Harbor Urban Growth Management Strategy was released for community feedback. Following this feedback, Council has made multiple improvements to the Strategy to ensure that our city remains a place of choice to live, work, invest and visit for our current and future community.

Before we finalise the Strategy, we would like to hear your feedback on these improvements. An updated draft Urban Growth Management Strategy has been released for a final round of community consultation.

A summary of what we heard from the community during the last round of consultation and the key changes made to the updated Strategy are provided on Council's Your Say Victor Harbor website or can be viewed in hard copy at the Civic Centre (1 Bay Road, Victor Harbor).

You can have your say by:

- **Completing a survey** before 5pm on Monday, 21 July 2025 either via:
  - Online at www.yoursay.victor.sa.gov.au/ugms
  - Hard copies available from the Civic Centre at 1 Bay Road, Victor Harbor
- **Making a written submission** and return it before 5pm on Monday, 21 July 2025 either via:
  - the online submission form
  - email to localgov@victor.sa.gov.au
  - post to City of Victor Harbor (UGMS Consultation), PO Box 11, Victor Harbor SA 5211
  -

**More information?**

A copy of the draft Urban Growth Management Strategy and supporting documents are available online or a hard copy can be collected from the City of Victor Harbor Civic Centre (1 Bay Road, Victor Harbor).

**David Read** | Strategic & Policy Planner

**City of Victor Harbor**
1 Bay Road, Victor Harbor SA 5211
**P** 85510536 | **M** 0421053116
**E** dread@victor.sa.gov.au | www.victor.sa.gov.au

VV 2025.png

***The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.***

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City of Victor Harbor (UGMS Consultation)
PO Box 11, Victor Harbor SA 5211 [Recipient Position/Title]

Via Email: localgov@victor.sa.gov.au

**21 July 2025**

To whom-so-ever-it-may-concern,

**Re: City of Victor Harbor UGMS**

Thank you for the opportunity to provide feedback on the draft City of Victor Harbor (CVH) Urban Growth Management Strategy (UGMS). Regional Development Australia Adelaide Hills, Fleurieu and Kangaroo Island (RDA AHFKI) mission is to lead, facilitate and collaborate to realise the region's economic potential. For this reason, we are particularly interested in providing feedback on the housing, economy, services and infrastructure components of the UGMS.

Before providing feedback on those specific areas, we offer a general note on population. Although the UGMS discusses state (GARP) and council population projections, there is no apparent acknowledgement or consideration of the total catchment population which is attracted to the CVH by its increasingly important role as the Fleurieu's retail and services centre. That catchment might extend from Normanville in the west, to Mount Compass in the north and Finnis to the east. That area includes the significant Goolwa growth area identified in the GARP.

**Housing**

There are some missed aspects and opportunities in this strategy including:

- There is an opportunity to collaborate with the South Australian government's Regional Key Worker Housing Scheme. This scheme builds new fit-for-purpose housing in key areas to attract and retain essential workers like teachers, health-care workers and police. In a recent meeting with the CEO of the Barossa Hills Fleurieu Local Health network, a lack of accommodation options for staff was identified as one of the organisations top issues. RDA AHFKI is a willing supporter and advocate to assist this scheme come to CVH.

- Housing diversity for stage of life is a strong point made in the strategy, with a focus on working-age population. However, there is a lack of consideration given to the important affordable housing and non-commercial housing (public and community).

PO Box 1171, Strathalbyn SA 5255
Phone: (08) 8536 9200 | Email: info@rdahc.com.au

Initiative of Government of South Australia

- In December 2022 4.2% of the CVH housing was listed on Stayz and AirBnB (ref; AirDNA). The growing popularity of short-stay accommodation has removed some of the long-term rental stock, placing upward pressure on house prices and decreasing the availability of housing for workers. Based on the importance of these impacts and the potential for local government to play a role in the availability of short-stay accommodation, it would seem reasonable for this issue to be addressed in the UGMS.

**Economy**

- The economy of CVH and the AHFKI region more broadly, is led by and highly reliant on population growth. For the CVH, Household Consumption of $883m makes up 56% of GRP Expenditure (ABS 2021 Census). It is highly likely population growth will continue to be a significant factor on the economic performance of CVH. For that reason, it is pertinent that the UGMS consider the needs of population services industries including location (access, exposure) and scale including suitability for big-box retail and home-maker style developments.

- Retail isn't mentioned in 2.2 despite being CVH's 2nd highest employer and the sector with the highest Location Quotient (specialisation). As the Fleurieu's retail centre, it is remarkable this sector isn't being addressed.

- Further, in the discussion on the CVH Regional Centre, there is mention that the centre doesn't necessarily need more land to accommodate growth because there is scope for 'greater utilisation' of existing retail spaces. The strategy doesn't expand on that point so it is left open as to what 'greater utilisation' means, how it is measured, evaluated and how can it be influenced if at all? This appears to be a major gap in the strategy.

- To the above points, in 2.2 the Blue Water Economy is primarily a part of the Tourism sector and could be replaced with Retail.

**Services and Infrastructure**

- RDA AHFKI has undertaken significant work on public transport. In a survey receiving over 2,000 responses, the lack of safe, sheltered bus stops was a common reason deterring patronage of public transport. Local government has a responsibility for bus stops and there is an opportunity for CVH to take a leadership position by providing lighting and safe pavements to help raise public transport patronage.

- On the topic of public transport, there should be consideration given to the future need for a Park n Ride that will support more regular future bus services between Adelaide and CVH. Consideration should be given to planning for the location of a Park n Ride in conjunction with Department of Infrastructure and Transport.

- RDA AHFKI is an advocate for the South Coast Freight Corridor and is very supportive of the focus on it in the strategy. The same route is also important for the south cost community generally, providing a critical duplicate/alternative transport route for locals and visitors, in particular in its role to provide greater road capacity during the busier summer months.

I trust the above feedback is welcomed and I look forward to seeing the completed strategy.

Regards,

[redacted]

[redacted]
Director of Regional Development



**From:** [redacted]
**To:** City of Victor Harbor
**Subject:** IREC40076925 - SM18.20.030 - Urban Growth Management Strategy feedback
**Date:** Wednesday, 2 July 2025 3:54:32 PM

To: Urban Growth Management Project Team.

Thank you for the opportunity to attend the recent Community Open day forum and congratulations on the work done to inform rate paying residents of the strategy being proposed.

While I endorse and understand the need to put in place stategies to create opportunities for young people and families to build or buy a home in Victor Harbor, I would like to feedback two areas of concern relating to the location of this initiative.

1. The proposed part location of the Deferred Urban Zone.
2. The smaller size of allotments in the Deferred Urban Zone

My concern relates to the deferred Urban Zone on the northern side of the ring road, being Waggon Road, currently a no through road.
I do not support any development on either side of Waggon Road, (on the northern side of the Victor Harbor Ring Road) as it should remain as Rural land use.

In factoring in the need for future housing, I would like to propose that the Victor Harbor Ring Road be used as a boundary, whereby the southern side of the(seaside) be allocated for residential housing and development, whilst the north side of the Victor Harbor Ring Road remain as is, and be the lungs of Victor Harbour.

This also would be in keeping with the current nature and character of the area, together with preserving the natural habitat and environment in this zone.

In the light of the Council wishing to reduce the median age of the area, can I suggest that there be no further “55 aged plus estates” approved and newly residential sized house blocks be larger, not smaller. That would encourage families to have a back yard for children.

I would also like to add that the approved smaller allotments at Oceane, being high density smaller allotments, is also out of character for this area.
Normally higher density allotments are found close to the central city hub and move to a larger sizes when further out from the central city hub, however this does not seem to be the case.
Hence my concern is that this potential pattern of smaller allotments could eventuate along Waggon Road as a duplicate of what is already evident and would be out of character with the area, particularly if a developer sees opportunity to assign more houses or government try to pressure Council on housing quotas.

Hence I do not support (1) Council reducing the extent of rural living areas which are being investigated for smaller allotment sizes and (2) only support Council focussing on the Southern side within the deferred Urban zone for housing, specifically being the Southside of Welch Road / Armstrong Road / the Ring Route / Waggon Road.

Thank you again for the opportunity to provide feedback as I appreciate this is not

an easy task.

I hope this feedback is considered in a positive, favourable and constructive manner, as we all desire to preserve and balance the beautiful area we all live in, whilst maintaining and supporting our rural farm land.

Regards,

[redacted]

Our Ref: REB Draft Victor Harbor Urban Growth

18 July 2025

City of Victor Harbor
PO Box 11
Victor Harbor SA 5211

*By Email Only: localgov@victor.sa.gov.au*

Dear Sir/Madam

**Draft Victor Harbor Urban Growth Management Strategy**

Thank you for providing the opportunity to SA Power Networks to comment on the above strategy consultation.

SA Power Networks may be impacted by proposed area growth in its capacity as operator of the State's electricity distribution network or, alternatively, as a landowner/occupier. Irrespective of the tenure arrangement, all of SA Power Networks' land interests will be directly related to the operation of the electricity distribution network.

It is not practical for SA Power Networks to review every consultation to the extent necessary to comment on its individual property ownerships/occupations or infrastructure impacts. Accordingly, this response has been prepared in most part to draw attention in a general way to the matters which SA Power Networks believes should be taken into consideration in progressing the proposal.

SA Power Networks notes our Victor Harbor Substation at 4 Day Road, Victor Harbor is located within a proposed future "Priority Growth Area". Consideration should be given to the fact that any development of land in close proximity to SA Power Networks infrastructure could be impacted by:

- security required to protect against unauthorised access. This will often necessitate fencing which does not accord either in height or nature with that in the general locality.
- noise and dust.
- the movement of vehicles (including heavy vehicles) at various times throughout the day and night (including weekends).
- building setbacks, building near power lines and vegetation clearances that are prescribed by the Electricity Act 1996.

SA Power Networks takes its obligations to meet future electricity demand very seriously. You will appreciate that *any* infill or green field development will necessarily require a corresponding upgrade of the electricity distribution network (which may involve the setting aside of land for a new substation).

SA Power Networks ABN 13 332 330 749 a partnership of: Spark Infrastructure SA (No.1) Pty Ltd ABN 54 091 142 380, Spark Infrastructure SA (No.2) Pty Ltd ABN 19 091 143 038, Spark Infrastructure SA (No.3) Pty Ltd ABN 50 091 142 362, each incorporated in Australia. CKI Utilities Development Limited ABN 65 090 718 880, PAI Utilities Development Limited ABN 82 090 718 951, each incorporated in The Bahamas.

Real Estate Branch
GPO Box 77 ADELAIDE SA 5001
1 Anzac Highway, Keswick SA 5035
T 0429 304 125 F 08 8404 5193
**www.sapowernetworks.com.au**

Prospective developers and those approving any development should give consideration to the current network capacity. Consideration should therefore be given to the long lead times in meeting any increased load demand, and the requirement for developers to contribute towards augmentation of the upstream electricity network along with funding direct costs associated with extension/connection of electrical infrastructure specifically for their development. Developers should contact SA Power Networks' Builders and Contractors line directly in this regard on phone number: 1300 650 014.

It is preferred that developers refer to the SA Power Networks Distribution Annual Planning Report for up to date augmentation information. This is a public report available at the following link,
http://www.sapowernetworks.com.au/centric/industry/our_network/annual_network_plans/distribution_annual_planning_report.jsp

If requiring further clarification or information, please do not hesitate to contact me further.

Yours sincerely,

[redacted]

[redacted]

Internal Use Only
www.sapowernetworks.com.au

Victor Harbor Council

1 Bay Road, Victor Harbor 5211

[redacted]

Dear Council,

It was with relief and gratitude that I received the notice that Council will not be going ahead with the rezoning of my property to Community Facilities.

I thank the Council for their decision.

In light of the changes to the draft 2 of the UGMS, I respectfully submit to Council that they consider extending the **Suburban Neighborhood** zone, whose northern boundary is Strawberry Hill Road, to encompass the land enclosed and bordered to the north of Strawberry Hill Road, on the East by Waterport Road, and on the West by Victor Harbor Rd.

This parcel of land is zoned Rural. It is within the Victor Harbor Urban Growth Boundary and is defined in the GARP as Future Greenfield Growth Area:

> **PlanSA - SA Planning & Property Atlas**
> Residential Broadhectare *Suburb:* HINDMARSH VALLEY *LGA:* VICTOR HARBOR
> *broad_cat:* Growth Area broadhectare (*source:* *https://sappa.plan.sa.gov.au/* )

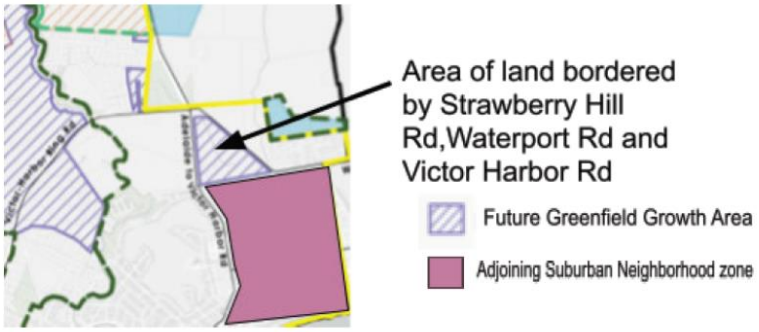
The **Suburban Neighborhood** zone would be a continuation of this zone from the South. This zone is very versatile in that it would give the three owners and council a reasonable and viable use of this area to accommodate requirements in the future (please see Maps below).

***Suburban Neighbourhood -*** *Low density housing is consistent with the existing local context and development pattern. Services and community facilities contribute to making the neighbourhood a convenient place to live without compromising residential amenity and character* (PlanSA Planning and Design Code).

Yours Respectfully,

[redacted]


Low to Medium Density Residential
Urban Growth Boundary


Area of land bordered by Strawberry Hill Rd,Waterport Rd and Victor Harbor Rd
Future Greenfield Growth Area
Adjoining Suburban Neighborhood zone

**Submission regarding current City of Victor Harbor planning perspectives from landowners [redacted] and [redacted] and [redacted] and [redacted]**

**Who are we?**

- [redacted] and [redacted] are current property owners and ratepayers in the City of Victor Harbor through separately-owned residences in the [redacted].
- I addition to these holdings, the two families via their SMSFs invested three years ago in the property at [redacted] .... one of the two subject properties most relevant to this submission. This property is a [redacted].
- [redacted] owns via an inheritance from his deceased father a large parcel of land immediately to the [redacted] and traversing as well [redacted] to extend the full property holding to a total of [redacted].
- When combined, the two properties of some [redacted] offer the potential to house some 3,000+ lots with an average size of 300 square metres .... this calculation is offered for illustrative purposes only and ought not be interpreted as any specific intention to do so.
- The Council's senior leaders have met with [redacted] during the April visit which he undertook from Germany to the southern Fleurieu.
- [redacted] took part in the recent community consultation sessions about the local growth strategy held in the Council Chamber. [redacted] has been in verbal contact with other landowners who have holdings in the current [redacted] which we anticipate will become the subject of a Code Amendment application to become an approved Residential Zone.
- During 2025 we have all been active enquirers about what steps are involved in achieving the necessary Code Amendment from the Minister to allow the future commencement of design and construction of residential lots across the two properties identified above.
- We have decided to collaborate with each other to achieve the outcome of a Code Amendment to cover the full extent of both properties.
- [redacted] recently wrote an email to Council planners to express our strongest-possible objection to a proposal (advanced by neighbours further "down the hill" on [redacted]) that a Rural Living Zone be created on those tracts of our properties to the east of [redacted]. (*Please advise if this email needs to be re-sent! It is relevant.)*
- We have further engaged with planning consultants and have discussed with prospective local joint venture developers various elements of the rezoning processes and matters to contend with about residential property development on a scale such as what this project envisions.

**What do we contend?**

- We applaud the Council for the extensive community consultations held recently about the City's future growth strategy.
- We especially applaud the Council's intentions regarding both providing a 99-year lease access to developers /operators of the large Community Recreation Centre earmarked for 202 Armstrong Rd. The Council's willingness to invest almost $12 million in this project is the kind of signal that developers seek, and a great confidence provider to developers such as ourselves who seek to create residential housing to assist the Council achieve its projected population increases of the order of 8,000 people during the next 25 years.
- We also look forward greatly to learning more about the next stage of the formation of a Structure Plan. The relevance of this Structure Plan to our own aspirations is very clear .... as people who want to anchor our own property development contemplations and designs within the legitimate community development aspirations of both Local and State Governments, a Structure Plan presents as an ideal opportunity to bring landowners, developers, financiers and representatives of Government together to acknowledge the interdependence that unites all parties to actually get the vision ironed out and able to be executed.
- We would wish to be active participants over the next twelve months in the various stages of forming the Structure Plan.
- Logic dictates to everybody that the community voice and its many hopes also unites with local landowner aspirations; an aligned project emerges which will become a lighthouse residential subdivision to bring pride of place, residential amenity and social and recreational opportunity to future residents of the subject zone.

**Conclusion**

In essence, we stand at the ready.

Please continue to communicate as positively and as effectively as what you are already doing, so that we can be that kind of good-citizen active-collaborator group to see mutual benefits from what beckons us with this process.

Outlook

**UGMS submission - DEW (Environment, Heritage & Sustainability)**

**From** David Read <dread@victor.sa.gov.au>
**Date** Fri 01/08/2025 09:09
**To** Kayla Gaskin-Harvey <kayla@futureurban.com.au>

1 attachment (2 MB)
DEW comments_updated VH UGMS 2050_July 2025.docx;

**David Read** | Strategic & Policy Planner

**City of Victor Harbor**
1 Bay Road, Victor Harbor SA 5211
**P** 85510536 | **M** 0421053116
**E** dread@victor.sa.gov.au | www.victor.sa.gov.au




***The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.***

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**From:** Smith, De-Anne (DEW) <De-Anne.Smith@sa.gov.au>
**Sent:** Thursday, 31 July 2025 4:37 PM
**To:** David Read <dread@victor.sa.gov.au>
**Subject:** IREC40317825 - SM18.20.030 - DEW comments - Victor Harbor Urban Growth Management Strategy 2050 - Open for Consultation

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Hi David

Albeit slightly past the extended consultation period please find attached comments from the Department for Environment and Water (DEW) on the updated draft Urban Growth Management Strategy. Thanks for engaging with us and it was great to see some of our previous comments reflected in the Strategy.

If you have any questions in relation to these comments pleases don't hesitate to contact me using the details below.

Kind regards

De'Anne

**De'Anne Smith**
Principal Planning Officer
**I am only in the office on Wednesday and Thursday.**

Planning & Assessment | Environment, Heritage and Sustainability
Department for Environment and Water
P (08) 7133 7346
Level 8, 81-95 Waymouth Street, Adelaide, 5000
GPO Box 1047, Adelaide, SA 5001, AUSTRALIA

**environment.sa.gov.au**

Government of South Australia
Department for Environment and Water

*Helping South Australians conserve, sustain and prosper*

We acknowledge that the lands that we live and work on are the traditional lands of South Australia's First Nations peoples. We pay respect to the traditional custodians of these ancestral lands and acknowledge their deep spiritual connection to Country.

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**From:** David Read <dread@victor.sa.gov.au>
**Sent:** Wednesday, 9 July 2025 3:42 PM
**To:** Smith, De-Anne (DEW) <De-Anne.Smith@sa.gov.au>
**Subject:** RE: Victor Harbor Urban Growth Management Strategy 2050 - Open for Consultation

No problem at all De'Anne, the consultation period has been extended to 21 July 5pm (being circulated, as of this morning)

**David Read** | Strategic & Policy Planner

**City of Victor Harbor**
1 Bay Road, Victor Harbor SA 5211
**P** 85510536 | **M** 0421053116
**E** dread@victor.sa.gov.au | www.victor.sa.gov.au




***The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people, the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Islander people across Australia.***

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DEW comments – updated draft Victor Harbor Urban Growth Management Strategy 2050 – July 2025

Native Vegetation

- DEW supports the Actions 4.1E and the DEW, Native Vegetation Branch is available to assist Council in the Heritage Agreement process.

- DEW supports Action 4.3B but notes that the reference to Native Vegetations Credit Register should be 'Native Vegetation SEB Credit Register'

Coast

- As the draft Strategy states, Victor Harbor's context is unique in that it is the only regional centre or satellite city within Greater Adelaide that is on the coast. From this perspective DEW supports that the draft Strategy acknowledges the coastal protection and adaptation management challenges and flags risk areas and the need to adapt over time to these risks.

- Action 4.6A is consistent with the Actions identified under the Coastal Environment section of the Natural Resources, Environment and Landscapes theme of the Greater Adelaide Regional Plan (GARP), with DEW assigned as the responsible party:

    - "Update coastal processes and hazard mapping including coastal flooding and storm surge, dune drift and coastal mangrove and saltmarshes to inform spatial amendments to the Coastal Areas Overlay and Coastal Flooding Overlay."
    - "Initiate a Code amendment to amend the Coastal Areas Overlay, to update coastal flooding policy and associated finished ground and floor level Technical and Numeric Variations."

  DEW is in the early stages of planning for a Code Amendment that will address the matters identified in the GARP. Noting that the draft Strategy sets out how Council intends to manage growth over the next 25 years, it is anticipated that the Code Amendment referenced in the GARP will investigate how the Planning and Design Code can be amended to appropriately identify and address coastal hazard risks (including those associated with sea level rise) beyond 2100. Council will have an opportunity to provide a submission on the draft Code Amendment to ensure that the areas of risk are considered through appropriate policy updates and associated mapping.

- Any future growth areas (including infill development where open space for wetlands is limited) needs to ensure that stormwater discharge to the coast is minimised via WSUD etc so that sensitive benthic habitats within the Encounter Marine Park Habitat Protection Zone are protected. Suggest that Action 4.6B be expanded to include this outcome. Below provides further detail to assist Council in considering this matter.

  **Disclaimer**

  The data provided in this tool has been developed to help communicate the risks of sea level rise and storm surge. The coastal flood mapping should be considered approximate only and is designed to be used at a regional scale to assist in identifying areas at greater risk of coastal flooding and in prioritising adaptation options. The data is not provided as

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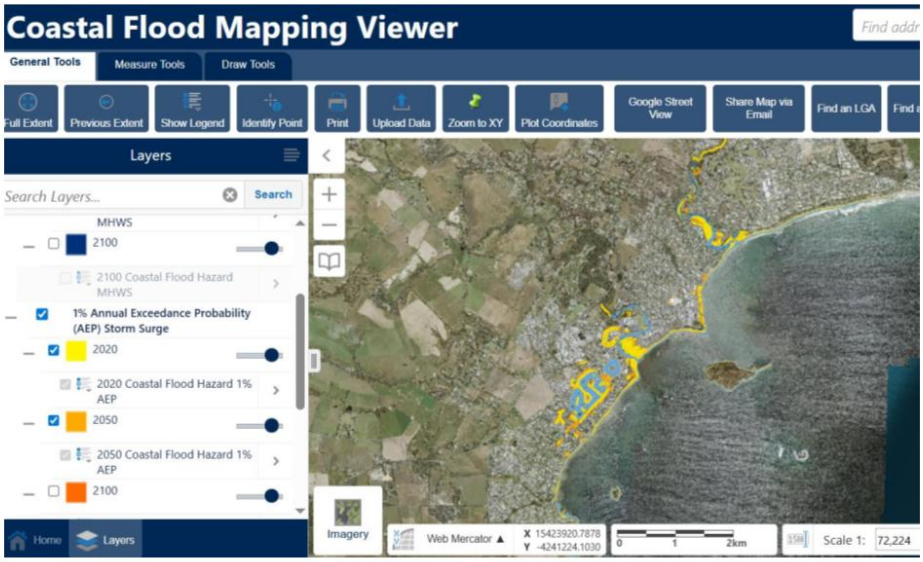
DEW comments – updated draft Victor Harbor Urban Growth Management Strategy 2050 – July 2025

professional advice and should not be relied upon for site specific decision making or for making financial or any other commitments.

This is a broad scale mapping tool for visualisation purposes only. For a more detailed understanding at local levels a detailed assessment is required to determine local scale implications and inform management decisions. The mapping has limitations which users need to be aware of, including there is no allowance for:

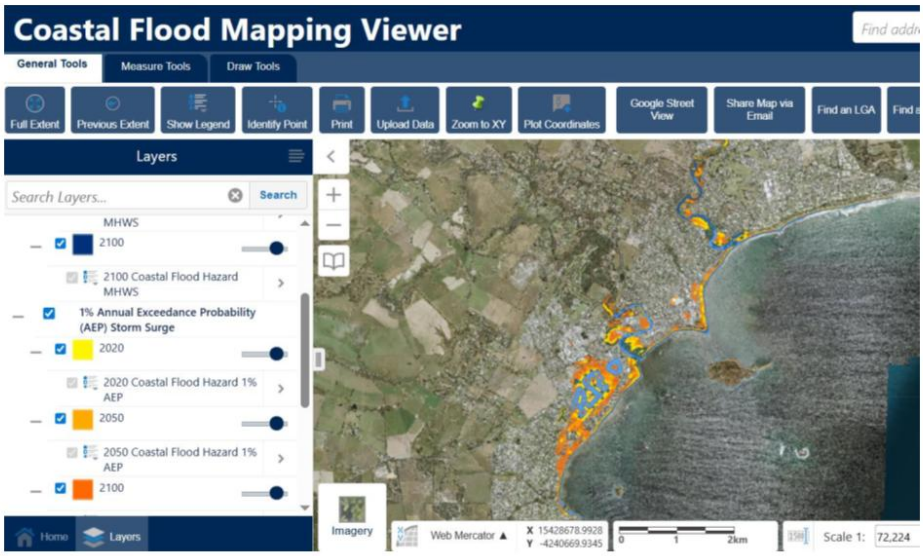
• Recent, modified or proposed barriers (e.g. Seawalls, levees, etc.)
• Hydraulic flow restrictions, such as the width and depth of channel flow paths for flooding (i.e. can enough sea water flow through a restriction to fill the low lying area during the duration of the storm surge event).
• Coastal erosion hazard.
• Future changes to the landform, through uplifting or movement of tectonic plates or through the installation of man-made structures since the original LiDAR was captured.
• Coincident flood risk from inland (e.g. rainfall or river) sources.
• Inland coastal areas beyond the extent captured through the LiDAR, so any land further inland will not show in the scenarios




Marine High Water Spring Tide to 2050 inc 2050 Coastal Flood Hazard 1% AEP

OFFICIAL

DEW comments – updated draft Victor Harbor Urban Growth Management Strategy 2050 – July 2025




Marine High Water Spring Tide to 2100 inc 2100 Coastal Flood Hazard 1% AEP

While, this is bathtub modelling, (see disclaimer above) coastal flooding hazard risks should be clearly identified and adaptation plans and adaptation pathways prioritised by Council in liaison with community. Noting that there are infill development in areas within the Urban Growth Boundary that are subject to coastal flooding hazard risks, where the risk will increase with continued sea level rise.

DEW notes that the draft Strategy acknowledges a number of these matters:

- Page 35 acknowledges in 1.5 that –" Urban Growth Areas are not located in areas that are exposed to a high hazard risk, including bushfire, drought, flooding and heatwaves
- Pg 49 - 3.4 acknowledges inland flooding risks "3.4 - The impacts of flooding within Victor Harbor are reduced through water sensitive urban design and ensuring stormwater management systems are designed to account for rainfall events which will occur at a greater intensity as our climate changes".
- Pg 54 - 4.5 urban environment can adapt to the effects of climate change
- Pg 55 captures most DEWs previous comments e.g. 4.6 coastline is protected from the impacts of urban development.
- 4.6B that captures that frequent and intense storm events have led to large volumes of stormwater being discharged directly onto the beach.

While DEW notes that the draft Strategy addresses a number of matters such as hazards, inland flooding etc, DEW considers that the issue of stormwater being reused and redirected away from the coast due to the impact of discharges impacting on beach levels but also on the offshore sensitive marine ecosystems within Encounter Bay within the

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Habitat Protection Zone of the Encounter Marine Park is a matter that should be considered.

Stormwater not only scours the coastlines where it exits out onto beaches but also impacts sensitive offshore seagrasses and intertidal and subtidal algal reef off Victor Harbor through elevated nutrient levels and sedimentation, which can result in the widespread loss of seagrass beds and impacts to sensitive temperate reef ecosystems off Victor Harbor.

Stormwater flows can accelerated coastal erosion, destabilised the shoreline, and contributed to the degradation of sensitive marine habitats. With the extensive seagrass meadows off the coastline of Victor, increased stormwater impacts from increased urbanisation can lead to seagrass loss which in turn results in seabed erosion and increased seabed deepening leading to increased wave attack and accelerated coastal erosion which has occurred off a number of South Australia's urban areas including Adelaide and Beachport where seagrass loss due to urbanisation has led to significant increases in coastal protection infrastructure.

- Recommended additional references that could have been reviewed as part of the draft Strategy e.g. not included on the list on page 75:

  **Southern Fleurieu Coastal Action Plan (2007):** which recommends redirection of urban stormwater away from direct coastal discharge points. (Currently Under review 2025)

  **Stormwater Management Authority (SA) Strategic Plan 2021-2030**: Reduce environmental impacts from urban run-off entering streams and coastal environments.

  **Victor Harbor Stormwater Management Plan**
  https://www.victor.sa.gov.au/__data/assets/pdf_file/0025/1611394/Victor-Harbor-Urban-Stormwater-Management-Plan-with-maps-webres.pdf

Heritage

- DEW supports Action 5.4 to undertake a Code Amendment to implement the recommendations of the Inter-War Heritage Survey.

Other comments

- Typo – Pg 14 – under 'Activating Victor Harbor' heading – 'Supporting the protection and enhancement of key lifestylekey lifestyle appeal for Victorfor Victor Harbor, including our environment, events, arts and culture.'

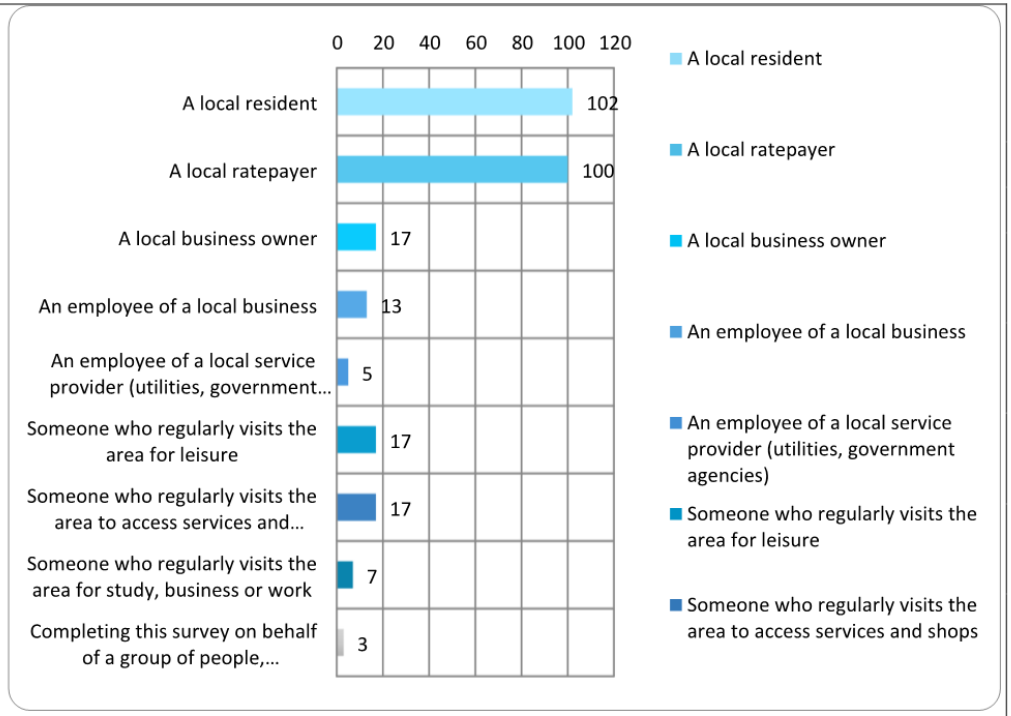
- Suggested addition – Pg 14 Under 'Climate Change' – include the following 'This will result in Victor Harbor being warmer and drier and with more regular and intense storm events and continued sea level rise due to climate change.'

## APPENDIX 4. SUMMARY OF SURVEY RESPONSES

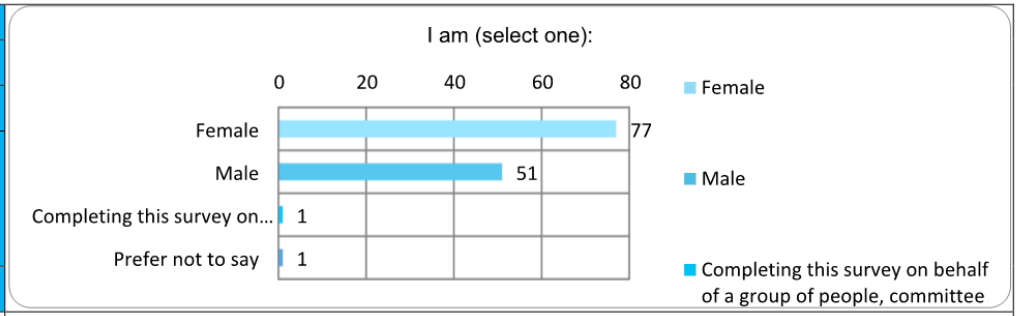
DRAFT

| SurveyTool: | Draft Urban Growth Management Strategy Feedback Survey | 12 June 2025 to 28 July 2025 |
|---|---|---|
| Survey Responses Graph | | |
| ***special characters like '&' will be removed from options** | | |

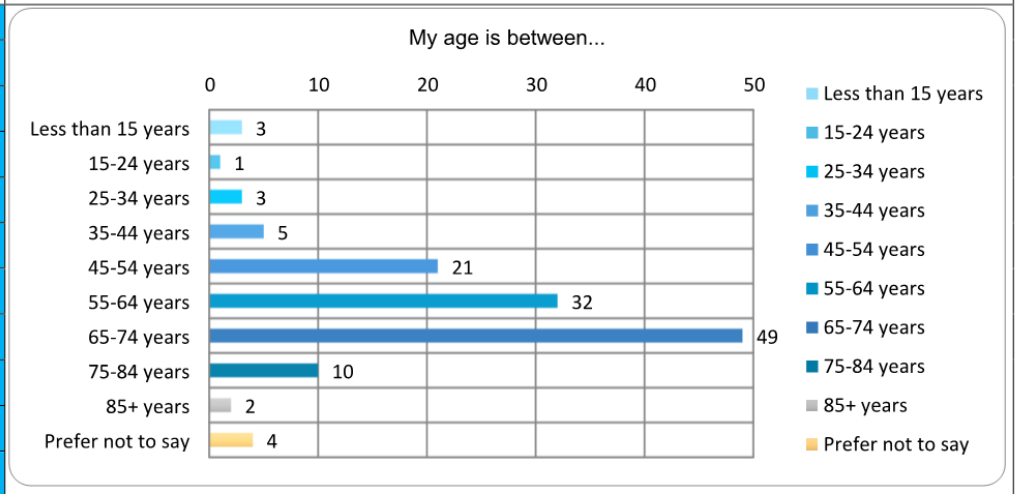
| I am (select all that apply): | |
|---|---|
| A local resident | 102 |
| A local ratepayer | 100 |
| A local business owner | 17 |
| An employee of a local business | 13 |
| An employee of a local service provider (utilities, government agencies) | 5 |
| Someone who regularly visits the area for leisure | 17 |
| Someone who regularly visits the area to access services and shops | 17 |
| Someone who regularly visits the area for study, business or work | 7 |
| Completing this survey on behalf of a group of people, committee or organisation | 3 |
| | |



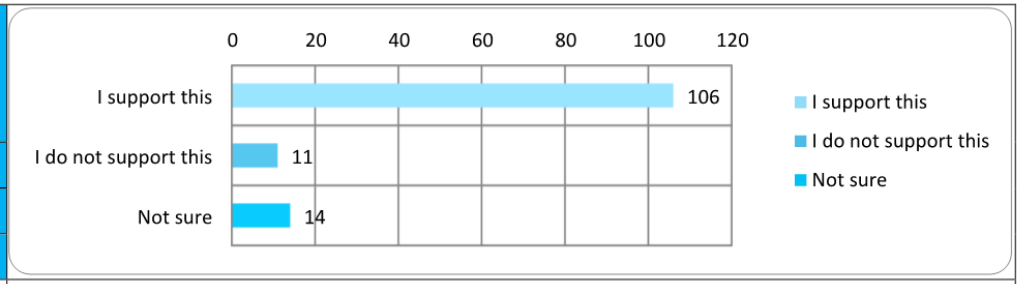
| I am (select one): | |
|---|---|
| Female | 77 |
| Male | 51 |
| Completing this survey on behalf of a group of people, committee or organisation | 1 |
| Prefer not to say | 1 |



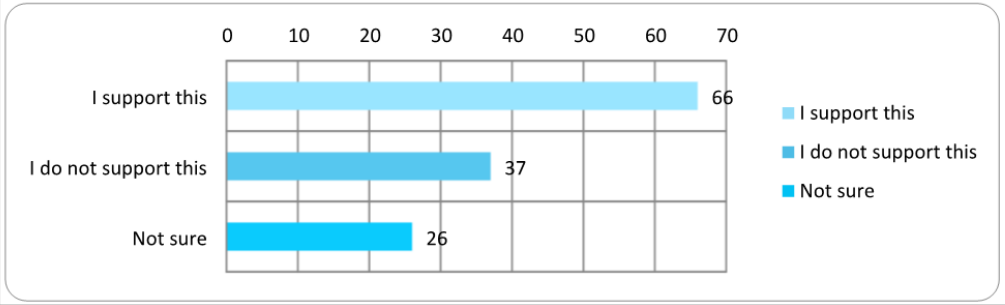

| My age is between (select one): | |
|---|---|
| Less than 15 years | 3 |
| 15-24 years | 1 |
| 25-34 years | 3 |
| 35-44 years | 5 |
| 45-54 years | 21 |
| 55-64 years | 32 |
| 65-74 years | 49 |
| 75-84 years | 10 |
| 85+ years | 2 |
| Prefer not to say | 4 |



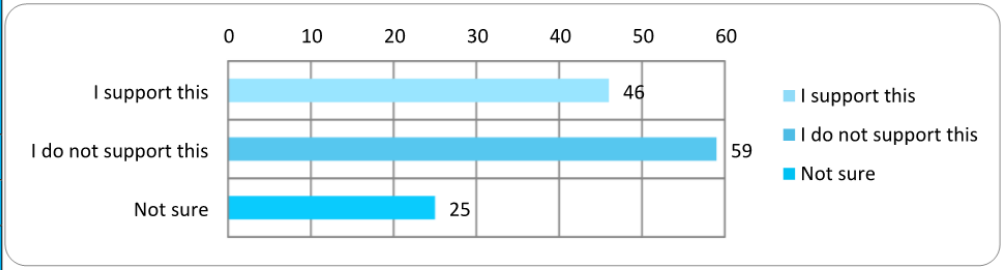
| Do you support Council creating opportunities for young people and families to build or buy a home in Victor Harbor? | |
|---|---|
| I support this | 106 |
| I do not support this | 11 |
| Not sure | 14 |



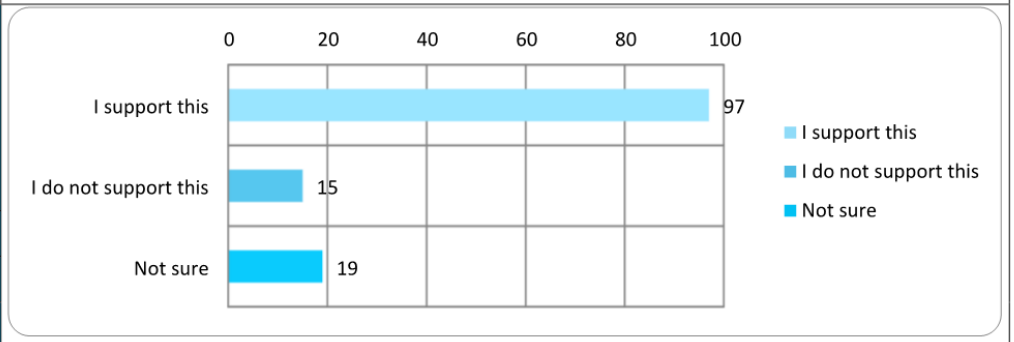

| Do you support Council focussing on one priority growth area for housing, being along Welch Road / Armstrong Road / the Ring Route / Waggon Road? | |
|---|---|
| I support this | 66 |
| I do not support this | 37 |
| Not sure | 26 |



