



## **AGENDA**

### **FOR WORKS AND SERVICES COMMITTEE MEETING TO BE HELD ON 19 SEPTEMBER 2016 AT CONCLUSION OF BUDGET AND FINANCE COMMITTEE IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

#### **MEMBERS**

Cr J Woodman (Chairman)  
Mayor G Aldridge (ex officio)  
Cr C Buchanan  
Cr G Caruso (Deputy Chairman)  
Cr E Gill  
Cr S Reardon  
Cr G Reynolds  
Cr S White  
Cr R Zahra

#### **REQUIRED STAFF**

General Manager Community Development, Ms J Trotter  
General Manager City Infrastructure, Mr M van der Pennen  
Manager Communications and Customer Relations, Mr M Bennington  
Governance Support Officer, Ms K Boyd  
Governance Coordinator, Ms J Rowett

#### **APOLOGIES**

#### **LEAVE OF ABSENCE**

#### **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Works and Services Committee Meeting held on 15 August 2016.

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## OTHER BUSINESS

## CLOSE



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

**15 AUGUST 2016**

**MEMBERS PRESENT**

Cr J Woodman (Chairman)  
Mayor G Aldridge (ex officio)  
Cr C Buchanan  
Cr G Caruso (Deputy Chairman)  
Cr E Gill  
Cr S Reardon  
Cr G Reynolds  
Cr S White  
Cr R Zahra

**STAFF**

General Manager Community Development, Ms J Trotter  
General Manager City Infrastructure, Mr M van der Pennen  
Manager Communications and Customer Relations, Mr M Bennington  
Manager Community Capacity and Learning, Ms P Webb  
Manager Technical Services, Mr D Roy  
Manager Twelve25 Salisbury Youth Enterprise Centre, Mr R Henke  
Manager Parks and Landscape, Mr M Purdie  
Governance Support Officer, Ms K Boyd  
Governance Coordinator, Ms J Rowett

**OBSERVERS**

Cr D Bryant (*from 7:19 pm*)  
Cr S Bedford (*from 7:24 pm*)

The meeting commenced at 7:02 pm.

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

**APOLOGIES**

Nil.

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## LEAVE OF ABSENCE

Nil

## PRESENTATION OF MINUTES

Moved Cr R Zahra  
Seconded Mayor G Aldridge

The Minutes of the Works and Services Committee Meeting held on 18 July 2016, be taken and read as confirmed.

**CARRIED**

*Cr C Buchanan entered the meeting at 7:04 pm.*

## REPORTS

### *Administration*

#### **2.0.1 Future Reports for the Works and Services Committee**

Moved Mayor G Aldridge  
Seconded Cr S Reardon

1. The information be received.

**CARRIED**

### *Community Centres and Youth*

#### **2.1.1 Para Hills Community Hub Concept Design Options**

Moved Cr S Reardon  
Seconded Mayor G Aldridge

1. That staff proceed to detailed design on Para Hills Community Hub – Floor Plan Option 3 as outlined in Attachment 4 (Item No. 2.1.1, Works and Services Committee, 15/08/2016).
2. That a Prudential Report, based on Para Hills Community Hub – Floor Plan Option 3 as outlined in Attachment 4 (Item No. 2.1.1, Works and Services Committee, 15/08/2016) be prepared and bought back to Council for consideration.

**CARRIED**

### *Public Works*

#### **2.6.1 Capital Progress Report - July 2016**

*Mayor G Aldridge left the meeting at 07:34 pm.*

Moved Cr E Gill  
Seconded Cr G Reynolds

1. The information be received.

**CARRIED**



**2.6.2 St Kilda Slides - Further information and status update**

*Mayor G Aldridge returned to the meeting at 07:53 pm.*

Moved Cr C Buchanan  
Seconded Cr S White

1. To undertake renewal of the existing Wave Slide at the St Kilda Playground on a 'like for like' basis, additional funds of \$75,000 be approved, (bringing the total capital renewal budget for the project to \$225,000) as a 2016/17 First Quarter budget review non-discretionary budget item.
2. That modifications be undertaken to slide 6 and associated decking at St Kilda consistent with the actions outlined in Item No. 2.6.2, Works and Services Committee, 15/08/2016, with funding from within the existing 2016/17 project budget.
3. Decommission Slide 7 and report to Council on the potential reuse of some components at an alternate location as identified in Item No. 2.6.2, Works and Services Committee, 15/08/2016.
4. A New Initiative Bid for the installation of a new Wave Slide at the location of the decommissioned Slide 7 be considered as part of the 2016/17 Second Quarter budget review.

**CARRIED**

**OTHER BUSINESS****W&S-OB1 Potential Sites for Parking Recreational Vehicles**

Moved Cr C Buchanan  
Seconded Mayor G Aldridge

1. That relevant staff meet with Ward Councillors, Kevin Collins as representative of the RV Association, Tackle and Tucker and Mayor Gillian Aldridge to consider a potential sites in the St Kilda environs for RVs in accordance with Council's policy.

**CARRIED**

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**W&S-OB2      St Kilda Breakwater Lighting**

Moved Cr C Buchanan

Seconded Cr R Zahra

1. That staff bring back a report with costs for the installation of an additional three solar lights from the middle to the end of the breakwater, for consideration at either first or second quarter review.

**CARRIED**

The meeting closed at 8:32 pm.

CHAIRMAN.....

DATE.....

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<b>ITEM</b>	2.0.1
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>HEADING</b>	Future Reports for the Works and Services Committee
<b>AUTHOR</b>	Michelle Woods, Projects Officer Governance, CEO and Governance
<b>CITY PLAN LINKS</b>	4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	This item details reports to be presented to the Works and Services Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

#### **RECOMMENDATION**

1. The information be received.

#### **ATTACHMENTS**

There are no attachments to this report.

#### **1. BACKGROUND**

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

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

##### **2.1 Internal**

- 2.1.1 Report authors and General Managers.

##### **2.2 External**

- 2.2.1 Nil.

### 3. REPORT

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

Meeting Item	- Heading and Resolution	Officer
28/02/2011 2.1.3  <b>Due:</b>	<b>Update of Council's Flood Management Strategy</b> 4. On completion of the Flood Plain Mapping an amended Stormwater Management Plan be submitted to Council for endorsement. October 2016	Dameon Roy
28/07/2014  2.OB1  <b>Due:</b>	<b>Localised Flooding Issues – Barker Road, Wilson Road and St Kilda Road (Verbal)</b> 2. Staff bring back a report on the longer term resolution for drainage west of Port Wakefield Road taking into account the potential construction of the Northern Connector and development of Greater Edinburgh Park in collaboration with the City of Playford. October 2016	Dameon Roy
27/07/2015 1.10.1  <b>Due:</b> <b>Deferred to:</b> <b>Reason:</b>	<b>Salisbury Oval Precinct Plan</b> 5. A report to commence the community land revocation process required for the Salisbury Oval Precinct be presented to Council in September 2015. October 2016 February 2017 Subject to Master Plan signoff.	Karen Pepe
24/08/2015 OB2(WS)  <b>Due:</b>	<b>Pedestrian Safety - Beovich Road</b> 2. That staff bring back a report on various options available to improve the safety of pedestrians on the stretch of Beovich Road bounded by sports fields. October 2016	Dameon Roy
14/12/2015  NOM3  <b>Due:</b>	<b>Traffic monitoring, Kesters Road between Main North Road and Ceafield Road</b> 1. That following the opening of the Masters store and other new businesses on Main North Road, staff undertake traffic monitoring on the lower part of Kesters Road, between Main North Road and Ceafield Road to determine the impact of the operation of those businesses on traffic flow and volume in the area. The report should include consideration of: a. The requirement for additional parking restrictions in the area b. Vehicle movements of heavy and long vehicles through the area c. Risks to public safety as a result of changed traffic patterns. October 2016	Dameon Roy

14/12/2015	<b>Proposed works relative to the junction of Kings Road with Bolivar Road, Paralowie</b>	Harry Pitrans
2.7.1	4. A report be brought back to the Committee outlining options for improving traffic management between Port Wakefield Road and Salisbury Highway on Kings Road.	
<b>Due:</b>	March 2017	
22/02/2016	<b>Investigation of Costs Associated with Waterslide/Diving Platform Installation at Salisbury Recreation Precinct</b>	Jane Trotter
2.1.1	2. A report be brought back to Council exploring the provision of a spray pad/play structure at the Salisbury Recreational Precinct for consideration in the 2017/2018 budget.	
<b>Due:</b>	November 2016	
22/02/2016	<b>Road Closure Portion of Ryans Road Plantation, Parafield Gardens</b>	Thuyen Vi-Alternetti
2.5.1	5. A further report will be presented to Council following the public consultation period for consideration of any objections or applications received.	
<b>Due:</b>	October 2016	
22/02/2016	<b>Strategic Transport Plan and E-W Traffic Movements Across the City</b>	Harry Pitrans
OB4	2. Within six months, Council consider a further report addressing the management of E-W traffic movements across the city.	
<b>Due:</b>	October 2016	
29/03/2016	<b>Development of Fairbanks Drive Reserve for Joint use with Schools</b>	Karen Pepe
1.1.1	5. The joint use agreement between Council and Temple Christian College and Bethany Christian School in relation to Fairbanks Drive Reserve be returned to Council for review and endorsement.	
<b>Due:</b>	September 2016	
<b>Deferred to:</b>	October 2016	
<b>Reason:</b>	Staff are finalising terms of the agreement with the school.	
29/03/2016	<b>Implementation of Free Bike Hire Scheme (in conjunction with Bike SA) - investigation findings</b>	Adam Trottman
2.2.2	3. The implementation of a Free Bike Hire Scheme within the City of Salisbury be considered again in three years.	
<b>Due:</b>	March 2019	

29/03/2016	<b>Change to Road Rules to Accommodate Cyclists - Application within the City of Salisbury</b>	Tony Calandro
2.7.1	<b>FURTHER MOTION:</b> Council staff report on left/right lane separation marking on main road footpaths where cycling is allowed and there is currently high levels of cycling and pedestrian activity, as is currently provided on Park Way, Mawson Lakes.	
<b>Due:</b>	October 2016	
29/03/2016	<b>Waste to Resources Fund</b>	Bruce Naumann
OB3	2. Staff bring back a report outlining potential projects which could be submitted by Council for funding from this fund.	
<b>Due:</b>	October 2016	
23/05/2016	<b>Road Closure Portion of Ann Street, Salisbury</b>	Thuyen Vi-Alternetti
2.5.4	4. A further report be presented to Council following the public consultation period for consideration of any objections or applications received and consideration of the outcomes of commercial negotiations regarding the closure and transfer, prior to a formal decision being made in relation to proceeding with the road closure process.	
<b>Due:</b>	October 2016	
27/06/2016	<b>Revocation of Community Land Status and Disposal of Joe Costello Reserve</b>	Tim Starr
2.5.3	3. A further report be presented to Council for consideration of any objections received. In the event no objections are received, the Manager Property Services be authorised to prepare and submit the necessary documentation to the Minister for approval.	
<b>Due:</b>	October 2016	
27/06/2016	<b>Strategic Land Review Framework</b>	Chantal Milton
2.5.4_SPDS C2	3. That a further report be presented to the Strategic Property Development Sub-Committee to review and confirm the priority list of projects for next stage feasibility investigations.	
<b>Due:</b>	October 2016	
25/07/2016	<b>Mangrove Trail – costs and budget for repairs to Southern side</b>	Mark Purdie
WS-OB2	1. That staff report back on costings and a budget to undertake necessary repairs to the Southern side of the Mangrove Trail at St. Kilda. 2. As part of this report, staff investigate potential external funding and assistance options for these repairs including from the State and Federal Governments.	
<b>Due:</b>	October 2016	

25/07/2016	<b>Bring Forward Playspace Renewal - Andrew Smith Drive</b>	Craig Johansen
WS-OB3	1. That staff report back on bringing forward the playground renewal at Andrew Smith Drive from 2017/18 to 2016/17 financial year.	
<b>Due:</b>	October 2016	
25/07/2016	<b>Road Safety Issues – Salisbury Highway Intersections</b>	Tony Calandro
Cnl-OB2	4. A report be presented to Council outlining outcomes of all discussions and noting solutions, responsibilities of parties involved and any costs to be incurred by Council, if any.	
<b>Due:</b>	November 2016	
22/08/2016	<b>Para Hills Community Hub Concept Design Options</b>	Pippa Webb
2.1.1	3. That a Prudential Report, based on Para Hills Community Hub – Floor Plan Option 3 as outlined in Attachment 4 (Item No. 2.1.1, Works and Services Committee, 15/08/2016) be prepared and brought back to Council for consideration.	
<b>Due:</b>	November 2016	
22/08/2016	<b>St Kilda Slides - Further information and status update</b>	Craig Johansen
2.6.2	3. Decommission Slide 7 and report to Council on the potential reuse of some components at an alternate location as identified in Item No. 2.6.2, Works and Services Committee, 15/08/2016.	
<b>Due:</b>	February 2017	
22/08/2016	<b>St Kilda Breakwater Lighting</b>	Andy Le Grand
W&S-OB2	1. That staff bring back a report with costs for the installation of an additional three solar lights from the middle to the end of the breakwater, for consideration at either first or second quarter review.	
<b>Due:</b>	November 2016	

#### 4. CONCLUSION / PROPOSAL

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

#### CO-ORDINATION

Officer: Executive Group  
Date: 12/09/2016





<b>ITEM</b>	2.4.1
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>HEADING</b>	St. Kilda Master Plan - Stage 2
<b>AUTHORS</b>	Jane Trotter, General Manager Community Development, Community Development Mark van der Pennen, General Manager City Infrastructure, City Infrastructure
<b>CITY PLAN LINKS</b>	3.2 Have interesting places where people want to be. 2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands.
<b>SUMMARY</b>	Planning for the St Kilda Township is being undertaken in four stages. This report provides recommendations in relation to Stage 2 – Marine Recreation Precinct and Mangroves to be endorsed as the basis for consultation with the community and key stakeholders.

