



Development Assessment Commission

Minutes of the 520th Meeting of the Development Assessment Commission held on Thursday, 20 May 2015 commencing at 10.30 AM Ngutto ku kama, Ground Floor, 77 Grenfell Street, Adelaide

1. OPENING

1.1. PRESENT

In the absence of Simone Fogarty (Presiding Member) and Helen Dyer (Deputy Presiding Member) members agreed to appoint David O'Loughlin to act as Presiding Member for this meeting of the Development Assessment Commission.

A/Presiding Member	David O'Loughlin
Members	Chris Branford Peter Dungey Sue Crafter
Secretary	Sara Zuidland
A/Principal Planner	Anita Allen
DPTI Staff	Alex Mackenzie (Agenda Item 3.1)

1.2. APOLOGIES – Simone Fogarty (Presiding Member), Helen Dyer (Deputy Presiding Member), Dennis Mutton.

2. DEFERRED APPLICATIONS – Nil.

3. NEW APPLICATIONS

3.1 Peregrine Corporation Pty Ltd

DA 571/E053/14

Corner Dukes Highway and Mallee Highway, Tailem Bend

The Coorong District Council (Motorsport Park Zone)

Proposal: Motorsport park comprising a range of motor racing and training facilities, integrated service station, tourist accommodation, exhibition centre and associated signage and infrastructure

The Presiding Member welcomed the following people to address the Commission:

Applicant(s)

- Yasser Shahin – Peregrine
- Michael Osborn – Fyfe
- Chris Turnbull – Sonus

Agency

- Phil Hazell – Environment Protection Authority

Council

- Peter Psaltis – Norman Waterhouse
- Melissa Mellen – MFY

The Commission discussed the application.

RESOLVED

- 1) RESOLVE that the proposed development is NOT seriously at variance with the relevant provisions of The Coorong District Council Development Plan, consolidated 18 December 2014.
- 2) RESOLVE to grant Development Plan Consent to the proposal by Peregrine Corporation Pty Ltd for a motorsport park comprising a range of motor racing and training facilities, integrated service station, tourist accommodation, exhibition centre and associated signage and infrastructure at the intersection of the Dukes and Mallee Highways, Tailm Bend subject to the following reserve matter and conditions:

Reserve Matter

1. Provide a final site plan detailing the following:
 - a. all aspects of the proposal as contained in the "Plans and Drawings" detailed in Condition 1 below;
 - b. clearly delineating the various stages of construction and use;
 - c. removal of any reference to Callitris Road as an access point.

Planning Conditions

1. Except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and plans, as submitted in Development Application [571/E053/14] identified as follows:

Plans and Drawings

Number	Name	Revision	Date
J1	Accommodation Motel/Hotel	B	12/02/2015
J1	Accommodation Motel/Hotel – materials and finishes	A	28/01/2015
J5	Accommodation - Caravan Park Cabin Layout (2BDR) – total number of cabins	B	12/02/2015
J5	Accommodation - Caravan Park Cabin Layout (3BDR) – total number of cabins	B	12/02/2015
J5	Accommodation Caravan Park Cabin Layout (2BDR) – heights <i>(note: number of cabins is superseded – refer plan dated 12/02/15 for correct number of cabins)</i>	A	28/01/2015