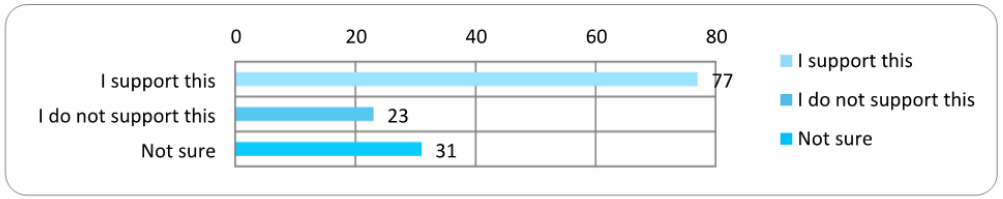

| Do you support Council reducing the extent of rural living areas which were being investigated for smaller allotment sizes? | |
|---|---|
| I support this | 46 |
| I do not support this | 59 |
| Not sure | 25 |



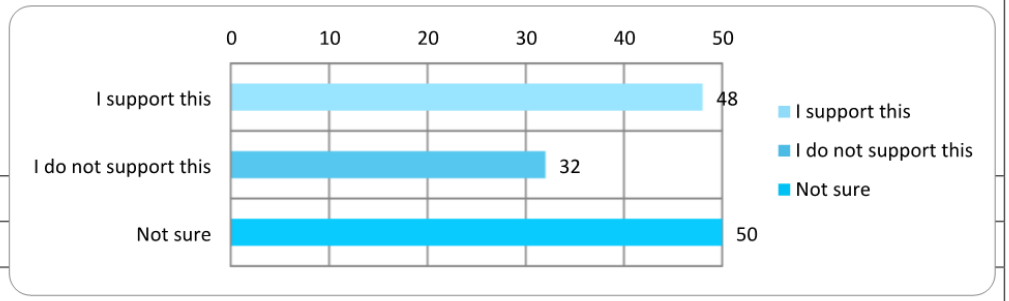
| | |
|---|---|
| **Do you support actions which seek to change the population trajectory of Victor Harbor by being a more attractive, dynamic and sustainable place for young people to live, work and study?** | |
| I support this | 97 |
| I do not support this | 15 |
| Not sure | 19 |



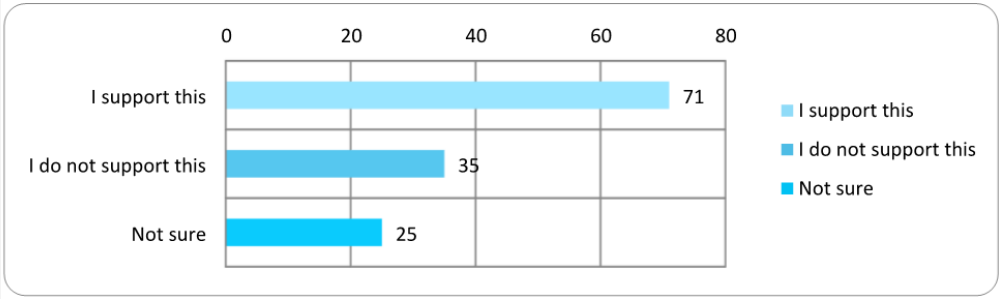

| | |
|---|---|
| **Do you support securing a future activity centre at Encounter Bay?** | |
| I support this | 77 |
| I do not support this | 23 |
| Not sure | 31 |



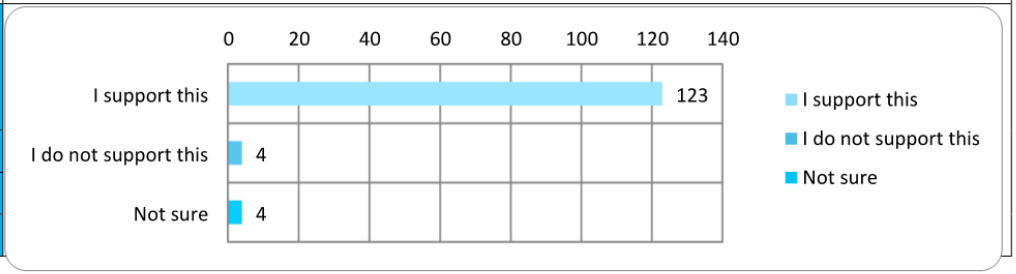
| Do you support focusing the potential for new activity centre within the 'priority growth area' and removing any actions relating to rezoning commercial land on Adelaide Road / Waterport Road? | |
|---|---|
| I support this | 48 |
| I do not support this | 32 |
| Not sure | 50 |



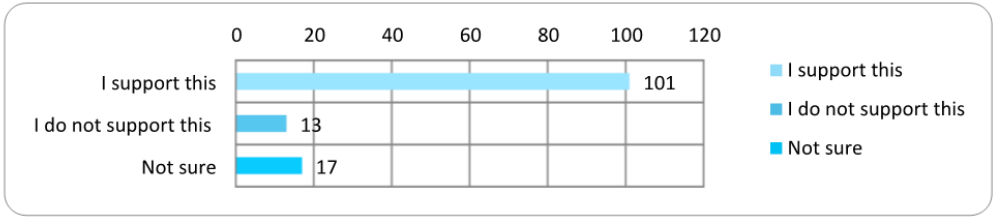

| Do you support increasing the area envisaged for future employment purposes to the north of Waterport Road and prioritising the rezoning of this land? | |
|---|---|
| I support this | 71 |
| I do not support this | 35 |
| Not sure | 25 |



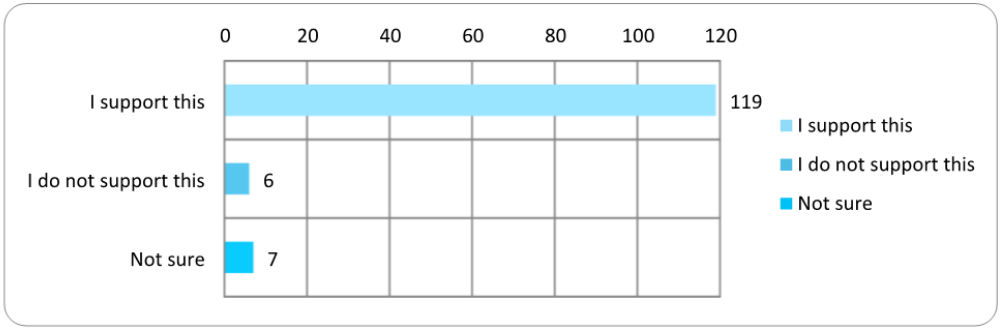

| Do you support ensuring that key farming or primary production activities are identified and protected from incompatible land uses? | |
|---|---|
| I support this | 123 |
| I do not support this | 4 |
| Not sure | 4 |



| | |
|---|---|
| **Do you support Council preparing a business case for Council to support the provision of childcare, particularly for children under the age of three (3)?** | |
| I support this | 101 |
| I do not support this | 13 |
| Not sure | 17 |




| | |
|---|---|
| **Do you support committing to establish key wildlife corridors, particularly an east to west corridor that links the Hindmarsh and Inman Rivers in order to protect and enhance biodiversity?** | |
| I support this | 119 |
| I do not support this | 6 |
| Not sure | 7 |



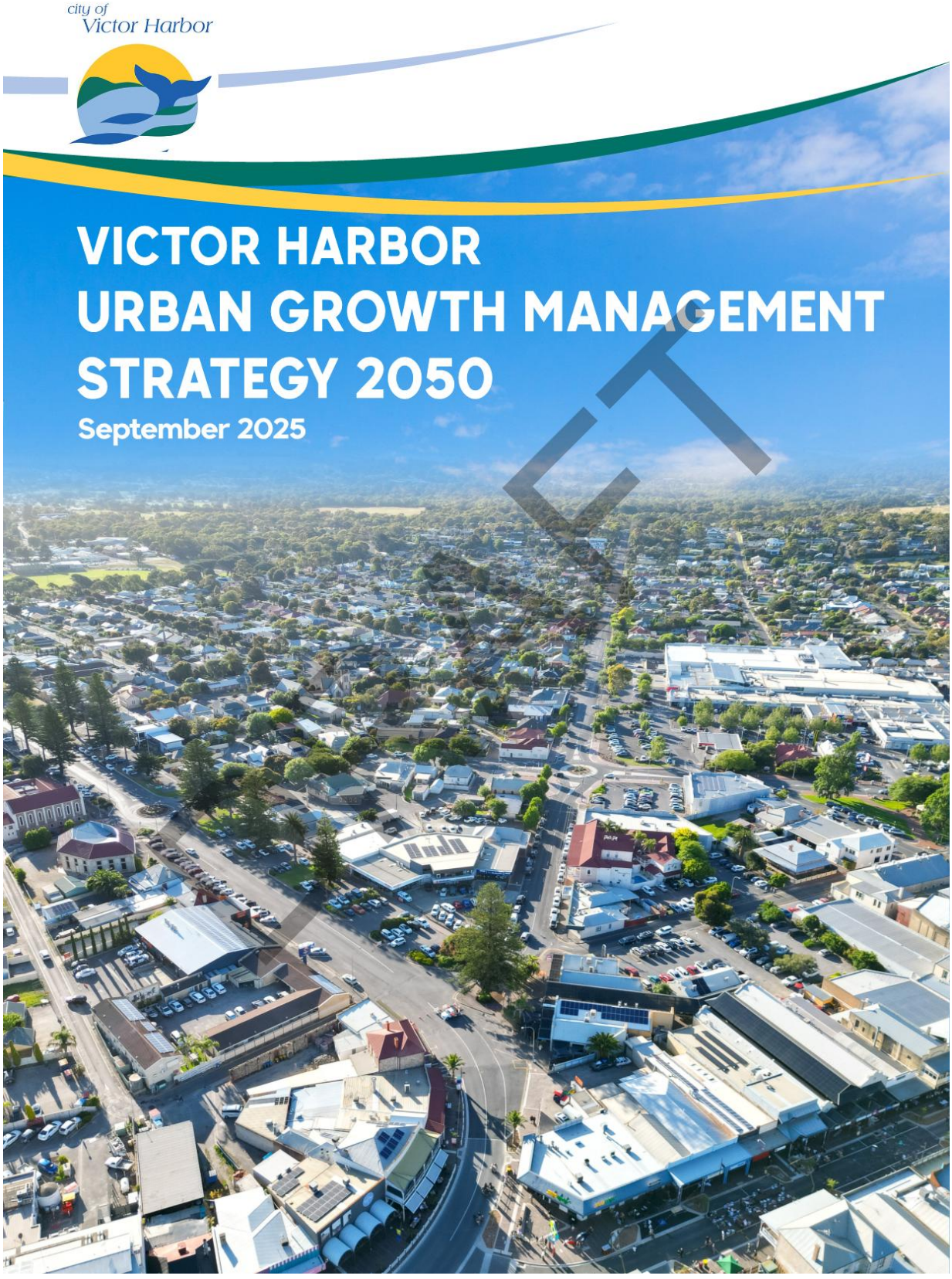
## ADDITIONAL FEEDBACK RECEIVED THROUGH SURVEY

| Category | Number of Mentions | Feedback |
|---|---|---|
| Housing | 7 | There needs to be more land and affordable packages for families and younger / support initiatives that attract families |
| | 5 | Young families / urban greening requires bigger allotments (>800m2) |
| | 3 | Disappointed that area was removed as a Rural Living Infill Investigation Area (one submission related to Morgan Park and two submissions related to Bulter Rise) |
| | 3 | Do not support a reduction of minimum allotment sizes in residential or rural living areas |
| | 3 | Do not support the Adelaide Road growth area (#2 on Map 2) |
| | 3 | Ensure amenity for new developments |
| | 2 | Don't support residential or commercial development beyond the 'ring route' |
| | 2 | Increase density in the town |
| | 2 | Support the development of a Structure Plan for the Priority Growth Area |
| | 1 | Avoid 'gutter to gutter' housing |
| | 1 | Do not support infill development between the rivers |
| | 1 | Don't support Priority Growth Area but do support rezoning land for 'greenfield' |
| | 1 | Increase proposed area for housing on Inman Valley Road (and reduce area on Adelaide Road) |
| | 1 | Restrict the number of houses |
| | 1 | Rural living areas in the Priority Growth Area should have minimum allotment size of 2000-4000m2 |
| | 1 | Support and encourage changes to policy to support granny flats |
| | 1 | Support the reduction in 'Rural Living Infill Investigation Areas' |
| | 1 | Would support growth of several areas rather than one growth area (so as not to cause congestion in one area) |
| Economy | 4 | Need to protect the right to farm |
| | 2 | Council should focus on attracting professional services industrial and investing heavily in tourism attractions |
| | 2 | Encounter Bay needs retail centre |

| Category | Number of Mentions | Feedback |
|---|---|---|
| Economy | 1 | Do not support commercial / employment on Waterport Road |
| | 1 | Emerging Activity Centre at the Corner of Victor Harbor Ring Road and Waggon Road is out of character |
| | 1 | Need more employment opportunities |
| | 1 | Support Emerging Activity Centre adjacent Waggon Road |
| Infrastructure | 22 | Local services are at capacity / services need to be increased to accommodate growth |
| | 14 | Traffic is an issue |
| | 9 | Speed limits / intersection treatments near housing and key intersections should be reviewed |
| | 6 | Parking in the CBD is a problem |
| | 2 | More recreational opportunities (such as a bowling alley or play café) |
| | 2 | Provide quality child care to support families |
| | 2 | Should include a plan showing connected walking and cycling pathways |
| | 1 | Extend Airport Road to Waterport Road |
| | 1 | Impact on Waggon Road and surrounds needs to be clearly articulated |
| | 1 | Need additional recreational facilities in Encounter Bay |
| | 1 | Non motorised transport must be supported |
| | 1 | Public transport requires a greater focus in the UGMS |
| | 1 | Put in infrastructure and raise the rates |
| | 1 | Seal Day Road |
| | 1 | Water pressure at Encounter Bay has dropped since development has occurred |
| Environment | 12 | Protection of (and enhancement of) green space/corridors and biodiversity is important. |
| | 6 | Preservation of the coast and coastal character is a priority |
| | 5 | Watercourses should have a large buffer (for flooding and biodiversity) (one survey suggested 300m) |
| | 2 | Need management strategies for accessing the coast and beaches |
| | 1 | Need to consider fauna, particularly on Waterport Road and the proposed employment area |
| | 1 | Stop cutting down established eucalypts |

| Category | Number of Mentions | Feedback |
|---|---|---|
| Character | 6 | Preservation of the coast and coastal character is a priority |
| | 6 | Protect character / heritage areas |
| | 1 | Do not support growth near the hills face |
| | 1 | Hills face protections should be increased for Waterport Road |
| Financial Sustainability | 3 | Consider a levy for homeowners who only use property for 2 months/year and Airbnb's / consider initiatives to entice homeowners to live locally |
| | 1 | Introducing a levy on unoccupied houses puts a disproportionate cost burden on houses that require less Council services |
| Other | 1 | Make Council priorities on Map 2 clearer |
| | 1 | Maps are hard to read |

**Attachment Under Separate Cover - Urban Growth Management Strategy - For Adoption**



## Acknowledgment of Country

The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people as the Traditional Custodians of the land and surrounding waters where we live and work. We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging. This respect is extended to Aboriginal and Torres Strait Island people across Australia.

**Alyenik Ramindjeri-Ngarrindjeri ruwi. Ya:ral-inti towun, nginti Ngul-ildal Ramindjeri-Ngarrindjeri meli. Kar yamalai ma:thawar alyenik ruw-ald.**

*This here is Ramindjeri-Ngarrindjeri land. When you tread, you should think of the Ramindjeri-Ngarrindjeri people. They are the first custodians of this land.*

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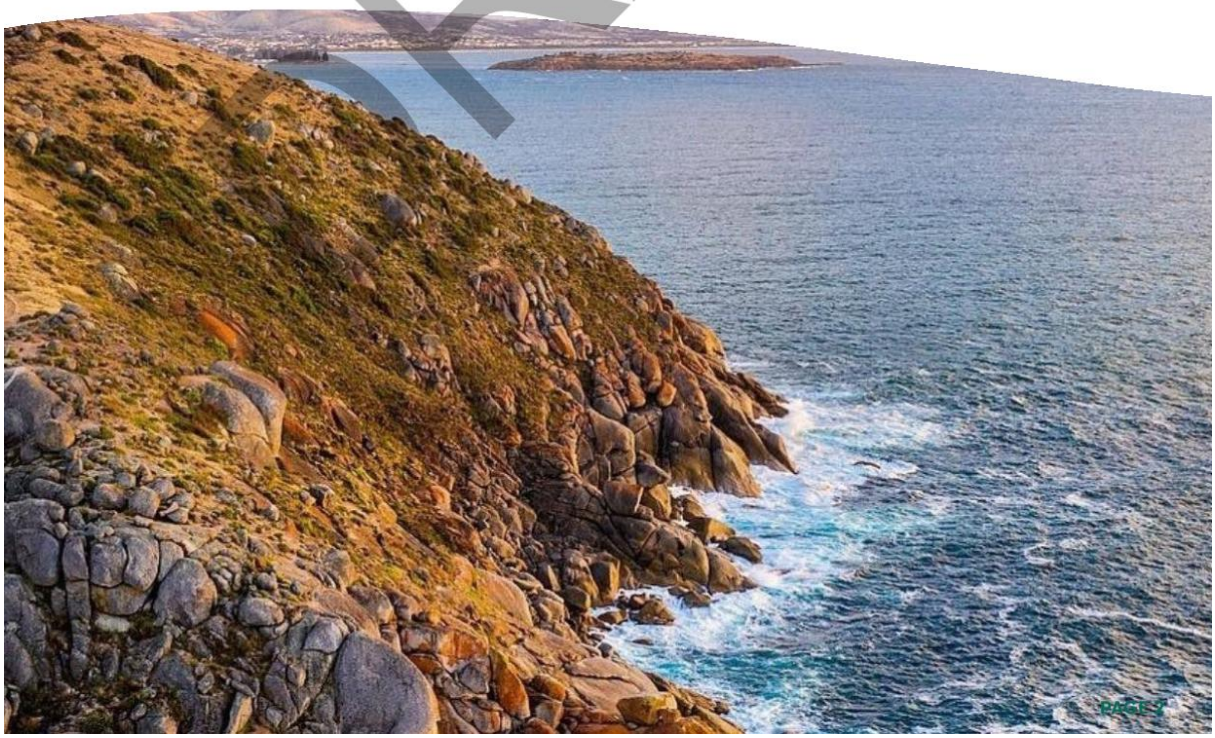

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## Mayor's Message



It is with great pride we present the Urban Growth Management Strategy (UGMS) 2050, an initiative that will help to shape the future of Victor Harbor for generations to come.

Victor Harbor is more than just a beautiful coastal city. It is a vibrant and caring community, rich in character and culture, with a strong connection to its natural environment and heritage. This sense of place, emphasised through our landscape, lifestyle and community spirit, is what makes Victor Harbor truly unique. It is also what the UGMS seeks to protect and enhance.

Our city is poised for significant population change and growth. With this growth comes both opportunity and responsibility. The opportunity to welcome new families, foster innovation and support local jobs. And the responsibility to ensure growth is both sustainable and managed carefully.

The UGMS sets a clear vision: that Victor Harbor continues to be a place of choice to live, work, invest and visit. This strategy is not just a document for Council. It's a call to our whole community to be active participants in shaping our future. Whether you're a long-time resident, new to the area, a business owner or part of the next generation growing up here, you have a role to play.

We know that the best outcomes are achieved when we plan together. That's why this strategy reflects extensive engagement with our community and is underpinned by a shared commitment to long-term sustainability and liveability.

Together, we can ensure Victor Harbor's growth is managed with care and a clear vision.

**Dr. Moira Jenkins**
**Mayor, City of Victor Harbor**

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## Introduction from the CEO



The UGMS is a key part of how the City of Victor Harbor will guide change, invest in infrastructure and plan for a sustainable future. It is a blueprint for how Council operates and collaborates in the decades ahead. It aligns with our Community Plan and positions us to respond to significant growth with clarity, confidence and financial responsibility.

Our operational role in delivering the UGMS is substantial. It includes everything from rezoning processes and planning for essential social infrastructure like medical facilities and childcare, to advocacy for investment from other levels of government. We will play multiple roles: as planner, regulator, advocate, investor and enabler.

Key initiatives include preparing a structure plan to guide how the priority growth area in Hindmarsh Valley should be developed including where homes, roads, parks and services should go and rezoning land to support new employment opportunities. We're protecting our city's character through heritage overlays and advocating for State policies that support more diverse housing options helping to attract and retain working-age residents. These initiatives are not just about growth but about achieving long-term social and economic resilience.

Council is committed to working collaboratively with the SA Government, utility providers, developers and the broader community. Strategic partnerships will be essential to align land use with infrastructure, attract investment and ensure the timely delivery of key services to support growth.

We also understand regular monitoring, reporting and engagement will be central to how we deliver the UGMS and remain accountable to our community.

We are excited to lead this next chapter for Victor Harbor embracing opportunities, rising to challenges and staying true to the values we all share to guide our city's growth.

**Victoria MacKirdy**
**Chief Executive Officer**

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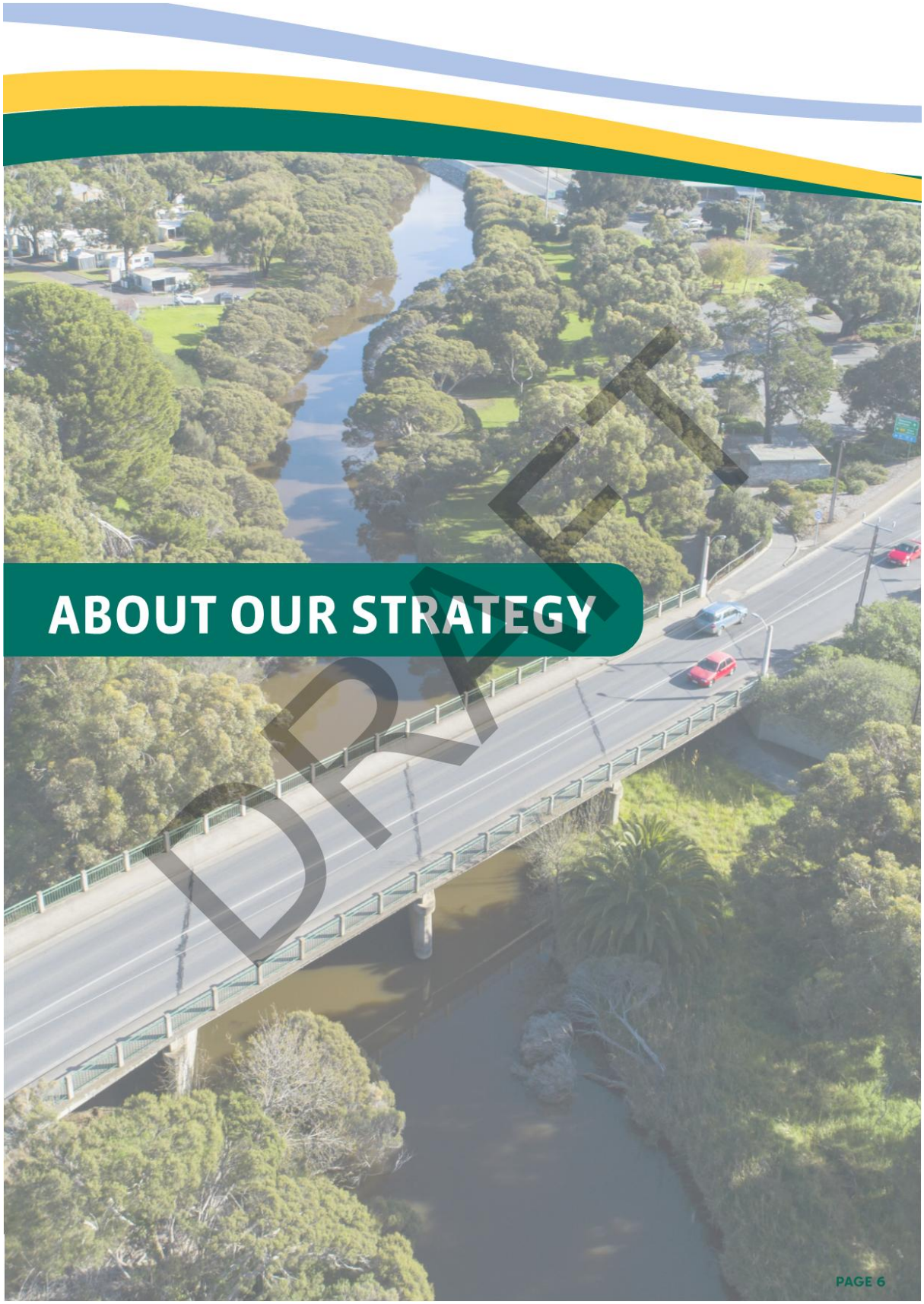
ABOUT OUR STRATEGY
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PAGE 6

## About our Strategy

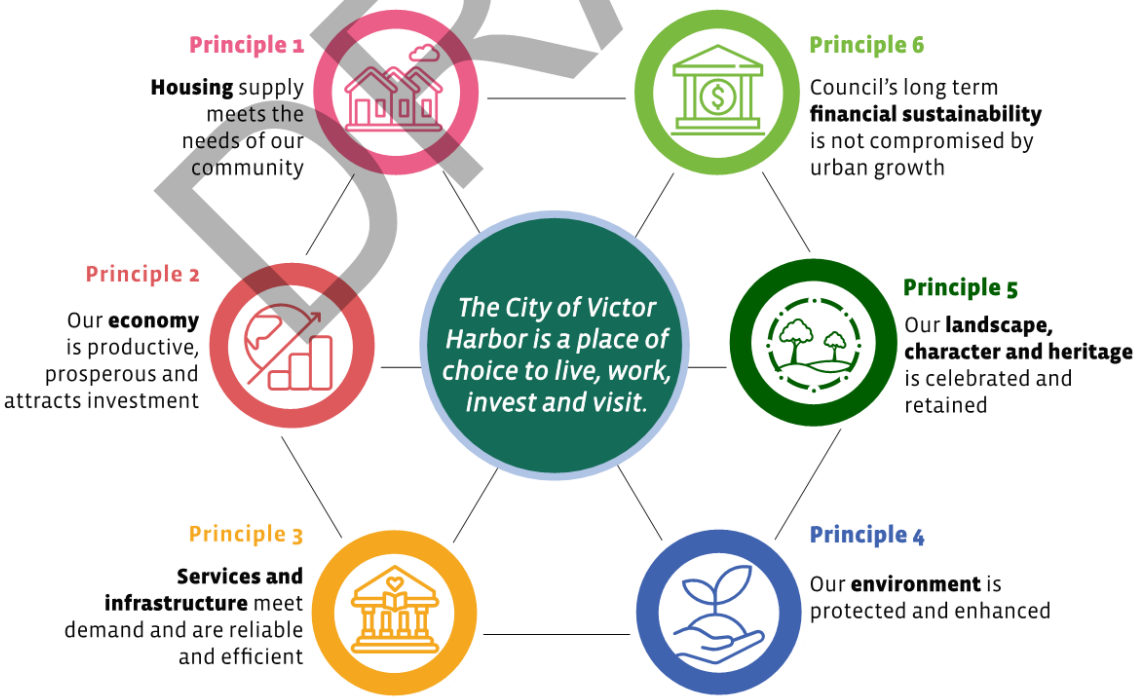
The population of Victor Harbor, and the surrounding suburbs, will continue to grow over the next 25 years. It is important that we manage growth over this period to remain a thriving community with a strong economy, without losing the character that makes Victor Harbor unique.

The Urban Growth Management Strategy 2050 (UGMS) is the City of Victor Harbor's blueprint for managing urban growth to 2050 in a way that supports Council's vision:

*The City of Victor Harbor is a place of choice to live, work, invest and visit.*

To achieve this, the Strategy is guided by six overarching principles which balance the changing needs of our growing community whilst protecting the aspects of our City that make Victor Harbor a place of choice to live, work, invest and visit. Each of these principles need to work together to ensure that growth occurs responsibly.

*Figure 1 - Our Vision and Principles*

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## Role of the Strategy

The Strategy will guide Council in making well-informed, strategic decisions by balancing the guiding aspirations in Council's Community Plan with the growth anticipated by the Greater Adelaide Regional Plan (GARP). It will inform future budgets, priorities and timing particularly in relation to land use planning and infrastructure. An overview of Council's strategic planning framework is provided in Figure 2.

*Figure 2 - Council's Strategic Framework*




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More specifically, the Strategy will guide Council's decision making in relation to:

- Planning, funding and the timely delivery of physical and community infrastructure and environmental management initiatives;
- Long-term land use planning, identifying preferred development outcomes and priorities relating to residential development, employment lands, community services, public open space and conservation;
- Informing State Government land use and infrastructure planning, funding and delivery programs, including future versions of the Greater Adelaide Regional Plan; and
- More effective and efficient governance through the integration of Council's strategic management plans and policies.

This Strategy will also be used to guide Council's feedback to Planning and Design Code Amendments (also known as rezoning proposals) which may be initiated by the State Government, Council or private land owners.

## Preparation of the Strategy

The preparation of this Strategy commenced in February 2024 and involved three stages, as shown in figure 3.

*Figure 3 - Preparation of the Strategy*




Stage 1 included a comprehensive review of Council's strategies and investigations which had been undertaken to inform the Strategy.

The outcomes of this review were included in a Discussion Paper, which detailed:

- what we are planning for;
- the current situation;
- key opportunities and challenges for planning for Victor Harbor to 2050; and
- options to 2050.

The feedback on the Discussion Paper was used to prepare the first draft of the UGMS. Following this, the UGMS has been subject to two further rounds of community and stakeholder input:

- The first draft was subject to consultation from October to December 2024; and
- The second draft was subject to consultation from June to July 2025.

A summary of what we heard during all rounds of engagement are provided in Appendix 1.

Constructive feedback was received from the community and stakeholders during all three rounds of engagement and resulted in several improvements to the UGMS.

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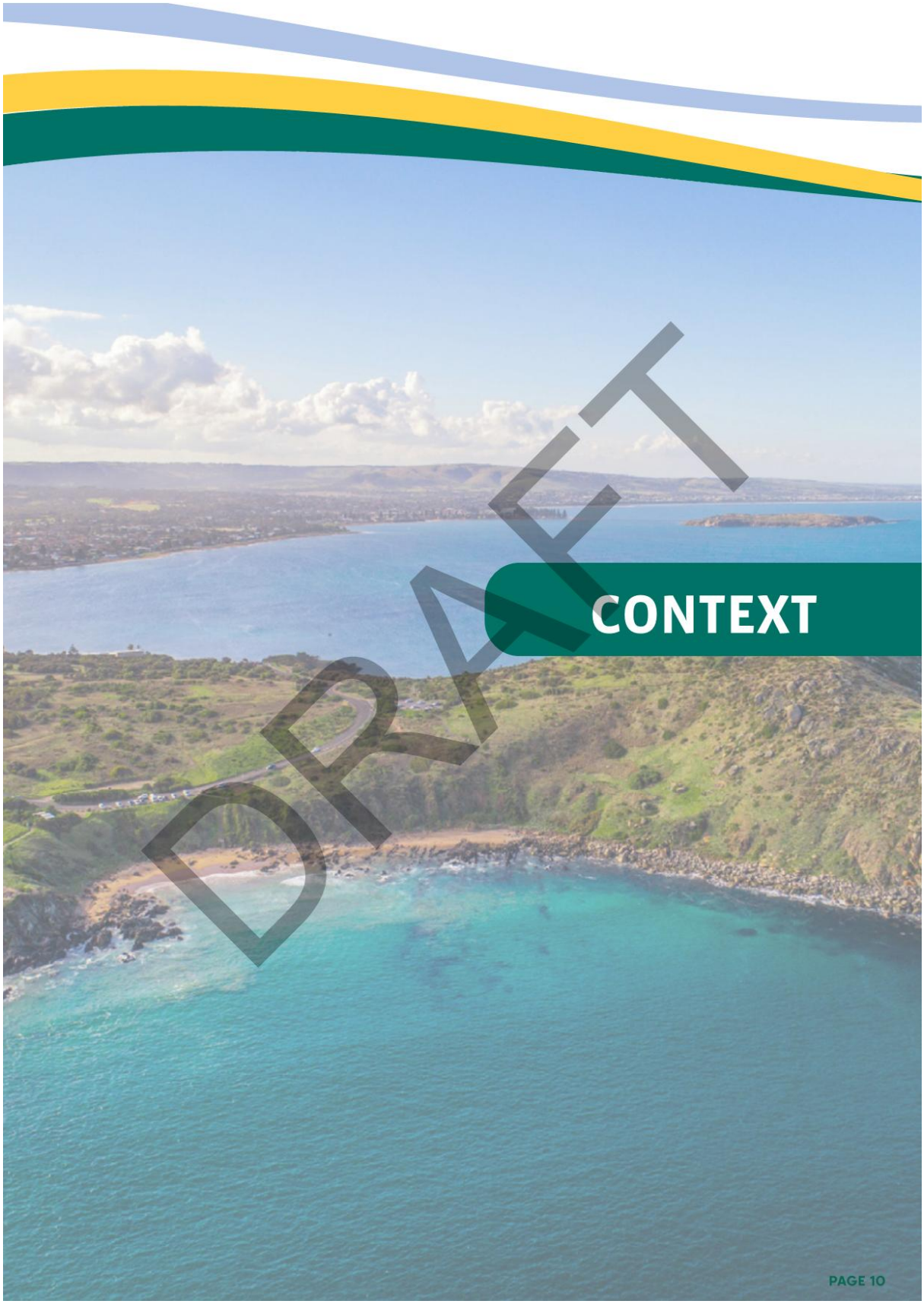
CONTEXT
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# Context

## Victor Harbor Now

Victor Harbor is a coastal city on South Australia's Fleurieu Peninsula, about 80 kilometres south of the Adelaide CBD. The Ramindjeri and Ngarrindjeri Aboriginal people are the traditional owners of the land.

Victor Harbor's context is unique, as it is:

- the only regional centre or satellite city within Greater Adelaide that is on the coast; and
- within the Greater Adelaide region but is outside of metropolitan Adelaide.

As the regional centre or hub of the Fleurieu Peninsula Region, Victor Harbor provides a range of services, functions and facilities including retail, administration, health, government, tourism, culture and entertainment, community, business, education, and recreation.

Map 1 shows the geographic context of Victor Harbor whilst Figure 4 provides a snapshot of the Victor Harbor community and economy.

*Map 1: Geographic Context*

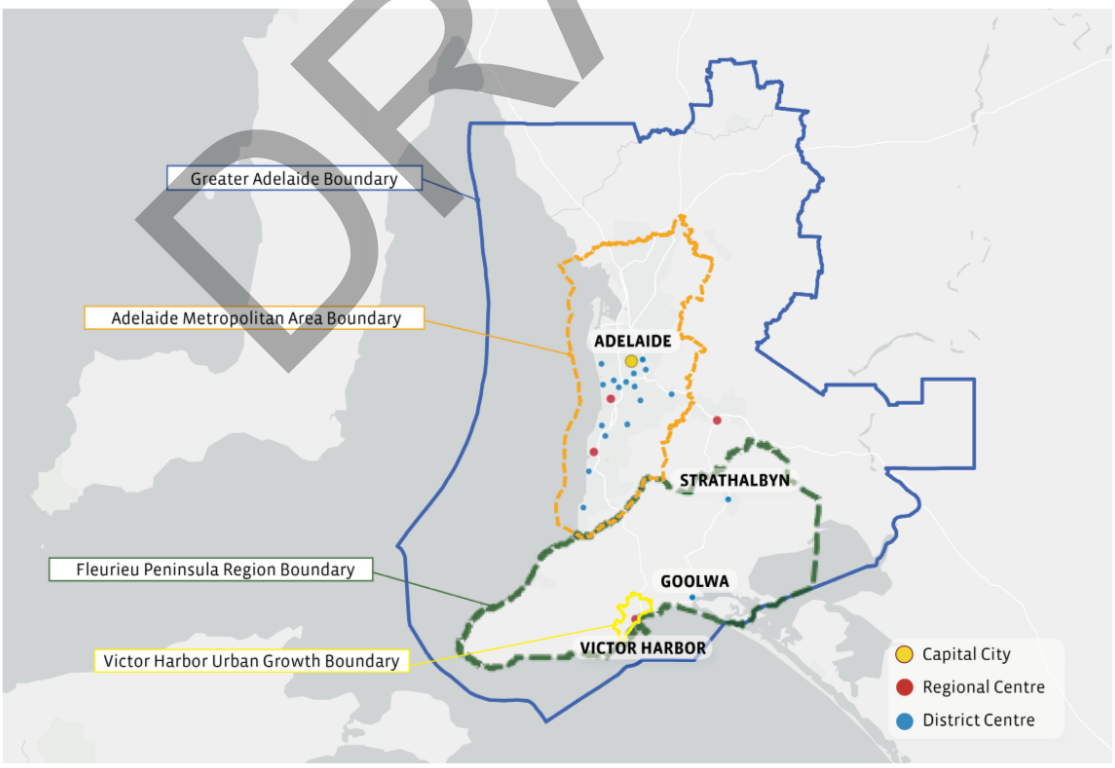


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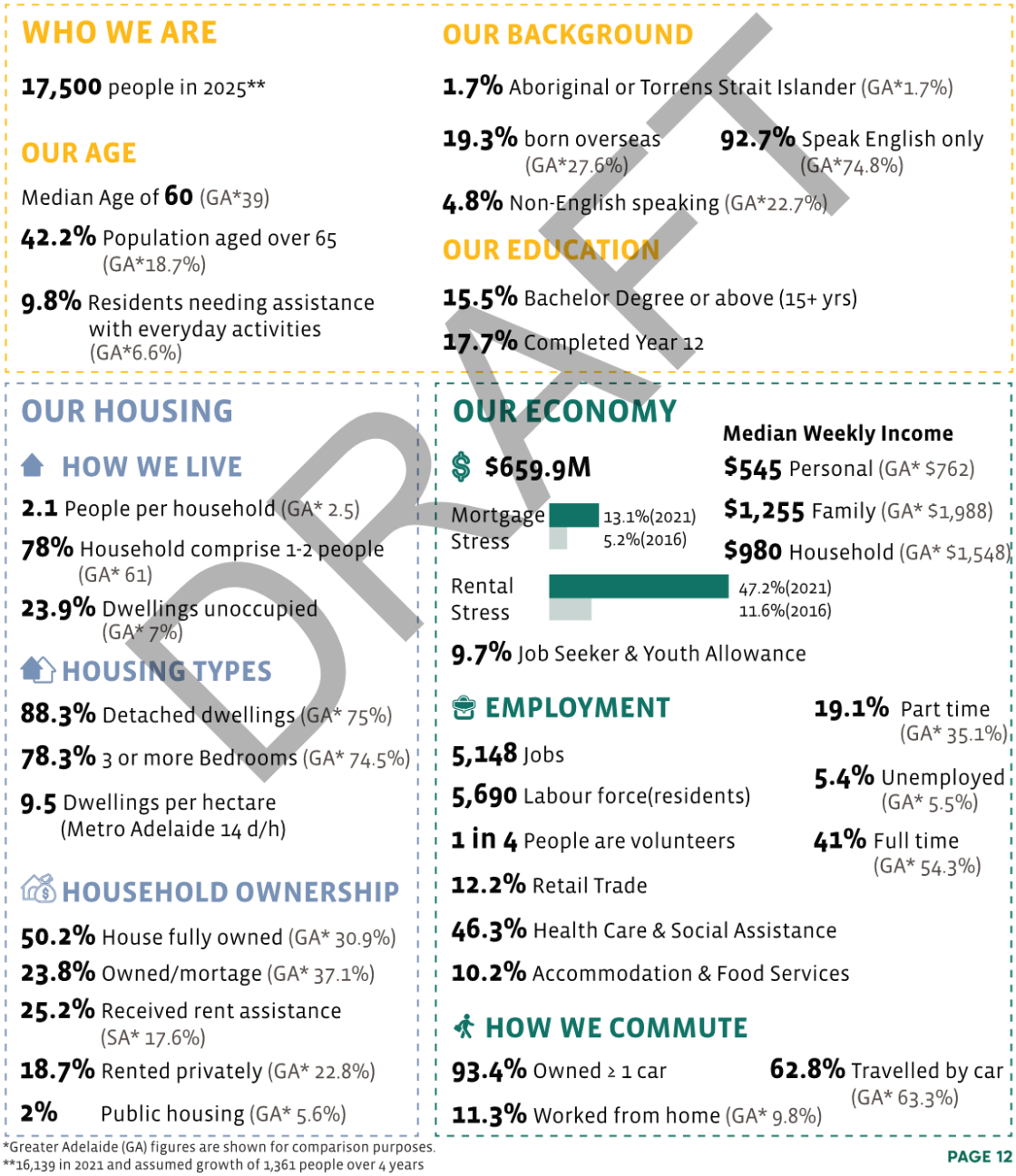
*Figure 4 - Victor Harbor Snapshot (2021)*

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*Greater Adelaide (GA) figures are shown for comparison purposes.
**16,139 in 2021 and assumed growth of 1,361 people over 4 years

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## Victor Harbor in 2050

Over the next 25 years, Victor Harbor will need to adapt, manage, and respond to a number of changes to ensure it remains a great place to live, work, invest and visit. These include:

### Population Growth

Our population is expected to continue growing. Estimates based on a detailed review of historical growth and trends suggest that the population will grow by approximately 8,000 people over the next 25 years. The Greater Adelaide Regional Plan however is working towards high population growth scenarios that could see the population of Victor Harbor grow by more than 19,000 people over the same period. It is important that the City of Victor Harbor plans for houses, jobs, services and infrastructure to support the growth of Victor Harbor, and account for both moderate and high growth scenarios to ensure we are prepared.