## RECOMMENDATION

1. That the report is received and noted.
2. The recommendations in relation to the Masterplan for St Kilda as set out in paragraph 3.8 of this report (Item No. 2.4.1, Works and Services Committee, 19/09/2016) be endorsed as the basis for consultation with the community and key stakeholders.
3. A further report be bought back to the February 2016 Works and Services meeting for endorsement of the final Masterplan

## ATTACHMENTS

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

1. St Kilda Precinct Plan Stage 2 - Marine Recreation Precinct and Mangroves

## 1. BACKGROUND

- 1.1 In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.
- 1.2 This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, economic development potential and infrastructure investment by the public and private sector.
- 1.3 In March 2013 Council endorsed an approach that resulted in the commencement of a Master Plan being prepared in four stages:

- 1.3.1 Stage 1: adventure play space and associated car parking/green space (complete);
  - 1.3.2 Stage 2: the Marine Recreation Precinct and Mangroves ;
  - 1.3.3 Stage 3: existing residential area; and
  - 1.3.4 Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).
- 1.4 This report presents the finding and recommendations associated with Stage 2: Marine Recreation Precinct and Mangroves of the St Kilda Master Plan for the purposes of consultaton.

## **2. CONSULTATION / COMMUNICATION**

### **2.1 Internal**

- 2.1.1 Staff from the following departments were represented on the project team:
- Community Development
  - City Infrastructure
  - City Development

### **2.2 External**

- 2.2.1 Preliminary advice was sought from representatives from the Department of Environment Water and Natural Resources and the Department of Planning Transport and Infrastructure. It is noted that concepts to this date are preliminary and endorsement has not been sought.
- 2.2.2 Staff have consulted regularly with the St Kilda Stakeholders Group comprising representatives from residents, Boat owners Club, Progress Association, Tourism and Business Development Committee and the shop.
- 2.2.3 Broader community consultation has not been undertaken to this date.

## **3. REPORT**

- 3.1 The St Kilda Marine Recreation Precinct and Mangroves includes significant Council owned and managed assets including:
- 1km breakwater and channel
  - Boat launch ramp
  - Boat trailer parking area
  - Mangrove trail and interpretive centre
  - Car parking
  - Lighting and CCTV
- 3.2 These assets are exposed to harsh marine conditions including tidal action, inundation and salt laden winds. As such they are prone to degradation and require regular maintenance and renewal.

- 3.3 Through its asset management plans and forward budget, Council has planned for works to maintain and repair these assets. Planned expenditure within the St Kilda Township over the next four years totals \$2.028 Million and includes renewal of the community hall, replacement of the play space wave slide, channel improvements, renewal of the break water and also resurfacing of the boat trailer park.
- 3.4 It is important to note that Council owns very little land in the St Kilda precinct. The Minister for Transport owns the majority of land north of the channel and care and control is vested in the Council. The Minister for Conservation and Environment owns the majority of land south of the channel including the mangrove areas.
- 3.5 Planning for some areas within the Marine Recreation Precinct and Mangroves has been constrained by issues pertaining to a native title claim which exists over a part of the harbour; some underutilised open space and the mangroves including the trail and the interpretive centre. These areas are Crown land and the Crown is not a signatory to the draft Local Government ILUA. Capital works cannot be undertaken in these areas at this stage and discussions are in place with DEWNR representatives to progress this constraint.
- 3.6 The St Kilda Master Plan Stage 2 has been developed within a broader strategic context which has taken into consideration:
- Facilitation of delivery of key directions and objectives within the City Plan
  - Alignment with Council's City Pride Strategy
  - Alignment with the State Government's Northern Economic Plan
  - Alignment with Councils newly developed Tourism and Visitor strategy within which St Kilda is identified as a key tourism asset for the City
  - The implications of the development of the Northern Connector on the site and surrounds
  - Storm water management issues arising from the impacts of urbanisation at Greater Edinburgh Parks
  - Future uses of the decommissioned salt crystallisation ponds
  - Native Title issues
  - The tourism and visitation opportunities for St Kilda associated with the development of the adjacent International Bird Sanctuary
  - Possible development of the privately owned Boat Club which sits within the Stage 2 area
- 3.7 Attachment 1 examines the whole of the Stage 2 planning precinct and provides an initial analysis of the issues and recommended solutions which in summary are to:
- Create improved traffic movement around the site by addressing efficiency of movement and addressing safety matters for vehicles and pedestrians
  - Identify a dedicated parking area for recreational vehicles which has better security and amenity/views and is located within proximity of key facilities within the precinct

- Improve the condition, quantity and configuration of parking facilities to provide greater capacity and address the conflicts that are currently arising between coaches, visitors utilising the boat facilities and visitors to the adventure play space
  - Improve the experience for users of the boating facilities by addressing the current congestion and issues associated with gaining access to the boat launch ramp
  - Improve the amenity, visibility, efficiency and safety of pedestrian movement and wayfinding to key destination points
  - Improve the condition of the Mangrove Trail for a safer and improved visitor experience and to capitalise on future tourism opportunities through partnerships with Kaurana and the International Bird Sanctuary
  - Investigate future opportunities in the Commercial precinct
- 3.8 The attached report contains twelve recommendations for endorsement by Council as the basis for further consultation with the community and key stakeholders:
1. Improve traffic movement efficiency and safety by constructing a roundabout on Cockle Street.
  2. Stabilise and surface underutilised open space on Cockle Street and construct 19 additional long parking bays.
  3. Stabilise and resurface the existing trailer park. Line mark for 67 long trailer bays and 231 standard bays. Increase washdown area from 4-6 bays and install new gross pollutant trap.
  4. Modify the intersection at St Kilda Road and Whiting Street to direct coaches to the secondary car park near the hotel.
  5. Asphalt the Fooks Terrace car park to include coach layover and drop off – configuration to include six coach bays and 60 car parks.
  6. Construct RV layover area near to the boat launch facility toilet block.
  7. Increase boat launch / retrieval capacity by constructing an additional ramp lane.
  8. Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.
  9. Encourage pedestrian access to the Mangrove Trail by establishing a footpath connection from the kiosk.
  10. Improve visitor safety along the breakwater by improving the footpath surface and installation of solar lighting
  11. Explore opportunities for the area taking into consideration the Visitor and Tourism Strategy, International Bird Sanctuary, water front amenity and potential future services.
  12. Explore opportunities for the Mangrove Trail and Interpretive Centre in a separate report to be presented in October 2016.

3.9 It is envisaged that the proposed capital works to improve the Marine Recreation Precinct and Mangroves would be implemented in four stages, preceded by detailed design and consultation. The suggested timeframe is as follows:

- 2017/18 Commence detail design and consultation - \$200,000
- 2018/19 Stage 2a: Traffic flow - \$1,230,000
- 2019/20 Stage 2b: Additional boat lane - \$910,000
- 2020/21 Stage 2c: New parking and enhanced wayfinding - \$1,230,000
- 2021/22 Stage 2d: Reconstruction of existing parking area - \$2,170,000
- Commercial precinct and Mangrove trail – to be reviewed within the next 6-12 months
- Total Cost Stages 1- 4 - \$5,740,000

3.10 Due to the complexities surrounding the St Kilda Mangrove Trail a separate status report with recommendations will be presented to Council in October 2016.

#### 4. CONCLUSION / PROPOSAL

4.1 Council has constructed considerable assets within the Marine Recreation Precinct and Mangroves, comprising.

- The Mangrove trail and interpretive centre.
- The boat channel facilities – incorporating the breakwater, channel, boat ramps, wash down bays and fish cleaning station.
- Extensive car and boat trailer parking facilities.

4.2 These popular assets require ongoing investment due to their exposure to harsh conditions. Council has identified \$2.028 Million in its forward budget for ongoing renewal of assets.

4.3 The attached report titled St Kilda Precinct Plan Stage 2 provides the background and rationale behind twelve recommendations to further improve the visitor experience, increase visitation and address safety and operational concerns.

4.4 Preliminary discussions have been had with government agencies and with local stakeholders. It is proposed that Council endorse the recommendations set out in paragraph 3.8 of this report as the basis for further consultation with the community and key stakeholders.

4.5 Following consultation, a further report will then be brought back to the February 2016 Works and Services Committee for endorsement of the final Masterplan.

4.6 It is anticipated that the final recommendations once endorsed will be implemented over a five year period commencing in 2017/18 with detailed design. Funding of works will need to be considered each year as part of the annual budget process.

#### CO-ORDINATION

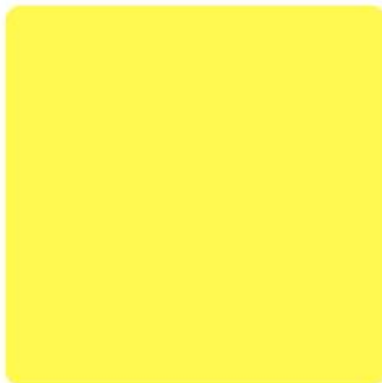
Officer: EXECUTIVE GROUP  
Date: 12/09/2016







## St Kilda Precinct Plan Stage 2- Marine Recreation Precinct and Mangroves



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## Executive Summary

In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.

This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, economic development and tourism potential and infrastructure investment by the public and private sector.

It was determined that a Master Plan for St Kilda was to be developed in four stages:

- Stage 1: adventure play space and associated car parking/green space (complete);
- Stage 2: the Marine Recreation Precinct and Mangroves;
- Stage 3: existing residential area; and
- Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).

This report presents the finding and recommendations associated with Stage 2: Marine Recreation Precinct and Mangroves.

The St Kilda Marine Recreation Precinct and Mangroves includes significant Council owned and managed assets including:

- 1km breakwater and channel
- Boat launch ramp
- Boat trailer parking area
- Mangrove trail and interpretive centre

The St Kilda Master Plan Stage 2 has been developed within a broader strategic context which has taken into consideration:

- Facilitation of delivery of key directions and objectives within the City Plan
- Alignment with Council's City Pride Strategy
- Alignment with the State Government's Northern Economic Plan
- Alignment with Council's newly developed Tourism and Visitor strategy within which St Kilda is identified as a key tourism asset for the City
- The implications of the development of the Northern Connector on the site and surrounds
- Storm water management issues arising from the impacts of urbanisation at Greater Edinburgh Parks
- Future uses of the decommissioned salt crystallisation ponds
- Native Title issues
- The tourism and visitation opportunities for St Kilda associated with the development of the adjacent International Bird Sanctuary
- Possible development of the privately owned Boat Club which sits within the Stage 2 area

This report provides a detailed analysis of the issues and recommended solutions surrounding the Marine Recreation Precinct and Mangroves, which in summary are to:

- Create improved traffic movement around the site by addressing efficiency of movement and ensuring safety for all vehicles and pedestrians
- Identify a dedicated parking area for RV vehicles which has better security and amenity/views and is located within proximity of key facilities within the precinct
- Improve the condition, quantity and configuration of parking facilities to provide greater capacity and address the conflicts that are currently arising between coaches, visitors utilising the boat facilities and visitors to the adventure play space
- Improve the experience for users of the boating facilities by addressing the current congestion and issues associated with gaining access to the boat launch ramp
- Improve the amenity, visibility, efficiency and safety of pedestrian movement and wayfinding to key destination points
- Improve the condition of the Mangrove Trail for a safer and improved visitor experience and to capitalize on future tourism opportunities through partnerships with Kaurua and the International Bird Sanctuary

This report contains twelve recommendations for endorsement by Council as the basis for further consultation with the community and key stakeholders:

1. Improve traffic movement efficiency and safety by constructing a roundabout on Cockle Street.
2. Stabilise and surface underutilized open space on Cockle Street and construct 19 additional long parking bays.
3. Stabilise and resurface the existing trailer park. Line mark for 67 long trailer bays and 231 standard bays. Increase washdown area from 4-6 bays and install new gross pollutant trap.
4. Modify the intersection at St Kilda Road and Whiting Street to direct coaches to the secondary car park near the hotel.
5. Asphalt the Fooks Terrace car park to include coach layover and drop off – configuration to include 6 coach bays and 60 car parks.
6. Construct RV layover area near to the boat launch facility toilet block.
7. Increase boat launch / retrieval capacity by constructing an additional ramp lane.
8. Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.
9. Encourage pedestrian access to the Mangrove Trail by establishing a footpath connection from the kiosk.
10. Improve visitor safety along the breakwater by improving the footpath surface and installation of solar lighting
11. Explore opportunities for the area taking into consideration the Visitor and Tourism Strategy, International Bird Sanctuary, water front amenity and potential future services.
12. Explore opportunities for the Mangrove Trail and Interpretive Centre in a separate report to be presented.

It is envisaged that the proposed capital works to improve the Marine Recreation Precinct and Mangroves would be implemented in four stages, preceded by detailed design and consultation:

- 2017/18 Commence detail design and consultation - \$200,000
- 2018/19 Stage 2a: Traffic flow - \$1,230,000
- 2019/20 Stage 2b: Additional boat lane - \$910,000

- 2020/21 Stage 2c: New parking and wayfinding - \$1,230,000
- 2021/22 Stage 2d: Reconstruction of existing parking area - \$2,170,000
- Commercial precinct and Mangrove trail – To be reviewed within the next 6-12 month period.
- Total cost Stages 1- 4 - \$5,740,000

## Strategic Context

In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.

This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, tourism opportunities, economic development potential and infrastructure investment by the public and private sector.

The Planning Framework identified what was valued about the St Kilda Township and provided recommendations on how to retain these elements for future generations. The Planning Framework also examined opportunities to support the growth of the Township as a coastal destination.

The vision of the Township Plan and Planning Framework is:

***To develop the coastal township of St Kilda as a regional environmentally sensitive recreation, leisure and tourism focus, building on the existing strengths of the town, and providing high levels of amenity and services for residents and visitors while limiting expansion of residential development.***

## Planning Principles

The following principles underpin the St Kilda Township Planning Framework:

1. quality of life for residents and visitors;
2. provision of an Adventure Play Space;
3. improvement of pedestrian legibility through way finding and path networks;
4. optimising car parking for all users;
5. improving boat launching facilities;
6. improving quality of surrounding environments for residents and visitors;
7. promotion of the environmental assets of St Kilda;
8. improving legibility and safety of vehicle movement; and
9. encouraging investment in residential and business development.

## Staging of Planning

In March 2013 Council endorsed an approach that resulted in the commencement of a Master Plan being prepared in four stages:

- Stage 1: adventure play space and associated car parking/green space (complete);
- Stage 2: the marine recreation precinct & mangroves;
- Stage 3: existing residential area; and
- Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).