J5	Accommodation Caravan Park Cabin Layout (3BDR) – heights <i>(note: number of cabins is superseded – refer plan dated 12/02/15 for correct number of cabins)</i>	A	28/01/2015
J6	Accommodation Caravan & Camping - Toilet/Showers	A	28/01/2015
A-4A	Hangars and Aircraft Parking	A	28/01/2015
A5	Motorsport Park Staff Dwellings	A	28/01/2015
B2	Motor Racing Circuit Pit Building – ground floor	C	30/03/2015
B2	Motor Racing Circuit Pit Building – first floor	C	30/03/2015
B2	Motor Racing Circuit Pit Building – second floor	C	30/03/2015
B2	Motor Racing Circuit Pit Building – third floor	C	30/03/2015
B2	Motor Racing Circuit Pit Building – fourth floor	C	30/03/2015
B2	Motor Racing Circuit Pit Building – front elevation	C	30/03/2015
B2	Motor Racing Circuit Pit Building – rear elevation	C	30/03/2015
B	Motor Racing Circuit – locality plan	B	30/03/2015
B12	Motor Racing Circuit Medical Centre	A	30/03/2015
B3	Motor Racing Circuit Circuit Paddock & Marshalling Area	B	28/01/2015
B3	Motor Racing Circuit Paddock Garages	A	28/01/2015
B3	Motor Racing Circuit Scrutineering/Workshop Building	A	28/01/2015
B9	Motor Racing Circuit Ticket Box	A	28/01/2015
B10	Motor Racing Circuit Café – floor plan	A	28/01/2015
B10	Motor Racing Circuit Café – elevations	A	28/01/2015
B11	Motor Racing Circuit - Circuit Toilet Facilities	A	28/01/2015
B3	Secondary Paddock Enclosed Garaging – floor plan and east elevation	A	30/03/2015
B3	Secondary Paddock Enclosed Garaging– floor plan and east and west elevations	A	30/03/2015
B3	Motor Racing Circuit - Secondary Paddock Toilet Facilities	A	30/03/2015
B3	Secondary Paddock Briefing Room/Scrutineering Building – floor plan	A	30/03/2015
B3	Secondary Paddock Briefing Room/Scrutineering Building - elevations	A	30/03/2015
	Workshop - Elevations (industrial estate - refer letter dated 1-4-15)		
C	Drag Strip Dragway Section	A	16/12/2014
C2	Drag Strip Race Control Building – floor plans	A	28/01/2015
C2	Drag Strip Race Control Building – elevations	A	28/01/2015
C3	Drag Strip Scrutineering Building –elevations	A	28/01/2015
C5	Dragway Layout	A	16/12/2014
C8	Drag Strip Ticket Boxes	A	28/01/2015
C9	Drag Strip Corporate Facilities	A	18/12/2014
C12	Drag Strip Toilet Facilities	A	28/01/2015
D5	Rally School/Rally Sprint Briefing Room/Scrutineering	A	28/01/2015
D6	Rally School/Rally Sprint Toilet Facilities	A	28/01/2015
E2	Drift Enclosed Garaging	A	28/01/2015
E2	Drift Open Carports	A	28/01/2015
E3	Drift Briefing Room/Scrutineering Building – floor plan	A	28/01/2015
E3	Drift Briefing Room/Scrutineering Building – elevations	A	28/01/2015
E4	Drift Toilet Facilities	A	28/01/2015
F1	Go Kart - Karting Facility	A	28/01/2015
K1	Expo Building – floor plan	A	28/01/2015
K1	Expo Building – elevations	A	28/01/2015
L	OTR Centre – Locality Plan	A	18/12/2014

	OTR Tailem Bend Motor Sport Park - Part Site Plan		issued to DAC 23/02/2015
	OTR Tailem Bend Motor Sport Park - South & West Elevation		issued to DAC 23/02/2015
	OTR Tailem Bend Motor Sport Park - North & East Elevation		issued to DAC 23/02/2015
	OTR Pylon sign		issued to DAC 23/02/2015

Reports / Correspondence:

INITIAL APPLICATION DOCUMENTATION

- a) Planning Statement dated 23 December 2014
- b) Traffic Impact Assessment dated 23 December 2014
- c) Preliminary Stormwater Management Plan dated 17 December 2014
- d) Site Hydraulic Infrastructure dated 18 December 2014
- e) Site Electrical Infrastructure dated 17 December 2014
- f) Environmental Noise Assessment dated December 2014
- g) Aerodrome Assessment dated 10 December 2014

ADDITIONAL SUPPLEMENTARY REPORTS

- a) Construction Environment Management Plan, dated 1 April 2015
- b) Stormwater Management Plan, dated 10 April 2015
- c) Environmental Noise Assessment Part 2, dated March 2015
- d) Environmental Noise Assessment Part 3, dated May 2015
- e) Preliminary Event Traffic Management Plan and supplementary traffic report, dated 8 May 2015, including plans SK010 and SK011 revisions A by GHD dated May 2015.