In addition to growth within Victor Harbor, the population of the Fleurieu Peninsula is projected to grow by up to 38,000 people by 2051. As the primary service centre of the Region, this will increase demand for the businesses and services located within Victor Harbor.

*Figure 5 - Population Projection for Victor Harbor*




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### Activating the City of Victor Harbor

The City of Victor Harbor is actively seeking to change the trajectory of economic dependency within Victor Harbor. Despite population growth, the composition of the population is continuing to age, meaning lower incomes, higher percentage of welfare dependency and lower levels of workforce participation (income producing). These effects diminish the ability of local businesses to improve employment opportunities.

Council is implementing their Economic Development Strategy and Investment Attraction Strategy, along with planning and advocating for the delivery of key strategic infrastructure in order to change this trajectory. In addition, the draft 2025/2026 budget has identified the preparation of a Future Ready Strategy which will aim to make Victor Harbor a more attractive, dynamic and sustainable place for young people and ensure long term social and economic sustainability.

Accordingly, this Strategy includes several actions intended to strike a demographic balance for Victor Harbor, including:

- Ensuring that there is sufficient age inclusive housing, suitable for a working age demographic; and
- Increasing social infrastructure, such as childcare and tertiary education, which is essential to attracting and retaining young people and families; and
- Supporting the protection and enhancement of key lifestyle appeal for Victor Harbor, including our environment, events, arts and culture.

### Climate Change

The Climate Change Adaption Plan for the Adelaide Hills, Fleurieu Peninsula and Kangaroo Island regions forecasts that the following changes will impact Victor Harbor by 2070:

- Rainfall to decline by 6% and intensity to increase by 11%;
- Maximum temperatures to increase by 1.5$^{o}$C;
- Minimum temperatures to increase by 1.2$^{o}$C; and
- Extreme heat in Victor Harbor to increase by 30% to 11 days per year over 35$^{o}$C.

This will result in Victor Harbor being warmer and drier and with more regular and intense storm events and continued sea level rise due to climate change. These impacts will influence the way we need to design infrastructure to adapt to these changes and highlight the need to take steps to mitigate further climate change by reducing greenhouse gas emissions.

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VICTOR HARBOR
MAINSTREET PRECINCT
Delicia
ACAI • PROTEIN • ESPRESSO • RAW TREATS
NAILED
nails & beauty
RAW

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## Responding to our Community Plan

The City of Victor Harbor's Community Plan sets the Aspirations for our community. These Aspirations aim to be bold and visionary, at the same time as protecting all of the things we love about Victor Harbor. They include:

- We are a caring, connected and active community
- We are financially sustainable and well-governed organisation
- We have services and infrastructure that meet our communities needs
- We manage growth and change responsibly
- We have a culture of innovation, collaboration and creativity
- We protect and restore our environment

This Strategy is intentionally aligned with the Aspirations contained within our Community Plan to ensure that we deliver on those Aspirations, as shown by Table 1 overleaf.

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*Table 1 - Alignment between the Urban Growth Management Strategy and the Community Plan*

| The Urban Growth Management Strategy 2050 Principles | Links to Community Plan Aspirations |
|---|---|
| Principle 1: **Housing** supply meets the needs of our community |  |
| Principle 2: Our **economy** is productive, prosperous and attracts investment |  |
| Principle 3: **Services and infrastructure** meet demand and are reliable and efficient |  |
| Principle 4: Our **environment** is protected and enhanced |  |
| Principle 5: Our **landscape, character and heritage** is celebrated and retained |  |
| Principle 6: Council's long term **financial sustainability** is not compromised by urban growth |  |

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# Responding to the Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan (GARP)[1] provides the State Government's long-term vision for Greater Adelaide, including the Fleurieu Peninsula, to 2051 and beyond. It identifies:

- Where housing and employment growth will occur;
- Sets targets for housing growth; and
- Outlines which government bodies are responsible for short-term actions.

For Council to successfully and responsibly manage growth for the next 25 years, the UGMS needs to:

- Have regard to the actions and priorities of the State Government which relate to the City of Victor Harbor; and
- Where relevant, align the actions within the UGMS with the GARP to ensure that Council's resources are focused on actions with a likelihood of success[2].

As a result of the above, the UGMS seeks to respond to the GARP by:

- Identifying the growth areas within the GARP which are a priority for Council within the next 25 years;
- Planning for the implementation of housing and employment targets, including the requirements and timing for local infrastructure and services; and
- Including short term actions assigned to Council.

## Where will growth occur?

The areas identified for housing and employment growth within the GARP are shown in Appendix 2. These areas include the:

- Future Greenfield Growth areas, which are intended to accommodate urban growth and are currently within the urban growth boundary[3];
- Future Greenfield Supply areas, which are intended to accommodate future urban growth; and
- Future Employment Areas, which are intended to accommodate future growth for employment purposes, following the removal of the Environment and Food Production Area.

All the above areas require rezoning before they can be developed.

There are key areas within the GARP which are Council's focus and priority ahead of 2050. These areas are shown in Map 2. Council support rezoning of area's identified in both the UGMS and GARP, prior to 2050. Council do not support the rezoning of other areas identified by GARP prior to 2050 unless there is significant investment in infrastructure first[4].

[1]The Greater Adelaide Regional Plan can be accessed on the Regional Planning Portal here: https://regional.plan.sa.gov.au/
[2] For example, actions which require the approval of the Minister for Planning, such as changes to the Planning and Design Code, which do not align with the GARP have a reduced likelihood of success and therefore, may waste Council's resources. Accordingly, the actions have sought to align with the GARP where possible, to ensure that Council's resources are responsibly allocated.
[3]The urban growth boundary is the current boundary that urban development can extend to. Areas outside of the urban growth boundary are protected by the Environment and Food Production Area.
[4]Except for the rezoning of land between Waterport Road and Adelaide to Victor Harbor Road if consistent with the land uses shown in Map 9 - Victor Harbor in 2050.



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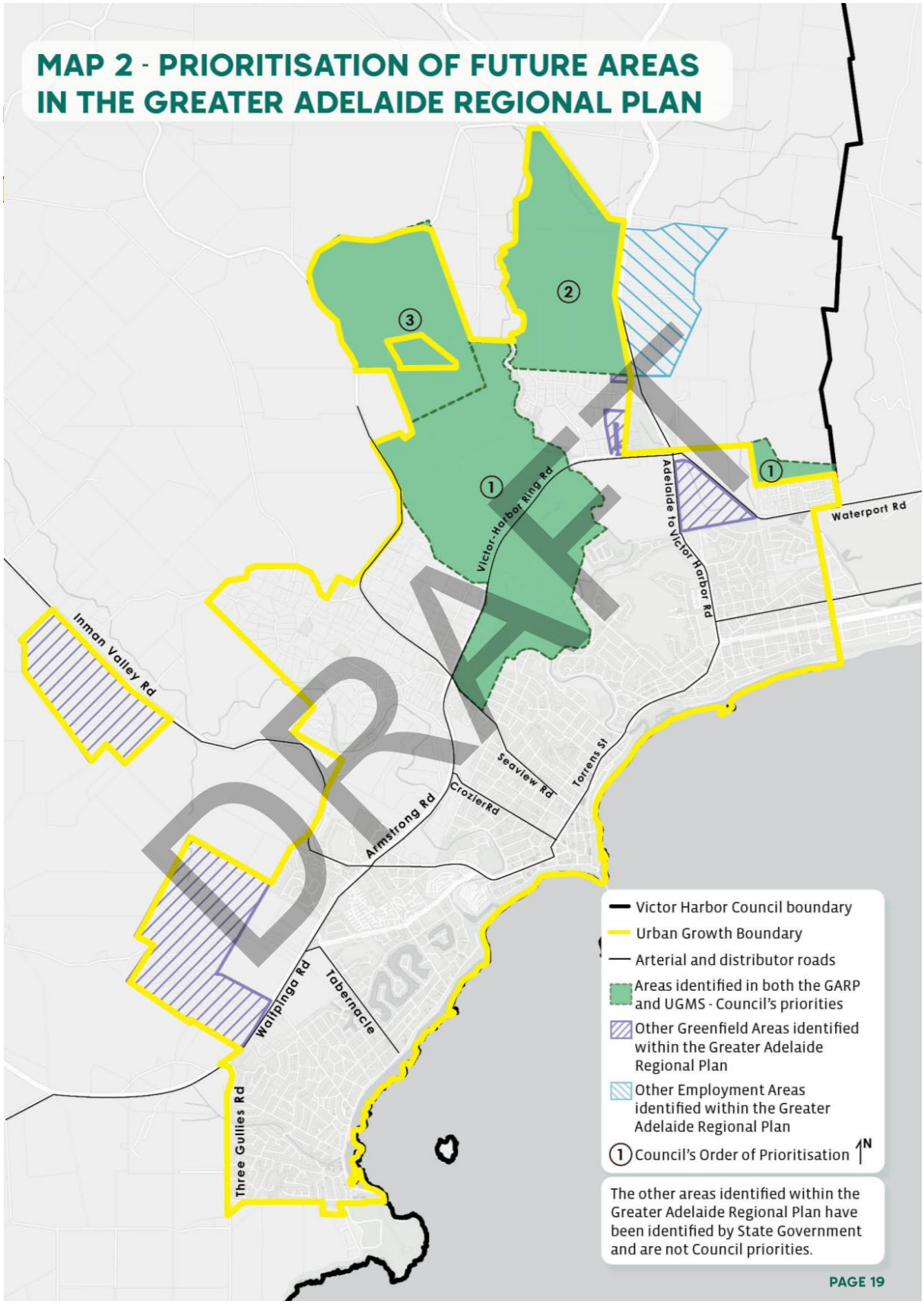
MAP 2 - PRIORITISATION OF FUTURE AREAS IN THE GREATER ADELAIDE REGIONAL PLAN
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Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Areas identified in both the GARP and UGMS - Council's priorities
Other Greenfield Areas identified within the Greater Adelaide Regional Plan
Other Employment Areas identified within the Greater Adelaide Regional Plan
Council's Order of Prioritisation
N
The other areas identified within the Greater Adelaide Regional Plan have been identified by State Government and are not Council priorities.
PAGE 19
Victor Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Seaview Rd
Torrens St
Crozier Rd
Armstrong Rd
Wallpinga Rd
Tabernacle
Three Gullies Rd

## Housing and Employment Targets

The GARP includes four targets, which are:

- Target 1: Maintain a 5-year rolling supply of zoned residential land;
- Target 2.1: Regional housing targets to 2051 based on high population growth projections.
- Target 2.2: Local government housing targets to 2051 based on high population growth projections.
- Target 3: Maintain a 15-year rolling supply of zoned employment land; and
- Target 4: Achieve 30% tree canopy cover across metropolitan Adelaide by 2055.

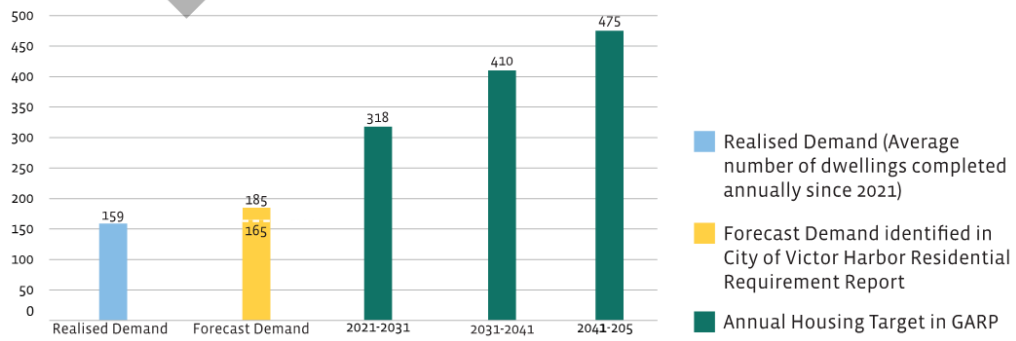
Each of the targets include measures for success and apply to either the whole of the Greater Adelaide Region or to specified areas within the region, such as a subregion like the Fleurieu Peninsula or to a Local Government Area. As a result, not all targets apply to Victor Harbor.

The following GARP targets apply to the City of Victor Harbor and have informed the preparation of the Strategy:

- Target 1: Maintain a 5-year rolling supply of housing ready residential land[5], for the Fleurieu Peninsula;
- Target 2.2: Local government housing targets to 2051, based on high population growth, for the City of Victor Harbor Local Government Area; and
- Target 3: Maintain a 15-year rolling supply of zoned employment land for the Greater Adelaide planning region.

In relation to Target 2.2, the GARP includes housing targets which are based on high population growth occurring during each 10-year period between 2021 and 2051. These targets, including average growth and forecast growth, are shown in Figure 6. These targets will inform government policy or infrastructure investment decisions made by the State Government.

*Figure 6 – Annual Housing Targets for Victor Harbor Local Government Area*




[5]At the time of drafting this Strategy (2025), the term 'housing ready residential land' was not defined. A short term action within the GARP is to determine a definition for residential development-ready land supply and link it to the Land Supply Dashboard, by March 2028.



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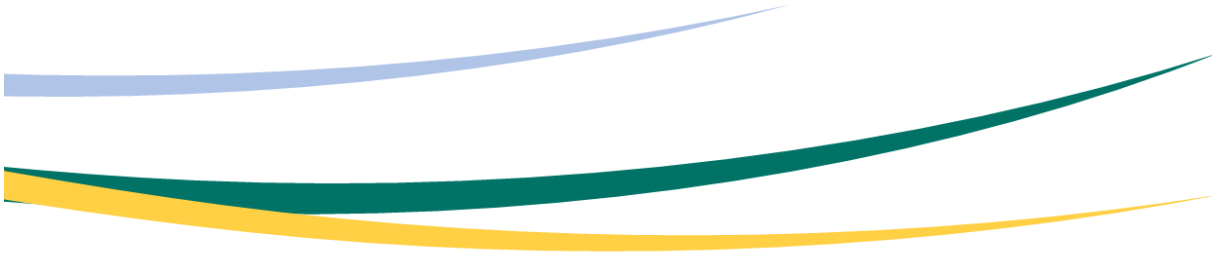

It is evident that the housing targets are greater than realised demand and forecast demand. This is due to the targets within the GARP being based on sustained high-population growth. Whilst the merits of planning for high growth are acknowledged and enable infrastructure delivery to be considered ahead of need, a significant acceleration of growth cannot occur without an investment in structure planning and infrastructure planning and delivery. Such is acknowledged by short term actions within the GARP, including:

- State infrastructure agencies and utility providers to undertake capacity analysis and long-term infrastructure planning to align with the GARP's projections and identified areas for future infill and greenfield residential and employment growth, by June 2026;

- The State Planning Commission to initiate an amendment to the GARP by 2028 to incorporate infrastructure investigations undertaken by state agencies and utility providers to inform refinements and prioritisation of greenfield, infill and employment lands; and

- By 2030, the Department for Housing and Urban Development to:
  - Prepare structure plans for new greenfield growth areas identified in the GARP;
  - Initiate a Regional Plan amendment to integrate the Structure Plans into the GARP; and
  - Prepare infrastructure schemes to inform future Code amendments.

As a result, Council's UGMS responds to the targets within the GARP by:

- Evaluating and monitoring residential land supply within the City of Victor Harbor to ensure that there is a 5-year rolling supply of housing ready residential land in accordance with Target 1, having regard to the annual dwelling targets set by the GARP for Target 2.2;

- Maintaining a 15-year rolling supply of zoned employment land in accordance with Target 3;

- Acknowledging the Future Greenfield Growth Area and Future Greenfield Supply Areas in the GARP, within the UGMS, noting that the State Government are anticipated to implement Structure Plans and infrastructure schemes for those sites; and

- Committing to prepare a Local Housing Strategy that satisfies the requirements outlined by the Department of Housing and Urban Development, as required by the GARP.

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In addition to the above, the UGMS sets the following target:

- Maintain a 15-year rolling supply of residential land based on forecast demand.

This additional target ensures that Council is identifying new residential land ahead of need and ensures that such can be rezoned in a timely manner to proactively plan for the '5-year housing ready residential land' target set by the GARP.

It is also important to note that Council are not seeking to actively rezone all of the greenfield land supply or employment land identified within the GARP, and that such may be pursued by either State Government or private landowners. Notwithstanding this, the UGMS:

- Outlines Council's vision and priorities prior to 2050;
- Focuses Council's resources on realised and forecast demand to ensure that urban growth continues in an orderly and economical manner, that does not compromise Council's long term financial sustainability; and
- Reflects the outcomes of extensive consultation with the local community and key stakeholders.

Council also acknowledge that the high-population growth targets contained within the GARP cannot be realised without significant investment in infrastructure first. In the event that investment in infrastructure enables the targets within GARP to be achieved, Council have committed to evaluate residential land supply demand every 5 years and adjust the UGMS if needed (see action 1.1D).

### Short Term Action

The GARP assigns the following short-term action to all Council's within Greater Adelaide:

> *Local government to undertake strategic planning for their local area to plan for the implementation of housing and employment targets through the preparation of a Local Housing Strategy, including the requirements and timing for local infrastructure and services, to inform updates to the Greater Adelaide Regional Plan.*

The GARP expects the Local Housing Strategy to be complete in April 2028, to inform the prioritisation of growth areas across Greater Adelaide.

The UGMS strategically plans for the implementation of the GARP targets by balancing Council's resources across multiple aspects of facilitating urban growth. In relation to local infrastructure, key actions in the UGMS require local infrastructure investigations, having regard to the targets in the GARP, to understand the requirements and timing for infrastructure augmentation ahead of the State Planning Commission prioritising growth areas (see actions 3.1A and 3.3A).

These infrastructure investigations will inform the preparation of a separate Local Housing Strategy, to fulfil the short-term action within the GARP.



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## Council's role in managing urban growth

Everything that Council does helps to shape the future of Victor Harbor. The role that Council takes is influenced by a range of matters including laws, community preferences funding. Council's resourcing requirements also tend to increase as the level of responsibility increases, with actions as an enabler requiring fewer resources than instances where Council acts as a provider or leader.

The role that Council takes is influenced by a range of matters including laws, community preferences and funding.

In relation to growth, there are a variety of key stakeholders which influence the urban growth of Victor Harbor including:

- Federal Government, who:
  - Set housing targets for Australia and each State;
  - Set the national building standards in the National Construction Code; and
  - Provide funding for significant infrastructure.

- State Government, who:
  - Strategically plan to meet demand for residential, commercial and employment land for the whole State, through the GARP;
  - Set the State-wide planning rule book which contains all policies that guide where development occurs and the criteria that new development should meet; and
  - Coordinate and deliver State infrastructure.

- Council, who:
  - Act as a leader with respect to setting the strategic plan for the area's future having regard to demand for land for housing and employment purposes;
  - Act as a provider of local infrastructure; and
  - Act as an enabler by advocating for funding and infrastructure from other levels of Government.

- Utility providers who are responsible for strategically planning, financing and delivering core infrastructure such as water supply, sewer, electricity and telecommunications.

- Development and construction industry, who develop land and infrastructure and build houses, facilities, and businesses.

The actions contained within the UGMS are focussed on matters which are within the Council's control or influence. Where a particular objective requires coordination or action from other key players, such as State Government, the action will be focussed on enabling, rather than providing or leading.

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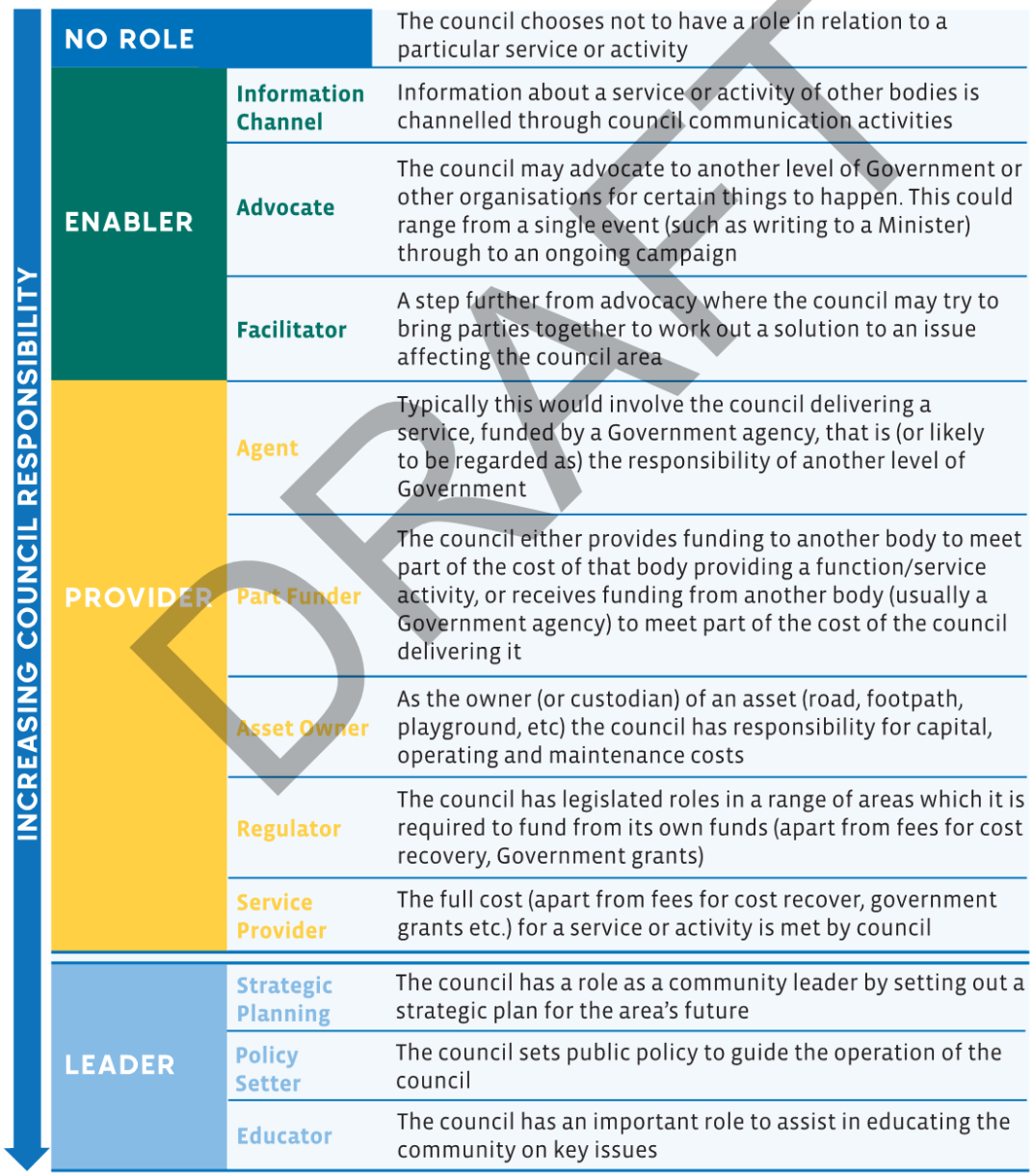
*Figure 7 - Council Roles*

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As part of Council's role to set the strategic plan and vision for Victor Harbor's future, Council will also be responsible for responding to:

- The State Government – who will pursue the actions contained within the Greater Adelaide Regional Plan and may make changes to legislation and policy, which could impact the Council's vision for its area to 2050; or
- Private Proponents – who may pursue a privately funded Code Amendment or infrastructure investigations earlier than anticipated by the UGMS.

Council will be obligated to respond to the above matters as they arise, and some of these matters may not be anticipated or prioritised by The UGMS.

Where such matters are pursued by the State Government, it is important to acknowledge that the *Local Government Act 1999* requires Council to give due weight to State objectives and seek to co-ordinate with the State in the delivery of services. In some instances, it will be appropriate for Council to advocate for preferred outcomes for its community and in other instances, it will be necessary to follow the direction of the State, as expected by the *Local Government Act 1999*.

Where such matters are pursued by private proponents, Council will need to consider whether the proposal furthers the objectives of Council (as outlined in this Strategy) and in turn, whether it will support or facilitate the proposal.

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THE STRATEGY
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## The Strategy

The UGMS is guided by six overarching principles which balance the changing needs of our growing community whilst protecting the aspects of our City that make Victor Harbor a place of choice to live, work, invest and visit. These principles are supported by objectives, targets and associated actions. The strategic framework is shown by Figure 8, overleaf.

Priorities have been informed by whether a target is currently met (low priority), at risk (moderate priority) or not met (high priority). Actions which are a high priority are expected to be addressed in the short term (within 5 years) and moderate priorities in the medium term (within 10 years). Low priorities require ongoing monitoring to confirm if the targets are met and if action is required.

Key targets will be monitored at regular intervals to ensure that Council's priorities are adjusted where particular targets are at risk or not met.

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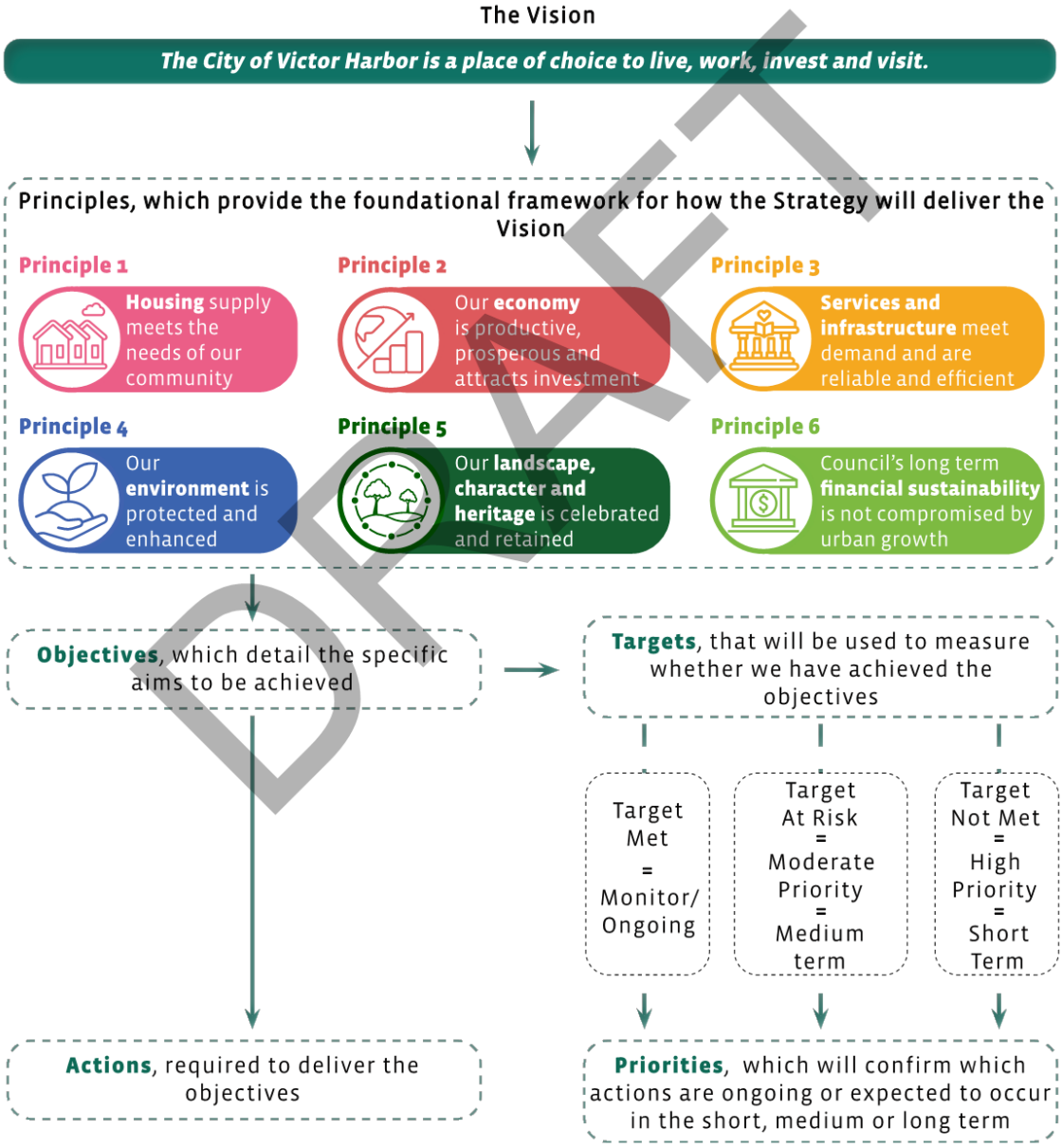
*Figure 8 - Strategic Framework*

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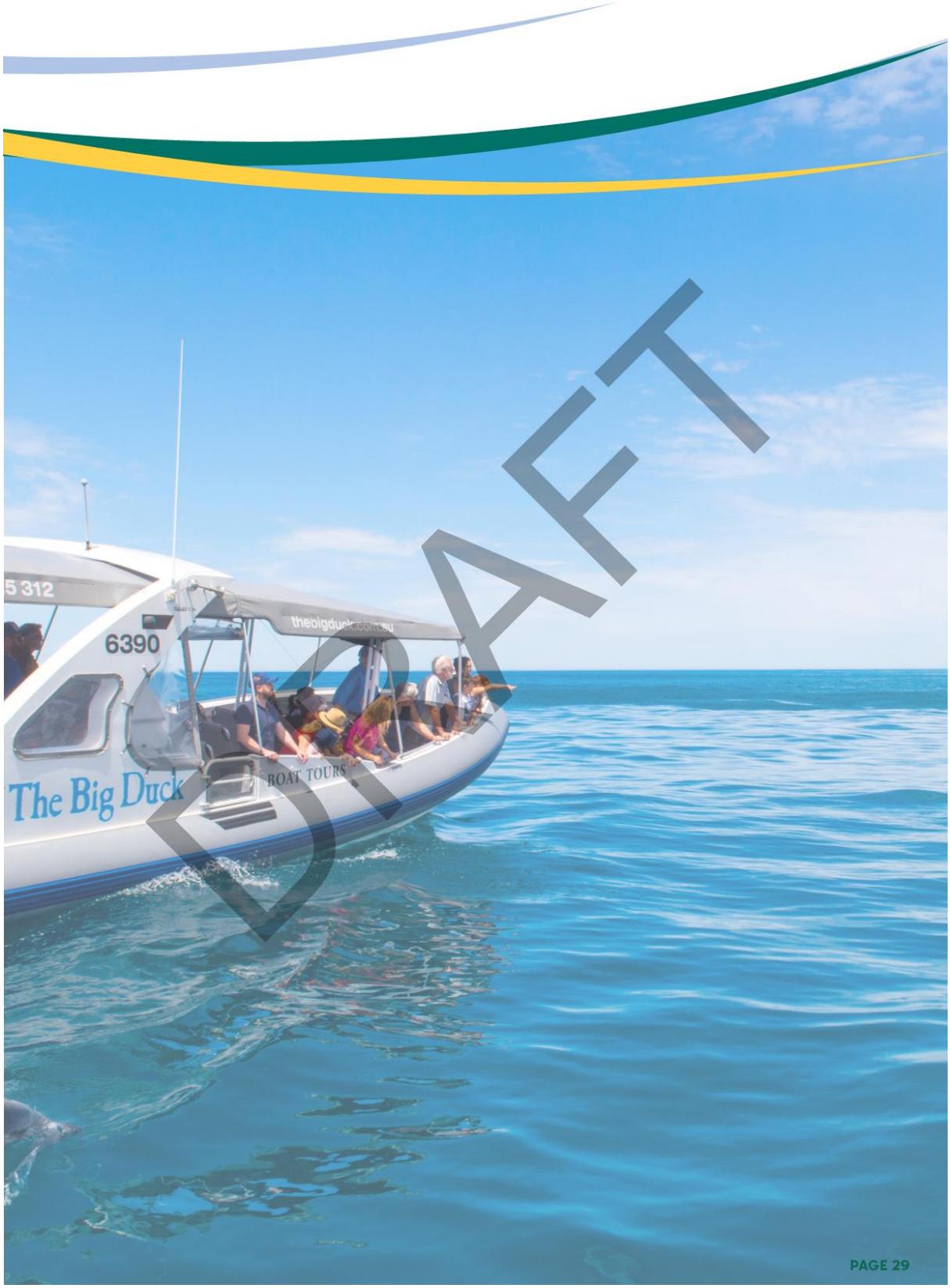


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*Principle 1*

# Housing supply meets the needs of our community



The Strategy plans for new housing to support the growing population in a way that ensures the City of Victor Harbor is a great place to live for its current and future community. This includes:

- Housing Supply and Demand: Ensuring that there are enough houses to meet forecast demand;
- Housing Diversity: That housing supply is diverse to support our community in all stages of life ;
- Responsibly Planning for Growth: Growth areas are identified having regard to the other principles and objectives within this Strategy; and
- Optimising the use of land and infrastructure.

Each of these factors have informed the objectives and targets within the Strategy.

## Housing Supply and Demand

Housing demand is difficult to predict and is based upon key assumptions being realised. By 2050, Victor Harbor could accommodate an additional 4,600 homes if historic annual dwelling demand of up to 185 dwellings per year continues at the same rate. The GARP however predicts that an additional 12,030 homes may be required, based on 401 dwellings per annum, which is more than twice the current rate of growth. In essence this means that Victor Harbor is expected to accommodate a higher rate of growth as other opportunities in southern Adelaide diminish.

There are three areas where this housing demand can be accommodated within Victor Harbor, which include:

- Existing Residential Areas which are zoned;
- Existing Deferred Urban Zone; and
- Future Greenfield Supply Areas, as identified in the GARP.

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Each of these areas has:

- an estimated capacity, which identifies the number of new dwellings the area may be able to accommodate; and
- an estimated supply, which forecasts the number of years it will take for these areas to be fully developed and the capacity to be exhausted. This supply range is based on the need to accommodate between 185 dwellings[6] and 400 dwellings[7] per annum.

Each of these areas and their capacity and supply are described in Table 2 below:

*Table 2: Potential Source of Land Supply*

| Existing residential zoned areas<br>See Map 3 | Existing Deferred Urban Zone<br>See Map 3 | Future Greenfield Supply<br>See Map 3 |
|---|---|---|
| Are areas where residential development is expected to occur and are zoned for this purpose<br><br>Estimated Capacity:<br>• Up to 4100 allotments<br><br>Estimated Supply:<br>• Between 10 to 22 years of supply | Are areas that need to be rezoned before they are developed, and may be rezoned for residential purposes.<br><br>Estimated Capacity:<br>• Up to 2400 allotments, subject to a Structure Plan<br><br>Estimated Supply:<br>• Between 6 to 13 years of supply | Are areas that have been identified for future development within the Greater Adelaide Regional Plan<br><br>Estimated Capacity:<br>• Approximately 3600 allotments, subject to Structure Planning and detailed infrastructure investigations<br><br>Estimated Supply:<br>• Between 9 to 19 years of supply |

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It is important to note that greenfield development is typically a more reliable mechanism of providing long term housing supply as opportunities for infill development near our centres diminish. As a result, additional land for greenfield development has been identified in the UGMS.

[6] Based on forecast demand, detailed within the Residential Land Requirements Report.
[7] Based on the housing targets outlined in the Greater Adelaide Regional Plan.

Housing supply priorities and associated actions have been determined having regard to rolling 5 year and 15 year targets and the 25 year period planned for by the UGMS. Table 3 summarises the current status of the key targets within the GARP and UGMS. This summary identifies that there is presently sufficient land supply to meet the rolling 5 year land supply target, however ongoing monitoring will be required to identify if housing construction occurs at the rate outlined in the GARP. In terms of the 15 year rolling supply target, action to rezone Deferred Urban Zoned land is expected to be needed within the next 7 years. Overall, the UGMS identifies supply which should be sufficient for the 25 year planning period, albeit this will require ongoing monitoring.

*Table 3: Analysis of the Housing Supply against housing targets*

| Target | Reference | Status of Target | Action Required | Priority |
|---|---|---|---|---|
| A 5-year rolling supply of housing ready residential land (based on annual dwelling targets set by the GARP) | Target 1 and 2.2 – GARP | Met<br>Approx. 10 years of supply[8] | Monitor.<br><br>If 400 dwellings are constructed per annum, action will be required by 2030 | Ongoing |
| A 15-year rolling supply of zoned residential land, having regard to forecast demand | UGMS | Met<br>22 years supply<br><br>At risk of not being met if rezoning doesn't occur within 7 years | Action required within 7 years (by 2032) – See Action 1.1B and 1.1C | Medium |
| The UGMS identifies residential land for a minimum of 25 years based on forecast demand | UGMS | Met<br><br>35 years of supply within the existing residential areas and existing Deferred Urban Zone | Monitor | Ongoing |

[8] Please note at the time of drafting this Strategy (2025), the term 'housing ready residential land' was not defined. A short-term action within the GARP is to determine a definition for residential development-ready land supply and link it to the Land Supply Dashboard, by March 2028. Accordingly, for the purpose of assessing compliance with this target, 'existing residential areas' have been used for the purposes of housing ready residential land.



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## Housing Diversity

In addition to the amount of supply, it is important that housing supply is sufficiently diverse to support our community in all stages of life. This requires residential zones to allow flexibility with response to the type of housing that can be developed and identifying opportunities to increase the density of housing near services (infill development).

An analysis of the opportunities for medium density infill has occurred to understand if the objective to accommodate diverse forms of housing is currently being accommodated within Victor Harbor. This analysis is provided in Appendix 3 and identifies that medium density development is already enabled in several key locations around the historic town centre, other activity centres and the coast. As a result, future actions within the UGMS have concentrated on ensuring that such diversity is protected and changes to planning policy seek to further this objective.