**St Kilda Stage 2 study area – Marine Recreation Precinct and Mangroves**



**Item 2.4.1 - Attachment 1 - St Kilda Precinct Plan Stage 2 - Marine Recreation Precinct and Mangroves**



## Broader Planning Opportunities and Considerations

The north western sector of Salisbury will be subject to considerable change over the coming years that will see a significant increase in infrastructure and development investment. These investments have the opportunity to contribute to the objectives of the St Kilda Township Master Plan and value-add to the social, economic, tourism and environmental outcomes for the township and the region.

Projects and Initiatives underway or planned in the region include:

- The \$985 million Northern Connector project that links the South Road Superway with the Northern Expressway
- Future land development opportunities associated with the rezoning of Greater Edinburgh Parks and the infrastructure augmentation required to realise this development.
- The decommissioning, environmental management and future development of the Salt Crystallisation Ponds that extend from Gillman in the south to Middle Beach in the north.
- The identification of the Adelaide International Bird Sanctuary that has the potential for significant international interest and visitation
- The ecological significance of the Barker Inlet area which includes the Adelaide Dolphin Sanctuary and the fish nursery for a number of commercial and recreational fish species.
- The pattern and extent of land ownership that may provide opportunities for innovation and implementation of initiatives that otherwise may not have been achievable because of fragmented ownership.



**Legend**

<span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px;"></span> Council Boundary	<span style="background-color: brown; display: inline-block; width: 10px; height: 10px;"></span> Land Fill
<span style="border: 2px solid blue; display: inline-block; width: 10px; height: 10px;"></span> GEP St Kilda Drain Concept Alignment	<span style="border: 2px solid blue; display: inline-block; width: 10px; height: 10px;"></span> Epic Pipe Alignment
<span style="background-color: lightgreen; display: inline-block; width: 10px; height: 10px;"></span> Potential Bird Sanctuary	<span style="border: 2px solid yellow; display: inline-block; width: 10px; height: 10px;"></span> Native Title
<span style="background-color: lightblue; display: inline-block; width: 10px; height: 10px;"></span> Intertidal Wetland	
<span style="background-color: cyan; display: inline-block; width: 10px; height: 10px;"></span> SA Water Future High Salsinity Wastewater Treatment Pond	

### St Kilda Context Map

05 September 2016

0 0.125 0.25 0.5 0.75 1 Kilometers



The following is a synopsis of each of the projects listed above and the opportunities for integration and value-add projects to the St Kilda Township Master Plan Development

## Northern Connector

### **Context**

Construction has commenced of the Northern Connector linking the Port River Expressway and South Road Superway with the Northern Expressway. The interchange at Waterloo Corner will provide full access to St Kilda via a link road, being Robinson Road. This will enable greater access for visitors from all parts of metropolitan Adelaide. It is intended that the road corridor will have a thematic approach to the four interchange gateways (South Road, Bolivar Road, Waterloo Corner Road and Northern Expressway) based upon Kaurana heritage and the environmental significance of the area through which it traverses. The project will be completed in late 2019. As part of the project a shared bike / walking trail will be constructed and opportunities are being considered to extend this scope of work.

### **Opportunities for linkage with St Kilda Master Plan**

- The development of the gateway themes (landscape and infrastructure design) can reinforce the environmental significance of the region and opportunities to link with key destinations such as St Kilda, the Adelaide International Bird Sanctuary and Barker Inlet.
- The landscape design of the Northern Connector can integrate with St Kilda through the development of continual green gateways that link the Northern Connector to St Kilda and the Mangrove Trail.
- The Northern Connector Project has had to contribute to the Native Vegetation Offset fund for the loss of native vegetation at the southern end of the project. The Native Vegetation Branch of the Department of Environment, Water and Natural Resources (DEWNR) is seeking regional opportunities for investment to use this and other carbon offset funds. The opportunities associated with a broader native vegetation scheme that encompasses the mangrove trail, samphire and sabka areas around St Kilda and vegetation corridors, could be established as part of open channel drainage infrastructure that may service future developments such as Greater Edinburgh Parks through the SA Water site to the Northern Connector.

## Greater Edinburgh Parks Employment Lands

### **Context**

The Greater Edinburgh Parks area has been identified in the State Government's 30 year Plan for Greater Adelaide as future employment lands for northern Adelaide. The investment of the Northern Connector will facilitate this future development by providing high quality transport linkages with this area, thereby increasing its attractiveness for future investment particularly around logistics and transport industries. One of the key infrastructure requirements is the stormwater headworks infrastructure that is necessary to service this future development.

Stormwater drainage strategies have been developed that identify future infrastructure necessary to service this area and also provide opportunities for stormwater quality control and capture for re-use. One of the options that has been identified is the delivery of a drainage path that extends from Port Wakefield Road, integrates with the design of the Northern Connector and utilises the SA Water buffer land to the north of the Bolivar wastewater treatment plant, and links to the unused salt crystallisation ponds in and around St Kilda.

The opportunities that were pursued as part of this solution, were include maintaining the migratory bird habitat of those ponds around St Kilda through the development of wetlands / basins that would achieve the drainage service the drainage requirements of the future employment lands, and also provide an inter-tidal wetland of fresh and salt water for migratory bird habitat.

### **Opportunities for linkage with St Kilda Master Plan**

- The construction of the channel and inter-tidal wetlands as headworks for the Greater Edinburgh Parks Employment lands would be able to provide an opportunity to develop native landscape vegetation corridor and multi-use trail that would link the Mangrove trail, via the intertidal wetland (dis-used salt crystallisation ponds) and the drainage channel to the Northern Connector.
- The planting of the native vegetation landscape could be an adjunct to the Northern Connector project and educational and employment opportunities linked to the Northern Connector programs. These include indigenous employment programs.
- The construction of this drainage network and interface with the marine environment would be designed in such a way as to ensure flood protection to the St Kilda Township and maintain a wetland environment for migratory birds.



## Future Uses of Salt Crystallisation Pans

### **Context**

Solar evaporation lagoons for salt production extend north and south of the St Kilda Township from Dry Creek to Port Gawler alongside the Barker Inlet, either owned by the Crown and leased to Ridley Corporation or owned outright by the Ridley Corporation. This land forms a network of natural and artificial wetlands, in conjunction with the coastal mangrove environment.

These crystallisation ponds are now owned by the company, Adelaide Resource Recovery. The ponds are being decommissioned through the requirements identified under the State Mining Act. The intention of the new owner is to consider opportunities for economic development associated with the land whilst maintaining the environmental habitat for migratory birds.

The sections that impact upon St Kilda are to the south adjoining the SA Water Bolivar Wastewater treatment site (section 2) and to the north of St Kilda Road up to the Gawler River (section 3). The majority of the land within section 2 is owned by the Crown and SA Water have pursued the option to take control of this land to manage the high salinity waste water stream. Initial trials have proved successful in reducing nutrients from this waste stream by the utilisation of the redundant salt fields. SA Water propose to fully utilise this section of the salt crystallisation ponds with the exception of the area near St Kilda, where they will maintain required buffer distances for odour management. This redundant section of the ponds to the south of St Kilda Road is to be considered for an inter-tidal wetland as part of a drainage solution option that will service Greater Edinburgh Parks.

At the stage of writing this Plan, there have been no economic land uses identified for the utilisation of the ponds to the north of St Kilda Road that will achieve the necessary area for migratory birds and co-exist with the bird habitat.

The owner has indicated that the two Crown Land owned ponds to the north may be able to be used for the management of stormwater for Greater Edinburgh Parks and the maintaining of a migratory bird habitat.

### ***Opportunities for linkage with St Kilda Master Plan***

- There are potential portions of redundant crystallisation ponds that could be used to deliver a future drainage solution for Greater Edinburgh Parks and provide a migratory bird habitat. This area could be provided as part of the Adelaide International Bird Sanctuary and Mangrove Trail.

## International Bird Sanctuary

### **Context**

The Adelaide International Bird Sanctuary is being created to help protect resident and migratory shorebirds that gather along the coast of Gulf St Vincent in the north-west of Adelaide.

St Kilda has been identified as the southern gateway to the bird sanctuary. The declaration of the Sanctuary is expected to result in significant international interest and visitation to the northern region.

Salisbury is represented on the working group that has been established through the Department of Environment, Water and Natural Resources who are developing the details of the Sanctuary. The Collective has been working with State Government, Local Government and community leaders developing the direction for the Bird Sanctuary and ensuring that planning is grounded in the four pillars of Conservation, Economy, Wellbeing and Global Expansion. The Department has begun developing some concept plans for some of the ideas presented, all focused on developing infrastructure that supports opportunities for the Kurna community, with a focus on stimulating the economy. These concept plans will be supported by a business case that sets the direction for the sanctuary and outlines the funding opportunities.

The State Government has committed \$1.7 million over four years (2014-18) for the establishment and ongoing maintenance of the Bird Sanctuary. This investment includes establishing a national park for the Sanctuary, revegetation works, signage and tourism infrastructure.

### ***Opportunities for linkage with St Kilda Master Plan***

- The potential re-badging of the Mangrove trail to incorporate an interpretive centre for migratory birds.
- Investment in infrastructure and vegetation that will enhance this facility and its linkage with the surrounding area.
- Consideration of how this may align or support the commercial area.
- Partnering with the Kurna community to support infrastructure and the ongoing tourism agenda.

## Environmental Significance

### **Context**

The Barker Inlet, St Kilda area and the adjoining mangrove creeks serve as important nursery areas for a number of commercial and recreational marine fish and crustacean species. The variety of coastal habitats provide roosting, sheltering and feeding grounds for a large number of waterbirds and provide early spring to late summer refuge for many migratory waders.

The area also provides significant breeding habitats for pelicans, cormorants, oystercatchers, gulls, terns, egrets and herons. The Barker Inlet has the largest area of mangroves in the Gulf St Vincent.

The areas used for salt extraction include the evaporation pans, areas of natural wetland and salt marshes and are listed as being of national and international significance for migratory shorebirds that travel annually to Australia along the East Asian-Australasian Flyway.

The Adelaide Dolphin Sanctuary was established in 2005 and includes the Barker Inlet, St Kilda and the St Kilda – Chapman Creek Aquatic Reserves. The Sanctuary was established to protect the mangroves, seagrass, saltmarsh, tidal flats, tidal creeks and estuarine rivers from the effects of stormwater, treated effluent and industrial discharges.

### **Opportunities for linkage with St Kilda Master Plan**

- The ecological value of the coastal and inland waters surrounding St Kilda has the potential to result in ecotourism growth.
- Development of a new Mangrove Trail boardwalk to enhance the environmental experience in partnership with the Kurna Community including potential ongoing tourism agenda

## Land Fill

### **Context**

Until the early 1960s significant areas of land surrounding the Township were used for landfill including burial of industrial waste. The land fill site is owned by the Minister for Planning Transport and Infrastructure and City of Salisbury assumed care and control of this land fill area in the early 2000's. It is noted that some of the land fill areas are under Native Title Claim.

Soil conditions within this area limit the locations, height and types of plants that can be grown. The height of topsoil over the reclaimed land and the effects of methane gas on root systems make growing any vegetation in these conditions difficult. This has significant implications for the amenity of the Township.

### **Opportunities for linkage with St Kilda Master Plan**

- Consideration to build major infrastructure eg. buildings/structures on solid land and supporting works eg. Car parking and open space on landfill areas to minimise future maintenance and build costs.

## Land Ownership and Use

### **Context**

There are multiple land owners across the St Kilda district including:

- Minister for Planning, Transport and Infrastructure who own the areas comprising the adventure play space, boat launch facilities and boat channel
- Minister for Environment, Water and Natural Resources who own the St Kilda Mangrove Trail, the marina and areas of the salt evaporation pans
- SA Water Corp who own land comprising the Bolivar waste water treatment plant and surrounds and
- Private residences.

### **Opportunities for linkage with St Kilda Master Plan**

- The structure and extent of the land ownership in government control provides opportunities for the delivery of most of the initiatives highlighted earlier

## Native Title

### **Context**

In March 2005, the City of Salisbury was alerted to the Native Title Claim lodged with the Native Title Court for the Kurna Region which covers an area from Cape Jervis in the south to Port Broughton in the north, and from the ridge of Mount Lofty ranges in the east and west to the coast. Even though some of the land has had its native title extinguished there are some other key areas within St Kilda that are still affected. The areas that currently are under native title are portions of the Marina, boat channel, as well as the whole of the St Kilda Mangrove Trail. The area where the St Kilda playground, St Kilda Tackle & Tucker shop, reserve, carparks and public toilets are located and known as Lot 1002, was extinguished many years ago.