FURTHER APPLICANT CORRESPONDENCE

- a) Response to DAC, dated 19 January 2015
- b) Response to DAC, dated 23 February 2015
- c) Response to EPA, dated 11 March 2015
- d) Response to Council, dated 11 March 2015
- e) Response to EPA, dated 17 March 2015
- f) Letter regarding variation to application, dated 1 April 2015
- g) Response to EPA, dated 14 April 2015
- h) Response to NRM, dated 15 April 2015
- i) Response to MFY, dated 15 April 2015
- j) Memo from GHD regarding Traffic Impact Statement, dated 29 April 2015
- k) Response to DAC, dated 4 May 2015
- l) Response to representations, dated 4 May 2015
- m) Response to Council, dated 4 May 2015

Development Assessment Commission

2. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publication “Environmental Management of On-site Remediation” – to minimise environmental harm and disturbance during construction. The plan must incorporate, without being limited to, the following matters:
 - a. traffic management for the duration of demolition and construction
 - b. management of construction and works noise impacts
 - c. management of air quality, including odour and dust

- d. sequencing of the development, including construction timelines work on site
- e. occupational health and safety matters
- f. Bio-security and wash down procedures to minimise the transfer of pest plants during the construction process
- g. soils, including fill importation, stockpile management and prevention of soil contamination (chemical, pest plant, pathogenic)
- h. soil erosion and sediment control, including rehabilitation and stabilisation of land as construction progresses
- i. stormwater maintenance prior to implementation of a more permanent solution
- j. groundwater, including prevention of groundwater contamination

For further information relating to what Site Contamination is, refer to the EPA guideline *Site Contamination – what is site contamination* www.epa.sa.gov.au/pdfs/guide_sc_what.pdf. A copy of the CEMP shall be provided to both the Development Assessment Commission and the prior to the commencement of site works.

3. An Operational Management Plan shall be prepared to the reasonable satisfaction of the Development Assessment Commission (in consultation with the Coorong District Council, emergency services - including but not limited to CFS, SAPOL and SES) and implemented for motorsport events with an anticipated crowd in excess of 2,000 people. The plan must incorporate, without being limited to, details and procedures to mitigate or handle the following matters:
 - a. Noise associated with the installation/preparation for and packing up of events
 - b. Collection, storage and disposal of waste
 - c. Security
 - d. Traffic associated with the preparation of large events
 - e. Noise from any live or recorded music and PA systems
 - f. Provision of temporary toilet facilities and the handling and collection of waste associated with such facilities
 - g. Emergency procedures should an incident occur on site or the evacuation of spectators be required
4. Final details of Stage 2 of the hotel facility herein approved shall be provided to the satisfaction of the Development Assessment Commission prior to the issuing of Building Rules Consent for this component of the development.
5. The site stormwater drainage system shall be designed the satisfaction of the Development Assessment Commission, in consultation with the EPA, SA Murray Darling Basin Natural Resources Management Board and Coorong District Council to contain stormwater on site in a series of retention/detention Basins ("Basin System") to minimise flooding, to prevent adverse impacts on downstream drainage systems and to protect the water quality as follows:
 - a. Grassed or vegetated bio-swale drains are to be used to convey stormwater run offs from building roof areas to the Basin System;
 - b. Grassed or vegetated bio-swale drains are to be used to convey