With respect to housing diversity, it is also important to ensure that there are sufficient age inclusive forms of housing to attract and retain young people and assist the Council to strike a demographically balanced age composition of the population.

Ways to achieve this include:

- Government agencies and/or Council purchasing land to control and/or facilitate the type and nature of housing developed on the land; and
- Advocate for changes to planning policy that provides minimum benchmarks for age inclusive forms of housing, to ensure that areas such as Victor Harbor have sufficient housing for the working age population.

Accordingly, this Strategy includes actions seeking to influence the market, change the trajectory for Victor Harbor and facilitate opportunities for housing people under the age of 55.

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## Responsibly Planning for Growth

The GARP identifies the area for future residential growth, referred to as:

- Future Greenfield Growth areas, which are intended to accommodate urban growth and are currently within the urban growth boundary[9]; and
- Future Greenfield Supply Areas which are intended to accommodate future growth and were removed from the Environment and Food Production Area in 2025.

The UGMS identifies the key areas within the GARP which are Council's focus and priority ahead of 2050. Areas which are not identified within the UGMS are unlikely to be required before 2050, based on forecast demand. One of the actions of the UGMS is to undertake ongoing monitoring of housing supply to ensure that Council's priorities are adjusted if growth occurs at a rate greater than forecast demand. Such will ensure that Council's priorities continue to respond to realised and forecast demand to ensure that urban growth does not compromise Council's long term financial sustainability.

## Optimising the Use of Land and Infrastructure

In order to ensure land use and infrastructure is planned for in an orderly and economic way, rezoning of land needs to be supported by robust investigations and structure planning. As a result, this Strategy anticipates that the following process is followed for the Priority Growth Area (Map 4) and Future Greenfield Supply areas.




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[9] The urban growth boundary is the current boundary that urban development can extend to. Areas outside of the urban growth boundary are protected by the Environment and Food Production Area, as it existed in April 2025.

## Principle 1: Housing supply meets the needs of our community

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 1.1 - There is an adequate supply of residential land that meets forecast demand | Maintain a 5 year rolling supply of housing ready residential land<br><br>Maintain a 15 year rolling supply of zoned residential land | 1.1A Monitor the construction of new dwellings (realised demand), analyse forecast demand and remaining supply to identify when land should be rezoned for residential purposes | Ongoing |
| | | 1.1B Prepare a Structure Plan for the Priority Growth Area that considers the Guiding Aspirations shown on **Map 4** | Short |
| | | 1.1C Undertake a Code Amendment to rezone land to reflect the Structure Plan (following Action 1.1B) | Medium |
| | The UGMS identifies residential land supply for a minimum of 25 years based on forecast demand | 1.1D Prepare a Local Housing Strategy that satisfies the requirements of the Greater Adelaide Regional Plan | Short |
| | | 1.1E Evaluate residential land supply and demand every 5 years and adjust actions and priorities in the UGMS if the targets relating to Objective 1.1 are at risk. | Ongoing |

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| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 1.2 - New housing delivers a variety of options in terms of type, size and tenure to respond to:<br>• the needs of our community, through all stages of life, and<br>• the desire to attract young families | Reduce the median age for the City of Victor Harbor | 1.2A Ensure that future Code Amendment(s) for residential purposes propose Zones that encourage a variety of housing types and sizes that result in age inclusive forms of housing | Ongoing |
| | | 1.2B Advocate for the State Government to undertake policy reform which provides minimum benchmarks for age inclusive forms of housing and improves the efficacy of the Affordable Housing Overlay, to ensure that there is sufficient and affordable housing for the working age population | Ongoing |
| | | 1.2C Investigate partnering with Government, private enterprise and/or non-for-profits to purchase, develop and provide housing for the working age demographic | Ongoing |
| | | 1.2D Identify opportunities for Council to purchase or encumber land for the purpose of facilitating age inclusive forms of housing and/or affordable housing, and provide indicative costs for their implementation | Short |
| | | 1.2E Identify and implement financial mechanisms which support the development of age inclusive forms of housing | Short |

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| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 1.3 - Infill development occurs at a:<br>• Medium density in areas that are close to services (within 400 metres of centres)<br>• Low density in rural living areas | A minimum of 30% of new housing is created through infill development | 1.3A Review the outcomes of the Future Living Code Amendment and investigate a Code Amendment to introduce the Co-Located Housing Overlay[10] to existing residential areas | Medium |
| | | 1.3B Investigate a reduction in minimum allotment sizes in part of the Rural Living Zone adjacent the Priority Growth Area, as shown on **Map 3** | Medium |
| 1.4 - Urban growth results in an orderly, integrated, and efficient settlement pattern which is sequenced in a logical way | Rezoning of land within the Deferred Urban Zone is supported by a Structure Plan. Structure Plans detail land use, density, open space, connectivity and infrastructure<br><br>Growth areas are contiguous with the existing urban area | 1.4A Ensure that Code Amendments proposing to rezone land within the urban growth boundary result in an orderly, integrated and efficient settlement pattern (or demonstrate how this can be achieved) | Ongoing |
| | | 1.4B Establish a Privately Funded Proposals policy to guide Council's approach to proposals from Proponents for privately funded Planning and Design Code Amendments, Structure Plans and/or privately operated infrastructure | Short |
| 1.5 - Urban Growth Areas are not located in areas that are exposed to a high hazard risk, including bushfire, drought, flooding and heatwaves | Urban Growth Areas occur in areas with a low to moderate risk of hazards | 1.5A Monitor Code Amendments undertaken by the State Government in relation to hazard mapping | Ongoing |

[10] The State Planning Commission has initiated an Accommodation Diversity Code Amendment and a Future Living Code Amendment which both seek to make policies that support housing diversity

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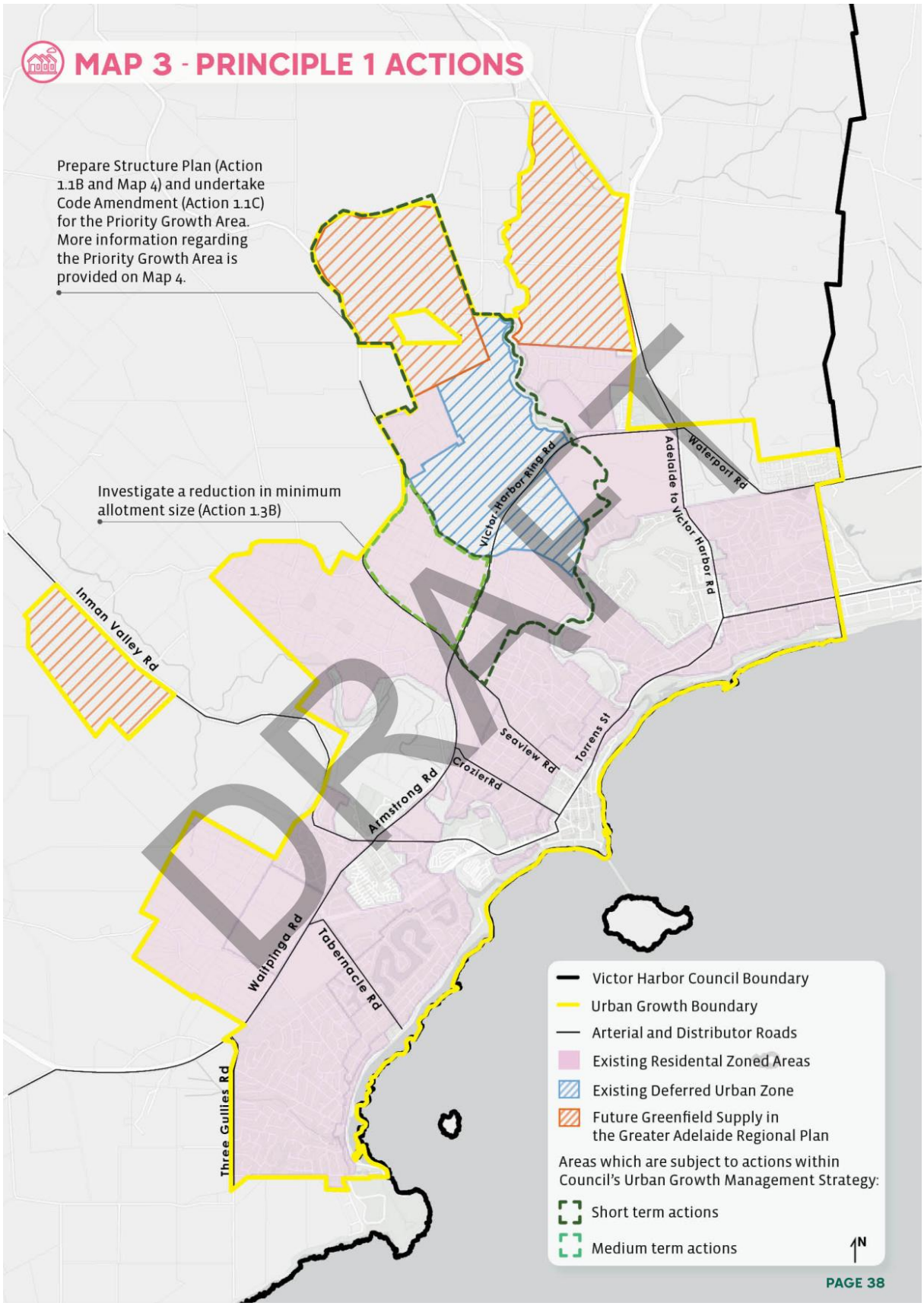
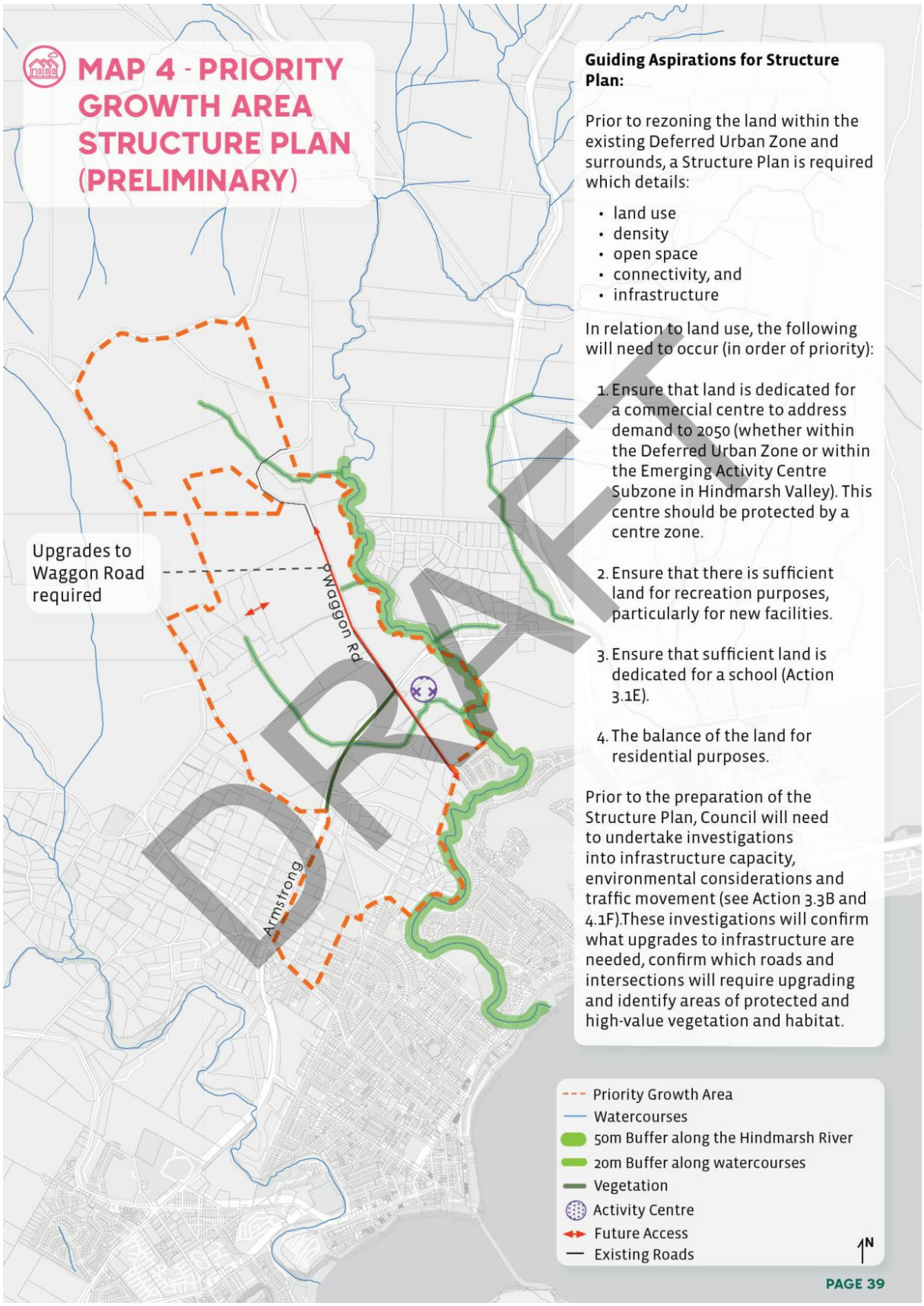

MAP 3 - PRINCIPLE 1 ACTIONS
Prepare Structure Plan (Action 1.1B and Map 4) and undertake Code Amendment (Action 1.1C) for the Priority Growth Area. More information regarding the Priority Growth Area is provided on Map 4.
Investigate a reduction in minimum allotment size (Action 1.3B)
DRAFT
Victor Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Seaview Rd
Torrens St
Crozier Rd
Armstrong Rd
Wailpinga Rd
Tabernacle Rd
Three Gullies Rd
Victor Harbor Council Boundary
Urban Growth Boundary
Arterial and Distributor Roads
Existing Residental Zoned Areas
Existing Deferred Urban Zone
Future Greenfield Supply in the Greater Adelaide Regional Plan
Areas which are subject to actions within Council's Urban Growth Management Strategy:
Short term actions
Medium term actions
N
PAGE 38


MAP 4 - PRIORITY GROWTH AREA STRUCTURE PLAN (PRELIMINARY)
Guiding Aspirations for Structure Plan:
Prior to rezoning the land within the existing Deferred Urban Zone and surrounds, a Structure Plan is required which details:
• land use
• density
• open space
• connectivity, and
• infrastructure
In relation to land use, the following will need to occur (in order of priority):
1. Ensure that land is dedicated for a commercial centre to address demand to 2050 (whether within the Deferred Urban Zone or within the Emerging Activity Centre Subzone in Hindmarsh Valley). This centre should be protected by a centre zone.
2. Ensure that there is sufficient land for recreation purposes, particularly for new facilities.
3. Ensure that sufficient land is dedicated for a school (Action 3.1E).
4. The balance of the land for residential purposes.
Prior to the preparation of the Structure Plan, Council will need to undertake investigations into infrastructure capacity, environmental considerations and traffic movement (see Action 3.3B and 4.1F).These investigations will confirm what upgrades to infrastructure are needed, confirm which roads and intersections will require upgrading and identify areas of protected and high-value vegetation and habitat.
Upgrades to Waggon Road required
Waggon Rd
Armstrong
DRAFT
Priority Growth Area
Watercourses
50m Buffer along the Hindmarsh River
20m Buffer along watercourses
Vegetation
Activity Centre
Future Access
Existing Roads
N
PAGE 39

*Principle 2*

## Our economy is productive, prosperous and attracts investment



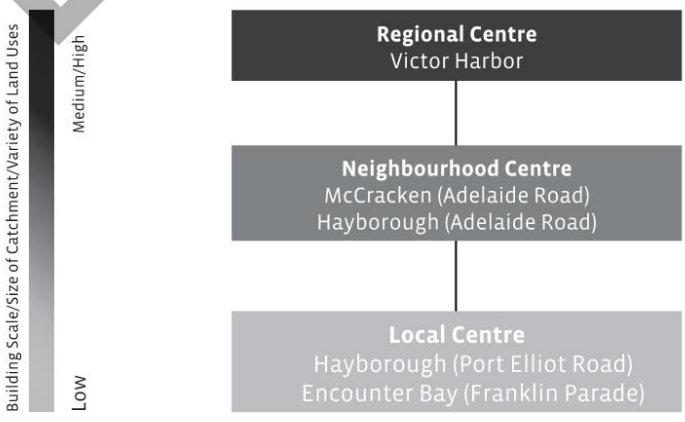
The success of our local economy is a critical part of ensuring that Victor Harbor is a great place to live, work, invest and visit. As the population of Victor Harbor and the Fleurieu Peninsula grows, additional demand will be placed on the businesses and services situated within Victor Harbor.

We need to plan for sufficient land to allow for the expansion of existing businesses and the establishment of new businesses across multiple employment sectors. The bulk of future demand for employment related activities (in terms of employment numbers) is likely to be in the form of service sector (retail/commercial/allied health) related businesses which can be accommodated within activity centres, however land will also need to be allocated for large format activities such as warehousing and is typically accommodated in an Employment Zone.

### Activity Centres

Activity centres are areas where the service sector workforce is expected to be accommodated in the form of retail, health care, professional of community services. Activity centres are typically established in a hierarchy from a major regional centre through to more localised neighbourhood centres which service the needs of a smaller catchment. Figure 9 shows the activity centre hierarchy, and how it relates to Victor Harbor.

*Figure 9 - Activity Centre Hierarchy*

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Victor Harbor itself is the regional centre that services the Fleurieu Peninsula and is the primary focus for business and commercial services for the region providing a range of shopping, administrative, cultural, community, entertainment, education and recreational facilities. Consequently, as the projected growth for the Fleurieu Peninsula is realised, there will be increasing demand for retail floor space within the existing centre. The centre does not necessarily need to include more land to accommodate this growth, with capacity for greater utilisation.

Demand for new neighbourhood level activity centres will arise as the population grows, particularly near and within growth areas. Currently, the Planning and Design Code identifies two Emerging Activity Centres, intended to accommodate future Neighbourhood Centres both at Waitpinga and Hindmarsh Valley. Accordingly, to ensure that these centres are preserved for future development, the following actions are proposed:

- Rezone the Emerging Activity Centre subzone at Waitpinga to ensure that this allotment is preserved for a future activity centre (Action 2.1D as shown on Map 5); and
- Ensure that land is identified and zoned for a Neighbourhood Centre in Hindmarsh Valley as part of the preparation of the Structure Plan for the Existing Deferred Urban Zone (Actions 1.1B and 1.1C).

The Structure Plan process, which will include detailed investigations, can best inform the size and specific location of the future Neighbourhood Centre in Hindmarsh Valley.

### Employment Areas

Employment areas or zones are intended to accommodate industrial, commercial and business activities but are distinct from primary shopping precincts or activity centres. These areas typically accommodate larger format warehouses, storage buildings, manufacturing, industry, motor and/or crash repairs and bulky goods outlets.

Historically, demand for employment land within the City of Victor Harbor has been approximately 0.2 hectares per 100 new people.

By 2050, The City of Victor Harbor could grow by 8,000 people based on forecast growth. The GARP however plans for high population growth and indicates that the population could grow by more than 19,200 people. Accordingly, there could be demand for between 16 and 40 hectares of land for employment purposes.

Currently, there is 4 hectares of zoned employment land remaining within the City of Victor Harbor. As a result, up to 36 hectares of land will be needed to ensure that there is sufficient land for employment purposes into the future.

The UGMS has identified some 42 hectares of additional land for employment purposes to create opportunities for job growth, supporting the population targets within the GARP. This 42 hectares includes:

- 26 hectares for rezoning in the short term (shown as 'Rezone for Employment Purposes (Action 2.1C) on Map 5); and
- 16 hectares for rezoning, which is currently within the Environment and Food Production Area (shown as Future Employment Land on Map 5).

Council will also seek to collaborate with Alexandrina Council regarding opportunities to expand the employment area east along Waterport Road (Action 2.1B).



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## Principle 2: Our economy is productive, prosperous and attracts investment

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 2.1 - There is an adequate supply of commercial and employment land | Maintain a minimum 15-year supply of land that is zoned for employment land uses<br><br>Growth areas include neighbourhood or local activity centres that are of a size and location suitable for serving the future population | 2.1A Monitor the consumption of employment land to identify when land should be rezoned and when land should be removed from the Environment and Food Production Area | Ongoing |
| | | 2.1B Engage with Alexandrina Council regarding the potential for the Future Employment Area to extend east along Waterport Road, and the potential for a combined Code Amendment to achieve this | Short |
| | | 2.1C Rezone land for employment purposes (shown on **Map 5**), following detailed heritage, environmental and traffic investigations | Short |
| | | 2.1D Rezone part of the Emerging Activity Centre Subzone at Waitpinga to ensure this allotment is preserved for a future activity centre (approximately 0.9 ha) | Medium |
| | The UGMS identifies commercial and employment land supply for a minimum of 25 years | 2.1E Advocate for change to the Environment and Food Production Area to accommodate the Future Employment Zone (shown on **Map 5**) | Short |

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| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 2.2 - Provide for long term, sustainable and diverse employment choices across a wide variety of sectors, leveraging the Region's existing and future infrastructure and industries, with a particular focus on the growth of the following sectors in line with the Investment Attraction Strategy:<br>• Health<br>• Construction<br>• Professional Services<br>• Tourism and the Visitor Economy<br>2.3 - Support evolving and emerging employment sectors and industries and support the retention and expansion of existing businesses, as well as external investment into Victor Harbor | Achieving the Measures of Success within the Investment Attraction Strategy<br><br>Reduce the median age for the City of Victor Harbor | 2.2A Implement the actions within the Investment Attraction Strategy | Ongoing |
| | | 2.2B Prepare a Future Ready Strategy which aims to make Victor Harbor a more attractive and dynamic place for young people, thereby ensuring our long term social and economic sustainability | Short |

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| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 2.4 - Further investment and business activity, including tourism, is supported through measures that enhance the streetscape, built form and character of the urban centre to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities | Achieving the Measures of Success within the Investment Attraction Strategy and the Economic Development Strategy | 2.4A Implementation of the actions in the following Master Plans:<br>• Victor Harbor Mainstreet Precinct<br>• Victor Harbor Town Centre<br>• Victor Harbor Railway Precinct<br>• The Bluff | Ongoing |
| 2.5 - Protect key primary production assets from incompatible development | Key primary production assets are protected from incompatible development | 2.5A Review the Primary Production Assets Layer within the GARP for the City of Victor Harbor LGA and advise the State Planning Commission of any errors or omissions | Short |

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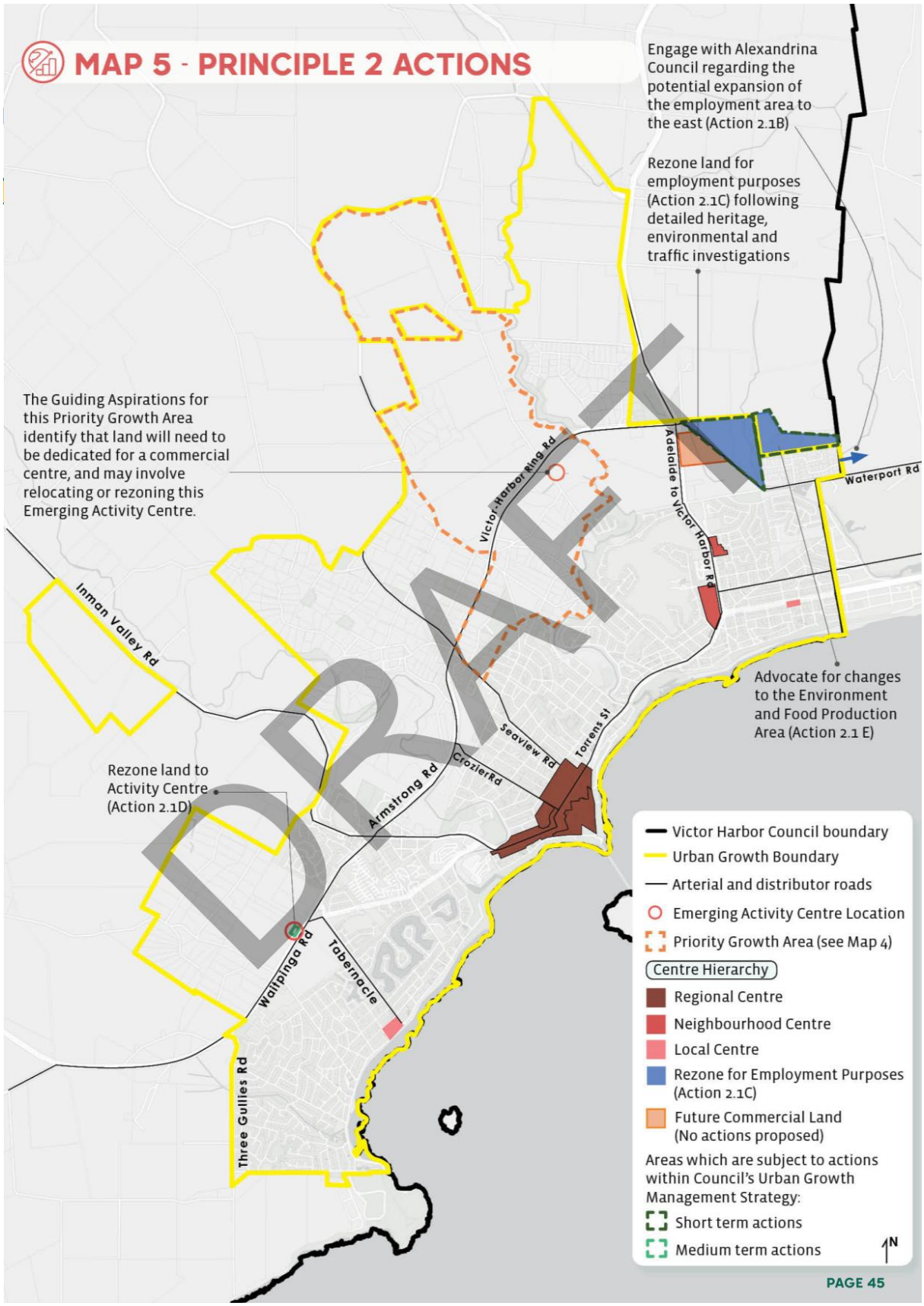
MAP 5 - PRINCIPLE 2 ACTIONS
Engage with Alexandrina Council regarding the potential expansion of the employment area to the east (Action 2.1B)
Rezone land for employment purposes (Action 2.1C) following detailed heritage, environmental and traffic investigations
The Guiding Aspirations for this Priority Growth Area identify that land will need to be dedicated for a commercial centre, and may involve relocating or rezoning this Emerging Activity Centre.
Victor Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Advocate for changes to the Environment and Food Production Area (Action 2.1 E)
Seaview Rd
Torrens St
Rezone land to Activity Centre (Action 2.1D)
Armstrong Rd
CrozierRd
Wallpinga Rd
Tabernacle
Three Gullies Rd
DRAFT
Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Emerging Activity Centre Location
Priority Growth Area (see Map 4)
Centre Hierarchy
Regional Centre
Neighbourhood Centre
Local Centre
Rezone for Employment Purposes (Action 2.1C)
Future Commercial Land (No actions proposed)
Areas which are subject to actions within Council's Urban Growth Management Strategy:
Short term actions
Medium term actions
N
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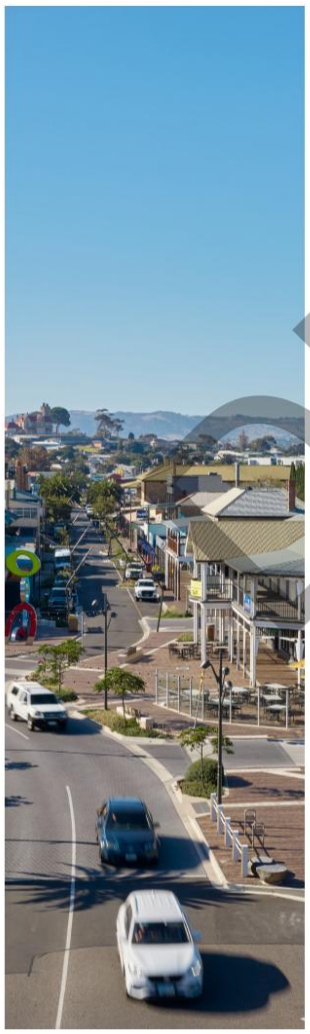
*Principle 3*

## Services and infrastructure meet demand and are reliable and efficient



Planning for services and infrastructure is essential to support the urban growth of Victor Harbor. This involves planning for:

| Community and Social Infrastructure, including: | Physical Infrastructure and Utilities, including: | Transport and Connectivity, including: |
|---|---|---|
| Education, including early childhood education and care, primary and secondary schools, TAFE and university | Water Supply | State Maintained Roads |
| Healthcare, including general practitioners, hospitals and aged care | Sewer | Public transport |
| Emergency services | Electricity | Local roads |
| Local services, including libraries, community centres and halls | Stormwater Management | Bicycle Network |
| Recreational facilities | Telecommunications and Digital Infrastructure | Footpaths |
| Public open space | Waste management and collection | Ride Share / Taxi |
| Cemeteries | | Parking |

Council has differing roles in the planning and delivery of the above services and infrastructure. A summary of the core providers and Council's role with respect to the above services is provided in Appendix 4.

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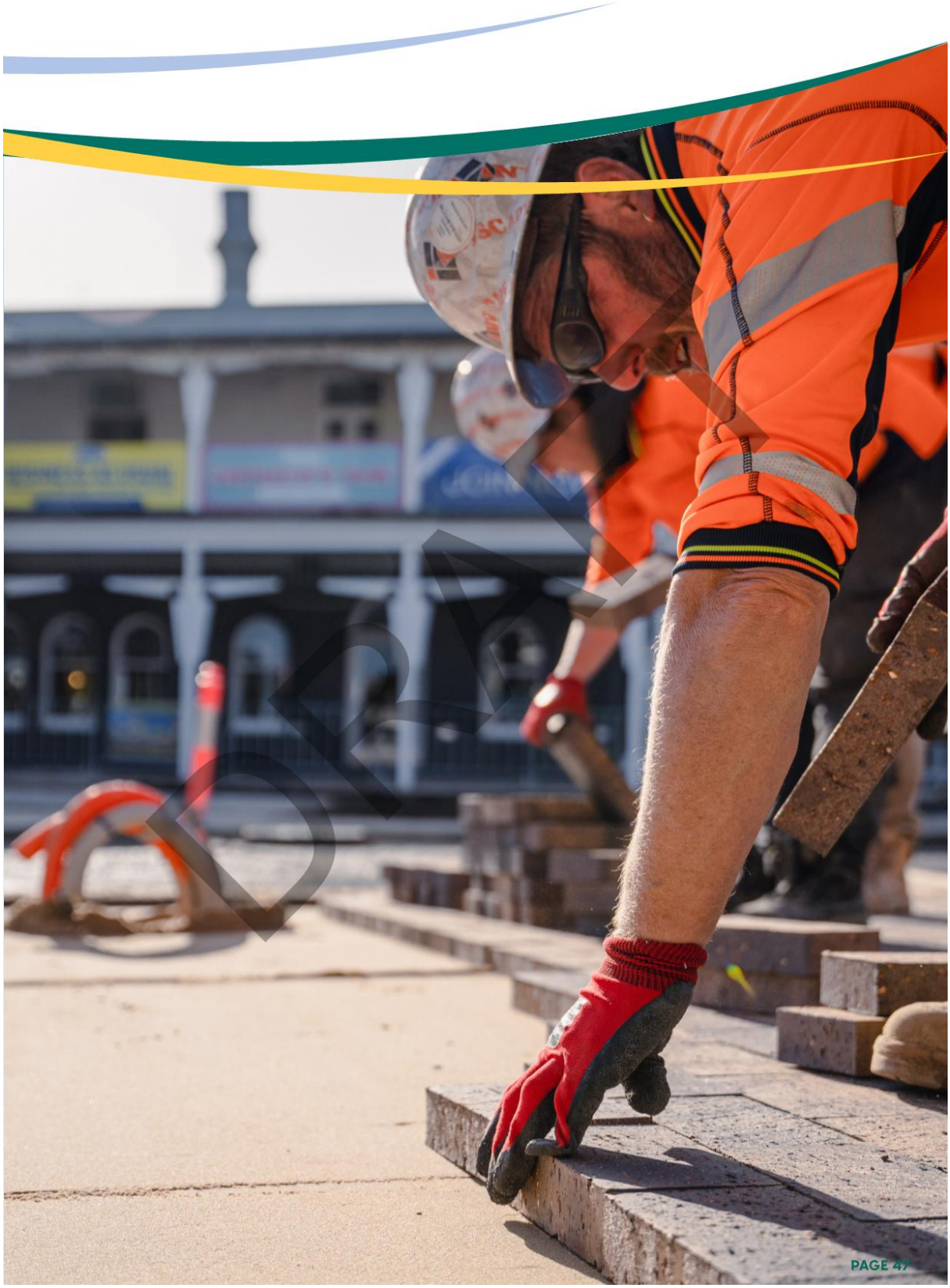
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## Principle 3: Services and infrastructure meet demand and are reliable and efficient

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| **Social and Community Infrastructure** | | | |
| 3.1 - Urban growth delivers strong community foundations and supports improved health and wellbeing outcomes by providing essential facilities and services infrastructure to meet the needs of the local community, including the ageing population, children and people with disabilities | Social infrastructure provision provided by Council meets the benchmarks outlined in Appendix 5 – Social Infrastructure Benchmarks | 3.1A Undertake social and community infrastructure investigations to inform growth area prioritisation (related to Action 3.3A). The scope of these investigations is detailed within Appendix 6 | Short |
| | | 3.1B Address demand for social infrastructure provided by Council, including:<br>• Community and youth centres<br>• Libraries<br>• Arts and Culture Centre<br>• Cemetery | Short-Medium |
| | | 3.1C Advocate for investment in childcare within Victor Harbor, particularly in relation to birth to 12 month and 1-3 year age child care places | Ongoing |
| | | 3.1D Advocate for the additional provision of primary and secondary schools, tertiary education, hospitals, health care services, an urgent care clinic and emergency services to support the growing population and to attract and retain young people | Ongoing |
| | | 3.1E Identify land within the Priority Growth Area (**Map 4**) for a future school site as part of the Structure Plan (related to Action 1.1B) | Short |
| | | 3.1F Advocate for core State Government services such as Service SA to establish in Victor | Ongoing |
| | | 3.1G Join the World Health Organisation's Global Network for Age-friendly Cities and Communities | Short |
| | | 3.1H Undertake a Code Amendment to apply the Community Facilities Zone and Infrastructure Zone to Council assets to ensure the Zone supports the retention of the existing facilities as shown on **Map 6**. This action may be undertaken with Action 4.7A | Medium |
| | | 3.1I Prepare a business case for Council to actively support the provision of childcare, particularly in relation to birth to 12 month and 1-3 year age child care places | Short |



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## Principle 3: Services and infrastructure meet demand and are reliable and efficient

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 3.2 - Residential growth areas provide a range of functional open space and recreation opportunities to service the needs of residents, including provision of and/or contribution towards a range of local, district and regional parks | A minimum of 12.5% of public open space is provided for all developments exceeding 20 allotments<br><br>The provision of sporting facilities occurs in line with the benchmarks outlined in Appendix 7 – Sporting Facility Benchmarks | 3.2A Ensure that appropriate land is vested with the council for the purpose of public open space when land is developed for 20 or more allotments | Ongoing |
| | | 3.2B Investigate the feasibility of situating recreational facilities on Government and utility owned land | Medium |
| | | 3.2C Investigate the repurposing of facilities which are surplus to need for facilities that are in deficit[11] | Medium |
| | | 3.2D Open space funds are directed to appropriate open space outcomes | Ongoing |

[11]These facilities are identified in Council's Recreation and Open Space Strategy

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## Principle 3: Services and infrastructure meet demand, are reliable and efficient

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| **Physical Infrastructure and Utilities** | | | |
| 3.3 - Infrastructure and service networks are provided in a coordinated, environmentally responsible and cost-effective sequence, including the adequate provision of:<br><br>a) Water supply<br>b) Wastewater<br>c) Transport networks<br>d) Stormwater infrastructure<br>e) Open space and recreation facilities<br>f) Community facilities<br>g) Electricity<br>h) Waste collection and management<br>i) Telecommunications | Infrastructure is provided ahead of need | 3.3A Undertake physical and utility infrastructure investigations to inform growth areas prioritisation and funding arrangements (related to action 3.1A). The scope of these investigations is detailed within Appendix 6 | Short |
| | | 3.3B Investigate the infrastructure requirements to inform the preparation of a Structure Plan for the Priority Growth Area (shown on **Map 6**) (related to Action 1.1B). The scope of these investigations is detailed within Appendix 6 | Short |
| | | 3.3C Advocate through regular communication with service providers about growth within Victor Harbor to ensure that providers are improving and are strategically planning for infrastructure within Victor Harbor | Ongoing |

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## Principle 3: Services and infrastructure meet demand, are reliable and efficient

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 3.4 - The impacts of flooding within Victor Harbor are reduced through water sensitive urban design and ensuring stormwater management systems are designed to account for rainfall events which will occur at a greater intensity as our climate changes | New development does not exacerbate existing flooding | 3.4A Ensure that developments are designed to mitigate adverse impacts downstream | Ongoing |
| | | 3.4B Advocate for improvements to the Planning and Design Code relating to water sensitive urban development | Ongoing |
| | | 3.4C Undertake a Code Amendment to apply the Stormwater Management Overlay to the urban area of Victor Harbor[12] | Short |
| **Transport and Connectivity** | | | |
| 3.5 - Support new residential areas with high quality roads, footpaths and an active transport network which provide access to employment, community facilities, schools, childcare centres, local shops and services | All new development is connected into Council's existing and future footpath and bicycle network | 3.5A Ensure that new development is supported by transport networks and is responsive to new transport options | Ongoing |
| | | 3.5B Advocate for the construction of a river crossing as part of any future development of the land at Hindmarsh Valley (as shown on **Map 6**) | Ongoing |

[12] This acts on findings contained within the Victor Harbor Urban Stormwater Management Plan (May 2024) which identified that the General Development Policies within the Planning and Design Code differ from Council's development policy and that such 'has the potential to negatively impact stormwater management in the City of Victor Harbor' (see section 1.7 of the Stormwater Management Plan).