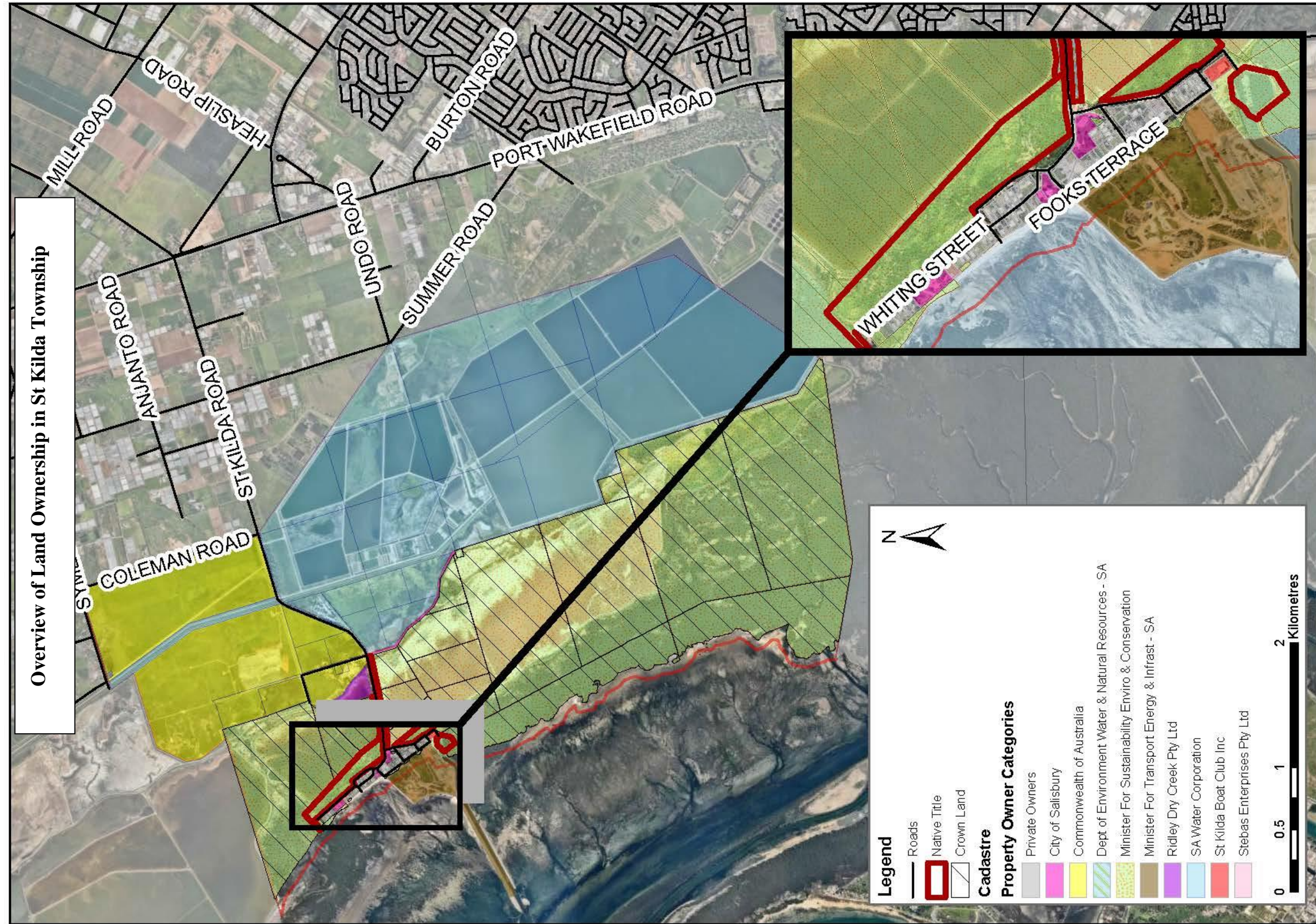
The LGA and Councils in consultation with Kurna claimants have drafted an Indigenous Land Use Agreement (ILUA). It is expected that once all parties have signed the ILUA and it is registered that negotiations can commence in relation to the management of the areas under Native Title within the St Kilda Township. However it is noted that the Crown, who own the majority of lands in the St Kilda Precinct, is not a signatory to the ILUA.

The Native Title claim prevents a full upgrade of the St Kilda Mangrove Trail and marina but maintenance works can still be undertaken.

### **Opportunities for linkage with St Kilda Master Plan**

- Moving forward until the ILUA is signed by the parties Council will need to partner with DEWNR & the Kurna Community.



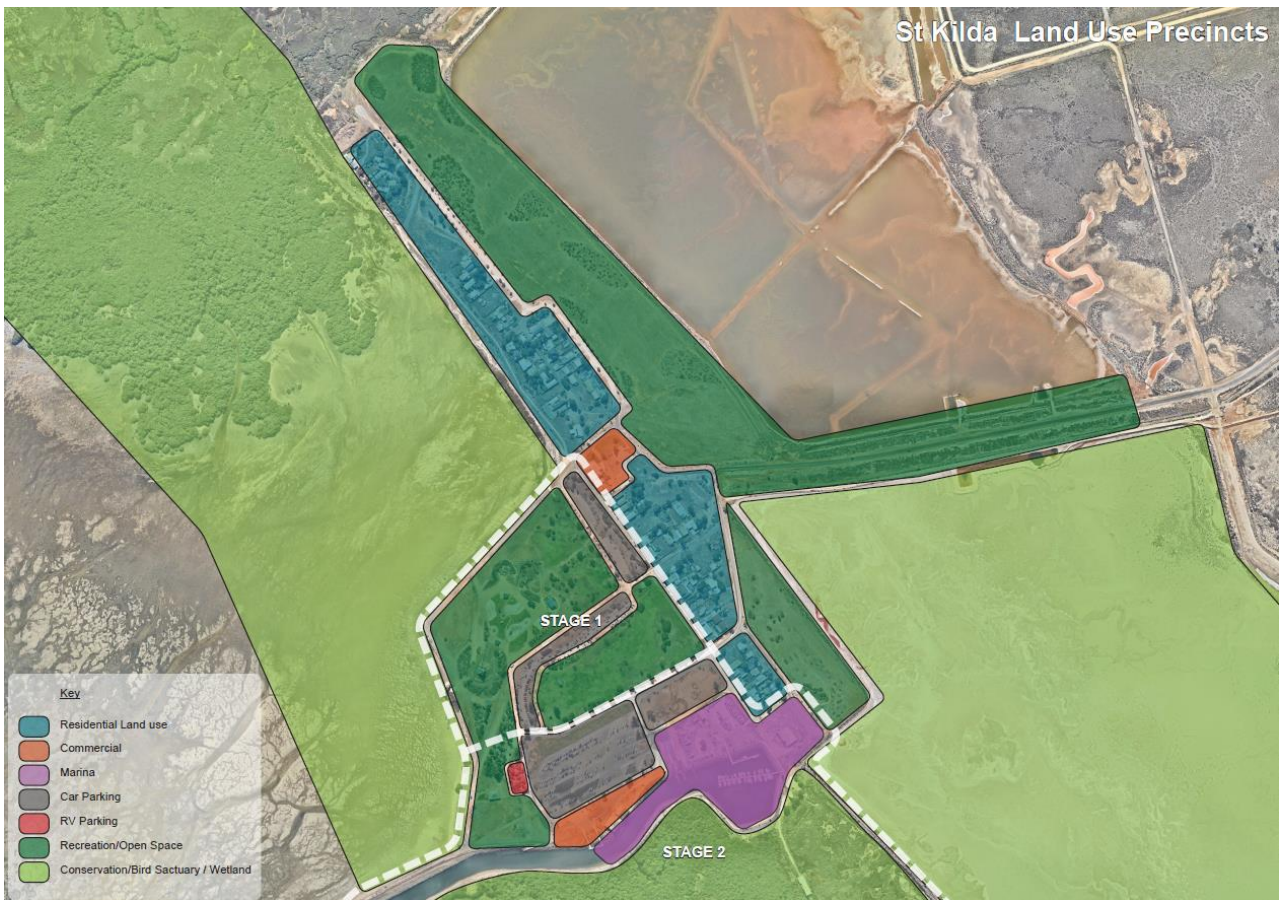








## Overview of Land Use Precincts in St Kilda Township



## City of Salisbury Tourism and Visitor Strategy

### **Context**

The City of Salisbury Tourism and Visitor Strategy was endorsed by Council in July 2016 and has been developed in line with our Building City Pride Strategy, City Plan 2030 and the City's economic development goals. The strategy defines the opportunities and enablers for tourism and visitor growth; and outlines the necessary leadership and vision to achieve that growth over the next five years.

Within the Strategy we have identified key themes, precincts and experiences that will, over time, help to create a profile for the City of Salisbury as a visitor destination. One of the themes identified is nature based tourism. With St Kilda as the southern gateway to the Adelaide International Bird Sanctuary and the network of wetlands and nature trails threading throughout the area; it can be a key attractor of nature based visitors. 'Family friendly' is another theme identified, complementing the nature based theme and capitalising on the area being home to South Australia's best adventure playground and a range of military, aeronautical and educational attractions.

The State Government's Northern Economic Plan identifies tourism, recreation and culture as an 'economic sector of the future' as an important sector for future growth and job creation and provides programs and projects to support that growth. As a key partner in delivering on that plan and in line with our City Plan 2030; the Tourism and Visitor Strategy has been developed to help guide that future growth.

### **Opportunities for linkage with St Kilda Master Plan**

- Continue to partner with key stakeholders such as State Government, Kaurana and the "Tourism and Visitor" sub-committee to capitalise on these initiatives to create investment and job outcomes for our local visitor economy.

## Current Planned Infrastructure Investment

Council recently committed \$3.6 million towards the upgrade of the St Kilda Adventure Play Space which included \$1 million of grants from the Stage Government.

There are extensive assets owned and managed by Council and these are exposed to harsh marine conditions including tidal action, inundation and salt laden winds. Infrastructure includes playground, sea wall, breakwater, boat channel, car parking, boat ramp, kayak launch, Mangrove trail/boardwalk, amenities, information centre and CCTV.

Regular maintenance and capital activities are required to maintain these existing facilities in good working order.

Through its forward budget and asset management programs, Council has allocated approximately \$2 million of capital renewal expenditure over the next 4 years at St Kilda as below:

### **2016/17 - \$845,000**

- \$325K - Play space – Volcano slide, modification of slides
- \$20K – Progress Association Hall Air-conditioning
- \$150K – Sea wall improvement
- \$240K – Channel markers/ breakwater renewal
- \$110K – CCTV upgrade
- \$270K – New Wave Slide (subject to 2<sup>nd</sup> quarter budget review)

### **2017/18 - \$210,000**

- \$210K – Channel / breakwater renewal

### **2018/19 - \$332,000**

- \$215K – Channel / breakwater renewal
- \$105K – Sea wall improvement
- \$12K – Play space irrigation design

### **2019/20 – \$371,000**

- \$150K – Play space irrigation renewal
- \$221K – Channel / breakwater renewal

The proposed stage 2 upgrade works have not been funded and require consideration by Council.



## Facilities, Infrastructure and Recommendations

The Stage 2 planning area includes:

- Traffic movement and car parking
- Recreational boat launch facilities;
- Pedestrian links
- Commercial facilities
- Mangrove Trail.
- Boat club and marina facilities; and
- Break water and channel.

### Traffic Movement and Car Parking

There are two distinct activities within St Kilda that attract individual cohorts that also compete for access to car parking. Notably ideal boating conditions – fair warm weather – are also perfect conditions for people seeking to visit the Adventure Play Space.

The existing boat trailer park with parking capacity for 114 vehicles with trailers, services the boat ramp and on peak days is also used by visitors to the Adventure Play Space. On such days visitors seeking to launch vessels may not be able to park their vehicles and trailers safely.

Coaches also utilise the trailer park particularly during school holidays even though coach facilities are not currently provisioned. Feedback received indicates that passenger movement from the coaches across Cockle Street is risky and that mass set down and pick up could be better provided if adjacent to the open space on



the northern side of Cockle Street. It should be noted that it is also common to see vehicles parked on both sides of Cockle St impeding vision at peak times.

Vehicles entering and exiting the boat launch facilities contend with vehicles attending the adventure play space. Exit from the boat launch facilities is by right turn and traffic movement is prioritised to the play space – exiting whilst towing a load is therefore risky.

The existing boat trailer park was constructed over landfill and configured to service the old boat ramp. Over time the fill has broken down forming sizeable undulations in the tarmac. Repair is beyond the scope of programmed renewal. Also the traffic flow does not work efficiently to access the kiosk, launch / retrieve the vessel, wash down and then exit the parking area.

## 2.4.1 St Kilda Precinct Plan Stage 2 - Marine Recreation Precinct and Mangroves

The data below validates the increase in visitation to St Kilda although it is comparing holiday weeks in October 2009 with weeks in January 2016 (which is after the playground upgrade). It is consistent with other data collected at different times, which shows the significant increase in car trips, boat traffic and the number of coaches travelling to St Kilda during the holiday periods. It is noted that normal week traffic in early 2016 was equivalent to the holiday traffic in 2009.

<b>St Kilda Traffic Data</b>	Average Trips	Percentage of Medium Vehicles, Boat Traffic (Class 2 to 4)	Percentage of Coach/Bus Traffic, (Class 6 to 8)	Number of Medium Vehicles (Boat Traffic - not including township)	Number of Coaches per Day
School Holiday Daily Average Early 2016	966	12	1.1	116	11
School Holiday Daily Average October 2009	534	8.3	0.2	44	1
Percentage Increase in Average Daily Traffic	81%				

It is expected that these vehicle numbers will further increase as a result of:

1. Increasing tourist numbers associated with the Bird Sanctuary and associated Environmental attractions including an RV parking area
2. The increase in visitors to the St Kilda Play Space
3. An expected increase in recreational boating over the next 10 years

These traffic increases will significantly add to existing pressure on a number of areas within the St Kilda Recreational and Boating network, which includes the following:

1. Recreational Boating numbers have increased which has put increased pressures around boat parking, ramp facilities and particularly the time required and the queues formed, when attempting to exit the waterway.
2. The increase in boating numbers and car numbers has placed significant pressure on parking spaces and car movements around the boating facilities. Car parks have been full/congested at peak times.
3. Coach traffic has significantly increased in numbers, whether for the hotel or St Kilda Play space areas. This has highlighted the lack of coach parking facilities and inadequate turning space for safe manoeuvres within the township. These movements include St Kilda Rd/Mangrove Street intersection and St Kilda Rd adjacent to the hotel.
4. The increase in visitations has also created the need for additional parking for those using the St Kilda Play space and appropriate traffic management to access these sites.



**Item 2.4.1 - Attachment 1 - St Kilda Precinct Plan Stage 2 - Marine Recreation Precinct and Mangroves**



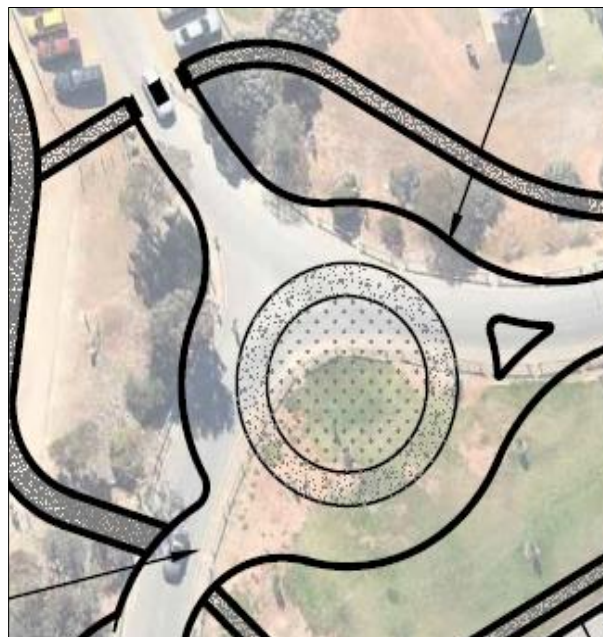


Installation of a roundabout at the junction on Cockle Street will separate traffic, assist in slowing vehicle traffic entering the adventure play space and prioritise exit from boat launch facilities improving safety for all users.