- stormwater run offs from paved surfaces to the Basin System including car parking areas to reduce the extensive use of hard concrete kerb edges and underground piped drainage systems;
- c. The use of permeable paving for light vehicle car parking areas is suggested as a means of increasing the site stormwater detention/retention and infiltration rates and reducing the peak discharge rates and volume of run-off that discharge into the swale system;
 - d. Components of the drainage system are to be designed to provide primary treatment of stormwater by filtering and removal of silt, sediment, oils and grease before discharge into the Basin System;
 - e. Gross pollutant traps including trash racks and trash nets are to be included in the stormwater drainage system to capture stormwater pollutants such as rubbish and floatable litter;
 - f. The Basin System and bio-swales shall be designed up to the 100-year ARI storm event;
 - g. Flow paths for major storm events shall be clearly defined and may be roadways and open space while giving due consideration to public safety and protection to properties; and
 - h. The Basin System and bio-swales shall be designed to ensure long term stability and resistance to wind and water erosion.
6. The collection and treatment of stormwater run-off and wash down water from the fuel dispensing areas shall be separated from the site stormwater drainage system and shall comply with all relevant requirements from the Council's Environment Health Department, SA Water, the EPA and the SA Murray Darling Basin Natural Resources Management Board.
 7. All civil engineering works, including stormwater drainage, water quality devices and levels should be to the satisfaction of the Development Assessment Commission, in consultation with the EPA and the SA Murray Darling Basin Natural Resources Management Board, and the Coorong District Council.
 8. A final detailed event traffic management plan for events with an anticipated attendance of greater than 3,000 people shall be provided to the satisfaction of the Development Assessment Commission (in consultation with DPTI, the Coorong District Council and South Australia Police) and in accordance with the Road Traffic Act 1961 (SA) and the "DPTI Guidelines for Events on SA Roads" prior to the occupation or use of the development. The person with the benefit of the consent must adopt and implement the approved traffic management plan at any event with an anticipated attendance of more than 3,000 people.
 9. Formal car parking area layout, vehicle entry points and maneuvering areas shall conform to Australian Standards and be constructed, drained and paved with bitumen, concrete, paving bricks or other similar all weather surface in accordance with the Manual of Legal Responsibilities and Technical Requirements of Traffic Control Devices and the Australian Austroads suite of documents (including but not limited to the Austroads Guide to Road Design, the Austroads Guide to Road Safety and the Australian Standard Manual of Uniform Traffic Control Devices (AS1742)) and be appropriately line marked, lit and accessible, to the reasonable satisfaction of the Development Assessment Commission prior to the occupation or use of the development.

10. Sealed car parking areas shall be designed and constructed to conform to AS/NZS 2890.1:2004 Standard Parking facilities Part 1: Off-street car parking; and AS/NZS 2890.6-2009 Standard Parking facilities Part 6: Off-street parking for people with disabilities.
11. All car parking areas, driveways and vehicle manoeuvring areas shall be maintained at all times to the reasonable satisfaction of the Development Assessment Commission, including but not limited to the management of dust.
12. All loading and unloading, parking and manoeuvring areas shall be designed and constructed to ensure that all vehicles can safely enter and exit the subject land in a forward direction.
13. Roads proposed as part of this application shall be completely constructed, sealed and fit for use prior to the use or occupation of any motorsport facilities included within Stage 1.
14. The applicant shall submit a master plan establishing a conceptual framework for integrated landscaping across the entire site, to the satisfaction of the Development Assessment Commission prior to submitting detailed landscaping plans detailed (as sought by Condition 15 below). The master plan should address issues of site image and identity, screening and amenity, and shall inform all subsequent detailed landscaping plans. The proposed landscaping shall be established prior to the occupation.
15. The applicant shall submit a detailed landscaping plan for the areas immediately surrounding each building for approval by the Development Assessment Commission prior to the issue of full Development Approval for said building. The landscaping shown on that approved plan shall be established prior to the occupation of that building.
16. All landscaping nominated shall be established and maintained in accordance with the approved plans. All landscaping shall be maintained and nurtured at all times with any diseased or dying plants being replaced.
17. All external lighting of the site, including street lighting, car parking areas and buildings, shall be designed, located, shielded and constructed to conform to Australian Standards and the Australian Austroads suite of documents. Public roads will be lit at the developer's expense to the Corong District Council's reasonable satisfaction.
18. Final details of external materials and finishes for all buildings on the site shall be provided to the satisfaction of the Development Assessment Commission prior to the issue of full Development Approval for said building.

Commissioner of Highways

Directed

19. The roadworks shown on Drawing No. 75142 Sheets 300 to 325 (Dukes Highway) and Drawing No. 2119 Sheets 15 to 32 (Mallee Highway) shall be designed and constructed to the satisfaction of the Safety and Service Division of the Department of Planning, Transport and Infrastructure, with all costs (including, but not limited to, design,

construction, project management, drainage, lighting and new pavement) being borne by the applicant. The applicant is required to enter into a "Developer Deed of Agreement for Undertaking Works on DPTI Roads" and is required to contact DPTI's Project Manager, Mr Babu Varatharaju, on telephone (08) 8402 1839 or email at babu.varatharaju@sa.gov.au to discuss the proposed road works prior to undertaking any detailed design.