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## Principle 3: Services and infrastructure meet demand, are reliable and efficient

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 3.6 - Adapt to improvements in technology, particularly in relation to communications | Council uses technological advancements to improve organisational efficiency and improve liveability | 3.6A Investigate opportunities to integrate Artificial Intelligence into the monitoring and reporting on Council strategies | Ongoing |
| | | 3.6B Monitor opportunities to trial driver-less technology within the City of Victor Harbor | Ongoing |
| 3.7- Ensure the protection of the South Coast Freight Route | Retention of the existing speed limit along the freight route | 3.7A Ensure that the future rezoning of land along the Regional Freight Route (shown on **Map 6**) ensures that access to the freight route is minimised and where access is necessary, ensure that this access is designed in a manner to retain the existing speed limit along this route | Ongoing |
| 3.8- There is sufficient and adequately located car parking to support the businesses within the Victor Harbor Central Business District | | 3.8A Investigate opportunities for the future development and management of a multi-deck carpark in McKinlay Street and the opportunities that this may unlock for other sites[13] | Medium |
| 3.9 - Improve access and availability to public transport to, from and within Victor Harbor to reduce reliance on private vehicles | Implementation of a regular and accessible public transport network that connects Victor Harbor to Seaford and Goolwa | 3.9A Collaborate with Southern and Hills Local Government Association to undertake a comprehensive review of the bus service contracts and network to integrate the metro and country bus services[14] | Short |
| | | 3.9B Advocate to State Government for funding to establish a regular and accessible public transport network to/from and within the Fleurieu Peninsula ahead of the high population growth anticipated by the Greater Adelaide Regional Plan | Ongoing |

[13] For example, unlocking the potential for the Esplanade Car Park to be repurposed for another use
[14] As detailed within the Adelaide Hills - Fleurieu peninsula Regional Public Transport Study (2019) and the Southern and Hills LGA 2030 Regional Transport Plan



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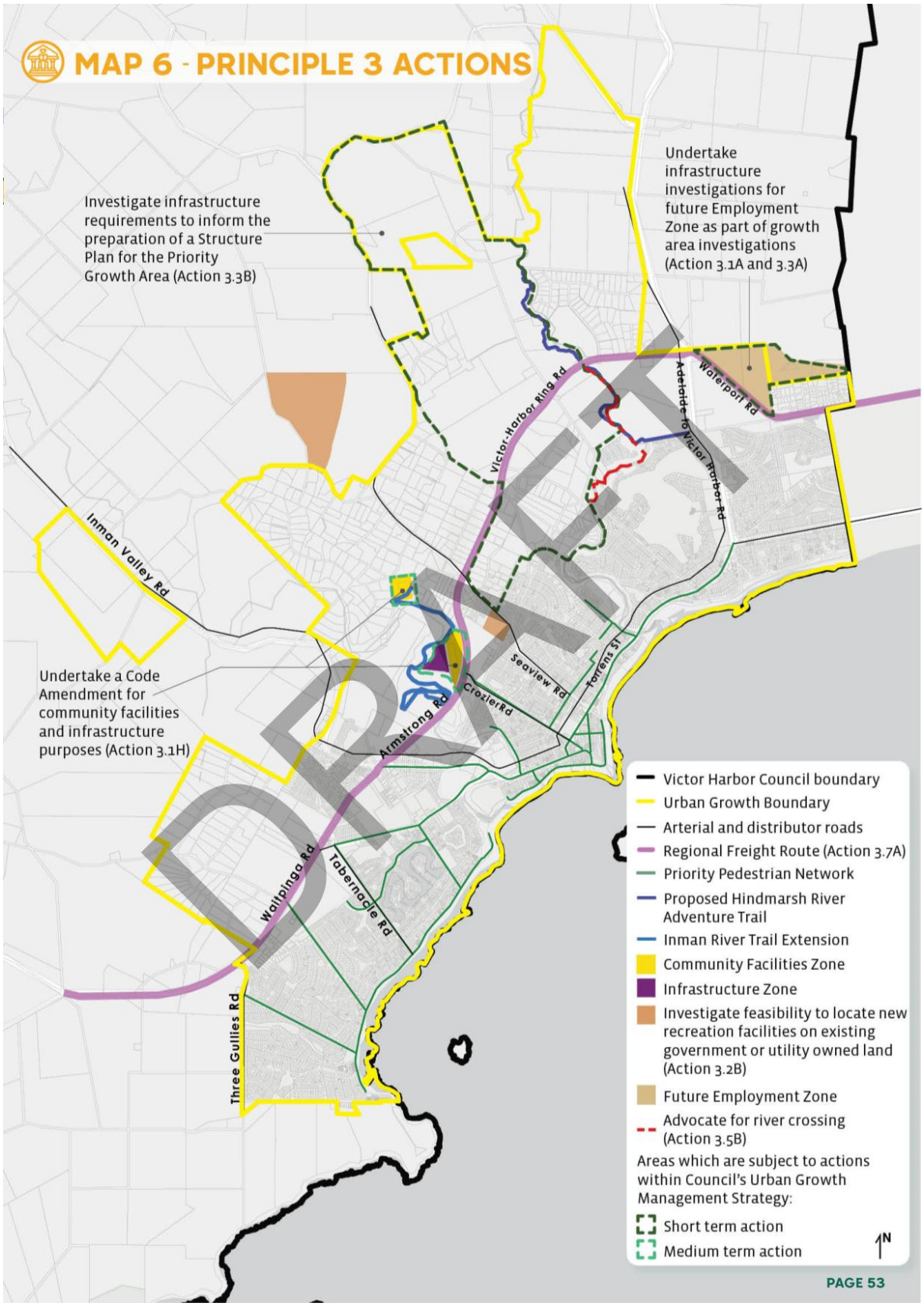
MAP 6 - PRINCIPLE 3 ACTIONS
Investigate infrastructure requirements to inform the preparation of a Structure Plan for the Priority Growth Area (Action 3.3B)
Undertake infrastructure investigations for future Employment Zone as part of growth area investigations (Action 3.1A and 3.3A)
Undertake a Code Amendment for community facilities and infrastructure purposes (Action 3.1H)
Victor-Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Seaview Rd
Torrens St
Crozier Rd
Armstrong Rd
Waitpinga Rd
Tabernacle Rd
Three Gullies Rd
DRAFT
Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Regional Freight Route (Action 3.7A)
Priority Pedestrian Network
Proposed Hindmarsh River Adventure Trail
Inman River Trail Extension
Community Facilities Zone
Infrastructure Zone
Investigate feasibility to locate new recreation facilities on existing government or utility owned land (Action 3.2B)
Future Employment Zone
Advocate for river crossing (Action 3.5B)
Areas which are subject to actions within Council's Urban Growth Management Strategy:
Short term action
Medium term action
N
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*Principle 4*

# Our environment is protected and enhanced



The City of Victor Harbor is home to wonderful assets such as Rosetta Head (the Bluff), Granite Island, Waitpinga Cliffs, Hindmarsh Falls, Glacier Rock and the Inman and Hindmarsh Rivers. The natural environment, including the coastal and marine areas, rivers, native vegetation, clean air and mild climate are all identified as things that make Victor Harbor a great place to live. The protection and enhancement of the environment, biodiversity and natural assets is essential to ensure their significant social, economic and recreational benefits are experienced for years to come.

The changing climate will put pressure on the City of Victor Harbor's natural and urban environment. Climate adaptation studies for the region highlight that the area's climate will become warmer and drier with rising sea levels, increasing heatwaves, storm surges, and increased flood and bushfire risk. It is essential that our urban areas are able to adapt to the changes that have already occurred and that local action is taken to mitigate greenhouse gas emissions to reduce the magnitude and rate of change to the climate moving forward.

In June 2025, the Biodiversity Bill 2025 passed State Parliament and will be phased in over the next two years. Once implemented, the Bill will change protections for native plants, animals and ecosystems across South Australia and Victor Harbor. Most notably, it will introduce new protections for critical habitats and ecological communities and introduces a general duty for all South Australians to protect biodiversity. Council expects that these legislative changes will support our community to protect and enhance our environment and as such, have considered areas with known and potential biodiversity values (see Appendix 8) to inform the actions and areas identified within this Strategy.

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## Principle 4: Our environment is protected and enhanced

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 4.1 - Urban growth facilitates the achievement of ecological sustainability by protecting, maintaining, and enhancing biodiversity, habitat features and ecological functions<br><br>4.2 - Threats to biodiversity from changes to land use, vegetation clearance, fragmentation of natural areas, climate change, invasive species and catastrophic events are monitored, managed and prevented | Increase the Council area's Total Biodiversity Score and the Unit Biodiversity Score | 4.1A Establish key wildlife corridors to improve linkages between green spaces, particularly an east to west corridor that can link the Hindmarsh and Inman Rivers | Short |
| | | 4.1B Review environmental protections within the Planning and Design Code and Council's bylaws to ensure that they assist the delivery of the Environmental Management Plan and the Biodiversity and Natural Assets Management Plan | Short |
| | | 4.1C Set a tree canopy and green space target for the Victor Harbor urban area (defined by the urban growth boundary) | Short |
| | | 4.1D Encourage developers to use a range of street tree species from Council's Street Tree Species List to contribute to biodiversity | Ongoing |
| | | 4.1E Identify opportunities for Native Vegetation Heritage Agreements to protect biodiversity on Council Land | Medium |
| | | 4.1F Undertake environmental investigations to inform the preparation of a Structure Plan for the Priority Growth Area (see **Map 4**) (related to actions 1.1B and 1.1C) | Short |
| | | 4.1G Undertake environmental investigations to inform a Code Amendment for employment purposes (see **Map 7**) (related to Action 2.1C) | Short |

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## Principle 4: Our environment is protected and enhanced

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 4.3 - Urban growth protects, maintains and enhances native vegetation, urban vegetation and habitat trees to retain biodiversity and increase resilience to climate change | Increase the Council area's Total Biodiversity Score and the Unit Biodiversity Score | 4.3A Rezoning of land for residential purposes nominates the location of green corridors[15] via a Concept Plan | Ongoing |
| | | 4.3B Investigate areas for potential off-set/land that may generate significant environment benefit credits and nominate them on the Native Vegetations SEB Credit Register | Medium |
| 4.4 - Our urban area is designed to mitigate the effects of climate change by promoting active forms of transport which reduce reliance on vehicle travel through innovations in car free transport, improving bicycle networks and walking infrastructure | Delivery of the Victor Harbor Footpath and Pedestrian Strategy and Victor Harbor Bicycle Strategy | 4.4A Continue to implement the Victor Harbor Footpath and Pedestrian Strategy | Ongoing |
| | | 4.4B Continue to implement the actions in the Victor Harbor Bicycle Strategy and the Victor Harbor Mountain Bike Strategy | Ongoing |
| 4.5 - Our urban environment can adapt to the effects of climate change | Work towards achieving net zero emissions by 2050 in line with South Australia's Net Zero Strategy 2024 – 2030 | 4.5A Establish a City of Victor Harbor Climate Change Policy | Short |
| | | 4.5B Support policy reform initiated by the State Planning Commission or Minister for Planning that encourage climate change mitigation and adaption | Ongoing |

[15] Excluding rezoning of land for infill development

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## Principle 4: Our environment is protected and enhanced

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 4.6 - Our coastline is protected from the impacts of urban development | New development is designed to reduce stormwater runoff and prevent pollution of the coastline | 4.6A Advocate for the Department of Environment and Water to update coastal processes and hazard mapping and undertake a Planning and Design Code Amendment to include these areas in appropriate Overlays, particularly in relation to the areas identified at risk of storm surge in Council's Coastal Adaption Study and Strategy (shown on **Map 7**) | Medium |
| | | 4.6B Ensure that developments include stormwater management systems that do not increase the peak flows to downstream systems which discharge to the coast, particularly at the locations which are contributing to coastal erosion (shown on **Map 7**) | Ongoing |
| 4.7 - The Inman and Hindmarsh Rivers are protected and maintained to ensure they continue to support biodiversity and provide habitat and public enjoyment | The natural and community values of the rivers are maintained | 4.7A Undertake a Code Amendment to rezone the area along Inman River from the Employment Zone to the Open Space Zone to better protect the existing natural resources in this location (shown on **Map 7**) This action may be undertaken with Action 3.1H | Medium |
| | | 4.7B Identify privately owned land along the Inman and Hindmarsh Rivers and investigate options for protecting vegetation and securing public access to privately owned areas along the rivers | Short |

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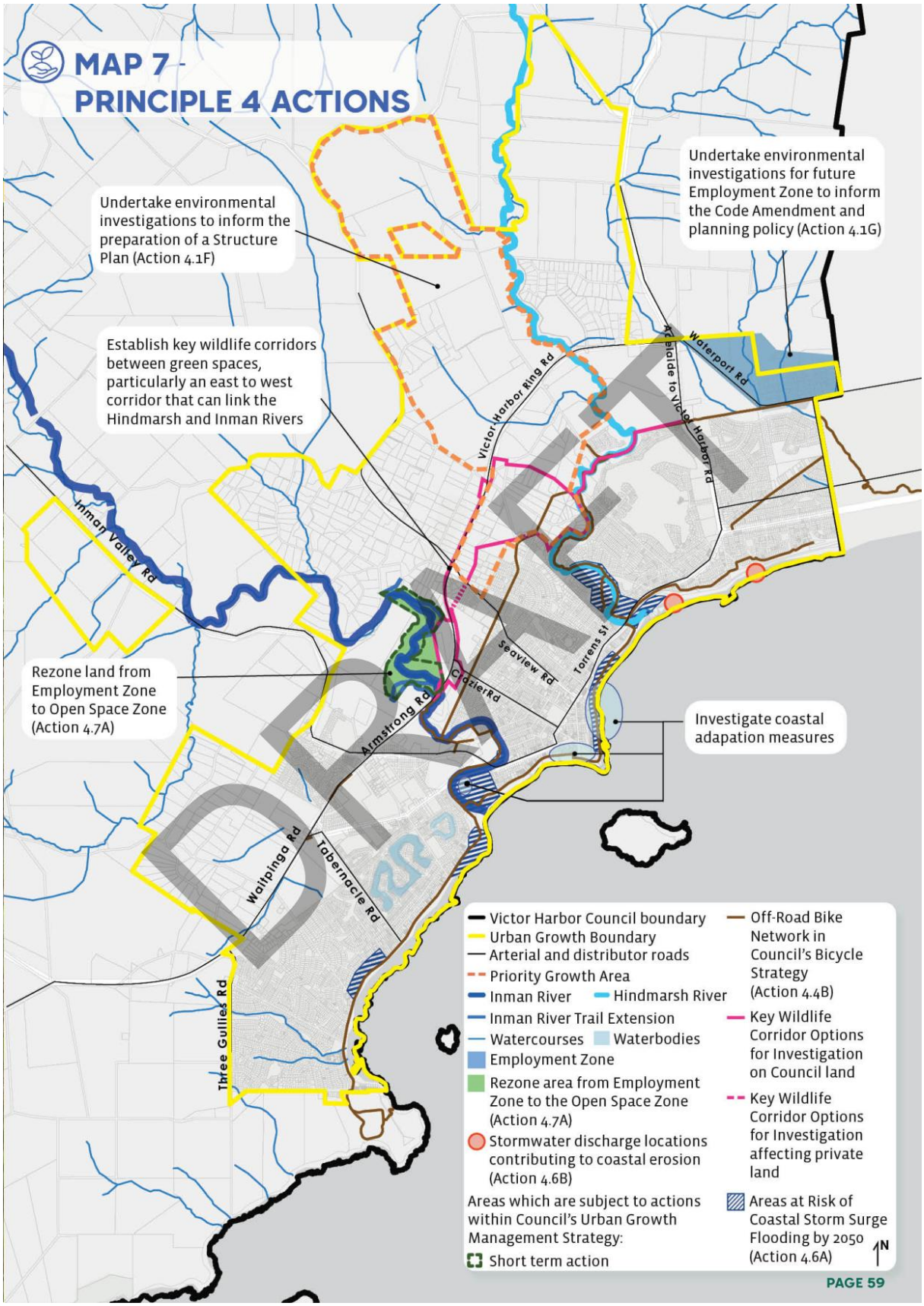
MAP 7 -
PRINCIPLE 4 ACTIONS
Undertake environmental investigations to inform the preparation of a Structure Plan (Action 4.1F)
Undertake environmental investigations for future Employment Zone to inform the Code Amendment and planning policy (Action 4.1G)
Establish key wildlife corridors between green spaces, particularly an east to west corridor that can link the Hindmarsh and Inman Rivers
Rezone land from Employment Zone to Open Space Zone (Action 4.7A)
Investigate coastal adapation measures
DRAFT
Victor Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Seaview Rd
Torrens St
Glazier Rd
Armstrong Rd
Waitpinga Rd
Tabernacle Rd
Three Gullies Rd
Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Priority Growth Area
Inman River
Hindmarsh River
Inman River Trail Extension
Watercourses
Waterbodies
Employment Zone
Rezone area from Employment Zone to the Open Space Zone (Action 4.7A)
Stormwater discharge locations contributing to coastal erosion (Action 4.6B)
Areas which are subject to actions within Council's Urban Growth Management Strategy:
Short term action
Off-Road Bike Network in Council's Bicycle Strategy (Action 4.4B)
Key Wildlife Corridor Options for Investigation on Council land
Key Wildlife Corridor Options for Investigation affecting private land
Areas at Risk of Coastal Storm Surge Flooding by 2050 (Action 4.6A)
N
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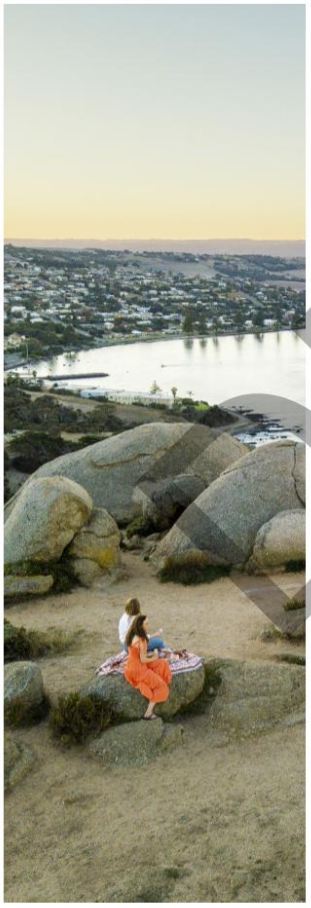
*Principle 5*

## Our landscape, character and heritage is celebrated and retained



Victor Harbor is Ramindjeri-Ngarrindjeri land and it is important to recognise their deep connection to Country. Aboriginal cultural sites and areas of significance need to be protected from urban growth to provide present and future generations with a sense of identity and connection to Country.

Victor Harbor's setting is one of outstanding beauty with the rolling hills and striking coastline providing a natural frame for the city and the urban growth boundary. This is one of the aspects of Victor Harbor that makes it a great place to live, work, invest and visit.

The urban area also boasts buildings of historic importance and character which deserve protection as pressure grows to increase housing close to the centre.

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## Principle 5: Our landscape, character and heritage is celebrated and retained

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 5.1 - Urban growth does not have adverse impacts on any place that has cultural heritage significance to the Traditional Owners of the land<br>5.2 - Recognise and protect Aboriginal cultural heritage sites and areas of significance | All Aboriginal Heritage is protected in accordance with the Aboriginal Heritage Act 1988<br>Strengthen mutually beneficial relationships with Ramindjeri, Ngarrindjeri and other First Nations communities and organisations | 5.1A Establish an internal process for engaging with Ramindjeri and Ngarrindjeri organisations and individuals, in line with Council's Reconciliation Action Plan | Short |
| | | 5.1B Undertake a search of the Taa Wika[16] as part of any rezoning | Ongoing |
| | | 5.2A Recognise and protect Aboriginal cultural heritage sites and areas of significance[17], including supporting future amendments to the Greater Adelaide Regional Plan to include cultural mapping | Ongoing |
| 5.3 - Development is managed to ensure the long-term sustainability for the Region and protects key areas from urban encroachment, preserving the Region's unique natural and rural production assets | Areas of high scenic value such as hills face areas, ridgelines and vistas are subject to planning controls that prevent inappropriate development | 5.3A Undertake a Code Amendment to:<br>• apply the Gateway Overlay to the gateways into Victor Harbor and on the ring route (shown on **Map 8**)<br>• apply greater protections to hills face areas[18] (shown on **Map 8**) | Short |

[16] The Taa Wika is a Cultural Heritage Database and Register that includes information relating to Recognised Aboriginal Representative Bodies, Aboriginal Sites and Aboriginal Objects and is regulated by the *Aboriginal Heritage Act 1988*.
[17] Anticipated to be complete by 2027.
[18] Extent of Brown Hill to be captured by greater protections is to be investigated as part of the Code Amendment, and should have regard to the extent of the Significant Landscape Protection Overlay that applies in Alexandrina Council.



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## Principle 5: Our landscape, character and heritage is celebrated and retained

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 5.4 - Development enhances the unique sense of place of Victor Harbor, protects significant local heritage and streetscape character | | 5.4A Undertake a Code Amendment to apply the recommendations of the Victor Harbor Inter-War Heritage Survey, including applying the Character Area Overlay and Historic Area Overlay (shown on **Map 8**) | Short |
| | | 5.4B Update Council's Road and Public Place Naming Policy to incorporate additional names that strengthen cultural continuity, foster community pride, and contribute to a meaningful sense of place. The update should include engagement with Ramindjeri and Ngarrindjeri representatives to identify opportunities for Aboriginal place naming and dual naming | Short |

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MAP 8 - PRINCIPLE 5 ACTIONS
Extent of Brown Hill to be captured by greater protections to be investigated (Action 5.3A)
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Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Apply Gateway Overlay (Action 5.3A)
Apply greater protections to the Hills Face Areas (Action 5.3A)
Apply the Character Area Overlay (Action 5.4A)
Apply the Historic Area Overlay and remove Character Area Overlay (Action 5.4A)
N
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*Principle 6*

## Council's long term financial sustainability is not compromised by urban growth



Long-term financial performance and position is sustainable where planned long-term service and infrastructure levels and standards are met without unplanned increases in rates or disruptive cuts to services. To this end, Council seeks to balance:

- setting appropriate levels of debt;
- minimising rate increases;
- striving for intergenerational equity; and
- meeting the needs and aspirations of our community.

It is important that the actions of this UGMS are implemented in a manner that do not compromise Council's ability to remain financially sustainable.

**Principle 6**
**Council's long term financial sustainability is not compromised by urban growth**

| Objectives | Target | Actions | Priority |
|---|---|---|---|
| 6.1 - Urban growth is delivered in a manner that ensures the long-term financial sustainability of Council | Operating surplus ratio between 0-3% within Council's Long Term Financial Plan<br>Net financial liabilities ratio maximum of 90% within Council's Long Term Financial Plan | 6.1A Consider the implementation of the actions in this UGMS in Council's Long Term Financial Plan and Annual Business Plan and Budget | Ongoing |
| 6.2 - Urban growth is monitored and reported on to evaluate Council's priorities and financial capacity to deliver the actions in this Strategy | Actions within the Strategy can occur within Council's Long Term Financial Plan and Annual Business Plan and Budget | 6.2A Review the UGMS every 5 years to identify if targets are being met and adjust priorities and/or actions for any unmet benchmarks | Ongoing |
| | | 6.2B Publish a plain-English annual 'UGMS progress' update which summarises which actions are in progress or complete | Ongoing |

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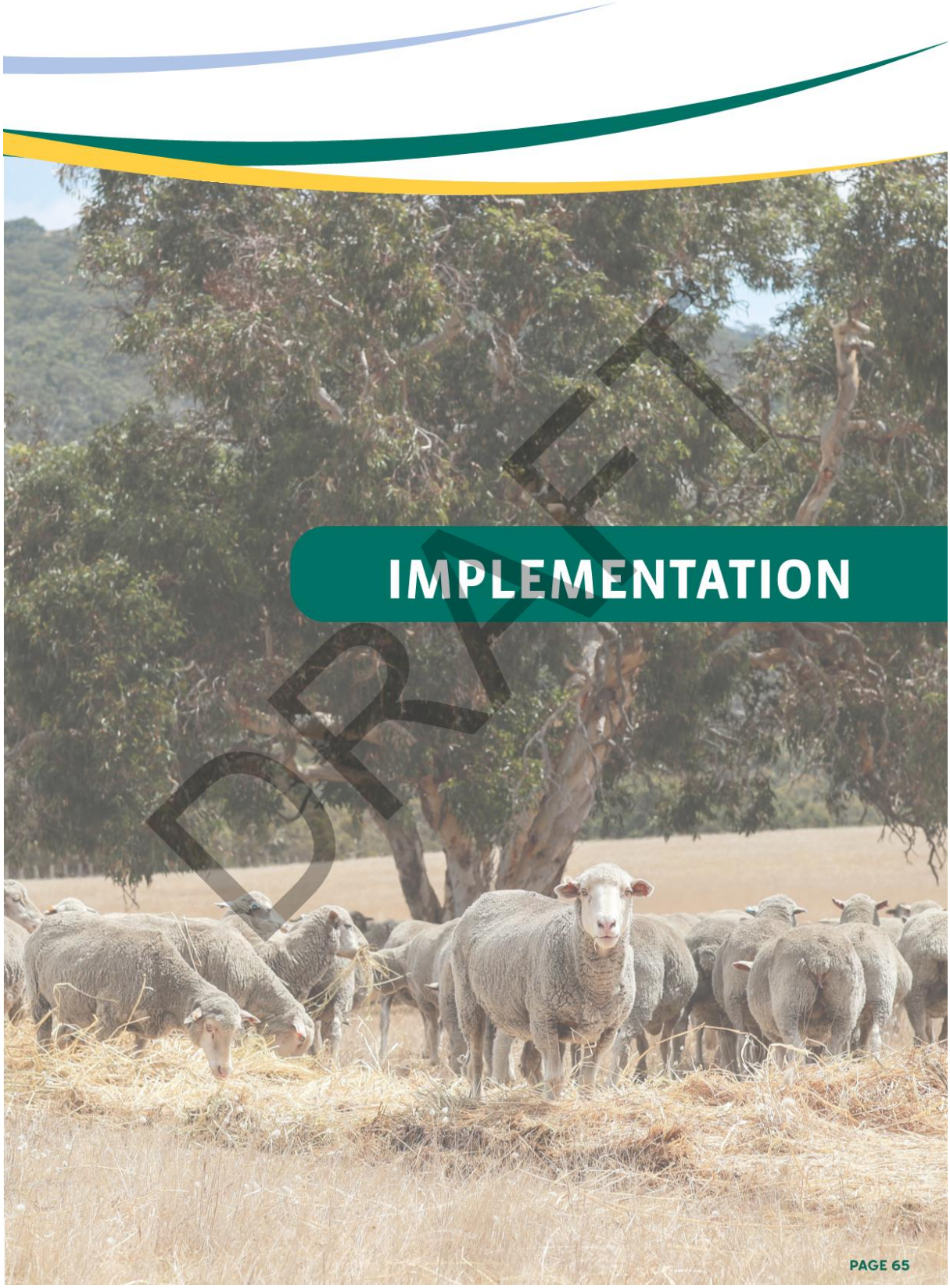
IMPLEMENTATION
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## Implementation

The City of Victor Harbor has a suite of strategies and plans which relate to a specific role or objective of Council and typically plan for the short to medium term (i.e. within the next 5 to 10 years).

With the above in mind, the success of the UGMS is partially reliant on:

a) The implementation of several Council strategies; and
b) Future updates to these strategies having regarding to the UGMS.

Accordingly, the links to other Council strategies for the short and medium term priorities are captured within this section to highlight where alignment between the UGMS and other Council strategies is needed.

The priorities include:

| Short Term | Medium Term | Long Term | Ongoing |
|---|---|---|---|
| Which include high priority actions, to occur within the next 5 years | Which include moderate priority actions, to occur within the next 10 years | Actions which are expected to occur within 25 years | Which include actions where targets are met and require ongoing monitoring to identify if an action will need prioritising in the short to medium term |

The implementation plan includes indicative budgets for all short and medium term actions. These budgets are based on market value in 2025 and may escalate by 2050. In addition, alternative external sources of funding could be received and applied to achieve these actions.

All ongoing tasks are intended to be delivered with internal resources.

**Map 9** outlines the vision for Victor Harbor in 2050 following the implementation of this UGMS.

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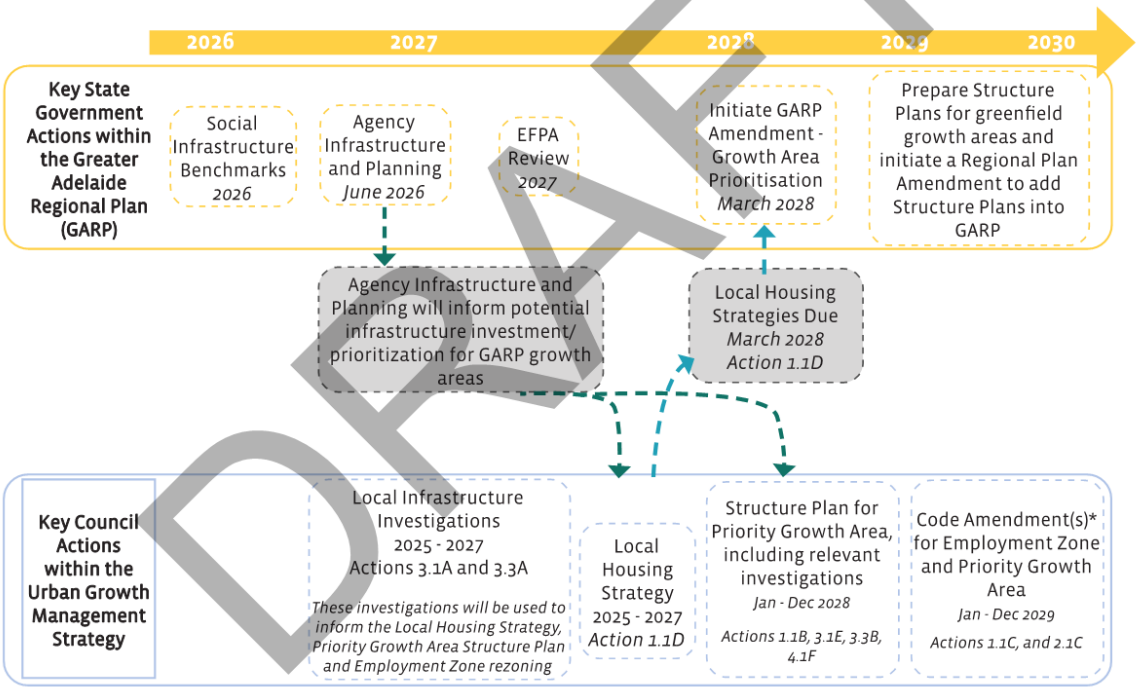
Several of the actions within this UGMS are connected and rely on one another, particularly in relation to rezoning land. Figure 10 below shows the relationship between key actions within the UGMS and the GARP, and which actions need to occur before the following actions can be completed:

*Figure 10 - Timeline of Key Actions due dates within the UGMS and GARP over the next 5 years*

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* Please note that there are several Code Amendments identified with the UGMS. Council could choose to undertake several Code Amendments in one 'General Code Amendment' or could choose to pursue them indiviually to stage impacts on resources.

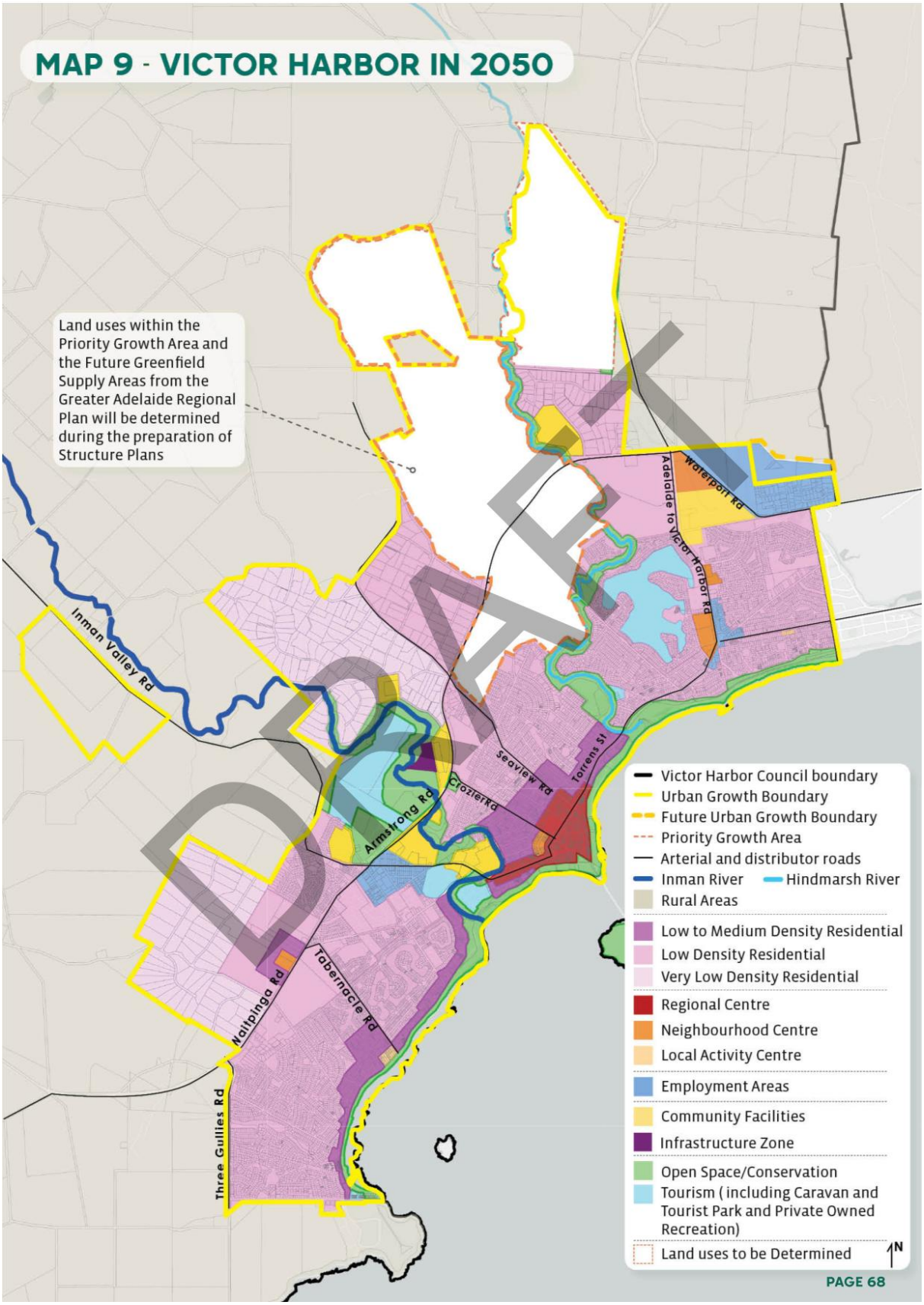
MAP 9 - VICTOR HARBOR IN 2050
Land uses within the Priority Growth Area and the Future Greenfield Supply Areas from the Greater Adelaide Regional Plan will be determined during the preparation of Structure Plans
DRAFT
Inman Valley Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Seaview Rd
Torrens St
Crozier Rd
Armstrong Rd
Tabernacle Rd
Nailpinga Rd
Three Gullies Rd
Victor Harbor Council boundary
Urban Growth Boundary
Future Urban Growth Boundary
Priority Growth Area
Arterial and distributor roads
Inman River
Hindmarsh River
Rural Areas
Low to Medium Density Residential
Low Density Residential
Very Low Density Residential
Regional Centre
Neighbourhood Centre
Local Activity Centre
Employment Areas
Community Facilities
Infrastructure Zone
Open Space/Conservation
Tourism ( including Caravan and Tourist Park and Private Owned Recreation)
Land uses to be Determined
N
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Table 2 - Short and Medium Term Actions Summary

| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **SHORT TERM** | | |
| 1.1B Prepare a Structure Plan for the Priority Growth Area that considers the Guiding Aspirations (as shown on **Map 4**) | $200,000 | - |
| 1.1D Prepare a Local Housing Strategy that satisfies the requirements of the Greater Adelaide Regional Plan | $30,000 | - |
| 1.2D Identify opportunities for Council to purchase or encumber land for the purpose of facilitating age inclusive forms of housing and/or affordable housing, and provide indicative costs for their implementation | $10,000 | - |
| 1.2E Identify and implement financial mechanisms which support the development of age inclusive forms of housing | $15,000 | Economic Development Strategy<br>Investment Attraction Strategy |
| 1.4B Establish a Privately Funded Proposals policy to guide Council's approach to proposals from Proponents for privately funded Planning and Design Code Amendments, Structure Plans and/or privately operated infrastructure. | Internal Resources | - |
| 2.1B Engage with Alexandrina Council regarding the potential for the Future Employment Area to extend east along Waterport Road, and a combined Code Amendment to achieve this investigations | Internal Resources | - |

[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.

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| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **SHORT TERM** | | |
| 2.1C Rezone land for employment purposes (shown as on **Map 5**), following detailed heritage, environmental and traffic | $75,000 | Economic Development Strategy<br>Investment Attraction Strategy |
| 2.1E Advocate for change to the Environment and Food Production Area to accommodate the Future Employment Zone (shown on **Map 5**) | Internal Resources | - |
| 2.2B Prepare a Future Ready Strategy which aims to make Victor Harbor a more attractive and dynamic place for young people, thereby ensuring our long term social and economic sustainability | $50,000 | Economic Development Strategy<br>Investment Attraction Strategy |
| 2.5A Review the Primary Production Assets Layer within the GARP for the City of Victor Harbor LGA and advise the State Planning Commission of any errors or mission | Internal Resources | - |
| 3.1A Undertake social and community infrastructure investigations to inform growth area prioritisation (related to Action 3.3A). The scope of these investigations is detailed within Appendix 6 | $30,000 | - |
| 3.1B Address demand for social infrastructure provided by Council, including:<br>• Community and youth centres<br>• Libraries<br>• Arts and Culture Centre<br>• Cemetery | Subject to business case | Community Plan 2030<br>Culture Strategy - Arts and Heritage 2022-2027 |
| 3.1E Identify land within the Priority Growth Area (**Map 4**) for a future school site as part of the Structure Plan (related to Action 1.1B) | Captured in budget for Action 1.1B | - |

[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.



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| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **SHORT TERM** | | |
| 3.1G<br>Join the World Health Organisation's Global Network for Age-friendly Cities and Communities | Internal Resources | - |
| 3.1I<br>Prepare a business case for Council to actively support the provision of childcare, particularly in relation to birth to 12 month and 1-3 year age child care places | $20,000 | Economic Development Strategy<br>Investment Attraction Strategy |
| 3.3A<br>Undertake physical and utility infrastructure investigations to inform growth areas prioritisation and funding arrangements (related to action 3.1A). The scope of these investigations is detailed within Appendix 6 | $70,000 | - |
| 3.3B<br>Investigate the infrastructure requirements to inform the preparation of a Structure Plan for the Priority Growth Area (shown on **Map 6**) (related to Action 1.1B) | Captured in budget for Action 1.1B | - |
| 3.4C<br>If local infrastructure investigations (referred to in actions 3.1A and 3.3A) identify the need for changes to planning policy regarding stormwater management, pursue a Code Amendment to implement these findings (such as introducing the Stormwater Management Overlay). Undertake a Code Amendment to apply the Stormwater Management Overlay to the urban area of Victor Harbor[20] | $30,000 | - |

[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.
[20] This acts on findings contained within the Victor Harbor Urban Stormwater Management Plan (May 2024) which identified that the General Development Policies within the Planning and Design Code differ from Council's development policy and that such 'has the potential to negatively impact stormwater management in the City of Victor Harbor' (see section 1.7 of the Stormwater Management Plan).



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| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **SHORT TERM** | | |
| 3.9A<br>Collaborate with Southern and Hills Local Government Association to undertake a comprehensive review of the bus service contracts and network to integrate the metro and country bus services[21] | Internal Resources | - |
| 4.1A<br>Establish key wildlife corridors to improve linkages between green spaces, particularly an east to west corridor that can link the Hindmarsh and Inman Rivers | Subject to business case | Victor Harbor Tree Management Strategy<br><br>Environmental Management Plan<br><br>Biodiversity and Natural Assets Management Plan |
| 4.1B<br>Review environmental protections within the Planning and Design Code and Council's bylaws to ensure that they assist the delivery of the Environmental Management Plan and the Biodiversity and Natural Assets Management Plan | Internal Resources | Environmental Management Plan<br><br>Biodiversity and Natural Assets Management Plan 2023-28 |
| 4.1C<br>Set a tree canopy and green space target for the Victor Harbor urban area (defined by the urban growth boundary) | $10,000 | Victor Harbor Tree Management Strategy<br><br>Environmental Management Plan<br><br>Biodiversity and Natural Assets Management Plan 2023-28 |

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[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.
[21] As detailed within the Adelaide Hills - Fleurieu peninsula Regional Public Transport Study (2019) and the Southern and Hills LGA 2030 Regional Transport

| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **SHORT TERM** | | |
| 4.1F<br>Undertake environmental investigations to inform the preparation of a Structure Plan for the Priority Growth Area (see **Map 4**) (related to actions 1.1B and 1.1C) | Captured in budget for Action 1.1B | - |
| 4.1G<br>Undertake environmental investigations to inform a Code Amendment for employment purposes (see **Map 7**) (related to Action 2.1C) | Captured in budget for Action 2.1C | - |
| 4.5A<br>Establish a City of Victor Harbor Climate Change Policy | Internal Resources | Environmental Management Plan<br><br>Climate Agenda 2030 |
| 4.7B<br>Identify privately owned land along the Inman and Hindmarsh Rivers and investigate options for protecting vegetation and securing public access to privately owned areas along the rivers | Internal Resources | - |
| 5.1A<br>Establish an internal process for engaging with Ramindjeri and Ngarrindjeri organisations and individuals, in line with Council's Reconciliation Action Plan | Internal Resources | Reconciliation Action Plan |

[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.