This roundabout also provides for coaches to turnaround and drop off passengers adjacent the open space providing safe access to the play space and parking in the Northern car park.

#### **Recommendation 1: New roundabout**

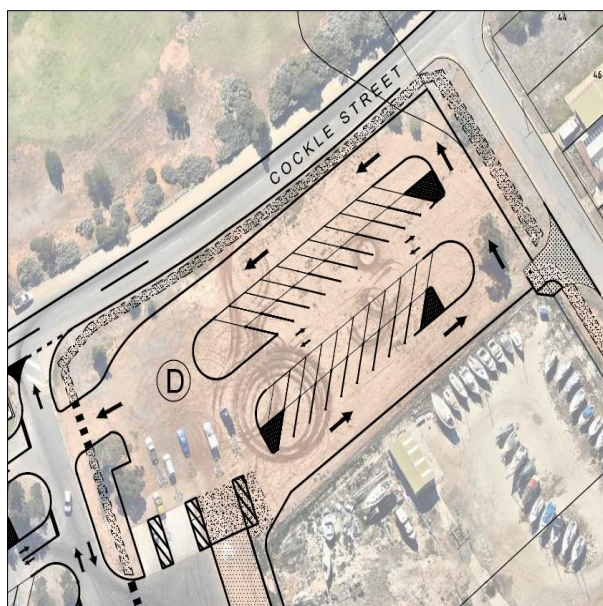
**Improve traffic movement efficiency and safety by constructing a roundabout on Cockle Street.**



To support the precinct, the opportunity to utilise an open undeveloped area adjacent to the new ramp for overflow parking is recommended. The works need to consider the adjacent residential area on Fooks Terrace.

#### **Recommendation 2: New car parking area – Cockle St**

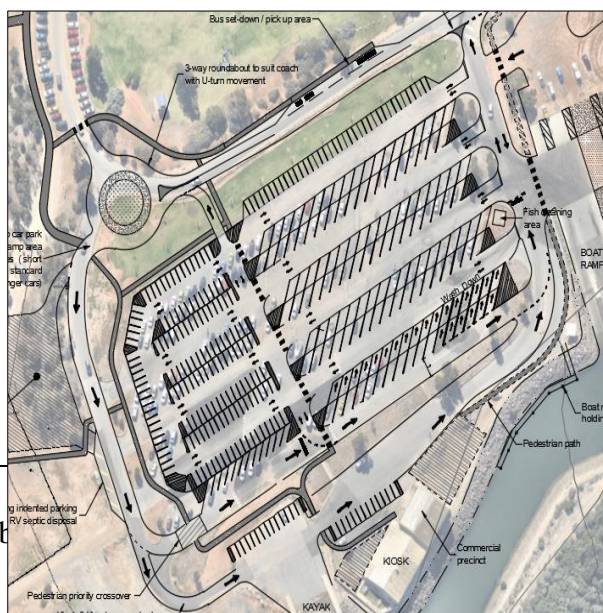
**Stabilise and surface underutilised open space on Cockle Street and construct 19 additional long trailer bays.**



Major works to support the flow of boat users and parking. The area provides kayak parking adjacent to the old ramp, boat rigging area in front of the shop and additional exit onto cockle street.

#### **Recommendation 3: Reconstruction of car park**

**Stabilise and resurface the existing trailer park. Line mark for 67 long trailer bays and 231 standard bays.**



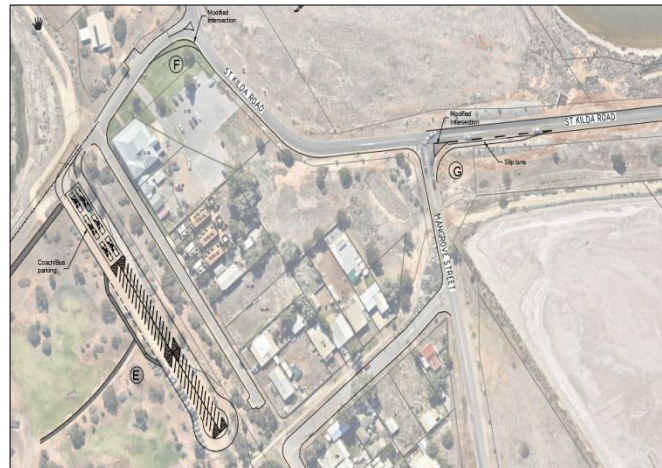


**Increase wash down from 4 to 6 bays and install new gross pollutant trap (114 Existing long trailer parks)**

**Recommendation 4: Intersection modifications**

**Modify the intersection at St Kilda Road/Whiting Street and St Kilda Rd/Mangrove St to direct coaches to the secondary car park near the hotel.**

**Recommendation 5: Asphalt the Fooks Terrace car park to include coach layover and drop off – configuration to include 6 coach bays and 60 car parks.**

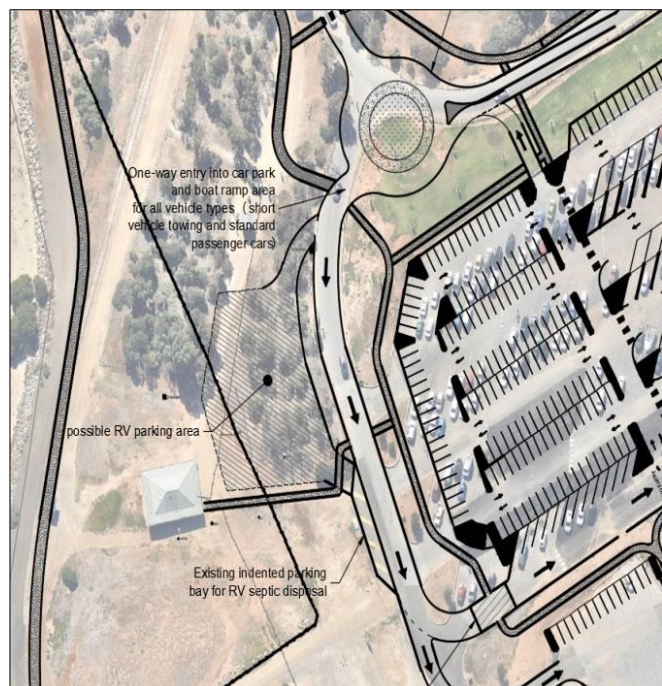


St Kilda is an RV friendly town. Waste discharge facilities are located to the west of the boat trailer parking facilities. RVs must collect a permit from the kiosk in order to stay overnight. It is understood that RV visitors have been harassed overnight particularly by hoon behaviour in the car park.

Feedback has been received that more secure and attractive layover areas would be preferred by visitors. Local stakeholders have suggested that RV owners would appreciate the vista of the boat channel overlooking Outer Harbour. The proposed location is near the public amenities and also picnic and bbq area.

**Recommendation 6: RV parking area**

**Construct RV layover area near to the boat launch facility toilet block**



## Recreational Boat Launch Facilities

St Kilda is the only location in the City of Salisbury where recreational vessels can be launched lawfully. There is a boat ramp within the private boat club which is available to members, and two ramp areas adjacent the kiosk, only one of which is operational. In addition to wash down bays there is a newly constructed fish cleaning station

There are two boat ramp areas – the original ramp was closed in and has had pontoons placed across it to support fishing, kayak launching and for approaching vessels to cleat off whilst waiting for access to the ramp for removal.

The new ramp was constructed in 2005 with three lanes demarked by pontoons. Launching is challenging due to the long and steep manoeuvring lane.



Launch permits are managed through the shop on behalf of the Council – and who draws a small income from the sale of each permit. Permits are issued manually and are linked to the trailer. An evaluation of permit books sold estimates that 12,200 boats were launched in 2015/16. Boat launching is seasonal with the majority of launches occurring between September and March. It is estimated that at peak times 350 boats might launch over a weekend.

There are 3 lanes on the boat ramp which is consistent with many of the boat ramps around metro Adelaide. Other popular locations do have more lanes such as North Haven which has 5 lanes and West Beach which has 4 lanes.

Common to all boat ramps is the congestion surrounding ideal climatic conditions and launching and retrieval with the tide. This results in “rush hours” followed by lengthy times of inactivity. These peak times may see launch and retrieval occurring at the same time, further increasing congestion.



As previously identified with an increase in usage derived from traffic data, it is clear that at peak times there is congestion and there is limited opportunity for vessels to moor whilst owners collect their vehicles to retrieve vessels.



Boating activities are predictable. Boat operators seek fair weather and will often launch to take advantage of high tide. Vehicles with trailers will arrive within a condensed time and the wait time to launch could be over an hour. There are three lanes for launching and capacity can be improved by 30% through the construction of a fourth lane.

On arrival the operator will collect a permit from the kiosk then rig the vessel. When the ramp is free the operator will back down the ramp and launch the vessel which is then tied off to the pontoon. The vehicle and trailer are then parked in the trailer park and the operator will return to the vessel. Retrieval is similar – the vessel is tied off to the pontoons, the owner will return to the vehicle and back down the lane. The vessel is then winched on to the trailer and secured. The vessel will be towed to the wash down bay before exiting the parking area.

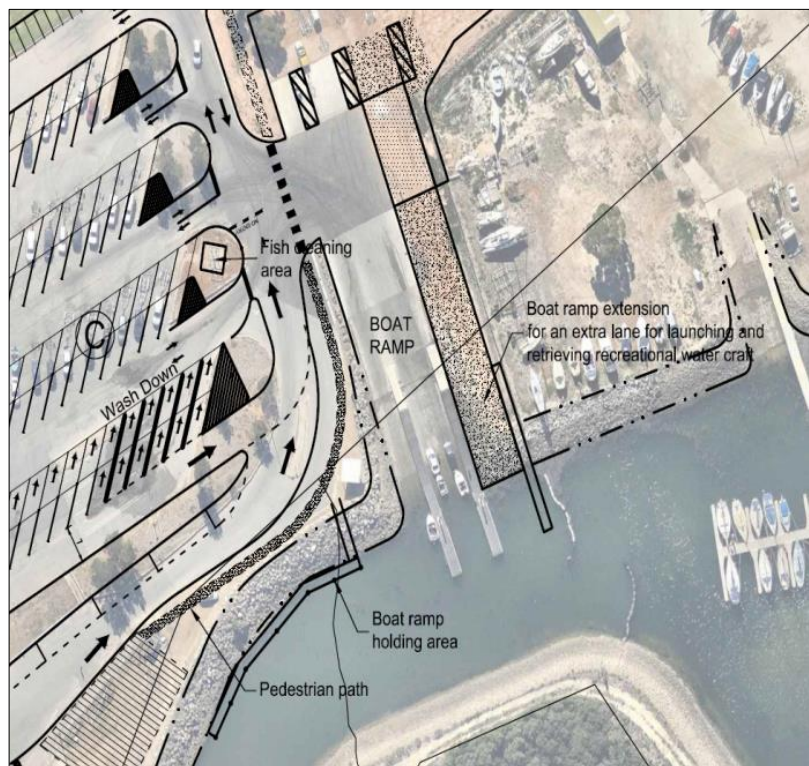
Conflict arises particularly when launch/retrieval etiquette is not followed and also where inexperienced owners struggle with reversing the trailer down the long ramp. Efficiency for launching and retrieval can be improved through the installation of additional pontoons where owners can moor and clear the launching area while parking / retrieving their trailers.

**Recommendation 7: Additional boat ramp**

**Increase boat launch / retrieval capacity by constructing an additional ramp lane.**

**Recommendation 8: Pontoon/Pedestrian access**

**Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.**



## Pedestrian Links

There are four focal areas for pedestrian activity within the precinct and these are: Adventure Play Space, kiosk, break water and the Mangrove Trail. Presently there are no clearly defined paths of travel between these destinations, and pedestrians move haphazardly across the precinct. Stakeholders have identified a need for safe and clear paths of travel and logical wayfinding.

Of particular concern is the link from the shop to the Mangrove Trail as an access pass must be collected prior to entry. A proposed pedestrian link traverses Cockle Street and Fooks Terrace behind the premises of the Boat Owners Club. The concept was reviewed by representatives of the Boat Owners Club who would support the link behind their boat parking facilities.

Connections to existing paths and minor upgrade works to the foreshore and breakwater path network will create a significant network with varying enjoyable vistas.

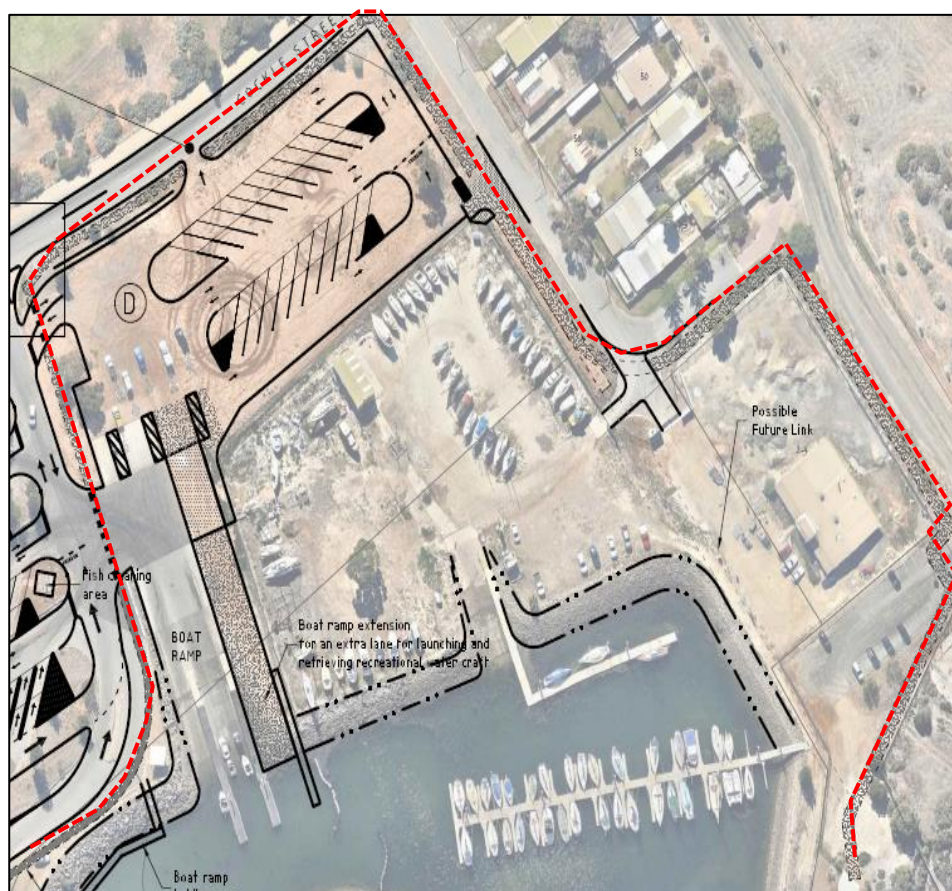
In addition, the breakwater is also used for fishing at all hours. The surface can be wet and uneven. Council resolved for staff to investigate the installation of pedestrian lighting for safety and visibility of visitors on the breakwater. It is not intended for the lights to be a navigational aid for boat operators.