20. The required road works shall be completed prior to opening of the facility.

Advised

21. Any lighting and illumination shall be of an intensity or positioned and/or shielded so that it does not cause a distraction to drivers on adjacent public roads.
22. Signs viewable to drivers shall not contain any element that flashes, scrolls, moves or changes. Fuel prices are permitted to change, as required.
23. Subject to the ETMP (including advance information notification, the utilisation of trailer mounted variable message displays for advertising purposes shall not occur on or adjacent to the subject land.

Environment Protection Authority

Directed

24. A dust management plan must be prepared and submitted to the reasonable satisfaction of the Environment Protection Authority prior to operation of the facility. This plan must detail how the following aspects of the construction and operation of the site will be managed:
 - a. maintenance of hard surface areas (where proposed) to minimise dust impacts
 - b. how the General Environmental Duty as required by section 25 of the Environment Protection Act 1993 will be met with regard to dust management.
25. The collection and treatment of stormwater runoff and washdown water from the fuel dispensing areas must be separated from the site stormwater drainage system.
26. The detailed design of stormwater drainage and stormwater quality features must incorporate treatment of stormwater to remove silt, sediment, oils, grease, hydrocarbons and solid waste and incorporate the following features:
 - a. All areas of the facility where there is exposed soil must have a sediment capture system sized to treat runoff immediately downstream of that area.
 - b. Swale drains used to convey stormwater must be designed with biofiltration components in accordance with best practice in accordance with Facility for Advancing Biofiltration Stormwater biofiltration systems adoption guidelines 2009 (or updated version of these guidelines)
 - c. All areas that drain areas where there is a risk of hydrocarbons must use a treatment system capable of removing hydrocarbons.

- d. Gross pollutants traps to capture coarse sediment and floatable litter

Advised

27. Any material stored on-site which has the potential or is likely to degrade water (such as oils/lubricants, paints, solvents, coolants, degreasing agents and similar substances) and all chemicals, whether or not they are waste, must be stored within a bunded compound or area suitable for preventing the escape of material/liquids into surface or underground water resources. Note: The following guideline may assist in complying with this condition: www.epa.sa.gov/xstd_files/Waste/Guideline/guide_bunding.pdf.
28. Vehicles utilising the On the Run petrol filling station must not be refuelled outside of the designated drainage area under the petrol refuelling/covered forecourt area.
29. All fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes the underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tanker during filling.
30. The space between the walls of all double-walled fibreglass tanks must be filled with a gel that is monitored for any changes in colour. Any changes in colour must be promptly investigated.
31. All fill lines between the tanks and dispensers must be fitted with pressure leak detection sensors. In the event of product loss, the lines would lose pressure and immediately signal an alarm.
32. Following the installation of the in-ground fuel tanks all trafficked areas must be hard surfaced using either bitumen, concrete or other impervious material.
33. The forecourt canopy of the petrol station must be designed to extend beyond the bunded area by one metre for every three metres of canopy height to minimise the entry of clean stormwater.
34. All runoff from hard paved areas in the refuelling and fuel delivery area of the petrol station must be diverted to a 10,000 litre blind tank (with alarm), which is emptied as necessary via an EPA licensed waste transporter to an appropriate waste facility.
35. Any sludge and oily waste collected within the blind tank is considered waste and must be removed by an EPA licensed waste transporter to a licensed waste depot.

Coorong District Council

36. Except in the case of an emergency or for maintenance reasons, no access is to be provided to or from Callitris Road, Lomandra Road or Kowald Road from the development.
37. The developer must enter into a legally binding agreement (Deed) with the Coorong District Council to construct and seal all proposed public roads that form part of this application at the developer's expense prior to the grant of development approval.

38. If the developer desires to connect to Council's waste water management system, the developer must enter into a legally binding agreement (Deed) with the Coorong District Council, with any and all works to connect and upgrade the plant (if necessary) to be undertaken at the developer's expense.