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| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **SHORT TERM** | | |
| 5.3A<br>Undertake a Code Amendment to:<br>• apply the Gateway Overlay to the gateways into Victor Harbor and on the ring route (shown on **Map 8**)<br>• apply greater protections to hills face areas (shown on **Map 8**) | $70,000 | Community Plan 2030 |
| 5.4A<br>Undertake a Code Amendment to apply the recommendations of the Victor Harbor Inter-War Heritage Survey, including applying the Character Area Overlay and Historic Area Overlay | $70,000 | Community Plan 2030 |
| 5.4B<br>Update Council's Road and Public Place Naming Policy to incorporate additional names that strengthen cultural continuity, foster community pride, and contribute to a meaningful sense of place. The update should include engagement with Ramindjeri and Ngarrindjeri representatives to identify opportunities for Aboriginal place naming and dual naming | $20,000 | - |

[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.



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| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **MEDIUM TERM** | | |
| 1.1C Undertake Code Amendment to rezone land to reflect the Structure Plan (following Action 1.1B) | $100,000 | - |
| 1.3A Review the outcomes of the Future Living Code Amendment and investigate a Code Amendment to introduce the Co-Located Housing Overlay to existing residential areas | $5,000 -$10,000 | - |
| 1.3B Investigate a reduction in minimum allotment sizes in part of the Rural Living Zone adjacent the Priority Growth Area, as shown on **Map 3** | $10,000 | - |
| 2.1D Rezone part of the Emerging Activity Centre Subzone at Waitpinga to ensure this allotment is preserved for a future activity centre (approximately 0.9 ha) | Internal Resources | - |

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[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.

| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **MEDIUM TERM** | | |
| 3.1H Undertake a Code Amendment to apply the Community Facilities Zone and Infrastructure Zone to Council assets to ensure the Zone supports the retention of the existing facilities. This action may be undertaken with Action 4.7A | Captured in budget for Action 4.7A | - |
| 3.2B Investigate the feasibility of situating recreational facilities on government and utility owned land[22] | Internal Resources | Victor Harbor Sport, Recreation and Open Space Strategy |
| 3.2C Investigate the repurposing of facilities which are surplus to need for facilities that are in deficit[23] | Internal Resources | Victor Harbor Sport, Recreation and Open Space Strategy |
| 3.8A Investigate opportunities for the future development and management of a multi-deck carpark in McKinlay Street and the opportunities that this may unlock for other sites[24] | Internal Resources | - |

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[18] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.
[22] This land is identified within the Recreation and Open Space Land Requirements Report.
[23] These facilities are identified in Council's Recreation and Open Space Strategy
[24] For example, unlocking the potential for the Esplanade Car Park to be repurposed for another use

| Action | Indicative Budget[19] | Links to other Strategies |
|---|---|---|
| **MEDIUM TERM** | | |
| 4.1E Identify opportunities for Nature Vegetation Heritage Agreements to protect biodiversity on Council Land | Internal Resources | - |
| 4.3B Investigate areas for potential off-set/ land that may generate significant environment benefit credits and nominate them on the Native Vegetations SEB Credit Register | Internal Resources | - |
| 4.6A Advocate for the Department of Environment and Water to update coastal processes and hazard mapping and undertake a Planning and Design Code Amendment to include these areas in appropriate Overlays, particularly in relation to the areas identified at risk of storm surge in Council's Coastal Adaption Study and Strategy (shown on **Map 7**) | Internal Resources | Victor Harbor Watercourses and Floodplain Mapping Study |
| 4.7A Undertake a Code Amendment to rezone the area along Inman River from the Employment Zone to the Open Space Zone to better protect the existing natural resources in this location (shown on **Map 7**) This action may be undertaken with Action 3.1H | $30,000 | Biodiversity and Natural Assets Management Plan 2023-28 |

[19] Indicative budgets are included where they are known and do not include actions which relate to the delivery of other Council strategies.



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## Definitions

**Age Exclusive forms of housing** – Forms of housing which exclusively prevent people under the age of 50 from purchasing, renting or leasing.

**Age Inclusive forms of housing** – Forms of housing which any age group is eligible to purchase, rent or lease.

**Blue Water Economy** – is the term provided to the economic opportunities presented by the ocean and in the context of Victor Harbor, typically includes tourism and aquaculture.

**Code Amendment** – a Code Amendment is a process where changes to the Planning and Design Code are made through updating policies or changing Zone (also known as a rezoning).

**Commercial Areas** – are areas where commercial development is expected to occur including shops, restaurants, cafes, services such as salons and gyms and health care providers such as GP clinics and specialists.

**Co-located Housing Overlay** - The Overlay proposed as part of the Future Living Code Amendment which seeks to allow for low impact medium density housing outcomes such as 'granny flat' type dwellings to the rear of existing dwellings.

**Deferred Urban Zone** – is land which is zoned to safeguard it for future urban growth. This Zone limits most forms of development on the land until it is rezoned. The future development may be for residential, commercial or employment purposes.

**Eco-tourism** – refers to tourism activities, experiences and accommodation that focus on the environment and nature and leave minimal impact.

**Employment Areas** – are areas where employment or industrial type development is expected to occur such as warehouses, storage buildings, manufacturing, industry, motor and/or crash repairs and shops for bulky goods such as hardware and furniture.

**Environment and Food Production Area** – are areas protected by the Plannning Development and Infrastructure Act 2016 from urban encroachment. More information, and access to maps showing where is area applies, are available here: https://plan.sa.gov.au/our_planning_system/instruments/planning_instruments/environment_and_food_production_areas.

**Existing Residential Areas** – are areas where residential development is expected to occur. This includes areas which are already developed with housing or areas which have already been zoned to allow for housing (i.e. may not have houses built yet, but could without needing a rezoning).

**Forecast Demand for Housing Supply:** Anticipated annual dwelling completions, following a detailed review of development trends. This version of the Urban Growth Management Strategy has utilised the Residential Land Requirements Report to inform forecast demand, which estimates the City of Victor Harbor will experience 165 to 185 dwelling completions per annum.

**Green Corridors** – Corridors which create linkages or trails for pedestrians and cyclists in a landscaped setting.

**Infill Development** – is the term used to describe the process of increasing the number of houses in an established residential area. This is generally achieved by demolishing an existing house and building 2 or 3 houses in its place.



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**Local Centres** –These areas are defined by the Local Activity Centre Zones.

**Non-Primary Production Priority Area** – are areas which were not considered to be of primary production significance during a mapping project undertaken by the Department of Primary Industries and Regions in 2011. These areas were identified by the Department on the basis of a range of factors relevant to sustainable primary industries development, including land capability, industry investment and land use, access to water, climatic considerations (including anticipated climate change) and any local conditions that give rural land special significance for primary production.

**Overlay -** refers to the Overlays that exist within the Planning and Design Code. Overlays generally include policies which relate to a specific matter such as tree canopy, heritage or stormwater management. More information can be found in the Planning and Design Code here: https://code.plan.sa.gov.au/

**Priority Growth Area** – refers to the Priority Growth Area identified on Map 4.

**Primary production assets** – as defined by the Primary Industry Assets layer within the Greater Adelaide Regional Plan.

**Primary Production Priority Area** – are areas of significance for primary production or farming identified by the Department of Primary Industries and Regions in 2011. These areas were identified by the Department on the basis of a range of factors relevant to sustainable primary industries development, including land capability, industry investment and land use, access to water, climatic considerations (including anticipated climate change) and any local conditions that give rural land special significance for primary production.

**Realised Demand for Housing Supply:** Average annual dwelling completions over the preceding 5 to 10 years.

**Ridgelines** – a visually prominent, relatively narrow strip or crest of land, which includes the highest points of elevation within a watershed.

**Satellite City** - is a smaller city located on the fringe of a capital or major city. They are self-contained cities offering their residents and surrounding district a broad range of local jobs, services and amenities. Satellite cities are different from suburbs as they are geographically separated from the larger metropolitan area and have their own identity and history.

**Secondary Centres** – These areas are defined by the Suburban Activity Centre, Concept Plan 108 - Waitpinga Road, Encounter Bay and Concept Plan 106 - Hindmarsh Valley within the Planning and Design Code.

**Unit Biodiversity Score** – is a per hectare score and consists of a landscape context score, a vegetation condition score and conservation significance score. These scores are used to determine the likely gain to be achieved from conserving an area of vegetation and is used by the Native Vegetation Council when evaluating the contribution and benefit of retaining or clearing an area of vegetation.

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**Urban Growth Boundary** – the urban growth boundary is the current boundary that urban development can extend to. Areas outside of the urban growth boundary are protected by the Environment and Food Production Area (EFPA) which protects the land from urban encroachment. Changes to the Environment and Food Production Area need to be approved by Parliament. The urban growth boundary within this Strategy represents the EFPA shown in GRO 9 /2025 adopted by Parliament in May 2025, and available here: https://plan.sa.gov.au/our_planning_system/instruments/planning_instruments/environment_and_food_production_areas.

**Very Low Density** - residential area with a minimum allotment size of 1 hectare or more.

**Visitor Economy** - encompasses all of the industry sectors that contribute to or promote tourism for visitors to Victor Harbor.

**Wildlife Corridors** – Corridors which create linkages for wildlife between areas of important habitat, such as the Inman and Hindmarsh Rivers and national parks. These corridors may be incorporated in green corridors (subject to design accommodating all users of the corridor – wildlife, pedestrians, cyclists).

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## Acronyms

| | |
|---|---|
| UGMS | Urban Growth Management Strategy |
| GARP | Greater Adelaide Regional Plan |
| EFPA | Environment and Food Production Area |
| Code | Planning and Design Code |

## References

The primary documents that have been used to guide the preparation of this document are referenced below.

Biodiversity and Natural Assets Management Plan 2023-28
City of Victor Harbor Cemeteries Review (2023)
City of Victor Harbor Commercial and Employment Land Requirements (2023)
City of Victor Harbor Community Plan 2030
City of Victor Harbor Residential Land Requirements Report (2023)
City of Victor Harbor Stormwater Management Strategy (May 2024)
Council Area Profile 2023 (2023)
Culture Strategy – Arts and Heritage 2022-2027
Disability Access and Inclusion Plan 2020-2024
Environmental Management Plan 2019-2024
Greater Adelaide Regional Plan
Inter War Heritage Survey (2023)
Primary Production Priority Areas (PPPA) mapping project (PIRSA, 2011)
Recreation and Open Space Land Requirements Report (2024)
Regional Public Health Plan 2022-2027
Resilient Hills and Coasts Climate Adaptation Plan
Social Infrastructure Assessment Report (2023)
The Bluff Master Plan (2023)
Victor Harbor Bicycle Strategy (2016)
Victor Harbor Coastal Adaptation Study and Strategy
Victor Harbor Footpath and Pedestrian Strategy (2022)
Victor Harbor Landscape Character and Visual Impact Assessment (2023)
Victor Harbor Mainstreet Precinct Master Plan (2014)
Victor Harbor Mountain Bike Strategy (2021)
Victor Harbor Residential Capital Strategic Review (2016)
Victor Harbor Sport, Recreation and Open Space Strategy 2023-2033
Victor Harbor Township Heritage Review (2021)
Victor Harbor Traffic Movement and Car Parking Strategy (2017)
Victor Harbor Tree Management Strategy
Victor Harbor Watercourses Floodplain Mapping Study (2019)

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APPENDIX
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# Appendix 1 - Summary of What We Heard

## Discussion Paper engagement (June to July 2024)

Community engagement on the Discussion Paper occurred over June and July 2024, and included community drop-in sessions, a survey and an opportunity for written submissions.

Some 107 people or organisations provided feedback on the Discussion Paper, including:

- Approximately 25 people who attended the Community Drop In Sessions;
- 66 responses to the survey; and
- 17 written submissions.

The majority of people who participated in the engagement activities were local residents (86% of survey participants and 38% of written submissions). Alexandrina Council, the Department of Education, Department of Health and Wellbeing, the Department for Environment and Water, Country Fire Service and the Conservation Council of SA were specific stakeholder groups which provided feedback.

A number of matters were raised by multiple members of our community during the engagement. A summary of the matters which were raised most frequently is provided below.

The feedback regarding each theme has informed the preparation of this Strategy and the key principles.

### Housing

We need to plan for:

- Demand for housing
- A diverse range of housing, to meet the diverse needs of our community
- Affordable housing
- Managing the impact of holiday homes on housing demand

We need to balance new housing through both greenfield development and infill development and focus on land within the urban growth boundary first, and extending the boundary second.

### The Economy

We need to plan for:

- Commercial centres in Encounter Bay and near the Ring Road (Welch Road / Armstrong Road) to reduce pressure on the centre for day-today shopping needs (i.e., supermarket)
- Rezoning underutilised land within the urban growth boundary for commercial and employment purposes
- Growth to the north of Waterport Road

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### Community and Social Infrastructure

We need to plan for:

- The provision of additional medical and child care services

### Physical Infrastructure and Utilities

We need to plan for:

- Infrastructure delivery to occur before its needed
- Improvements to stormwater infrastructure and roads, in particular

### Transport and Connectivity

We need to plan for:

- The impact of increased traffic
- More transport options, including public transport and ride share options
- Improvements to the pedestrian and bicycle network

### Environment

We need to plan for:

- Climate change
- Protecting our environment and coastline
- Protecting our trees and tree canopy

### Landscape Character, Amenity and Heritage

We need to plan for:

- the protection of Victor Harbor's character, ridgeline gateways and hills face areas

Most people agreed that Waitpinga Road and Adelaide to Victor Harbor Road were the key gateways into Victor Harbor. Other gateways mentioned were Port Elliot Road, Waterport Road, Armstrong Road / Welch Road and Inman Valley Road.

### Recreation and Open Space

We need to plan for:

- Public open space within new developments and within areas which are being rezoned

### Other Feedback worth noting:

We need to plan for:

- Everyone, young and old
- Regional planning efforts, across the whole of the Fleurieu Peninsula region

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## Draft UGMS (October to December 2024)

The feedback on the Discussion Paper was used to inform the preparation of the first draft of the UGMS, which was released for community feedback from October to December 2024.

Over the engagement period, more than 100 people or organisations provided feedback on the draft UGMS, including:

- 141 people registered to attend the Community Open Day Sessions; and
- 92 written submissions.

In relation to the submissions received,

- 58 submissions (63%) were from people directly affected by an action in the draft UGMS, and most were in the Rural Living Zone;
- 2 submissions were from environmental organisations;
- 21 submissions were from local residents (excluding those who were directly affected);
- 5 submissions were from State Agencies;
- 5 submissions did not disclose whether they were local or otherwise; and
- 1 submission was from a resident of Alexandrina Council.

The community open days provided an opportunity for the community to ask questions and express feedback to Council staff and the consultant team.

The key feedback and new suggestions for the draft UGMS are summarised for each of the principles of the draft UGMS below.

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**Principle 1**

**Housing** supply meets the needs of our community

- Several people expressed concern regarding growth to the north. Some concern related to the provision of infrastructure, some related to the visual impact of the approach into Victor Harbor and some were generally uncomfortable with any growth for Victor Harbor.

- The potential to reduce the minimum allotment sizes in rural living areas to allow for increased subdivision received a large amount of feedback. Many communicated strong opposition to increase and few (generally situated within the central rural living area) indicated support.

- Landowners along Inman Valley Road advocated for the consideration of urban growth along Inman Valley Road.

### Principle 2

Our **economy** is productive, prosperous and attracts investment

- Most feedback in relation to the economy was general or anecdotal in nature regarding the activation of the town centre.
- General support for expanding the existing industrial area on Waterport Road to the north and west.
- Some opposition was expressed for the rezoning of land along Waterport Road and Adelaide to Victor Harbor Road for commercial purposes. Concerns relating to this action were raised in relation to parking, traffic and sightlines along Waterport Road. The preservation of the existing Local Heritage Place was also noted as well as managing the flood plain that affects the land to the south of Waterport Road.
- Consider a 'right to farm' policy to protect our primary producers.

### Principle 3

**Services and infrastructure** meet demand and are reliable and efficient

- SA Water advised that the State government population projections indicate that the Myponga Water Supply System will need an additional 7.0 GL of water supply. The Metro South Water Master Plan and Victor Harbor Sewer Master Plan are due to be completed in 2025.
- Accessibility of healthcare and specialists was raised as an issue for numerous people. Solutions provided included highlighting the demand for specialists in Victor Harbor and undertake marketing to make Victor Harbor attractive to healthcare professionals.
- Access to public transport links between Adelaide and Victor Harbor was raised as a key need for a growing population.

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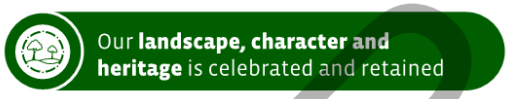
### Principle 4



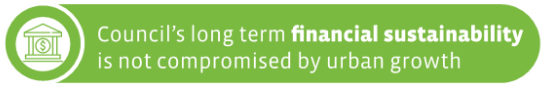

- Most objectives and actions relating to the environment received support. There was support for increasing biodiversity through prioritising native species, creating corridors and ensuring that private land is also considered for Council's biodiversity score.
- In relation to the tree canopy, a number of submissions recommended a minimum target of 30%.
- Many wanted to see the Strategy reinforce the economical and health benefits of the environment and recognise that shrubs and ground covers are also important for biodiversity (not just trees).

### Principle 5




- Those that provided submissions indicated clear support for the key actions relating to this principle. However, mixed feedback was received at the Community Open Days in relation to the introduction of a Historic Area Overlay and Character Area Overlay in central Victor Harbor, with some supporting it and others opposing it. Opposition was generally due to concerns that these Overlays would prevent new development such as improvements to their property or ability to subdivide.
- Most people were supportive of increasing protections for hills face areas.

### Principle 6




- Focus spending on projects with an acceptable return on investment and support private investment opportunities that could increase income and assist with financial sustainability.
- Consider a levy for vacant dwellings or dwellings being used for tourist accommodation.



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**Improved Draft Engagement (June to July 2025)**

Following engagement on the draft UGMS, a number of improvements were made in order to respond to community and stakeholder feedback. This improved draft was made available for further feedback between 13 June 2025 and 21 July 2025.

This is in addition to the 141 people who attended the Community Drop In Sessions in November 2024 and the 92 written submissions that were received late 2024, on the previous version of the UGMS.

In relation to the survey, we heard from:

- Mostly local residents and ratepayers (>75% of survey responses);
- 17 local business owners; and
- Some 13% identified themselves as regular visitors to the area.

In relation to the submissions received:

- 15 submissions (41%) were from people directly affected by an action in the draft UGMS;
- 5 submissions were from State Agencies;
- 2 submissions were from local residents (excluding those who were directly affected)
- 1 submission was from an organisation;
- 1 submission was from a utility provider;
- 2 submissions did not disclose whether they were local or otherwise; and,
- 1 submission was from a resident of Alexandrina Council.

The community open days provided an opportunity for the community to ask questions and express feedback to Council staff and the consultant team.

The key feedback and new suggestions for the draft UGMS are summarised for each of the principles of the draft UGMS below.

**Principle 1**




- Most people were supportive of the changes that sought to create opportunities for young people and families to build or buy a home in Victor Harbor.
- There was mixed feedback in relation to the 'rural living infill investigation areas', many of which had been removed following feedback in the last round of engagement. Some community members wanted their land 're-added' and some were happy that their land was retained or removed.
- Some 50% of survey responses (66 people) supported Council focussing on one Priority Growth Area, whilst 28% did not support this and a further 20% were 'not sure'.



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### Principle 2

Our **economy** is productive, prosperous and attracts investment

- The community support ensuring that farming activities are identified and protected from incompatible land uses.
- Most people supported changing the trajectory of Victor Harbor by being a more attractive, dynamic and sustainable place for young people to live and work.
- Some 58% (77 people) indicated that they support securing a future activity centre at Encounter Bay, whilst 23% indicated they weren't sure and 17% indicated that they did not support this.

### Principle 3

**Services and infrastructure** meet demand and are reliable and efficient

- Local services are at capacity and services need to be increased to accommodate growth. This comment was usually in reference to access to medical services, including GPs, specialists and increasing the capacity of the hospital.
- Traffic on both local and State roads was raised as a concern.
- Speed limits and/or intersection treatments, particularly on along the ring route was also raised as a matter that needed attention.

### Principle 4

Our **environment** is protected and enhanced

- Most survey responses (90% or 119 people) supported Council committing to establish key wildlife corridors, particularly linking the Hindmarsh and Inman Rivers.
- Protection, and enhancement of, green space/corridors and biodiversity is important.
- Preservation of the coast and coastal character is a priority.
- Watercourses should have a large buffer (for flooding and biodiversity. Responses included varying buffer widths ranging from 100 metres to 300 metres.

[24] Except for minor changes to the Gateway Overlay to consider the new greenfield areas identified within the Greater Adelaide Regional Plan.



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**Principle 5**

Our **landscape, character and heritage** is celebrated and retained

There were no notable changes to the actions relating to character and heritage between the 2024 version of the Strategy and the 2025 Strategy[24]. Notwithstanding this, some community members provided feedback in relation to these matters. These comments included:

- Preservation of the coast and coastal character is a priority.
- Its important to protect heritage and character areas.
- Growth should be avoided near the hills face areas and hills face protections should be increased near Waterport Road.

**Principle 6**

Council's long term **financial sustainability** is not compromised by urban growth

- Consider a levy for homeowners who only use property for 2 months/year and Airbnb's / consider initiatives to entice homeowners to live locally.
- Introducing a levy on unoccupied houses puts a disproportionate cost burden on houses that require less Council services.

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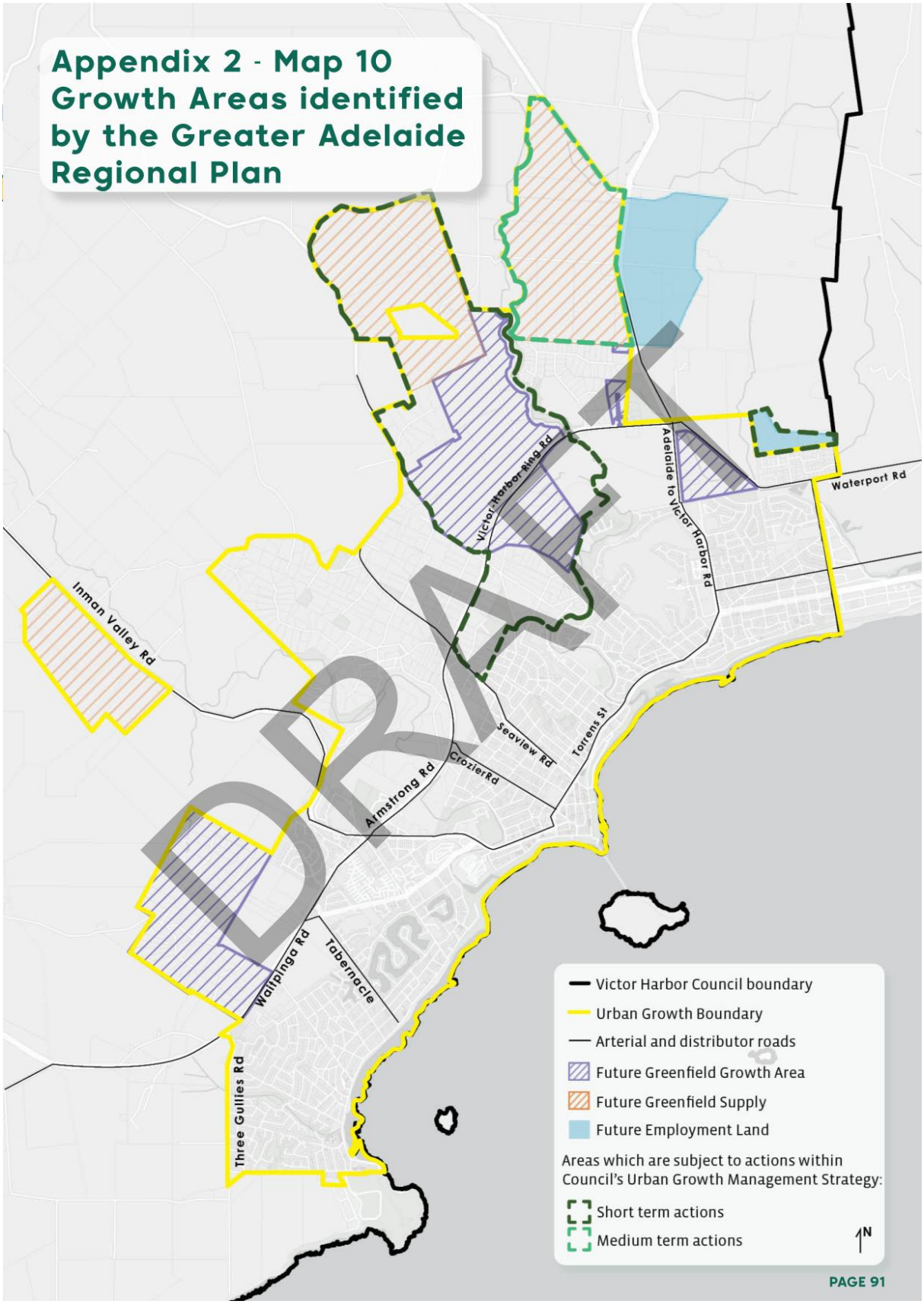
Appendix 2 - Map 10
Growth Areas identified by the Greater Adelaide Regional Plan
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Victor Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Seaview Rd
Torrens St
Armstrong Rd
CrozierRd
Wallpinga Rd
Tabernacle
Three Gullies Rd
Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Future Greenfield Growth Area
Future Greenfield Supply
Future Employment Land
Areas which are subject to actions within Council's Urban Growth Management Strategy:
Short term actions
Medium term actions
N
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# Appendix 3
# Outcomes of the Medium Density Infill Analysis

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There are opportunities for low density infill development within all of the existing residential areas, where sites are large enough to accommodate new allotments above the minimum allotment sizes.

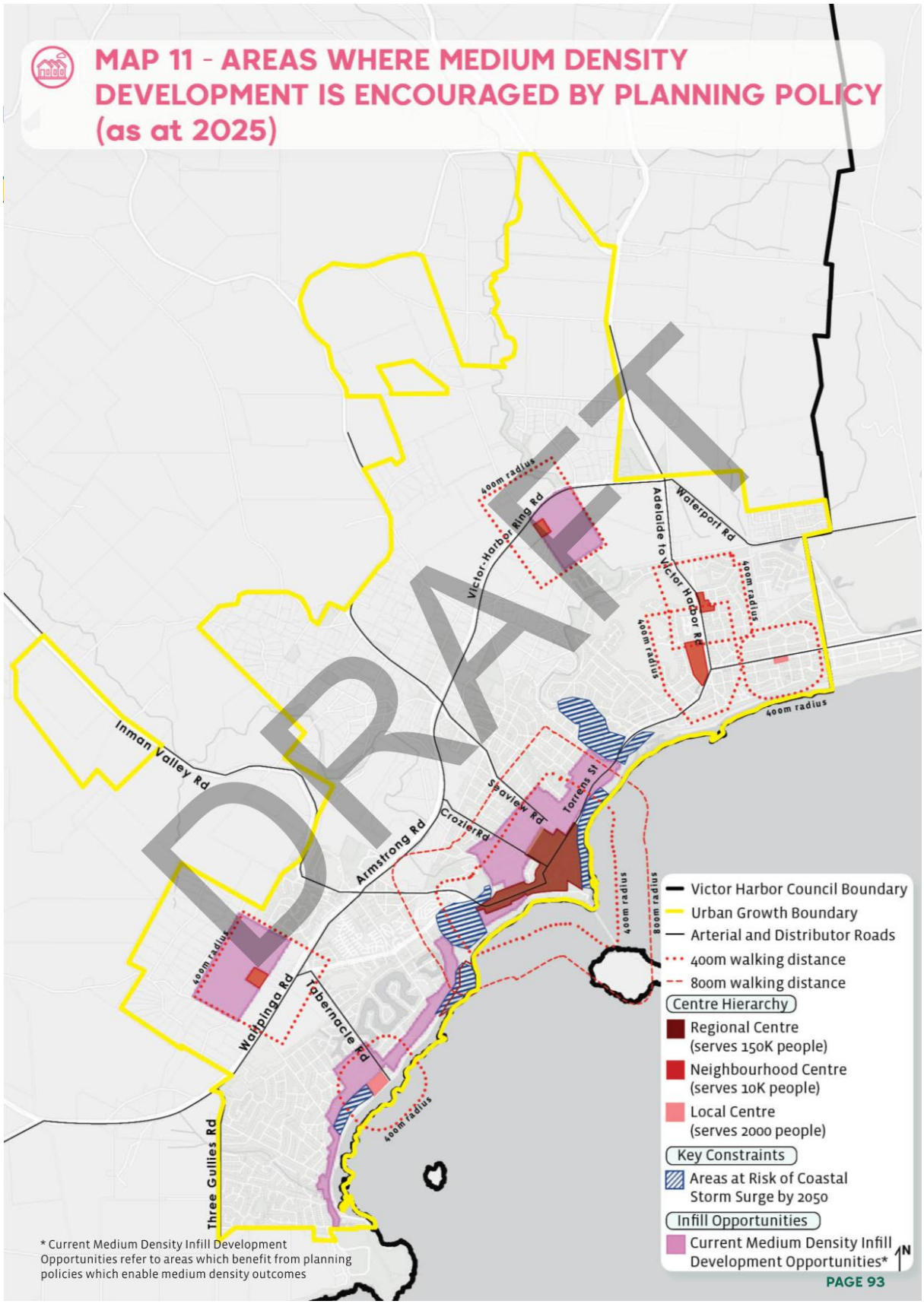
There are also opportunities for medium density infill development within the Main Centre, in mixed-use development.

**Map 11** shows areas where medium density development is encouraged by planning policy to understand if there are additional areas where we should encourage medium density development.

This analysis has found that:

- Medium density is already encouraged in several key locations around the Main Centre, Secondary Centres, and the coast; and
- The two Secondary Centres on Adelaide Road at Hayborough and McCracken provide current opportunities for low density infill development and are unlikely to support significant medium density infill development, noting that most houses are less than 30 years old and a large part of the area within 400 metres of these centres is an Employment Zone.




MAP 11 - AREAS WHERE MEDIUM DENSITY DEVELOPMENT IS ENCOURAGED BY PLANNING POLICY (as at 2025)
DRAFT
Victor Harbor Council Boundary
Urban Growth Boundary
Arterial and Distributor Roads
400m walking distance
800m walking distance
Centre Hierarchy
Regional Centre (serves 150K people)
Neighbourhood Centre (serves 10K people)
Local Centre (serves 2000 people)
Key Constraints
Areas at Risk of Coastal Storm Surge by 2050
Infill Opportunities
Current Medium Density Infill Development Opportunities*
* Current Medium Density Infill Development Opportunities refer to areas which benefit from planning policies which enable medium density outcomes
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# Appendix 4 Summary of Services and Infrastructure and the Core Providers

| Service / Infrastructure | Core Provider | Council's Role |
|---|---|---|
| **Community and Social Infrastructure** | | |
| Education, including early childhood education and care, primary and secondary schools, TAFE and university | State Government and Private Providers | Enabler |
| Healthcare, including general practitioners, hospitals and aged care | State Government and Private Providers | Enabler |
| Emergency services | State Government | Enabler |
| Local services, including libraries, community centres and halls | Council | Provider |
| Recreational facilities | Council | Provider |
| Public open space | Council and Developer | Provider and Leader |
| Cemeteries | Council | Provider |
| **Physical Infrastructure and Utilities** | | |
| Water Supply | SA Water | Enabler |
| Sewer | SA Water | Enabler |
| Electricity | SA Power Networks | Enabler |
| Stormwater Management | Council | Provider |
| Telecommunications | Telecommunication Providers (NBN Co, Telstra, etc) | Enabler |
| Waste management and collection | Council | Provider |
| **Transport and Connectivity** | | |
| State Maintained Roads | State Government (Department for Infrastructure and Transport) | Enabler |
| Public transport[25] | Council and State Government | Enabler, Provider and Leader |
| Local roads | Council | Enabler |
| Bridges | State Government, Council and Developer (depending on the nature and location of the bridge) | Enabler/Provider |
| Bicycle Network | Council | Provider |
| Footpaths | Council | Provider |
| Ride Share / Taxi | Private Operators | Enabler |
| Parking | Council and Developers | Enabler, Provider and Leader |

[25] Current public transport provision is limited to the Southern Communities Transport Scheme, which is only accessible for eligible users. More information is available here: https://www.victor.sa.gov.au/council-activities/community-services/transport

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# Appendix 5 Social Infrastructure Benchmarks

| Service / Infrastructure | Benchmarks |
|---|---|
| **Education** | |
| Early childhood education and care | 1 child care space per 2 children (per age group) |
| Primary School | One school for every 1,500 new dwellings in a growth area |
| Secondary School | One school for every 1,500 new dwellings in a growth area |
| TAFE | To be confirmed as part of infrastructure investigations undertaken as part of the Greater Adelaide Regional Plan |
| University | To be confirmed as part of infrastructure investigations undertaken as part of the Greater Adelaide Regional Plan |
| **Healthcare** | |
| General practitioners | 3.9 doctors per 1,000 people |
| Hospitals | To be confirmed as part of infrastructure investigations undertaken as part of the Greater Adelaide Regional Plan |
| Aged Care | To be confirmed as part of infrastructure investigations undertaken as part of the Greater Adelaide Regional Plan |
| Emergency services | To be confirmed as part of infrastructure investigations undertaken as part of the Greater Adelaide Regional Plan |
| **Local Services** | |
| Libraries | 1 local level library for up to 20,000 people<br>Or<br>1 multi-functional library for between 20,000 to 50,000 people |
| Community centres | 80m² per 1,000 people |
| Recreational facilities | See Appendix 4 |

The benchmarks contained within this Appendix are based on the findings within the Social Infrastructure Assessment Report (2023) commissioned by the City of Victor Harbor and prepared by Intermethod.



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# Appendix 6 Scope of Local Infrastructure Investigations

There are three key actions within the UGMS which require Council to undertake infrastructure investigations to inform:

- Growth area prioritisation, to guide the Local Housing Strategy and future iterations of the Greater Adelaide Regional Plan;
- Infrastructure investigations funding and delivery, including the preparation of Infrastructure Schemes that require developer contributions to infrastructure; and
- The preparation of a Structure Plan for the Priority Growth Area.

These actions include:

- Action 3.1A: Undertake social and community infrastructure investigations to inform growth area prioritisation (related to Action 3.3A). The scope of these investigations is detailed within Appendix 6.
- Action 3.3A: Undertake physical and utility infrastructure investigations to inform growth areas prioritisation and funding arrangements (related to action 3.1A). The scope of these investigations is detailed within Appendix 6.
- Action 3.3B: Investigate the infrastructure requirements to inform the preparation of the Structure Plan for the Priority Growth Area.

The scope and purpose of each of these investigations are outlined below.

## Action 3.1A: Local Social and Community Infrastructure' Investigations

**Purpose:** To inform growth area prioritisation, ahead of finalising the Local Housing Strategy

**Scope:** This infrastructure investigation should focus on the capacity and demand for the following forms of infrastructure:

**Education,** including:

- Early childhood education and care
- Primary schools
- Secondary schools
- TAFE
- University

**Healthcare,** including:

- General practitioners
- Hospitals
- Aged Care
- Emergency Services

**Local services,** including:

- Libraries
- Community centres
- Recreational facilities and open space
- Cemeteries

This investigation should consider the population targets within the Greater Adelaide Regional Plan, building on the work undertaken in the following documents:

- Social Infrastructure Assessment Report commissioned by Council in 2023 and prepared by Intermethod
- Recreation and Open Space Land Requirements Report commissioned by Council in 2024 and prepared by Future Urban
- The Social Infrastructure Benchmarks prepared by the Department of Department for Housing and Urban Development and expected to be complete in March 2026



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The investigation should also consider Council's intention to change the trajectory of Victor Harbor and actively reduce the median age as this may influence demand for forms of social infrastructure required for young people, such as educational facilitates.

The investigation should make recommendations with respect to the source of funding for each form of infrastructure (i.e. State, Council or developer contributions) and provide triggers for when infrastructure would need to be delivered.

### Action 3.3A: Local Physical Infrastructure and Utilities' Investigations

**Purpose:** To inform growth area prioritisation, ahead of finalising the Local Housing Strategy.

**Scope:** This infrastructure investigation should focus on the capacity and demand following forms of local infrastructure:

- Stormwater management
- Waste management
- Local road network, including capacity of existing intersections and ensure the protection of the regional freight route shown on **Map 6**
- Bicycle network
- Pedestrian network

This investigation should identify the existing capacity of these forms of infrastructure and identify augmentation and upgrades to facilitate the targets identified within the Greater Adelaide Regional Plan.

The investigations should distinguish between:

- Upgrades and augmentation that will occur within growth areas, and will be triggered by development of those growth areas; and
- Upgrades and augmentation that will occur beyond growth areas, that may be required if one or multiple growth areas are developed. In this instance, the investigation should identify which growth areas which trigger these upgrades.

These investigations should provide high-level cost estimates for any upgrades and augmentation identified for the purpose of informing the prioritisation of growth areas. Council may also wish to consider investigating the need for land for electricity storage associated with renewable energy, and whether land will need to be dedicated for such within the urban area.

The investigation should make recommendations with respect to the source of funding for each form of infrastructure (i.e. State, Council or developer contributions) and provide triggers for when infrastructure would need to be delivered.

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## Action 3.3A: Local Physical Infrastructure and Utilities' Investigations

**Purpose:** To inform the preparation of a Structure Plan for the Priority Growth Area.

**Scope:** This investigation should consider all infrastructure required to facilitate the growth identified within the Priority Growth Area, including:

- Identifying infrastructure needs (including social infrastructure requirements) to inform agreements and the preferred funding mechanism; and
- Identifying land that should be reserved for infrastructure (including state health, education, transport).

The investigations should detail staging and should make recommendations with respect to the source of funding for each form of infrastructure (i.e. State, Council or developer contributions) and provide triggers for when infrastructure would need to be delivered. This information will be used to inform mechanisms for infrastructure funding and delivery.