### Recommendation 9: Access to Mangrove Trail

**Encourage pedestrian access to the Mangrove Trail by establishing a footpath connection from the kiosk.**

### Recommendation 10: Visitor safety along breakwater

**Improve visitor safety along the breakwater by improving the surface and installation of solar lighting.**





## Commercial Facilities

The shop provides a focal point for the precinct as the owner provides the following services:

- Food and drink sales to all visitors
- Sale of boat and fishing supplies
- Issues boat launch permits
- Patrols trailer parking and issue expiations when necessary
- Issues entry passes to mangrove trail
- Provides local visitor advice including to interstate and international tourists

The facility is accessed by vehicles towing boat trailers, visitors in standard vehicles and also by pedestrians. Parking in front of the facility is undefined.

The facility is positioned with views across an impressive vista. There may be opportunities to support extended visitor length of stay via improvements to surrounding underutilised open space.

Due to its important visitor information and service function to the St Kilda Precinct the facility may also have an opportunity to play a supporting role for the southern gateway of the International Bird Sanctuary.

### **Recommendation 11: Consideration of future services and amenity**

**Explore opportunities for the area taking into consideration the Visitor and Tourism strategy, International Bird Sanctuary, water front amenity and potential future services.**



## Mangrove Trail

The boardwalk was constructed in 1984 and opened in 1985 by the City of Salisbury to encourage appreciation of the mangrove's ecological importance. The Interpretive Centre was opened in 1995 at the entrance to the boardwalk which showcases the flora, fauna and processes within the mangrove forest. A private operator managed the mangrove trail for approximately 10 years hosting school visits as well as casual visitors.

The trail commences traversing calccrete, before branching to the west over samphire flats and then entering the forest. A look out has been constructed close to the forest edge enabling visitors to gain perspective of the Barker Inlet and the forest.

The Mangrove trail was once a 1.7km loop with the eastern embankment servicing the southern extent of the trail. A significant storm event destroyed a section of the trail in 2006. Due to the Native Title Claim, capital works could not be undertaken to renew/repair the trail and the southern loop was closed between the look out and the embankment. The closed section has been further damaged by storm events.



Being of timber construction the boardwalk can be slippery when wet due to an accumulation of algae. Staff patrol the trail regularly to remove sea weed and also to grit the surface to reduce the likelihood of accidents.

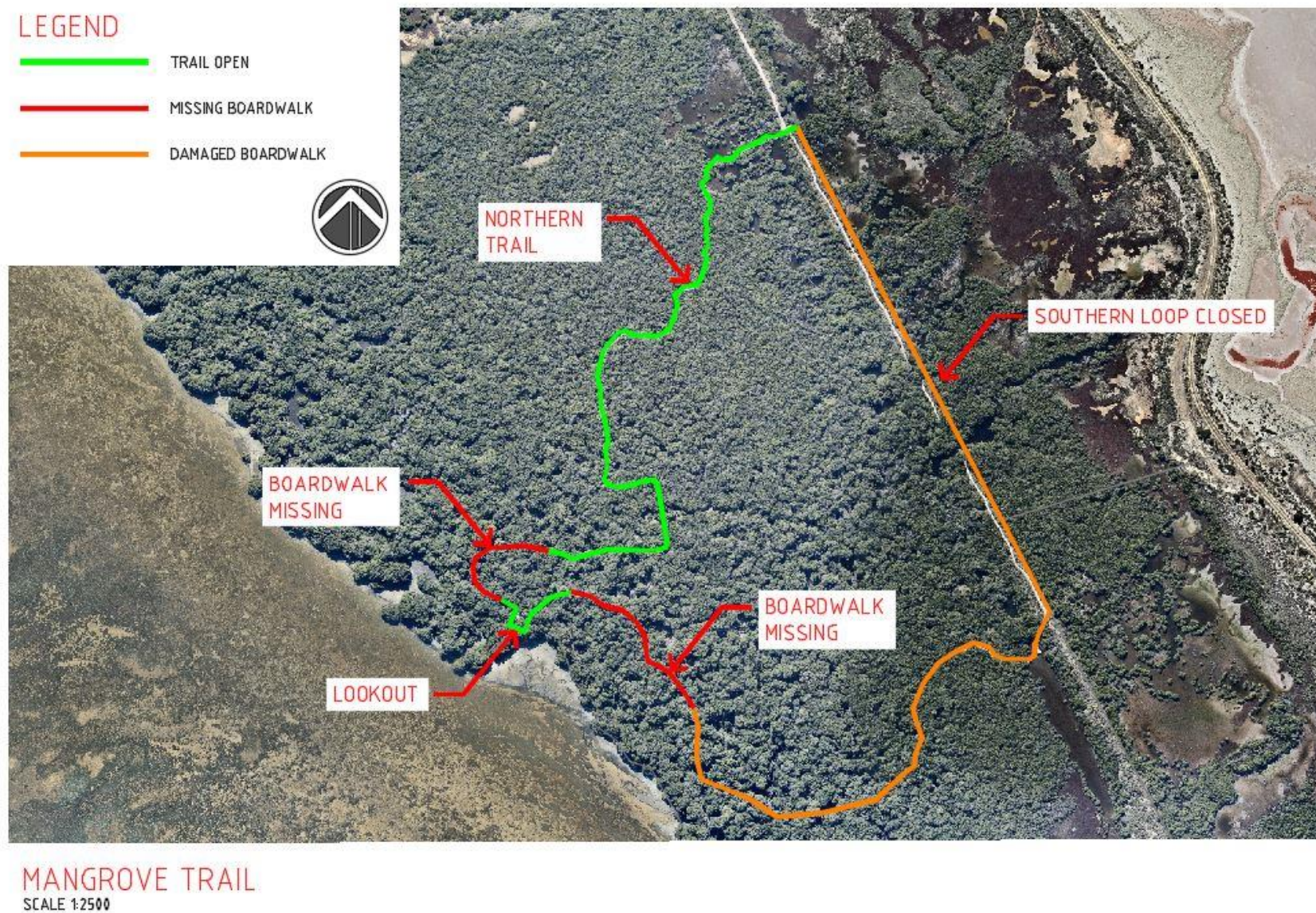
The Trail is a fixed height and the area is tidal. During high tides the trail may be submerged. The trail is most vulnerable during storm events and king tides as the western most sections are not sufficiently protected by the forest against wave action.

Access to the trail is now managed via the kiosk – visitors must collect a swipe card to enter the trail. Data collected by kiosk staff demonstrates visitation from all around metropolitan Adelaide as well as by international travellers.

**St Kilda Mangrove Trail – areas in red / orange are in poor condition**



2.4.1 St Kilda Precinct Plan Stage 2 - Marine Recreation Precinct and Mangroves



## Issues and Recommendations

### Condition of Mangrove Trail

The St Kilda Mangrove Trail is an educational icon and unique visitor attraction to the north. It is a vulnerable asset which has been battered by tides and storms and less than half of the original trail remains accessible to the public. A number of restrictions prevent the restoration and renewal of the trail including Native Title and also land ownership (DEWNR).

Substantial investigation and negotiation is still required to establish:

- Care and control
- Opportunity for reconstruction
- Partnerships and grant opportunities with Kaurua
- Function with International Bird Sanctuary
- Materiality and constructability
- Role and location of the interpretive centre

### Recommendation 12: Mangrove Trail and Interpretive Centre

**Explore opportunities for the Mangrove Trail and Interpretive Centre in a separate report to be presented.**







## Boat Club & Marina

The Boat Club and Marina area has a complex tenure arrangement as it is owned by two separate Ministers with care and control vested in the Council.

The Minister of Transport and Infrastructure owns all the land from the northern shore to the Adventure Play Space. The majority of this land is land fill, and a small section of it also has a Native Title Claim.

The Minister for Environment and Conservation owns all of the harbour, boat channel, the land to the east of the harbour including the boat club and all of the land to the south of the harbour comprising mangroves. A Native Title Claim exists over much of this land.



The boat club was founded as the "St Kilda Boat owners Association Incorporated" in 1964, after permission was gained from the council and landowners to develop St Kilda tidal creek as the area lacked boat launching facilities. The creek was straightened and deepened repeatedly, originally by hand, and a causeway extended out to sea to protect the channel.

The Club owns their own building and it was constructed in 1980 on crown land. The Council manages the lease on behalf of the Crown. There is mooring for approximately 50 boats in the harbour.

The Club has been in communication with the Council for several years as it has plans to increase the berthing facilities and undertake further works. The club has constructed a gated entrance down to the marina to improve security of the area. Additional works are subject to Native Title over the harbour and this is a consideration for any capital works.

## Breakwater & Channel

The channel and break water were constructed in 1964 by widening the original tidal creek – the channel is over 1km long. It was last dredged in 2005 and it has a constructed base of 15metres and depth of AHD - 3.5. This depth is suitable depth under keel for sail vessels up to 35metre in length.

Over the last 10 years a silt layer has accumulated at the bottom of the channel reducing its actual depth – approximately 16,000M<sup>3</sup> of silt is required to be removed to restore this depth.

Works on the breakwater have been undertaken including minor removal of silt which has slightly improved the depth.

One of the challenges in the dredging process is the disposal of the silt – in previous operations the spoil has been discharged to sites within the St Kilda precinct. If spoil cannot be discharged on



site, then arrangements would be necessary to transport the heavy and wet spoil which is costly.

There is a northern and southern breakwater forming the channel. The southern breakwater is in poor condition due to tidal/storm activities and from bow wash from vessels entering and exiting the channel. It must be accessed from the water making repairs challenging and costly. Recent works have been undertaken to repair and renew the northern breakwater – which is accessible via land.

The channel is popular for fishing – fishing can occur on both sides of the break water. The waterway is shared by powered and unpowered vessels including kayaks and canoes. It is a popular launch location for personal watercraft to explore the mangroves and for fishing via kayak.

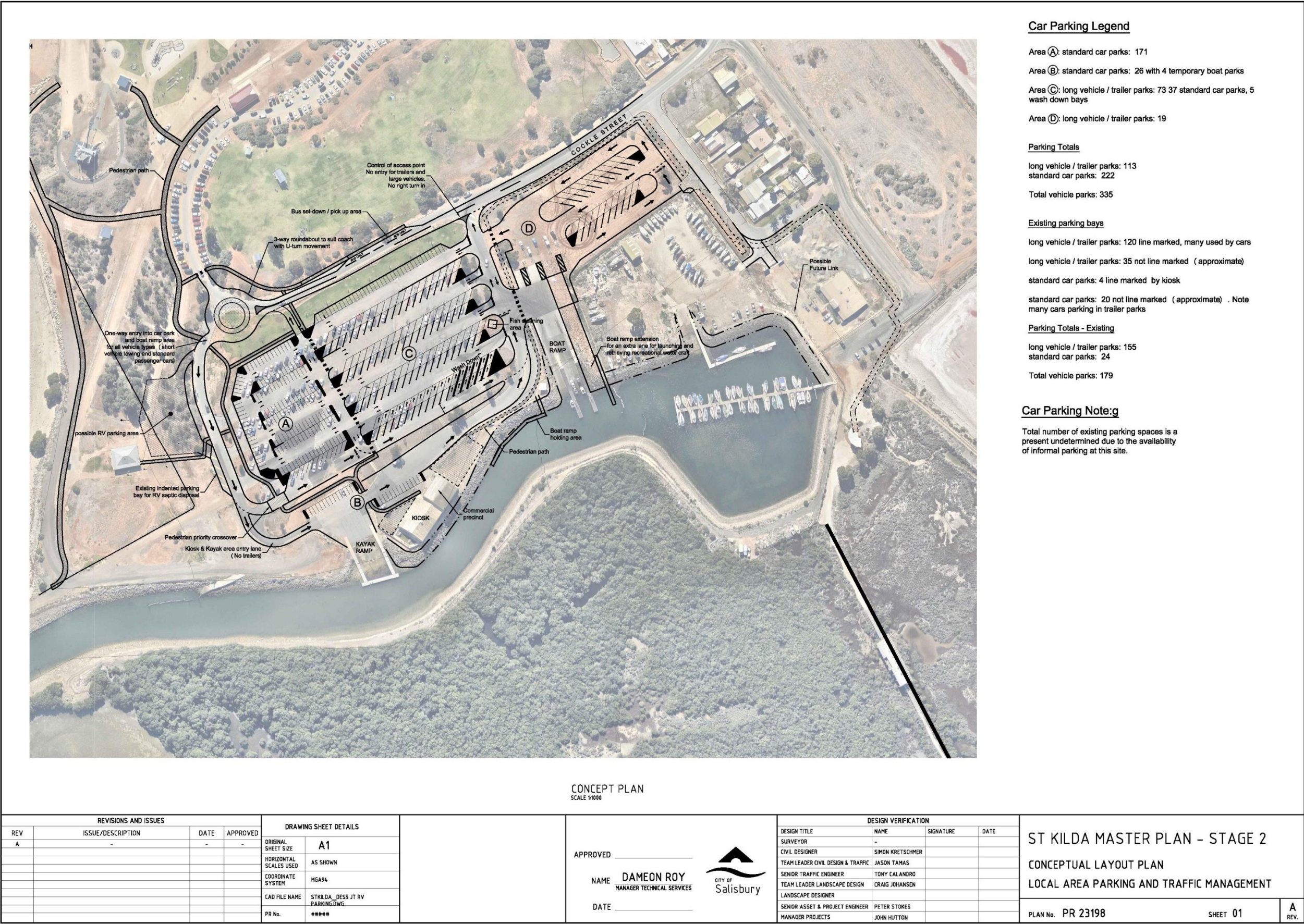
Renewal works as identified previously on the breakwater is ongoing. In addition channel markers will be replaced and Council have just been notified of the approval of a 4 knot speed limit in the channel.