ADVISORY NOTES

Development Assessment Commission

- a) Unless otherwise extended by the Development Assessment Commission, the development must be substantially commenced:
 - (i) Stage 1: within one (1) year of the date of this Notification;
 - (ii) Stage 2: within two (2) years of the date of this Notification;
 - (iii) Stage 3: within three (3) years of the date of this Notification.
- b) You are also advised that any act or work authorised or required by this Notification must be completed within five (5) years of the date of the Notification unless this period is extended by the Commission.
- c) The applicant will require a fresh consent before commencing or continuing the development if unable to satisfy these requirements.
- d) Any request for an extension of time must be lodged with the Development Assessment Commission, GPO Box 1815 Adelaide SA 5001, prior to the time periods specified.
- e) The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, Phone (08) 8204 0300
- f) Any changes to the approved use will required a separate development approval.
- g) Pursuant to s.34 (2)(d) of the Development Act 1993, an assessment of the development in respect of the Building Rules is to be undertaken by either the Council or by a private certifier. When all relevant consents have been issued, development approval will be issued by the Council.
- h) The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.
- i) Pursuant to Regulation 74, the Coorong District Council must be notified one business day prior to the commencement and prior to the completion of each stage of the building work on the site.
- j) Coorong District Council maintained infrastructure that is removed or damaged during construction works shall be reinstated to Council specifications and satisfaction. Any and all costs associated with such works shall be at the financial expense of the developer.

- k) Any subsequent agreements between the developer and the Council to construct and seal proposed public roads identified as C1/C3 should be in accordance with the details and specification provided to and accepted by the Development Assessment Commission, with any and all proposed road upgrade, construction and sealing works to be undertaken at the developers financial expense.
- l) Any subsequent agreements between the developer and the Council to connect to Council's waste water management system, should be in accordance with the details and specification provided to and accepted by the Development Assessment Commission, with any and all works to connect to be undertaken at the developers financial expense.
- m) The development the subject of this application, does not include any approval for industrial land uses in the proposed future industry and business precinct.
- n) The applicant is advised that nothing within this development application abrogates the requirement for approval from the Coorong District Council to alter a road pursuant to Section 221 of the *Local Government Act 1999*.
- o) All traffic control devices, including traffic signs and line marking should-be installed in accordance with the *Road Traffic Act 1961 and the Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices*.
- p) All costs associated with any proposed changes to the existing traffic signals are to be at the expense of the applicant.
- q) The applicant is advised to contact Electra Net or any other such utility company to discuss the statutory requirements that may apply in relation to the electricity supply infrastructure and easements that exist across the subject land.
- r) The applicant is advised to contact the Department of Health to enquire as to the necessary water quality requirements should they wish to undertake any future water sports within any of the proposed stormwater retention basins.

Commissioner of Highways

- s) The site abuts a section of the Dukes Highway and a portion of the Mallee Highway that were proclaimed controlled-access roads on 13 September 1979 pursuant to Part 2A of the Highways Act 1926. Upon the completion of the roadworks, the applicant will need to contact Mr Daniel Sladic, Acting Senior Consultant Road Corridor Management, Land Use Co-ordination, DPTI on (08) 8226 8394 to obtain the necessary permits for Access A and B. Access C is already proclaimed as the total width of the road. Access D is located outside the controlled-access boundary. The existing permit on Mallee Highway and the proclaimed means of access to the Dukes Highway for Lot 150 in FP 11516 will be revoked at the same time as the new permits are issued.
- t) Access to public roads for restricted vehicles will need to be approved by the National Heavy Vehicle Regulator.

Environment Protection Authority

- u) The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

4. **INNER METROPOLITAN DEVELOPMENT ASSESSMENT COMMITTEE** - Nil

5. **MAJOR DEVELOPMENTS** – Nil.

6. **ANY OTHER BUSINESS**

7. **NEXT MEETING – TIME/DATE**

7.1. Thursday, 28 May 2015 in Basement Level, 26-28 Leigh Street, Adelaide SA

8. **CONFIRMATION OF THE MINUTES OF THE MEETING**

8.1. **RESOLVED** that the Minutes of this meeting held today be confirmed.

9. **MEETING CLOSE**

The Presiding Member thanked all in attendance and closed the meeting at 2.05PM

Confirmed / /2015

.....
David O'Loughlin
A/PRESIDING MEMBER