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# Appendix 7 Sporting Facility Benchmarks

| Facility Component | Target Provision |
|---|---|
| AFL Oval | 1:5,000 people |
| Cricket Oval | 1:5,000 people |
| Aquatic Centre | 1:75,000 people |
| Soccer Field | 1:6,000 people |
| Netball (Outdoor) | 1:5,000 people |
| Tennis Court | 1:3,000 people |
| Athletics Track | 1:75,000 people |
| Diamond Sports Field | 1:12,000 people |
| Hockey Field (synthetic) | 1:100,000 people<br>Should be based on individual business case |
| Bowls Club | 1:30,000 people |
| Indoor courts | 1:5,000 people |
| Skate Park | Neighbourhood – 1:7,500 people<br>District – 1:25,000 people<br>Regional – 1:50,000 people |
| Playground | Neighbourhood – 1:2,000 people<br>District – 1:9,000 people<br>Regional – 1:50,000 people |
| BMX Track | 1:20,000 people |

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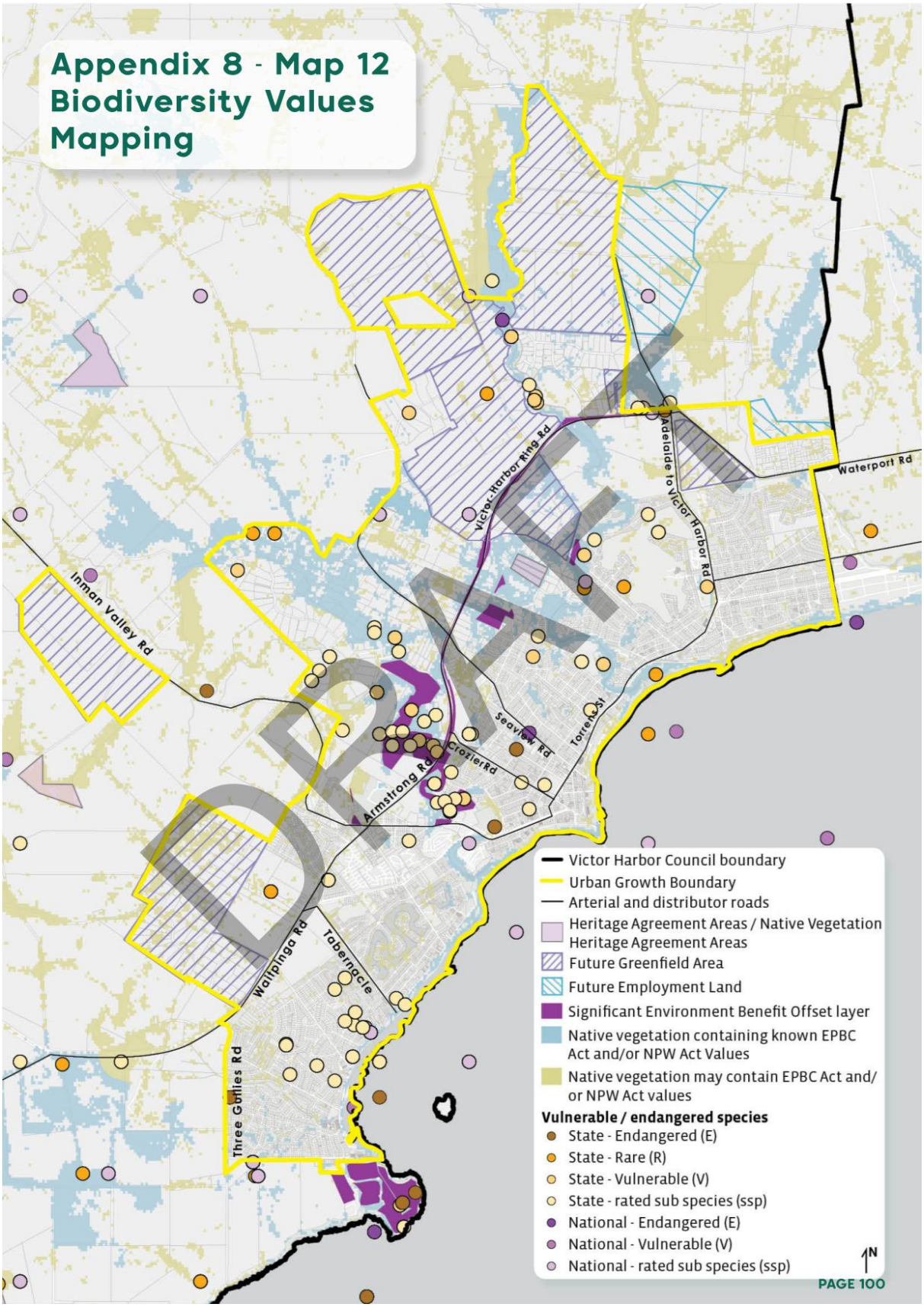
The target provisions within this Appendix are based on the Victor Harbor Sport, Recreation and Open Space Strategy 2023 -2033


Appendix 8 - Map 12
Biodiversity Values
Mapping
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Victor Harbor Council boundary
Urban Growth Boundary
Arterial and distributor roads
Heritage Agreement Areas / Native Vegetation Heritage Agreement Areas
Future Greenfield Area
Future Employment Land
Significant Environment Benefit Offset layer
Native vegetation containing known EPBC Act and/or NPW Act Values
Native vegetation may contain EPBC Act and/ or NPW Act values
Vulnerable / endangered species
State - Endangered (E)
State - Rare (R)
State - Vulnerable (V)
State - rated sub species (ssp)
National - Endangered (E)
National - Vulnerable (V)
National - rated sub species (ssp)
N
PAGE 100
Victor Harbor Ring Rd
Adelaide to Victor Harbor Rd
Waterport Rd
Inman Valley Rd
Seaview Rd
Torrens St
Crozier Rd
Armstrong Rd
Wallpinga Rd
Tabernacle
Three Gullies Rd

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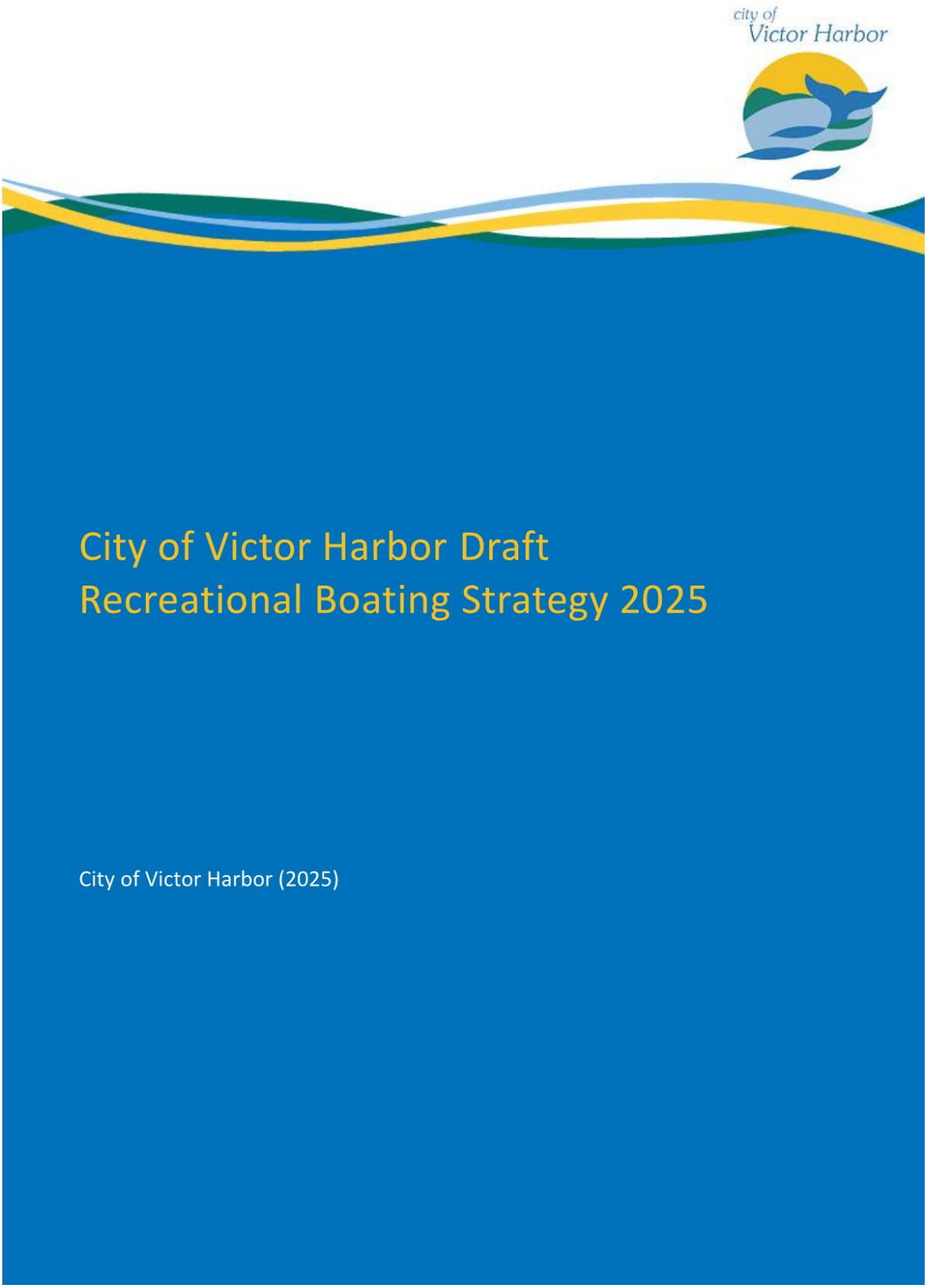
Final Version dated 22 September 2025
This document has been prepared by Future Urban on behalf of the City of Victor Harbor.

**Attachment Under Separate Cover - Draft Recreational Boating Strategy 2025**





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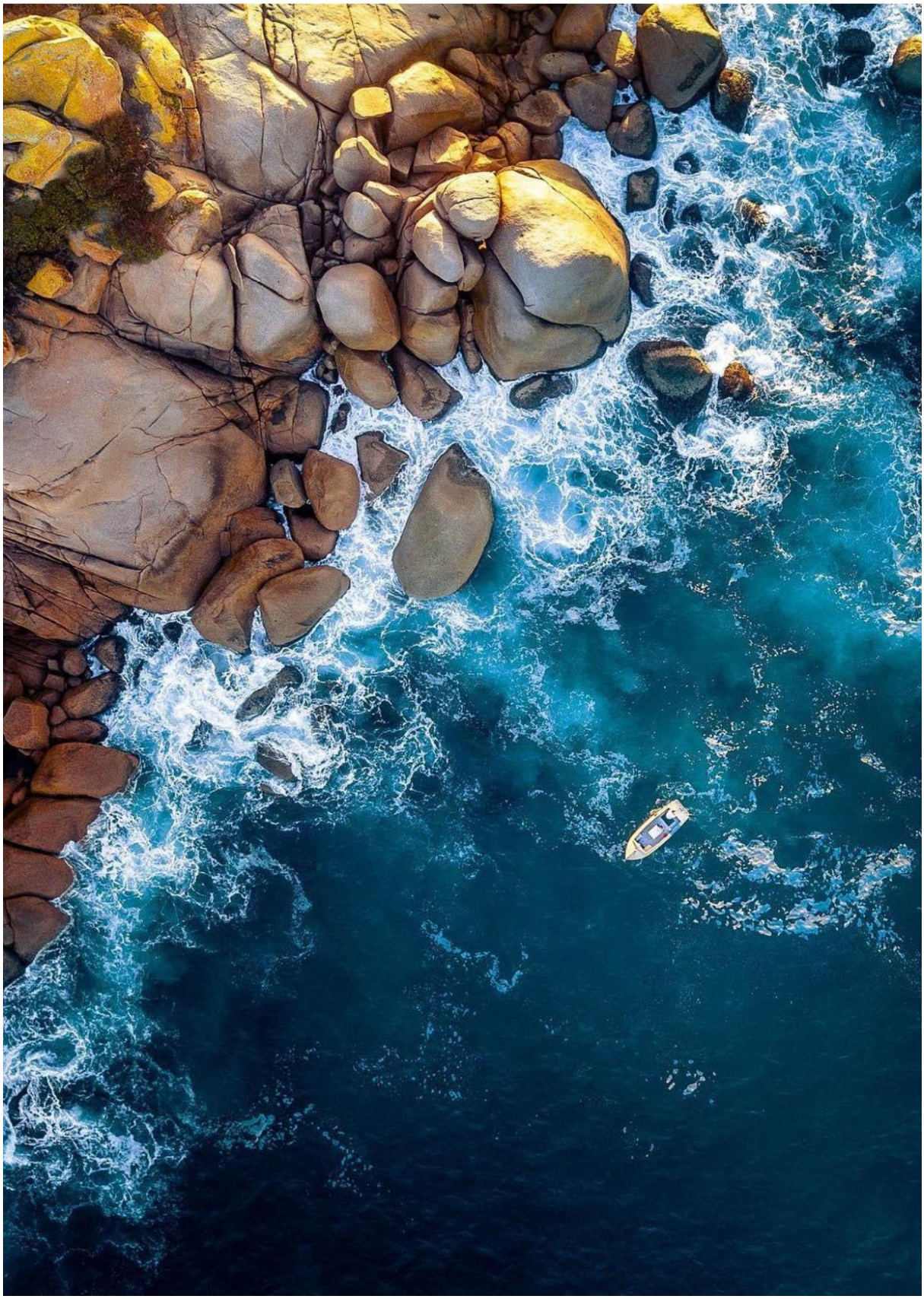
## Document Control

| Version | Date | Author | File | Comments |
|---|---|---|---|---|
| 1 | November 2019 | Director Environment and Infrastructure | | |
| 2 | September 2023 | Acting Director Environment & Infrastructure | | |
| 3 | August 2025 | Acting Director Environment & Infrastructure | | |
| | | | | |



# Executive Summary

Over 307,000 South Australians hold recreational vessel licences[1], and nearly 1,600 of these are Victor Harbor residents. [2]



Registration data shows that there are approximately 52,000 registered recreational vessels and more than 307,000 boat licence holders in South Australia [1]. The number of people with boat licences is growing at a rate averaging just over 3% per annum[3].

The growth in the number of boaters and the variety of activities they undertake present challenges and opportunities. Most of the challenges are the direct result of competition for assets like boat ramps and car parking. Some of this competition also extends to waterways, particularly between personal watercraft and other users.

The boating community of Victor Harbor, including permanent residents and visitors to Victor Harbor, has for some time voiced the need for the current boating facilities within the Victor Harbor region to be improved, this being in response to the population growth, the growing level of interest in boating as a leisure activity and safety concerns arising due to current facilities being over capacity.

1 Marine Safety SA (2023)

2 Department of Infrastructure and Transport (2019)

3 Australian Bureau of Statistics 2020

The historic development of boating facilities in the area has occurred progressively over time, initially in response to commercial needs.

Victor Harbor is a rapidly growing coastal city and a well-recognised tourist and leisure destination. Within this context, the challenge facing the City of Victor Harbor, in representing the boating community, is to achieve a boating environment that recognises the needs of the boating community whilst acknowledging and respecting competing interests and constraints.

This boating strategy has been prepared in response to this need. The City of Victor Harbor is part of a region that is rich in economic, social, and cultural history and which has a highly valued coastal environment including Encounter Bay, river mouths of the Hindmarsh and Inman Rivers and the foreshore areas east and west of the Granite Island Causeway.

In 2004 the City of Victor Harbor engaged Connell Wagner Pty Ltd to prepare the 'City of Victor Harbor Boating Strategy' (2004) in consultation with a Boating Strategy Working Party.

There are numerous other relevant reports (up to fifteen) that have been prepared over the years that relate to the boating industry and potential multi-purpose boating facility and alternative sites in Victor Harbor.

To inform the delivery of this Recreational Boating Strategy, the City of Victor Harbor, drawing on the previous strategy and process, established a Boating and Marine Facilities Advisory Group, the membership of which represent a diverse range of interests of the Victor Harbor commercial and recreational boating community. This group was consulted on a regular basis throughout the study period, typically through a series of working group meetings during which a range of issues and options were explored and examined.

Whilst this strategy proposes options, both general and site-specific, in some cases further investigation will be required prior to work being undertaken.

## Process

During the process of developing the boating strategy, particular emphasis was given to consultation, including input from the Boating and Marine Facilities Advisory Group (BMFAG) and other key community members, especially those with knowledge or opinions relevant to this study.

Of critical importance in such an environment is the role of Sea Rescue. This government-funded service which responds to demands for their services from as far east as the Murray Mouth to all areas east, south, and west of Encounter Bay. Their effectiveness could be considerably enhanced by having access to improved boat launching facilities on the eastern side of the Causeway.

The strategy identifies and describes these challenges, they include:

- The poor condition of some boating facilities
- Ongoing management of boating facilities
- A lack of access to water and formal launching facilities
- A lack of formal high quality launching facilities east of the Causeway
- A shortage of boating facilities and amenities
- A shortage of car trailer parking
- The dangers associated with launching facilities
- Over capacity of current facilities
- Safety and response times for Sea Rescue in Peak Times (including traffic congestion from Sea Rescue Base to launching facility)
- Under-resourced waterway management and a subsequent lack of oversight over assets such as moorings, berths, channels, navigation aids and safety signage as well as compliance with local safety rules such as exclusion zones and speed limits

The strategy sets out several objectives aimed at meeting these challenges. They include:

- Improving the maintenance of public facilities and renewing and building new boating facilities
- Improving access and navigation
- Improving safety for the boating community
- Investing in destination locations
- Investing in boating safety and education
- Promoting boating across the region
- Improving the quality of data and information being made available to boaters

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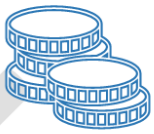
# 1. Why do we need a recreational boating strategy?

## Boating is one of our region's most popular recreational activities.

Over **307,000** South Australians hold recreational vessel licenses [1]



The recreational marine industry plays an important role within our region. Boating is a key economic driver that employs thousands of South Australians. It's also a key component of our region's visitor economy with boaters accounting for over 10% of South Australia's overnight stays[4].

Boating is popular in Victor Harbor primarily because of the abundance of natural coasts. Victor Harbor has some of the State's best waterways, drawing locals and visitors alike to the natural beauty.



*At a state level, registration data shows approximately* ***52,000 total*** *registered vessels in South Australia.*[1]

1 Marine Safety SA (2023)

4 South Australian Boating Facilities Strategic Plan

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Boating provides an important social and economic contribution to the region and has helped define the City of Victor Harbor's character. The boating sector plays a particularly important role in the commercial and recreational fishing industries, and in tourism, which contributes to the city's economic prosperity, health, and well-being through outdoor recreation.

As boat ownership and participation in boating within the region continue to grow, this strategy will assist in ensuring that boating infrastructure and facilities meet the needs of the boating community.

The boating community of Victor Harbor, including permanent residents and visitors has for some time felt the need for the current boating facilities within the region to be improved, this being generally in response to the population growth and the growing level of interest in boating as a leisure activity. The development of boating facilities has rolled out progressively over time, initially in response to commercial needs.

Victor Harbor is a rapidly growing coastal city as well as a well-recognised tourist and leisure destination. Within this contextual background, the challenge facing the City of Victor Harbor, is to achieve a boating environment that recognises the needs of the boating community whilst acknowledging and respecting the competing community interests and environmental and economic constraints.

*Approximately* 53% *of registered boats were used for harbour or sea activities. For many of these boats, fishing was identified as the main activity* 83%.[4]

4 South Australian Boating Facilities Strategic Plan





The strategy will establish a strategic approach to facilities funding so that boating activities and related tourism can grow to support a vibrant economy while responding to the boaters' and the wider community's expressed needs.

Marine infrastructure is costly to build and maintain, and it is important that available funding is best directed to those sites of highest need which will be informed by this strategy.

Commercial marine vessels also play a significant role in the region's future economy and the relationships and synergies between recreational and commercial facilities should be exploited.

Needs will vary but it is important that there is still equity of access for boaters. This may mean that some locations will have minimal or no investment whilst others are developed and expanded.

The City of Victor Harbor is part of a region which is rich in economic, social, and cultural history, and a highly valued costal environment including Encounter Bay, river mouths of the Hindmarsh and Inman Rivers and the foreshore areas east and west of Granite Island Causeway.

The City of Victor Harbor Coastal Adaptation Study and Strategy (2021) states 'if seas rise as projected post 2050, seawater flows will increasingly overtop protection works in the vicinity of the reserve and playing fields on Flinders Parade and flow over Franklin Parade between Tabernacle Road and The Bluff.'

This boating strategy has been prepared in response to these projections and to place consideration on the need for creating infrastructure resilient to a changing climate and its associated impacts.



*The City of Victor Harbor has* **32 kilometres** *of coastline and only one dedicated launching facility.*

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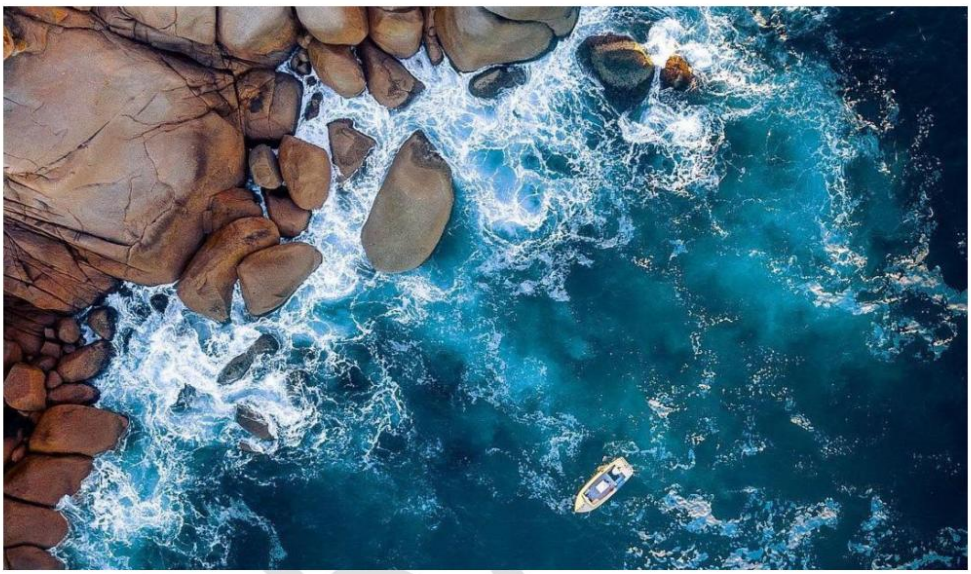
# 2. A contextual snapshot of recreational boating in Victor Harbor



**Although Victor Harbor has six (6) boating facilities, most boating activity is concentrated at one key location. As Figure 1 shows, Bluff Boat Ramp is the most heavily used, followed by the other smaller and informal launching facilities.**

*In 2017, the City of Victor Harbor issued 2,644 boat launching tickets and 146 annual permits.*

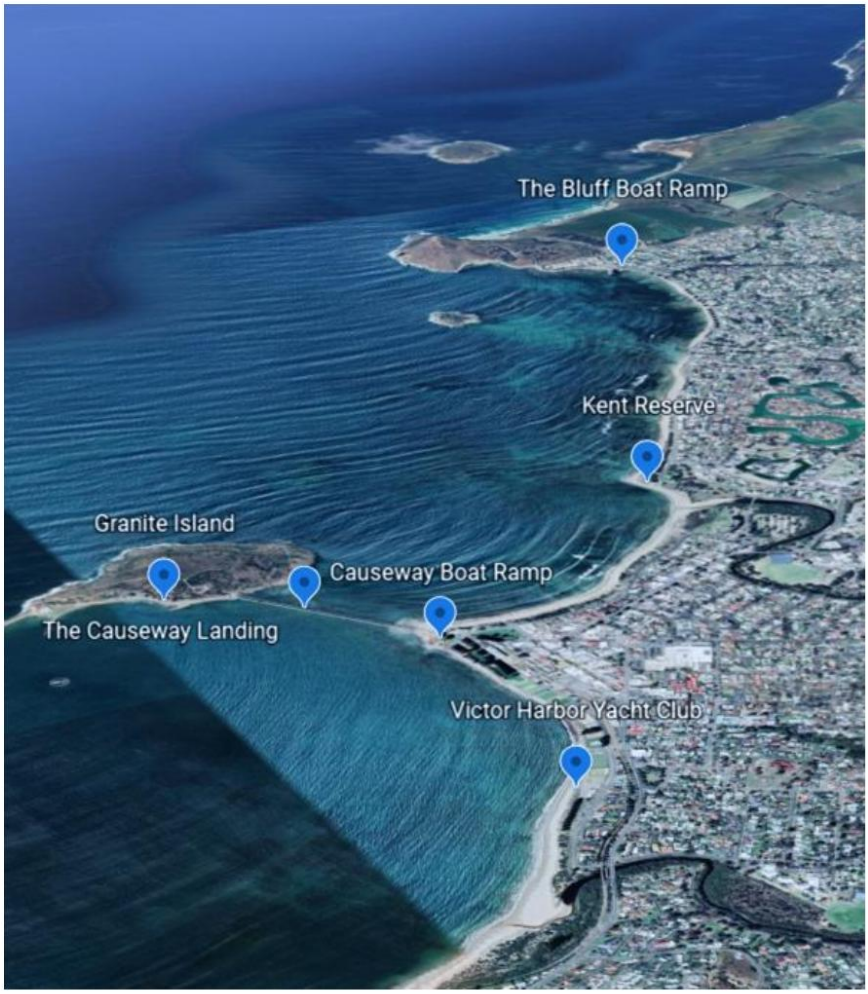



**Figure 1 – Boat Launching Locations in Victor Harbor**

## 2.1 Our boating environment

The boating environment of Victor Harbor can for convenience be split into two distinct areas. One is northeast of the Causeway and provides generally shallow water which is normally within the protection of Granite Island. However, it is still exposed to ocean swells with southerly winds making the launching of boats from the Causeway ramp hazardous at times. Reefs and rocky bottoms are located close to the sandy shoreline and there are some notable variations of depth in these areas. The other area, south and west of the Causeway (other than the shallow area around Davenport Anchorage) is more exposed and has the potential to become rough, with little warning, and can provide serious challenge, especially to the inexperienced or poorly equipped boat user.

The area close to, and southwest of the Causeway and adjacent to Kent Reserve, is a natural anchorage (Davenport Anchorage) which can be hard to find without local knowledge of the reef that protects it. This area is generally preferred by shallow craft and non-motorised vessels.

The area south and west of the Causeway and Granite Island is most often used by recreational boat users accessing the reefs and fishing areas south and west of Rosetta Head and West Island.

West Island and parts of its immediate environs are designated as a Marine Protected Area where fishing is prohibited.

The Victor Harbor Yacht Club is located on the beachfront just south of the Hindmarsh River Mouth, this location being some 800 meters from the Causeway.

One of the Victor Harbor Sea Rescue bases is located adjacent to this site.

## 2.2 Environmental – Land, Water, and Legislation

The study area comprises significant marine, riverine and geological environments which interface with a built environment that has enjoyed significant growth and redevelopment in recent years.

Some of the more significant environmental features within the area (as well as their environmental significance) that have relevance to this strategy include:

| Feature | Environmental Significance |
|---|---|
| Granite Island | Marine, flora and fauna, and geology |
| Hindmarsh River Estuary | Riverine - marine interface, flora and fauna including the swamp paperbark (Melaleuca halmatorum). An artificial river mouth outlet has been created here. |
| Inman River Estuary | Riverine - marine interface, flora, and fauna |
| The Coastline from Rosetta Head to Hindmarsh River Mouth | Coastal, dunal marine system; marine flora and fauna that includes the common Weedy Sea Dragon (note, Leafy Sea Dragons live in deeper water), dunes (native vegetation) etc; European and indigenous Heritage. |
| Kent Reserve | Indigenous (cultural) heritage |
| Benthic Communities - Encounter Bay | Sea grass beds |
| Norfolk Island Pines | Significant Trees, not being native to Australia. |
| Wright Island | Marine flora and fauna, and geology |

Having regard to these environmental features as they apply to the study area, the following environmental legislative requirements should apply in any investigation and the ensuing upgrade for a particular boating facility. It is particularly important to have a thorough understanding of any legislative parameters prior to the implementation of any strategies to improve boating facilities in the region. A more detailed description of each is provided in the following sections.

| Legislation | Specific to |
|---|---|
| The Environment and Biodiversity Conservation Act 1999 | Assessing the impact of activities on matters of national environmental significance including “threatened” species. |
| The Environmental Protection Act 1993 | Promotes ecologically sustainable development, construction management and control of pollutants. |
| The Coastal Protection Act 1992 | Protection and conservation of marine areas. Manages construction of facilities within coastal areas. |
| Native Vegetation Act 1991 | Removal of native vegetation. The Native Vegetation Council must be contacted regarding any proposal that requires the removal or disturbance of native vegetation. |
| Planning Development and Infrastructure Act 2020 | Providing for the proper, orderly, and efficient planning and development within South Australia. |
| Fisheries Act 1982 | Protects aquatic habitats and controls activities with the potential to affect water and/or seabeds. This act has been used to establish aquatic Marine Protected Areas (MPA). |
| Aboriginal Heritage Act 1988 | Protects areas in which Aboriginal items exist or are recorded. |
| Native Title Act | Impacts on areas where Native Title exists or on which claims have been made. |

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## 2.3 Our facilities

There are six recognised locations for bringing in boats into Victor Harbor, with one formal and two informal recognised locations for launching boats in the Victor Harbor area, these being:

2.3.1 The Bluff boat Ramp

2.3.2 Kent Reserve (informal off beach ramp)

2.3.3 The Causeway Boat Ramp (not a boat launching facility)

2.3.4 The Causeway Landing (not a boat launching facility)

2.3.5 Victor Harbor Yacht Club (informal off beach ramp)

2.3.6 Granite Island (not a boat launching facility)

Almost all private berthing and swing mooring facilities on Granite Island were removed when the new Causeway was built. These are reasonably protected by the island itself as well as a breakwater on the eastern end of the island. However, the use of these facilities is generally confined to several commercial operators.

Council's Boating and Marine Facilities Advisory Group (BMFAG) provided advice that Granite Island jetty and environs is vulnerable to significant swells under certain conditions, thus making loading and unloading in these conditions hazardous to both personnel and property. In addition, the servicing of these facilities is made difficult by the limited access available across the Causeway that is owned by the Department of Infrastructure and Transport.

There is also a small boat ramp on the east side of the Causeway, near the mainland which is not suitable as a boat launching facility.

The following pages provide a summary of each of these facilities, including their features as well as any other observations or comments relating to their condition and any other problems with their use, as advised through consultation with the City of Victor Harbor's Boating and Marine Facilities Advisory Group.

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### 2.3.1 The Bluff Boat Ramp



**Location**
Street: Franklin Parade
Area: Encounter Bay
Marine Area: Rosetta Harbor

**Description**

Largest formal boat ramp in the area, frequently used by small to larger boats. There are accompanying pontoons and car/trailer parking. This facility has the highest usage for the area by the full range of boat sizes however it can cause problems for larger boats at low tide. It is really the only significant facility open to the sea between Cape Jervis and Cape Jaffa and is currently operating at over capacity.

**Facilities**

Concrete ramp. Four lanes, basin, single lane channel, breakwater, and pontoons. Parking for approximately 45 cars/trailers. Toilets are located adjacent. Requires more tie off pontoons and access jetty to assist with congestion issues.

**Condition**

Boat ramp was upgraded around 2010. Previously channel markers had been damaged/misaligned, presumably by boat impact. New channel markers were installed in December 2022. Car park additions and upgrades are required as the ramp is currently operating over capacity. Channel has recently been dredged. Slime on-ramp and pontoons causes slippery surfaces.

**Usage Capability**

Most heavily used ramp in the region and has car/trailer parking available but requires additional spaces during peak times. A sheltered location generally provides good functionality for most users. Used by bigger boats although some difficulties during low tides and pontoon lengths are too short for large vessels. Launch and retrieval congested during peak times. Inadequate for boating demands during peak periods including compromised Sea Rescue Launching.

### 2.3.2 Kent Reserve



**Location**
Street: Kent drive
Area: Kent Reserve
Marine Area: Davenport Anchorage

**Description**

Informal beach launching, accessed from Kent Reserve and providing access to shallower water for small craft and wind surfers, jet skis etc.

**Facilities**

Informal beach launching. No defined channel. Toilets available. Sufficient parking for usage.

**Condition**

Beach launching area functional in reasonable weather conditions. Some evidence of sand disturbance in launching area. Launching requires 4WD vehicles and experienced boat operators. Seaweed build-up. Formal parking area nearby. Requires channel markers to pass through reefs. Signage improvements required to warn of reefs.

**Usage Capability**

Suitable for small vessels. Attracts demand from windsurfers, jet skis. Almost impossible to get in and out of the area depending on tide and weather due to numerous reefs.

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### 2.3.3 Causeway Boat Ramp

**Location**
Street: Ocean Street
Area: Police Point
Marine Area: Victor Harbor

**Description**

Only boat ramp (informal) east of Causeway. Car/trailer parking for some 6 trailers with cars and 6 cars. Boat ramp facility at odds with adjacent land use. Boat ramp barely suitable for small vessels and not suitable for large vessels. Ramp narrow with drop off on edges.

**Facilities**

Single lane concrete ramp. Narrow channel. Toilet facilities. Limited car and trailer parking a major issue during peak times.

**Condition**

Ramp currently in poor condition. Signage requiring upgrading. Sand attrition on northeast side of ramp but builds up on southeast side. Drop offs at the edge of ramp. Ramp not steep enough so vehicles need to reverse into water. Weed build up requiring ongoing clearing. Shallow approaches. Rocks in launching area.

**Usage Capability**

Insufficient mooring. No jetty. High usage during holiday periods. Surge and surf make launch and retrieval hazardous. Capable of only launching small vessels. Lack of parking. Unable to be used during poor weather condition. Dangerous side currents. Shallow waters. State Government has recommended that this facility be closed when an alternative (e.g. East Beach) is built.

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### 2.3.4 The Causeway Landing



**Location**
Street: The Causeway
Marine Area: Victor Harbor

**Description**

Previously a small timber landing, the Department of Infrastructure and Transport has completed the construction of a boat landing facility halfway across the new Causeway, to create improved access for local tourism operators. This upgrade occurred in 2022.

**Facilities**

No boat launching facility. Temporary tie off only with access only by foot (not vehicle).

**Condition**

New infrastructure, commercial priority use, multi-level steps, not suitable at low tide conditions, landings on both sides, in good condition. Navigable water to access at low tides is problematic.

**Usage Capability**

Priority commercial use, not suitable for large ship tenders to embark and disembark passengers (intention was never to accommodate these vessels).

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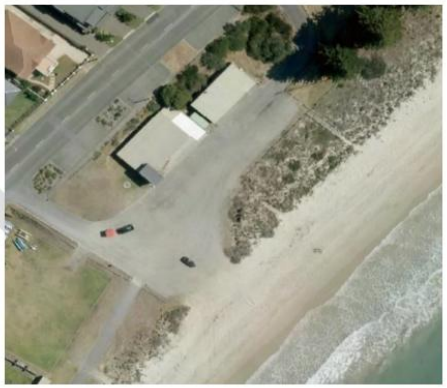
### 2.3.5 Victor Harbor Yacht Club



**Location**
Street: Bridge Terrace
Marine Area: Victor Harbor

**Description**

Informal Beach launching facility accessed from Bridge Terrace. Beach Launch only. Currently used by sea rescue for specific vessel launching (amphibious Sealegs), the yacht club, and public.

**Facilities**

Informal beach launching. No defined channel. Nearest public toilet is at the Skate Park or Bridge Terrace cul-de-sac. No dedicated car and car/trailer parking.

**Condition**

Signage is poor and over-signing is an issue.

**Usage Capability**

Suitable for off the beach sailing vessels only, depending on weather as not protected. Currently used by sea rescue for one boat. Launching requires a 4WD or tractor to access the waterfront.

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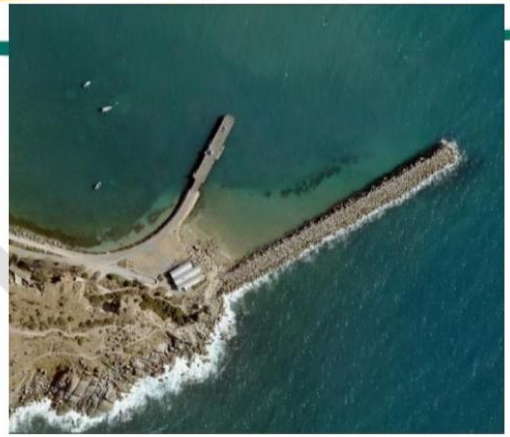

### 2.3.6 Granite Island

**Location**
Granite Island – northeast corner
Area: Victor Harbor
Asset Owner: State Government

**Description**

Dedicated pier and sheltered area on northeast side of Island (protection provided by adjacent breakwater) used by commercial fishermen and tourism operators.

**Facilities**

Breakwater. Jetty. A few swing moorings. Swing moorings leased/privately owned. Responsibility of State Government. No boat launching facility.

**Condition**

Jetty is in poor condition. Landings in poor condition. Screw pile jetty has three lower landings, two are closed and one is open and serviceable. Berthing in the area is currently available on the new Causeway as well as one on the screwpile jetty. The programmed jetty works are in the Department's 5-year plan

**Usage Capability**

Usage declining due to failing structure. Limited mooring area. Mooring of larger commercial craft and recreational vessels. Seasonal usage. Ability to accommodate commercial vessels. Swing moorings leased. Jetty and mooring use at times compromised by swell and storm effects.

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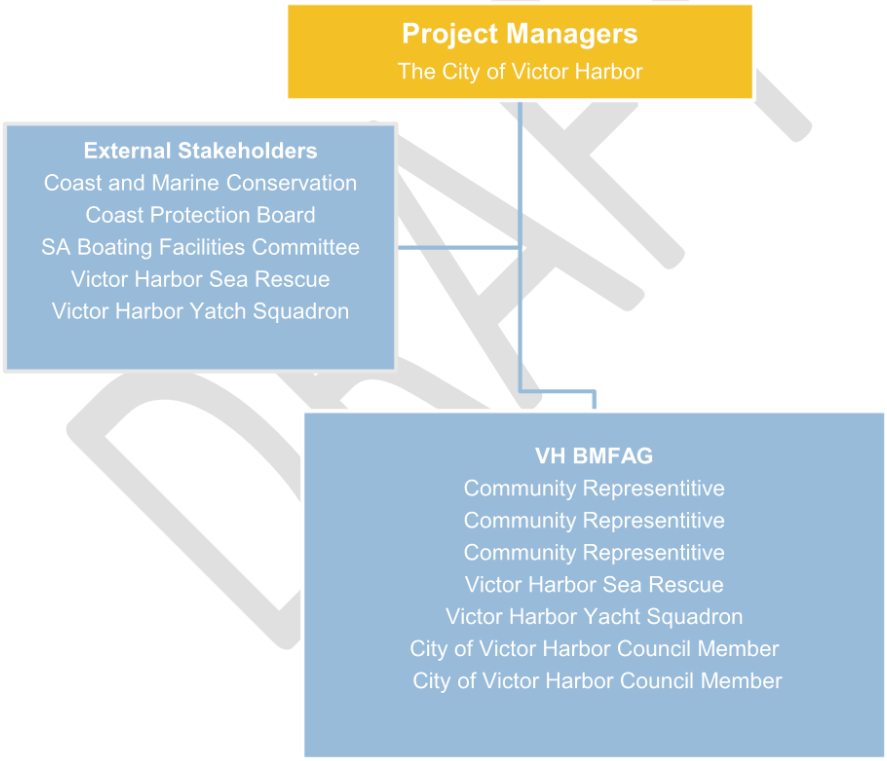
## 2.4 Consultation

The direction for this strategy was formulated by the key players including the City of Victor Harbor's BMFAG.

Effective consultation was an important process in the development of the Victor Harbor Recreational Boating Strategy. This was in the main, achieved through a series of workshops held with the BMFAG. This group is comprised of selected representatives of the Victor Harbor Community, Council Members, Council Officers, Victor Harbor Sea Rescue Squadron, and the Fleurieu Regional Development Board.

The channels of communication and strategy participants were as follows:





The key objectives of the Boating and Marine Facilities Advisory Group were:

1. To provide input into the most suitable outcomes to be considered in assessing future boating facility options for the area.
2. To represent the broader interests of the Victor Harbor community regarding the future use and development of boating facilities.
3. To critically review the preparation of the strategy and assist in the development of recommendations on its most appropriate form of implementation.

During consultation with the Boating and Marine Facilities Advisory Group representatives were asked to provide feedback on key facilities in the City of Victor Harbor and potential options and opportunities for future development and improvement to existing facilities. As the advisory group represents a cross section of the community, the responses provided a strong guide as to and representation of, the communities wants and needs.

The responses provided represented several viewpoints, however, most were underpinned by the need to improve and further develop existing facilities, developing a new launching facility, and offering a safe environment for boat users. The emphasis on improvement, further development, and safety have been considered a key objective of this strategy.