## Proposed Implementation

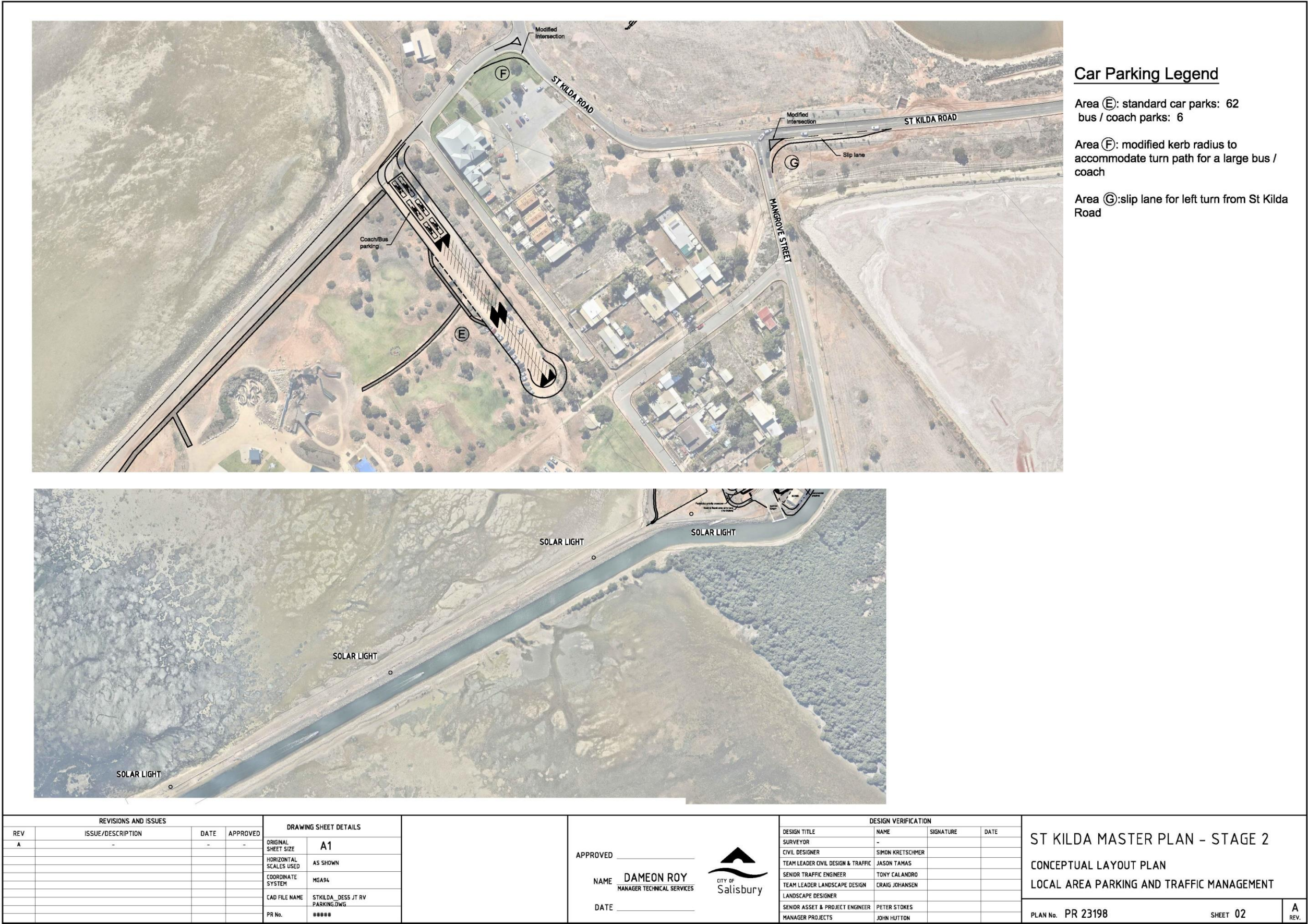
<b>Preliminary Stage 2 - 2017/18</b>		<b>Estimate</b>
Commence detail design and consultation		\$200,000
<b>Stage 2a – 2018/19</b>	<b>Traffic Flow</b>	<b>Estimate</b>
RV Friendly Parking	Provision of RV friendly parking – 8 bays	\$100,000
Roundabout and coach put down area	Construction of the new roundabout and the coach bay on Cockle Street	\$310,000
St Kilda Road / Mangrove St Intersection upgrade	Coaches slip lane both sides	\$280,000
Intersection for coach access on St Kilda Road to Fooks Terrace	Both directions	\$150,000
Upgrade to Northern Car Park – off Fooks Tce	Full asphalt treatment	\$390,000
Stage 2a total		<b>\$1,230,000</b>
<b>Stage 2b – 2019/20</b>	<b>Additional boat lane</b>	<b>Estimate</b>
Boat ramp	Construction of an additional ramp lane	\$650,000
Channel works	Installation of pontoons, bouys etc to assist with traffic congestion plus pathway(possible lights x 3)	\$260,000
Stage 2b total		<b>\$910,000</b>
<b>Stage 2c – 2020/21</b>	<b>New parking and wayfinding</b>	<b>Estimate</b>
Way finding	Improve access to St Kilda and around township & track improvements (pram ramps etc) and additional path to Mangrove Trail + solar lighting	\$310,000
New car park	Construction of new car park off Cockle St (19 long trailer bays)	\$920,000
Stage 2c total		<b>\$1,230,000</b>
<b>Stage 2d – 2021/22</b>	<b>Reconstruction of car parking</b>	<b>Estimate</b>
Reconstruction of car park and construction of new wash down bays	Construction of wash down bays including new pump system and water supply, lighting modifications	\$2,170,000
Stage 2d total		<b>\$2,170,000</b>
<b>TOTAL</b>		<b>\$5,740,000</b>
<b>Other Stage - Timing TBD</b>	<b>Commercial precinct</b>	<b>Estimate</b>
Commercial precinct		TBD
Mangrove Trail	Subject to further report	TBD
Other Stage Total		<b>TBD</b>













<b>ITEM</b>	2.5.1
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>PREV REFS</b>	Works and Services Committee 2.5.2 20/06/2016
<b>HEADING</b>	Proposed Renaming of portion of Melvina and Kings Roads, Paralowie
<b>AUTHOR</b>	Harry Pitrans, Manager Strategic Relations – Infrastructure, City Development
<b>CITY PLAN LINKS</b>	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.
<b>SUMMARY</b>	The works associated with the realignment of the Kings/Bolivar Roads junction have created a need to re-name a portion of the original Kings Road, and Melvina Court, Paralowie. Residents and property owners affected by the proposed road name changes were asked to respond via survey. Approximately 43% of residents responded with about half supporting the change and half objecting to the changes. Council now needs to finalise its position on the road names, advise residents and commence the process of Gazettal and notifications to the Registrar General, Surveyor General and Valuer General.

## RECOMMENDATION

1. That pursuant to Section 219 (1) of the *Local Government Act 1999*, the portion of Melvina Road, Paralowie, north of the new alignment of Kings Road, be renamed to Louisa Road, and the portion of Kings Road between Fairbanks Drive and Bolivar Road, be renamed to Deal Court, as shown in the plan forming Attachment 4 to this report (Item No. 2.5.1, Works and Services Committee, 19/09/2016), and that the necessary statutory notifications take place.
2. Owners and occupiers be advised of the new road names and property numbers together with the checklist of notification of change of address as provided as Attachment 2 to this report (Item No. 2.5.1, Works and Services Committee, 19/09/2016).

## ATTACHMENTS

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

1. Community Responses to Proposed Re-Naming of Portion of Melvina and Kings Roads, Paralowie
2. Change of Address Checklist
3. Summary of Community Responses to Proposed Road Re-Naming

## 4. Road Closure Plan

**1. BACKGROUND**

- 1.1 A report on the proposed renaming of portions of Kings Road and Melvina Road, Paralowie was presented to Council in June 2016. The Resolution #1139/2016 of Council was as follows:

- “1. That the following road names be assigned for the purposes of public consultation:*
- a. The section of Kings Road between Fairbanks Drive and Bolivar Road, Paralowie be: Louisa Road.*
  - b. The section of Melvina Road between Kings Road and the extension of Kings Road (new road), Paralowie be Deal Court.*
  - c. The extension of Kings Road, Paralowie (new road): Kings Road; and*
  - d. The extension of Bolivar Road, Paralowie (new road): Bolivar Road.*
- 2. That public consultation be undertaken, including with directly affected property owners, in relation to the proposed road name changes consistent with Council’s Public Consultation Policy and statutory requirements under the Local Government Act 1999, with affected residents and property owners.*
- 3. A further report be brought to the Works and Services Committee outlining the outcomes of public consultation and any recommended changes arising from the consultation process.”*

***Council Resolution Number  
1139/2016***

- 1.2 Residents were contacted and feedback sought as per the resolution and the copies of the responses together with a summary of the key issues form attachments 1 and 3 to this report. An analysis of the survey results is provided in the report section below.
- 1.3 The roadworks on the new alignment of Bolivar Road and Kings Road are now substantially completed and operational.

**2. CONSULTATION / COMMUNICATION**

## 2.1 Internal

- 2.1.1 Financial Services Division, Business Excellence Department.

## 2.2 External

- 2.2.1 State Emergency Services, Policy section.
- 2.2.2 Owners and occupiers of 28 properties affected by the proposed name change.

### 3. REPORT

- 3.1 Of the 28 owners/occupiers contacted regarding the proposed name change, 12 people responded to the survey. This equates to 43% of the survey group.
- 3.2 A summary of the responses is provided in attachment 2. The attachment identifies whether the respondent either:
- supports or does not support the name change;
  - identifies any concerns, issues or alternatives to the proposal; and
  - provides a response to the concerns or issues raised.
- 3.3 The key messages from the responses are summarised as follows:
- Five (5) respondents supported the proposed road name changes, and two (2) of these respondents raised the issue of having to organise notifications of change of address;
  - Five (5) respondents did not support the name changes, and three (3) of these respondents raised the issue of having to organise notifications of change of address;
  - Two (2) did not either support or not support but suggested an alternative road name;
  - For those respondents that live on Kings Road, two requested no name change as they like the original name and suggested this could be a service road. Two respondents suggested that Kings Road be named Old Kings Road and keep the same numbering; and
  - For those respondents from Melvina Road, one suggested alternatives to the proposed name of Deal Court, providing alternative names of Harriet, Albert, Mel or Holskin Court.
- 3.4 The State Emergency Services of South Australia were contacted to seek their policy position in relation to roads that are severed as a result of new road construction. Examples were provided of the following:
- the current situation of Melvina Road and Kings Road
  - the impending severance of roads that will be impacted by the construction of the Northern Connector, being Anjanto Road, St Kilda Road, Undo Road and Summer Road.
- 3.5 The State Emergency Service canvassed all fire and emergency services and the Attorney Generals Department (responsible for the map systems for the emergency services) and advised that they have a strong preference for a new road name for the severed portion including a new numbering system. This would avoid potential confusion for callers to emergency services, or the appliance ending up at the wrong location. They advise that they are not averse to partial name changes such as Old Kings Road from Kings Road, however a new property numbering system is still preferred. This would still require notification of change of address by property owners and occupiers.
- 3.6 There will be a cost to owners and to Council for the road renaming and property re-numbering. For Council, costs include the installation of new street signs and changes to kerb numbering where it exists (Melvina Road). For owners, costs include the cost of numbers that are located on mail boxes / houses, along with the

costs and inconvenience of notifying their networks of a change of address. Whilst the road name change is a product of a DPTI project rather than a Council initiative, in acknowledgment of the inconvenience of the name change and to assist owners in the cost of replacing property numbers Council may wish to consider providing a voucher from a hardware store. For example, a \$50 store voucher for 28 properties affected would cost \$1,400.

- 3.7 With the changes of address, Council will need to contact certain government agencies and residents/owners would need to notify other parties of the change of address. A checklist will be provided to residents/owners to assist them of who they will need to contact (attachment 2).

#### **4. ANALYSIS OF OPTIONS**

- 4.1 It is considered that a new road name is required for those sections of Melvina Road and Kings Road that are affected by the road re-alignment works. The reasons for the change are to reduce the potential confusion for emergency services access and the requirements to comply with Australian Standards on property numbering.
- 4.2 If modified road names such as Old Kings Road from Kings Road are proposed, a new property numbering system will still be required and owners and occupiers will need to organise notifications of change of address.

##### Kings Road Section (between Fairbanks Drive and Bolivar Road)

- 4.3 The options of road names to consider for this section of road are:

- 4.3.1 Louisa Road, as per the original recommendation of Council
- 4.3.2 Old Kings Road, as per the suggestion from two survey respondents.

##### Melvina Road (between the new and old sections of Kings Road)

- 4.4 The option of road names to consider for this section of road are:

- 4.4.1 Deal Court, as per the original recommendation of Council
- 4.4.2 Holskin (sic) Court as suggested by one survey respondent. (Note that this suggestion was based upon the breed of cattle that were farmed by the original historic land owner John Burdett. It is believed that this should be 'Holstein'). This name (Holstein) cannot be used as it already exists as a street name in Salisbury North.

- 4.5 To re-name Kings Road to Old Kings Road is departure from the names proposed by Council in the consultation process. However this is a relatively minor change from the existing road name and if chosen by Council, it is considered that residents could be advised that this is the outcome without requiring a further round of consultation.

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

- 5.1 The road names of the portions of Melvina Road and Kings Road affected by the Kings / Bolivar Roads realignment should be renamed to ensure that any future emergency services responses are not compromised because of confusion of addresses.



- 5.2 Council must notify the Registrar-General, the Surveyor-General and the Valuer-General of the name change and place a public notice in the Gazette and Advertiser giving notice of the name change under the *Local Government Act 1999*.
- 5.3 With the proposed name change, residents/property owners will be required to change their own personal records upon the notification of the name change.
- 5.4 On balance, it is recommended that the new road names of Louisa Road for the section of Kings Road, and Deal Court for the section of Melvina Road, are appropriate, given the provenance of the proposed road names and the need to resolve road names to provide clarity and certainty to residents and emergency services.