**Who will the strategy serve?**

- Victor Harbor Community (through economical benefits)
- Boat users
- Sea Rescue Squadron
- Victor Harbor Yacht Club
- Boating spectators
- Schools
- Tourist operators
- State, Regional, and Local boating interests
- Funding bodies
- Environmental authorities
- Marine industry including aquaculture
- Administrators of Marine Protected Areas

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**What is needed?**

- A facility suitable for all conditions
- Berthing and mooring facilities
- Improved amenities
- Facilities capable of meeting Sea Rescue requirements
- Additional parking facilities
- All weather/tide commercial passenger loading facility

**Why are facilities needed?**

- Ensure safety can be provided where sea conditions cause problems and during peak congestion periods
- Increasing demand and an evident growth trend in boating activities within South Australia
- Changing trends in boating types (i.e., bigger, faster) demands improved facilities
- Need to accommodate commercial fishermen and tourism operators (including landing facilities for cruise ship tenders)
- Current facilities are poorly managed and impact adversely on the surrounding environment
- To promote boating as a leisurely activity within the region
- To make Victor Harbor a boating destination (already is, thus creating congestion issues)

**Where are facilities needed?**

- Eastern Beach (Suitable Regional Multi-Purpose Boating Facility)

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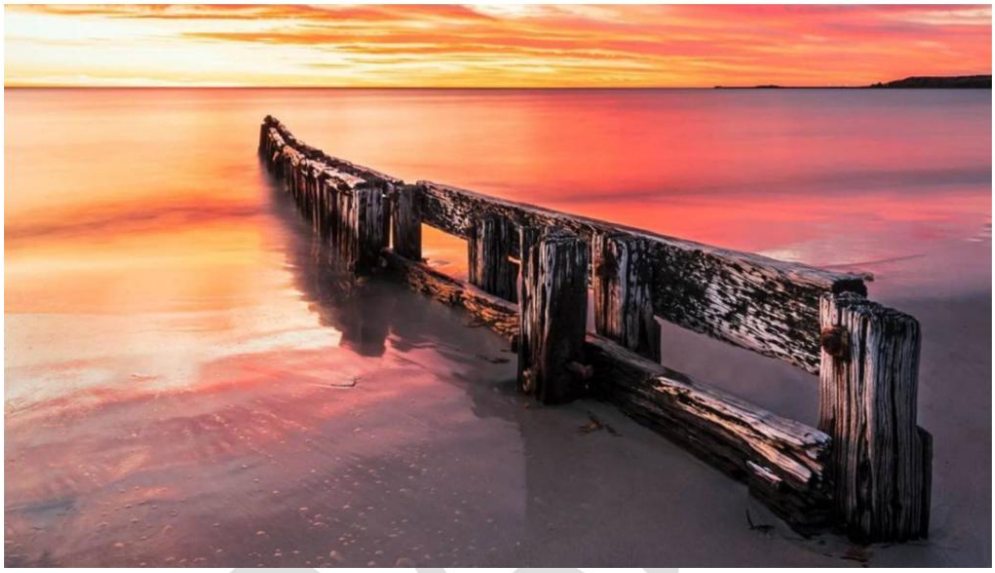
# 3. Challenges



***The number of participants in boating is growing at around 2.5 per cent per annum. As the Victor Harbor population ages, so too is the average age of participants.[3]***

The challenge of providing improved boating facilities in the Victor Harbor region has been a matter of considerable discussion for over three decades. From research and consultation undertaken to date, it appears that some locations and existing facilities are in obvious need of upgrades not only to meet user demands but also ensure facilities are safe, efficient, fit for purpose, and remain environmentally sustainable. Upgrades to boating facilities however, require some caution as they can be expensive and can impact on the sensitive coastal environments if not properly planned and designed. Due to the level of interest of users and the wider community, upgraded or new facilities will be closely scrutinised.

It is therefore important to understand the issues surrounding the rollout and expansion of facilities. During consultation, issues relating to each of the sites were identifies as well as both the existing and any proposed new issues in a broader sense which apply to the overall context. These include environmental impacts, usability, safety management, accessibility, land use interface and ownership, cultural issues, and awareness.

3 South Australian Boating Facilities Strategic Plan (2017)

Outlined in the following section is a discussion of these broader issues as well as those relating to specific sites.

### 3.1 Safety

The safety of boat owners and users as well as the public who might interact with boating activity in a passive sense, is significant in this study. In particular, the need to ensure response times for Sea Rescue are kept to a minimum in an emergency has seen several issues emerge about the suitability of current facilities in terms of location and protection.

It has been strongly argued that the level of Sea Rescue capability is compromised by what is considered by the boating community, as an inadequate provision of boat launching facilities in the Victor Harbor region along with current facilities being at over capacity. It is also argued that improved boat launching facilities, especially those located in the eastern side of Victor Harbor should provide an improved level of Sea Rescue capability. Sea Rescue currently launches all of its craft (with exception of the Amphibious craft) from the Bluff Boat Ramp, particularly its larger boats. The ramp provides immediate access to those areas west and south of causeway, but a longer trip is required to gain access to those areas east of the causeway and Granite Island. Granite Island provides a substantial barrier and consequential time delay to Sea Rescue in the event of an emergency east of the causeway.

The case for a facility east of the causeway is supported by the need to reduce rescue time to this immediate area as well as to areas eastwards towards Goolwa, the Murray mouth and further beyond to the East. Should such a facility be provided, it must be sized and designed to accommodate these bigger rescue boats. The current ramp at Policeman's Point is restrictive and unable to be used by the larger rescue craft.

An alternative option for the provision of a permanent mooring in the shelter of Granite Island was previously considered. The latter option is limited by the restricted access across the causeway (one way traffic / horse tram, etc) as well as the vulnerability of moored craft to the more severe storm conditions.

### 3.2 Boating Demand

The boating demand for the Victor Harbor area is steadily increasing, along with the demand for facility upgrades and for new facilities to be developed.

Previous studies on current and predicted boat usage in the Victor Harbor area have varied considerably and range from approximately 2,000 boat launches (and therefore retrievals) per year at the low end up to 8,000 to 10,000 as a projected upper figure. It is difficult to compare boat usage levels simply on population and boat ownership, as the waters of Victor Harbor are arguably more exposed and therefore more dangerous than many other boating destinations in South Australia. However, there is no dispute that the population growth in the Victor Harbor area, and increased boat ownership both in Victor Harbor and in other



populated areas within day tripping distance of Victor Harbor, will result in an increase in boating numbers and therefore an increased need for boating facilities.

There are other issues relating to boating demand which have been raised during the consultation process and have a bearing on the provision of boating facilities. These include:

- Victor Harbor's strategic position as a tourist, recreational and marine activity destination.
- The special and supporting demands of the diverse range of boat users including:
  - Sea usage
  - Accessibility
  - Car and trailer parking traffic management ramp size/capacity jetty conditions
  - Wash down facilities and waste management
  - Boating maintenance providers
- The beach and immediate waters used by the Yacht Club are considered ideal for smaller yacht and dinghy racing and this area should have separation from any proposed boat launching facility on the eastern side of the Causeway.
- Potential demand for overnight mooring for visiting boats (i.e., yachts, tourist craft and commercial fishers) and the need to provide safe mooring/berthing for such users.
- Demand for launching and mooring in the summer has increased substantially due to increasing population in Adelaide, Fleurieu and surrounding regions. Extra long-term mooring/berthing facilities would substantially alleviate this problem.

### 3.3 Environment

There is no question that the Victor Harbor community highly regards its environmental value. This heightened awareness of environmental value is likely to be further strengthened by the declaration of several Marine Protected Areas in the Victor Harbor vicinity.

It is therefore imperative that any proposed boating facility upgrade be developed in full recognition of the environmental issues surrounding it and the need for clear and specific environmental management strategies for minimising and controlling the environmental impact of any proposed development.

The Boating Strategy has clearly demonstrated that the future upgrade or development of facilities must be accompanied by an appropriate level of environmental assessment. The Coast Protection Board requires all new proposals for coastal development to be reviewed by them. The Board has standardised procedures for reviewing any coastal development

which require a detailed account of environmental impacts and management plans to manage the impacts.

Critical to the development process, however, is an appreciation of the coastal/marine environment and processes inherent within, these including:

- An understanding of sand movement and reef conditions (completed, refer John Chappell Engineers report, 1998)
- Offshore aspects including marine biota and seagrass habitat and movement (completed as part of the Causeway replacement)
- Accessibility aspects including intrusion into Marine Protected Areas (MPAs)
- On shore environmental aspects including flora/fauna, Aboriginal and European heritage, dune systems, etc. Note that the river mouth outlets for both the Inman River and Hindmarsh River have already been artificially redirected.

### 3.4 Land Use, Availability and, Ownership

Land use issues for existing facilities will primarily relate to recognition of all adjoining land uses and how the development or redevelopment of any facility will interface with these respective uses. Land availability will have an impact on the size and configuration of a facility as well as the opportunities and constraints for an upgraded or new development.

Land use problems might arise where the normal tasks of launching and retrieving craft and the associated activities impact detrimentally on adjoining properties or areas. Without appropriate planning of a location and understanding the extent of supporting infrastructure, boating facilities may conflict with surrounding uses such as vehicle and pedestrian traffic, beachfront housing, open space, and commercial activities.

The most obvious examples of existing land use conflict currently occur at the Causeway ramp on Police Point where pedestrian/vehicle conflict at peak times is a major factor, and possibly at the Bluff where poorly defined parking areas and insufficient space cause traffic congestion and parking overflow into the adjoining roads and residential areas.

Land ownership for most coastal locations will be public ownership (Crown land) although the adjoining land may be in private ownership. Ownership issues in coastal locations can include matters relating to native title, easements and encumbrances, agreements and covenants which must be considered (and effectively managed) as part of any development.

### 3.5 Cultural Heritage

It is understood that there are Native Title claims applying to the Victor Harbor foreshore area. It is recognised that Kent Reserve has significant indigenous heritage value however no significant works are planned for this area.

Further, for the remainder of the study area development of Crown Land for the purpose of a new boating facility or upgrades will require a clearance process, which can include a requirement to undertake archaeological surveys to ensure there are no unidentified sites are disturbed. Should any sites of significance be located, consultation with the relevant indigenous group(s) would need to be undertaken.

## 3.6 Awareness

Education and awareness have been raised as significant issues in the context of developing the strategy. These issues should not be just confined to boat users but also extend across the community and focus on future boating generations and anyone that might visit the coast.

The education of boat users about the conditions of using a particular facility as well as the dangers of the overall Victor Harbor area will in the main, come from on-site signage and boating pamphlets specific to the region. It appears that current facilities do not provide sufficient information to ensure boat users are fully aware of local conditions. In the past, users have probably relied on word of mouth and first-hand experience as the means of raising awareness of these issues.

CCTV has been installed at the Bluff Boat Ramp facility, allowing users to remotely view the availability of parking spaces. Information on facilities is available on the City of Victor Harbor website.

## 3.7 Marine Protected Areas

It appears that the level of education and community awareness on Marine Protected Areas (MPAs) has helped to get this message out to boat users through targeted consultation and brochures about the introduction of MPAs. The State Government is responsible for reinforcing the significance of the MPA legislation and respective locations.

## 3.8 Specific Sites

Following the review of the global issues as outlined earlier in this section, the Boating and Marine Facilities Advisory Group reviewed the following sites and identified and listed various key issues in relation to these sites.

### 3.8.1 Bluff Ramp

- Only protected boat ramp in the region
- Poor location for eastern destinations
- Long travel times for Sea Rescue to eastern destinations
- Requires upgrade including additional pontoons and holding bays
- Parking facilities and traffic movement inadequate for the demand
- Conflicts between users during peak periods

- Lack of facilities and amenities in the area – washdown, fish cleaning
- Slippery surfaces on ramps, managed by council on a regular basis
- Currently over capacity and in need of additional facilities
- Will require regular dredging in its current state

Significant discussion focussed on the perceived poor boating accessibility of some of the study areas due to the westerly location of the only protected boat ramp at the Bluff. Even so, in some conditions, the waters in the dredged channel and the immediate open waters are highly exposed and a challenge even for experienced users.

The pontoons, ramp, and channel all need some upgrading and have insufficient capacity to safely satisfy the needs of users at peak times. The existing land-based facilities are somewhat limited at times by the lack of formal parking and traffic circulation arrangements. Consideration should be given to extending this area to accommodate increased use. Signage was also highlighted to be a problem at the time of consultation, however, has since been upgraded by the City of Victor Harbor Council to address the Boating and Marine Facilities Advisory Groups concerns. The level of usage was also considered by some to justify amenities block in the immediate vicinity of the ramp, which has now been completed. Discussion with the Boating and Marine Facilities Advisory Group also explored the possibility of extending the trailer parking beyond Whalers.

Overall, there is strong support for improvement of this facility in the short term, in which the key recommendations pertaining to this site should be undertaken in the immediate future.

### 3.8.2 Kent Reserve

The Kent Reserve beach launching area has been generally accepted as being appropriate to cater for smaller recreational craft and beach launching. There is also recognition of the indigenous cultural significance of Kent Reserve and the potential for this to be an issue should any development in this area be considered. Similarly, the proximity of the Inman River estuary raises environmental considerations if any significant development is proposed in this vicinity.

A key consideration of this site is its proximity to the adjacent reef surrounding Davenport Anchorage, both having environmental significance as well as posing some dangers to boat users. The key issues for this site are, therefore:

- Limited to small craft beach launching
- Currently used for smaller craft such as dinghies, kayaks, wind, and kite surfing
- Aboriginal Heritage
- Inman River estuary interface

- Dangerous reefs and shallow waters
- Requires cardinal markers to mark passage through reefs to Yilki
- Lack of trailer parking
- Lack of signage
- Seaweed build-up
- Soft sand
- Low tide has inadequate water level
- High tide has swell movement and surge
- Easterly winds dangerous for loading and launching
- Only for experienced operators with well equipped vehicles

The level of boating usage of this area, together with its environmental significance have resulted in the generally consistent view that there be no significant upgrade works at this site other than improved signage.

### 3.8.3 Causeway Landing

The Causeway landing, while not a particularly significant boating facility, was mentioned during meetings with the working group and has therefore been included in this list. The key features of this facility are:

- No land-based facilities
- Accessibility constrained by tourist traffic and Causeway limitations
- Limited protection and exposure to winter swells
- Constrained draft, especially at low tide

The limitations of land-based access via the Causeway with its conflicting uses, effectively prevent this facility from any significant upgrade regarding increasing capacity. The Causeway landing replacement was undertaken by the Department of Infrastructure and Transport in 2021-2022.

### 3.8.4 Granite Island

Noting that the State Government is the asset owner, the BMFAG discussed at some length the opportunity that the sheltered section of Granite Island provides for improved boating facilities. There appears to be some potential for accommodating cruising yachts and larger recreational craft which may be seeking a sheltered mooring between Wirrina and destinations beyond Goolwa (South East – Robe / Cape Jaffa).

The island is however poorly set up at present to accommodate an influx of recreational craft without impacting the operations of the commercial fishers who use the swing moorings or the jetty for berthing their larger fishing vessels.

Access to the island remains restricted and would continue to provide an impediment to any expansion of activity on the island. The key issues relating to Granite Island boating facilities are, therefore:

- Unpredictable level of protection in all-weather limits mooring capability
- Underutilised sheltered mooring area
- Limited facilities to support recreational and commercial vessels
- Servicing accessibility limited by the causeway
- Limited opportunity for commercial activities on Granite Island to benefit from the boating
- Swing moorings inefficient solution for servicing/access/management
- Exposure to storms, swell movement, surge, and northern winds
- Poor access to the city
- No parking
- Poor condition of screw pile jetty

### 3.8.5 The Causeway Boat Ramp

The boat launching facility conflicts with adjacent land use in that it is located next to a highly used open space area which in peak tourism season, involves pedestrian activity that is generally inconsistent with boat launching activity. The relatively restricted access to the site results in significant pedestrian/vehicle conflict and effective operation is impeded by tourism operators, especially during peak periods.

The causeway ramp is also vulnerable to sand and seagrass accretion on the southern side as well as erosion to the north. In addition, it has limited protection and is vulnerable to the effects of swell, making it difficult to use by the uninitiated and the unwary. Clear and informative signage as well as improved channel markers are especially important for this facility, the key features of which are:

- Only boat ramp east of the Causeway
- Limited to smaller vessels
- Direct access to the Victor Harbor CBD, Granite Island, and generally protected leisure waters
- Vulnerable to sand build-up and storm damage
- Not all-weather and subject to surge, limited to ideal weather conditions only for small craft
- Dangerous to inexperienced operators
- Dangerous side currents
- Impacts significantly on adjacent land uses
- Lack of parking

- Shallow waters
- Ramp is not steep enough
- Insufficient mooring and jetties

This boat ramp, while not ideal due to its inappropriate location, and questionable level of protection, is the only boat launching facility of any significance east of the Causeway. It should arguably be retained but only with minimal improvements until such a time as a better facility is available. State Government has recommended that it be closed as soon as a suitable alternative is built, e.g. East Beach marina.

### 3.8.6 Eastern Ramp

This facility does not exist at this time but the need for such a facility has been argued for up to 30 years, this being the basis for the previously proposed Eastern Beach scheme. Key features of such a facility are:

- Provision of direct access to the waters east and south of the Causeway and Granite Island
- Improved Sea Rescue response in all weather
- Allows adequate berthing for Cruise Ship Tenders
- Potential integration of public facilities for boating purposes
- Environmental issues require careful management – sand, seagrass, water quality
- Potential impact on foreshore facilities
- Limited land available to support such a facility
- Demand figures vary for such a facility
- Opportunity to integrate with stormwater management
- Recent studies (Coastal Adaptation Study & Strategy: Victor Harbor; 2021), has reinforced the need for walls (could be a breakwater) along the East Beach area to protect sand drift and erosion along the parks and bowling club areas.

An Engineering Report done in 2015 suggested that a regional multipurpose boating facility could be built for just under $5 million, with estimates several years ago suggesting the cost to be about $11 million. These costs would need to be revisited to reflect the likely cost in 2025. This could be funded gradually by building the structure over say a five-year period, with funds also coming from the State Government and the private sector. A very manageable building program could be something like:

- Year 1: complete detailed design work and funding structure;
- Year 2: site preparation and infrastructure build (stormwater drains, power etc);
- Year 3: build permitter breakwater/groin and install boat ramp;
- Year 4: build car/trailer parks and land facilities (wash down, tourism facilities e.g. BBQ area, cafes;

- Year 5: build boat finger jetties/moorings (up to say 60 moorings largely funded by selling leases to boat users).

Note: Leasing permanent mooring finger jetties along with having trailer parking bays would likely solve the trailer parking problems at the Bluff Jetty.

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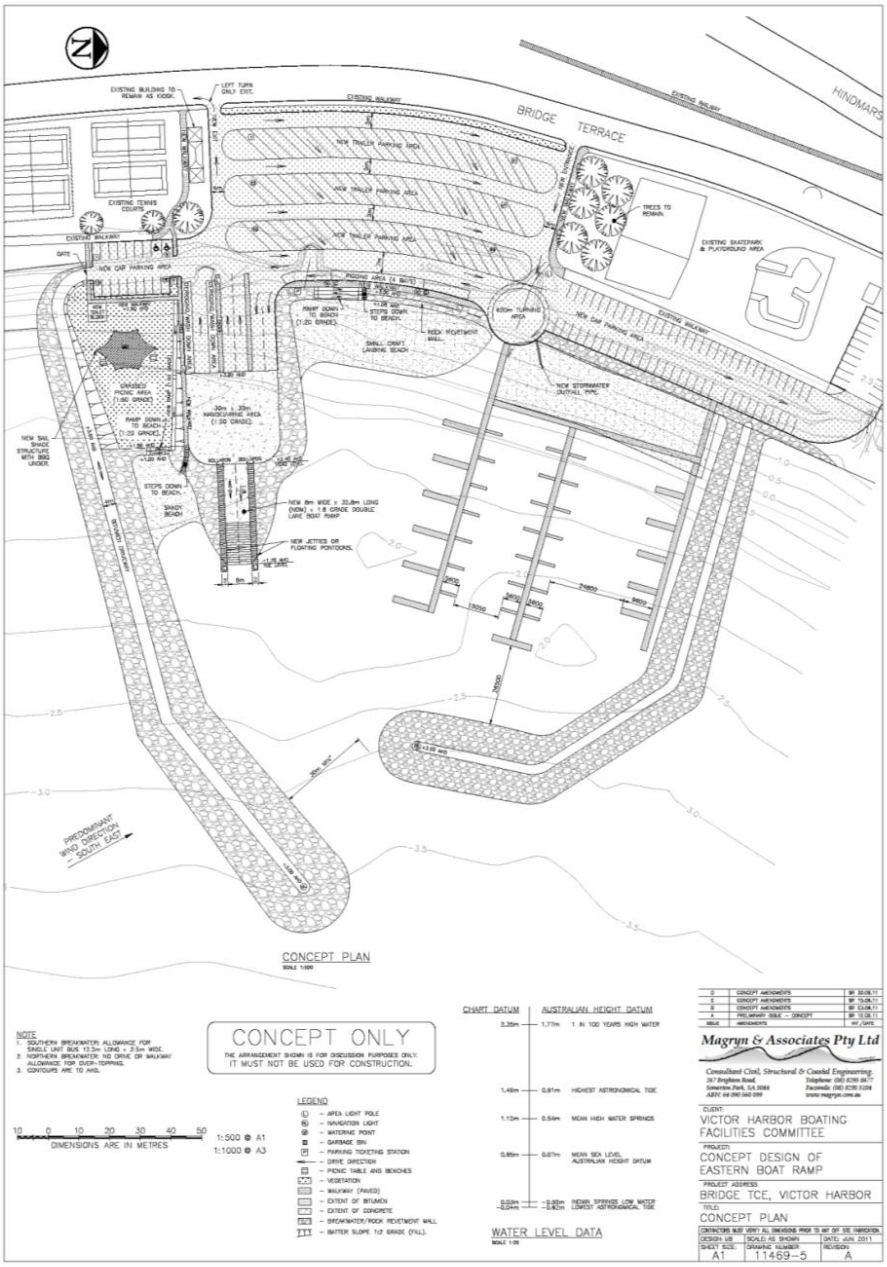
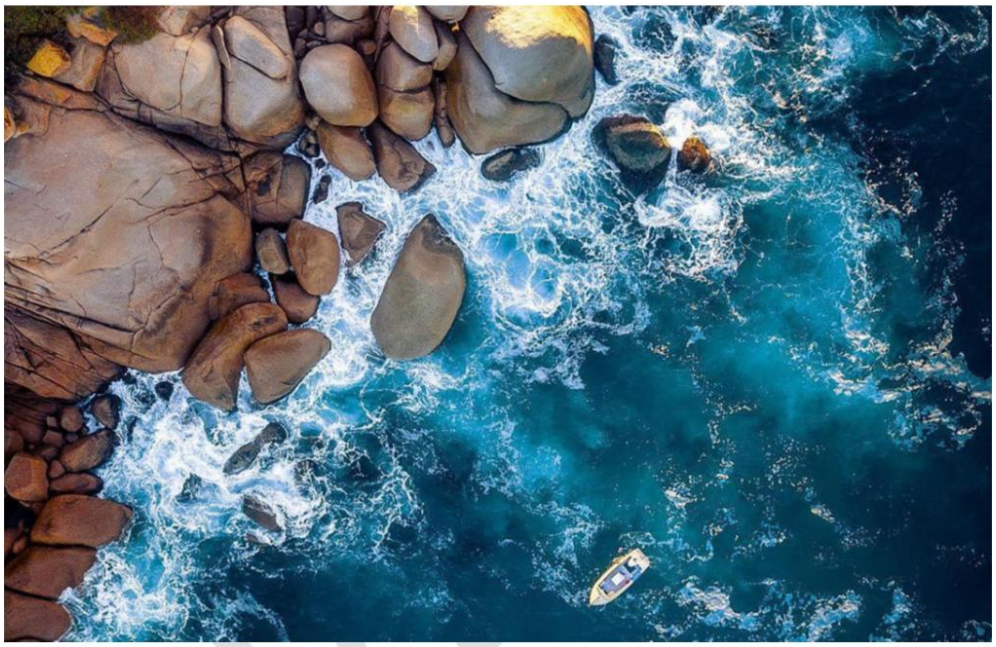



**Figure 2 above draft design from Margryn & Associates Concept Plan, BRM Holditch Marina/Eastern Boat Ramp**

# 4. Opportunities



## 4.1 Introduction

Having identified and considered the various issues associated with the different boating facilities in the Victor Harbor area and boating environment, some considerable effort then went into the examination and review of the range of options that might be possible for future development of boating in Victor Harbor so as to be included as part of the Victor Harbor Recreational Boating Strategy. These are discussed under the same headings used in the previous section titled Challenges and Opportunities and will be used for the basis for selecting the strategic actions which are provided in the section titled Strategic Actions.

### 4.1.1 Safety

The safety of boat users in the Victor Harbor area currently is and will continue to be an important issue for this Boating Strategy as well as being a driving force in the case for both the upgrading of existing boating facilities and for a new facility somewhere to the east of the Causeway. This matter was described in some detail in previous sections, and the options for improvement are set out as follows:

- A comprehensive and sustained education program is a key factor in the raising of awareness of the Victor Harbor community and especially the existing and potential future boating community as to the unique and potentially highly dangerous offshore waters in the region. Obviously, if boat users only go to sea when conditions are safe to do so, the need for Sea Rescue would be greatly reduced. Hence the education focus should be a key element for improving boating safety in the Victor Harbor area.
- Improved and consistent signage relating to the full range of boating facilities throughout the Victor Harbor area, with the appropriate warnings to boat users of the dangers of this region, should become an integral part of the education process as described in the previous point.
- The development of a safety strategy that includes the role of Sea Rescue. There is a need for significantly improved facilities that would allow for safe launch and return retrieval by Sea Rescue personnel in all but the most extreme weather conditions.

### 4.1.2 Boating Demand

There has been considerable debate as to what the boating demand currently is with acknowledgment by council that the Bluff Boat Ramp is currently operating at over capacity. Assuming no change in the standard of current boating facilities, as well as the predicted level of demand, facilities must be upgraded. It can be argued that the level of boat use both based on the existing level of facilities as well as following a facility upgrade, will continue to increase, the question being how far this might be. Research shows that the population of just the Fleurieu region could almost double over the next twenty years, along with surrounding growth, both Metro Adelaide and Southern Suburbs, will increase demand significantly.



### 4.1.3 Environment

There is no question that the Victor Harbor coastal zone and offshore marine areas are highly valued for their amenity and environmental significance. This fact has been reinforced in the City of Victor Harbor Coastal Adaptation Study (2021), and City of Victor Harbor Urban Stormwater Management Plan (2024).

The existing level of foreshore infrastructure has in some cases impacted quite severely on the coastal environment however, the greater level of community awareness today means that any future development will be afforded a high level of scrutiny. Carefully planned development may assist with reducing such impacts and reduce ongoing maintenance costs where erosion is present.

Any future development will require not only a thorough examination of the environmental issues relating to the proposed development but also clear strategies for the management of such impacts both during construction and for the duration of operational life of the facility.

### 4.1.4 Land use, Availability, and Ownership

Because land availability along the Victor Harbor foreshore is premium, existing boating facilities are invariably located in a manner that gives rise to overlap and potentially conflict with adjacent land uses. Any option for new facilities is also similarly constrained by the availability of land as well as the potential impact of any proposed facility might have on adjacent land uses. In considering these various options for either upgrade of existing facilities or for the provision of a new facility, the question of land use, availability, and ownership will be an important one.

When considering the option for an eastern boat launching facility, consideration was given to co-locating such a facility within the Yacht Club and Sea Rescue, however, despite this apparently providing an opportunity for sharing of such a facility, other factors more strongly favour the selection of a preferred location further west.

### 4.1.5 Education and Awareness

Having explained in some detail the benefits of educating all ages of the Victor Harbor community as well as potential boat users from outside the community, as to the uniqueness and challenges of the boating experience within the Victor Harbor area, the following options are suggested being appropriate to raise the level of community understanding on boat safety as well as providing adequate information to boat owners and users and that this be updated and reinforced on a regular basis.

- Establish education programs in primary and secondary schools on this subject.
- Ensure tourist offices and operators strongly reinforce the theme of the uniqueness and challenges of the Victor Harbor boating experience, this not just applying to boat users but also the general public, this particularly including the partners and families

of boat users who are likely powerful messages in addition to those received by the boat users themselves.

- Ensure that signage relating to boat operation and safety throughout the Victor Harbor region is consistent, easy to follow and clearly warns of the dangers of boating under certain conditions.

## 4.2 Specific Sites

### 4.2.1 Bluff Ramp

In recognition of the Bluff ramp's status as the most protected and used boating facility in the Victor Harbor region, it is appropriate to undertake upgrade works to promote and enhance this role and to provide a safer and more functional facility that responds to users' needs, especially during peak periods.

The options for upgrading the Bluff boat ramp might include:

- Upgrading the boat ramp, the channel, the jetty and parking areas to provide greater safety and an improved rate of boat launching and retrieval, more parking for cars and trailers, improved and safer circulation and operation as well as an improved standard of lighting.
- Carefully assess the environmental impact of any proposed upgrade works and develop an appropriate strategy for managing such works and if such works may assist in managing erosion at Yilki.
- Recognise the environmental value of the area adjacent to the Bluff boat launching facility and ensure that the impact of any upgrade works on this area is minimised and properly managed.
- Monitor the effectiveness of signage at the boat ramp and general vicinity so as to clearly inform patrons of their responsibilities from an operational, safety, and car parking point of view, this signage being part of an overall theme for boating in the Victor Harbor area, whilst avoiding Cluster Sign Blindness.
- Specific upgrade works may include:
    - Widen and deepen the channel and swing basin
    - Extending break wall along the length of the channel
    - Install additional floating pontoons and potentially overnight berthing along an extended break wall
    - Upgrade the existing pontoons
    - Extend the capacity of the vehicle and trailed parking
    - Create a formal overflow carpark, adjacent to the ramp, that can be implemented as required
    - Improve traffic flow
    - Review the intersection at Solway Crescent



- Upgrade water and stormwater management
- Provide additional amenities, fish cleaning, wash bays, increased waste disposal

### 4.2.2 Kent Reserve

There have been several schemes proposed for the upgrade of the Kent Reserve to provide a significantly higher level of boating facility, and at least one of these included inland waterways and mooring berths in the mouth of the Inman River. It has been generally acknowledged that any scheme of this type and scale should not proceed due to the environmental significance of this area and the relatively shallow and rocky offshore area in the vicinity of Davenport Anchorage. The options for development at Kent reserve are therefore directed towards maintaining the status quo, both from an amenity and functionality point of view.

- Retain the existing beach launching area which provides beach launching in a relatively informal manner and with reasonable safety, especially in calm conditions.
- Ensure signage of this area is very clear from a boating point of view, thus advising intending boat users of the potential dangers of boating in Victor Harbor waters, such signage being consistent with the overall theme for boating in the wider Victor Harbor area.
- Maintain the existing beach access.

### 4.2.3 Granite Island

The Granite Island boating facilities have a long history however, boating facilities in this sheltered portion of Granite Island have several shortcomings and are generally confined to loading and unloading from the jetty, limited use of swing moorings in the sheltered portion of this bay, and occasional mooring by visiting cruise yachts looking for shelter or supplies as they move around the coast between Wirrina and Cape Jaffa.

Boating facilities on the island are significantly compromised due to the restricted access both for personnel and supplies to and from Victor Harbor and the island.

### 4.2.4 Causeway Ramp

The options for upgrading the Causeway ramp should be confined to improved safety and education for users for its most effective use, despite serious constraints. As discussed in previous sections, this facility should only be retained until such time as alternative improved facilities are available in the area. Options therefore include:

- Decommission after the completion of an alternative facility
- Warn and communicate dangers when using the facility

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### 4.2.5 Eastern Ramp

The case for an Eastern boat ramp responds to the demonstrated growth in the regional population, boat ownership growth, and the need to provide better and safer access to the waters east of the Causeway and Granite Island for recreational and commercial boat users and Sea Rescue craft.

From an environmental perspective it is recognised that significant work is required to assess the environmental impacts on land and at sea prior to a firm decision to proceed with a detailed design and funding case for this site. Notwithstanding this, investigations to date have indicated that the general area in the vicinity of the Bridge Terrace proposal is probably the best area for such a facility. Additional work on the level of protection, water depth, breakwater design and stormwater management will be necessary prior to the ultimate selection of the final location and configuration.

Cheshire's report (1997) indicates concern that marine habitats would be impacted by such a development proposal, however, both algae and invertebrate communities and seagrasses can, and are known to survive in the vicinity of established boat ramps and related structures. Also new marine habitats can develop very quickly when new coastal structures develop.

Only a small amount of seagrass exists for most of the year at the northern end of the proposed East Beach area (nearer the Yacht Club), and so little seagrass intervention would occur here.

Also the John Chappell Engineer Report (1998) prototype analysis determined that sand movement along the coast at this point was in and out to sea, and not so much along the coast.

Options for such a facility would therefore need to include or should consider:

- Land availability
- Environmental impact factors and their management
- Traffic access and parking demand
- Integration with Victor Harbor Foreshore Plan and Coastal Adaptation study
- Incorporate coastal park requirements
- Installation of an integrated signage system for boating at Victor Harbor

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# 5. Strategic Framework



***Boaters in Victor Harbor will be provided with a better boating experience through the provision of boating facilities that perform to a high standard, have adequate capacity, are well maintained, are safe and provide improved accessibility for all.***

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## 5.1 Introduction

Through a process of consultation with the BMFAG, key stakeholders, other interested parties, and members of the public, the issues relating to the development of an improved boating environment at Victor Harbor as set out in previous sections have been examined and reviewed. From this review, options were identified and developed as presented within this strategy. The strategy provides guidance to the implantation of a series of interrelated actions affecting several locations and the wider community. It is set out under the same six key headings used to identify the issues and the options including safety, boating demand, environment, land use and ownership, awareness, and specific sites.

This strategy is based on stakeholder feedback, and the vision, values, and themes emerging through the consultation process.

### Values

- Boating recreation
- Community safety
- Natural environment
- Social and cultural heritage
- Economic environment including costs

For each key issue the strategy provides:

- An objective
- A clear set of actions
- Responsible parties
- An indicative timeframe

The Action Plan is a live document subject to ongoing change.

**Vision**

***A functional boating environment for Victor Harbor which achieves a balanced response to seasonal demand, environmental values, community safety, and economics.***

## This strategy identifies a series of priorities which will be implemented to deliver the objectives

### 5.2 Action Plan

Whilst this strategy identifies the priorities, an annual action plan will be prepared or reviewed and to advise of which projects and actions will be undertaken in the forthcoming year. Several factors will influence each action plan, including maintenance needs, asset condition, facility demand, project readiness, safety concerns, budget constraints, and emerging issues.

### 5.3 Partnerships and Collaboration

Delivery of this strategy will require collaborating and working in partnership with Boating and Marine Facilities Advisory Group, land and infrastructure managers, the community, boating stakeholders and the Traditional Owners to identify opportunities and support outcomes. Working in partnership with Government agencies and facility managers presents opportunities to navigate planning and approval needs, integrate plans, and to identify other funding sources. In some instances, working with private landholders or private industries may be required to deliver boating outcomes.




Common Themes from consultation with the Boating and Marine Facilities Working Group (2021)

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**Boaters in Victor Harbor will be provided with a better boating experience through the provision of boating facilities that perform to a high standard, have adequate capacity, are well maintained, are safe and provide improved accessibility for all.**

## Recreational Boating Strategy 2025

**Strategy Objectives**

1. To enhance the Victor Harbor boating experience by supporting and improving the maintenance of our public facilities.
2. To enhance the Victor Harbor boating experience by continuing to invest in renewing and building new boating facilities.
3. To enhance the Victor Harbor boating experience by continuing to invest in destination locations.
4. To enhance the Victor Harbor boating experience by providing for improved access and navigation.
5. To improve waterway and boating safety by investing in marine safety and education.
6. To enhance the Victor Harbor boating experience by promoting Victor Harbor as a boating destination.
7. Capitalise on the blue water economy (cruise ships, etc)

## Prioritisation will consider these factors

- Asset condition and maintenance needs
- Waterway risks
- Improved navigational accessibility
- Facility demand (current or potential)
- Improved DDA access
- Boating safety
- Ability to reduce congestion/ increase capacity
- Co-contribution
- Project readiness
- Emerging issues

## Prioritisation of actions

## should also consider the following principles

1. All elements of the boating system should receive funding, including infrastructure, safety, education, and promotion.
2. As current facilities are over capacity, priority should be given to a new facility at Eastern Beach.
3. The Bluff Boat Ramp, where the largest concentration of boaters resides, should be given priority for maintenance and minor upgrades to fill the gap until a new facility is constructed.
4. Boat ramps should be prioritised over other land based facilities.
5. Co-contributions or grant funding should be sought where possible.
6. Environmental, social, cultural, and economic consideration.



# 6. Monitoring, Reporting, and Action plans



## Each year, an annual action plan will be developed or reviewed to put into effect each of the objectives in this strategy

***The key objectives and action outcomes from consultation with the Boating and Marine Facilities Advisory Group are summarised within this section.***

One of the most important stages of the strategy will be its ongoing monitoring and review. This stage is of critical importance if the progress of the strategy's implementation is to be measurable and if community acceptance is to be maintained.

Council and its stakeholders will need to review this strategy and its action plans to confirm the conclusions and proposed strategies remain valid. As new information comes to hand such as the changes in demographic profile, new government policy, or major infrastructure and grant opportunities, the strategy may be modified.

Monitoring and evaluation activities within the scope of the Strategy need to be undertaken continually. It is recommended that council undertake a review of the Strategy and its implementation as required.

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| Strategic Objective | Actions |
|---|---|
| **1. To enhance the Victor Harbor boating experience by supporting and improving the maintenance of our public facilities** | 1.1 Develop this boating strategy - Complete<br>1.2 Develop an action plan - Complete<br>1.3 Develop/improve maintenance program<br>1.4 Monitor and review action plans |
| **2. To enhance the Victor Harbor boating experience by continuing to invest in renewing and building new boating facilities** | 2.1 Develop an action plan in accordance with objectives |
| **3. To enhance the Victor Harbor boating experience by continuing to invest in destination locations** | 3.1 Provide berths, moorings, and destination jetties, including suitable berthing facilities for Cruise Ship Tenders<br>3.2 Provide new/additional amenities to facilities |
| **4. To enhance the Victor Harbor boating experience by providing for improved access and navigation** | 4.1 Continue dredging of boat ramp as required<br>4.2 Incorporate inclusive access facilities<br>4.3 Expand the network of formal boat ramps and launchings |
| **5. To improve waterway & boating safety by investing in marine safety & education** | 5.1 Monitor and improve regulatory and wayfinding signage<br>5.2 Undertake regular compliance reviews of facilities |
| **6. To enhance the Victor Harbor boating experience by promoting Victor Harbor as a boating destination** | 6.1 Develop a program to promote boating experiences<br>6.2 Develop a boating tourism plan |

| Time | Action |
|---|---|
| **Short-Term (2025-2026)** | • Cost and establish the terms of reference for an Environmental Impact Study for East Beach.<br>• Establish the Eastern Beach multipurpose boating facility as part of the Victor Harbor ten-year financial plan.<br>• Review of current launching charges<br>• Install one more pontoon at bluff boat ramp on breakwater<br>• Improve garbage facilities at current ramps<br>• Lobby state government to remove the boating exclusion zone on the Northwestern Side of West Island (exclusion zone use now redundant) |
| **Mid-Term (2026-2028)** | • Progress with the development of Eastern Beach to reduce demand on Bluff Boat Ramp, improve safety and enhance the blue water economy to victor harbor. |
| **Long-Term (2028-2030+)** | • Complete the development of Eastern Beach to reduce demand on Bluff Boat Ramp<br>• Upgrade the Bluff Boat Ramp<br>• Infill the beach area on the northern side of the boat ramp and construct additional boat ramp parking<br>• Removal of Causeway Ramp on completion of the Eastern Beach Boating Facility |