### CO-ORDINATION

Officer: EXECUTIVE GROUP  
Date: 12/09/2016





19 JUL 2016

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN  
RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: MRS. S. JASONIC

ADDRESS: [REDACTED] PARALOWIE

CONTACT NO: [REDACTED]

THE PROPERTY AFFECTED BY THE CHANGE IS:

ABOVE

**YOUR COMMENTS:**

I/We:

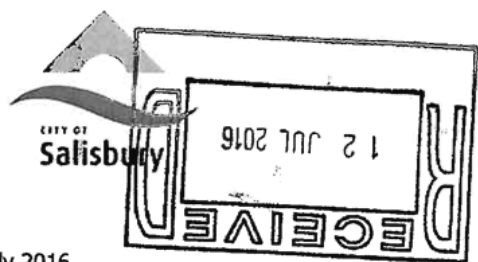
- ☐ Support the proposal for the street name and numbering to be changed and have no comment.
- ☐ Support the proposal for the street name and numbering to be changed but I have some concerns.
- ☐ Oppose the proposal.

Signature: [Signature]

Date: 12/07/16

**MY COMMENTS ARE AS FOLLOWS:**

I CAN ONLY SPEAK FOR MY ADDRESS AND WOULD  
PREFER TO HAVE IT NAMED "OLD KINGS ROAD"  
GIVING IT RELEVANCE TO PRE-EXISTING LOCATION  
IN THAT WAY THE NUMBER COULD REMAIN SAME  
AND LESS CONFUSION.



City of Salisbury  
ABN 82 615 416 895

12 James Street  
PO Box 8  
Salisbury SA 5108  
Australia

Telephone 08 8406 8222  
Facsimile 08 8281 5466  
city@salisbury.sa.gov.au  
TTY 08 8406 8596  
(for hearing impaired)  
www.salisbury.sa.gov.au

7 July 2016

The Occupier  
335 Kings Rd  
PARALOWIE SA 5108

could be called old Kings Road.  
customer lives @ 335.

Dear Sir/Madam

#### Re-Alignment of Kings Road and Bolivar Road, Paralowie

The Department of Planning, Transport and Infrastructure are currently constructing the re-alignment of the intersection of Bolivar Road and Kings Road. This re-alignment will result in a change of access to some of the local roads.

The two roads that are most affected are the portion of Melvina Road between the newly constructed Kings Road extension and the existing Kings Road, and the section of Kings Road west of Fairbanks Drive to Bolivar Road as shown on the attached plan. The Department of Planning, Transport and Infrastructure have requested Council to consider renaming these portions of road affected by the new construction. Renaming and re-numbering of properties located along these roads will avoid confusion of access to your property and especially for emergency services access.

In accordance with Council road naming policy, Council where possible, has researched the local history of the area and have proposed the following road names:

*"Renaming Melvina Road (between Kings Road extension and the existing Kings Road) to Deal Court*

*Deal Court comes from name of the homestead that Mr John Winzor built in the area next to the Little Para River after obtaining a Land Grant in 1845 for the purchase of land in Salisbury West. Mr Winzor named his homestead after his place of origin in England, Deal in Kent.*

*Renaming Kings Road to Louisa Road*

*Louisa was the daughter of John Winzor who married John Burdett Jnr and built the farmhouse located in Settlers Court, Paralowie. The farmhouse is heritage listed and is located at the western side of the intersection of Kings Road and Bolivar Road."*

Under the proposal your new street number and name will be: **House # 32 Louisa Rd, Paralowie**

Council are seeking the views of the property owners that affected as a result of this proposal to change the name of the road.

A survey sheet is attached in which you can provide your views in respect to this street name change proposal, please return the survey sheet in the enclosed reply paid envelope by **5<sup>th</sup> August 2016**. Alternatively, you can complete the survey via the following web link: <https://www.surveymonkey.com/r/7KZ5YZ2>

Should you like more information on any of the information contained within this letter, please contact Mr Harry Pitrans on 8406 8222.

Yours faithfully

  
**Harry Pitrans**  
Manager Strategic Relations - Infrastructure







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**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: Lydia Mc Inerney

ADDRESS: [REDACTED] Paralowie

CONTACT NO: [REDACTED]

THE PROPERTY AFFECTED BY THE CHANGE IS:

[REDACTED] Paralowie 5108

**YOUR COMMENTS:**

I/We:

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.  
☐ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☒ Oppose the proposal.

Signature: Lydia Mc Inerney

Date: 12/7/16

**MY COMMENTS ARE AS FOLLOWS:**

We live on this street since 1980's  
and we love our address. Besides  
changing it there's so much hassle with  
the documents, lots of changing so I want  
to keep it.



THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN  
RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: MRS. G. MALIVINDI  
ADDRESS: [REDACTED] PARALOWIE  
CONTACT NO: S.A 8108  
THE PROPERTY AFFECTED BY THE CHANGE IS: [REDACTED]

**YOUR COMMENTS:**

I/We:

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.  
☐ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☒ Oppose the proposal.

Signature: G. Malindi Date: 12, 7, 2016

**MY COMMENTS ARE AS FOLLOWS:**

I DO NOT CONSENT TO THE CHANGE OF MY  
ADDRESS AS I HAVE A BUSINESS \* I DON'T  
APPRECATE HAVING TO CHANGE ALL MY BUSINESS  
CARDS, BANK ACCOUNTS, MEDICARE LICENCES,  
INSURANCES, SUPA AND EVERYTHING ELSE  
THAT IS INVOLVED.  
WHY CANT YOU LEAVE IT KINGS RD AS A  
SERVICE RD AND THEN THERE IS NO CHANGE  
OF HASSLE.  
WE WERE NOT INFORMED ABOUT CHANGES TO KINGS RD  
UNTIL 1 MONTH PRIOR TO THE EXTENSION BEING MADE  
I HOPE MY LETTER DOES NOT GET LOST.



THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN  
RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: Adrian Guerra  
ADDRESS: [REDACTED] Paralowie  
CONTACT NO: [REDACTED]  
THE PROPERTY AFFECTED BY THE CHANGE IS:  
[REDACTED] Paralowie

**YOUR COMMENTS:**

I/We:

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.  
☐ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☒ Oppose the proposal.

Signature: [Signature]

Date: 11 / 7 / 16

**MY COMMENTS ARE AS FOLLOWS:**

Happy as is.  
no need to change.





THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: ..... ROCILUE BALGOS / JAKE VITAL DAPAT .....  
 ADDRESS: ..... [REDACTED] ..... PARALOWIE SA 5108 .....  
 CONTACT NO: ..... [REDACTED] .....

THE PROPERTY AFFECTED BY THE CHANGE IS:

..... ROAD PARALOWIE - CHANGE: HOUSE # UNIT 2/12 DEAL CT PARALOWIE

**YOUR COMMENTS:**

☒ I Well

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.  
☒ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☐ Oppose the proposal.

Signature: ..... [Signature] .....

Date: 15 / 07 / 2016

**MY COMMENTS ARE AS FOLLOWS:**

WE HAVE JUST MOVED IN TO OUR HOUSE AND AS SUCH HAVE JUST RECENTLY CHANGED OUR ADDRESS WITH REGARDS TO WORK, BANK, VOTEN ETC. WE ARE IN THE PROCESS OF APPLYING FOR MY HUSBANDS/PARTNER CITIZENSHIP VISA AND ALL LETTERS/RESPONSE IS ADDRESSED TO THIS HOUSE. ALSO, OUR MAID IS ON THE WAY DUE COEN AND HOSPITAL DETAILS, CEMETERY LINK AND MEDICAL CORRESPONDENCE ARE ALSO SENT TO THIS ADDRESS. CHANGE OF ADDRESS NOW MEANS CHANGING EVERYTHING SET-UP WITH ALL OF OUR IMPORTANT MATTERS. IT WILL BE VERY HIGHLY INCONVENIENT IF ALL OF OUR IMPORTANT LETTERS DO NOT ARRIVE AS SOON AS NEEDED. AND CHANGING THEM NOW WILL TAKE A LOT OF TIME AND DELAYS ON ANY OF OUR CORRESPONDENCE.



THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN  
RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: Gloria Broomham.  
ADDRESS: [REDACTED] PARALOWIE 5108.  
CONTACT NO: [REDACTED]  
THE PROPERTY AFFECTED BY THE CHANGE IS:  
A Rental.

**YOUR COMMENTS:**

I/We:

- ☒ Support the proposal for the street name and numbering to be changed and have no comment.  
☐ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☐ Oppose the proposal.

Signature: [Signature]

Date: 16/07/2016.

**MY COMMENTS ARE AS FOLLOWS:**

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CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME:

MATIN AKBARI

ADDRESS:

[REDACTED]

CONTACT NO:

[REDACTED]

THE PROPERTY AFFECTED BY THE CHANGE IS:

[REDACTED] PARALOWIE

**YOUR COMMENTS:**

I/We:

- ☒ Support the proposal for the street name and numbering to be changed and have no comment.  
☐ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☐ Oppose the proposal.

Signature:

[Signature]

Date:

21/7/16

**MY COMMENTS ARE AS FOLLOWS:**

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**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME:

BRAD MAGNUSSON (HOME OWNER)

ADDRESS:

[REDACTED]

PARAFIELD Gdns.

CONTACT NO:

[REDACTED]

THE PROPERTY AFFECTED BY THE CHANGE IS:

[REDACTED]

PARALOWIE.

**YOUR COMMENTS:**

I/We:

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.
- ☐ Support the proposal for the street name and numbering to be changed but I have some concerns.
- ☒ Oppose the proposal.

Signature:

[Signature]

Date:

18, 7, 16.

**MY COMMENTS ARE AS FOLLOWS:**

THERE ARE MANY STREETS IN ADELAIDE LIKE THIS  
THAT HAVE RETAINED THERE ORIGINAL STREET NAMES.  
THEREFORE I BELIEVE IT IS NOT NECESSARY.  
ALSO THESE LETTERS SHOULD HAVE BEEN SENT TO  
THE OWNERS NOT THE OCCUPIERS. IT IS THE OWNERS  
DECISION NOT THE OCCUPIER IF THEY ARE A  
TENANT.

THANKS.





THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN  
RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME: TIM MOORE AND ANGIE FORTIZ  
ADDRESS: [REDACTED] PARALOWIE  
CONTACT NO: [REDACTED]

THE PROPERTY AFFECTED BY THE CHANGE IS:

ALIGNMENT OF KINGS RD & BOUVAR RD, PARALOWIE

**YOUR COMMENTS:**

I/We:

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.  
☐ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☒ Oppose the proposal.

Signature: [Signature]

Date: 1 / 8 / 2016

**MY COMMENTS ARE AS FOLLOWS:**

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THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN  
RELATION TO A PROPOSED STREET NAME CHANGE.

**RESIDENTIAL SURVEY FOR PROPOSED STREET NAME AND STREET NUMBERING  
CHANGE TO RENAMING MELVINA ROAD (BETWEEN KINGS ROAD EXTENSION  
AND THE EXISTING KINGS ROAD) TO DEAL COURT AND RENAMING PORTION OF  
KINGS ROAD TO LOUISA ROAD**

*Please return any comments to Council in the return paid envelope by  
Friday 5 August 2016 Attention: Harry Pitrans*

**YOUR DETAILS:**

NAME:

Marty, Emma & Evelyn Fielder

ADDRESS:

[REDACTED], Paralowie

CONTACT NO:

[REDACTED]

THE PROPERTY AFFECTED BY THE CHANGE IS:

[REDACTED], Paralowie

**YOUR COMMENTS:**

I/We:

- ☐ Support the proposal for the street name and numbering to be changed and have no comment.  
☒ Support the proposal for the street name and numbering to be changed but I have some concerns.  
☐ Oppose the proposal.

Signature:

Marty

Date:

14 / 07 / 15

**MY COMMENTS ARE AS FOLLOWS:**

We don't like the name 'Deal Court' because it has connotations with  
drug dealing. Everyone we spoke to about it has said the same thing.  
We have some suggestions with research to back them.  
Harriet Court - wife of T.G. Candy died 1896.  
Albert Court - After Albert Winzor son of John Winzor.  
Mel Court - Shortened version of Melvina as the street is now shorter.  
Holskin Court - After the breed of cattle reared by Mr. John Burdett.



## City of Salisbury

# Change of Address Checklist

It is acknowledged that road name changes and/or property re-numbering can cause inconvenience to property owners/occupiers.

When road name changes/property re-numbering is proposed by the City of Salisbury will notify the Registrar-General, the Surveyor-General, the Valuer-General, Land Titles Office, Telstra and Australia Post. Council systems will also be updated so that rates, dog registration, green waste and library contact information will be updated automatically.

To assist you in the process we have also put together a checklist of who you may need to notify of your change of address:

### Utilities

- Water
- Gas
- Electricity
- Home Phone
- Mobile Phone
- Internet
- Cable TV (eg Foxtel, Austar etc)

### Insurance

- Home
- Contents
- Car
- Health / Medicare
- Ambulance

### Other

- Centrelink
- Australian Electoral Commission
- Employer
- Superannuation
- Bank / Credit Union
- Car Registration and Licence
- Lotto
- School / Daycare / Kindy
- Club Memberships
- Newspaper
- Medical Practitioners

### Friends and Family

- Please advise them
- There is no need to arrange mail redirection through Australia Post. Australia Post is aware of the road name change and mail to old addresses will be redirected to your new address







## Survey Response to Renaming of Melvina Road and Kings Road, Paralowie

Resident Name & Address	Support / Oppose	Issue	Comment	Council Response to Concerns
Matin Akbari Paralowie	Support		No comment	Noted.
Brad Magnusson, Paralowie	Oppose	Original name should be retained.	There are many streets in Adelaide like this that have retained these original street names. Therefore I believe it is not necessary also these letters should have been sent to the owners not the occupiers. It is the owners decision not the occupier if they are a tenant.	State Emergency Services express a preference for a new road name where roads are severed including new numbering as this reduces confusion and the risk of the appliance ending up at the wrong location.
Michael Milsom Paralowie	Support		No comment	Noted.
Mrs G Malivindi Paralowie	Oppose	Business on premises, no notification of road being done	I do not consent to the change of my address as I have a business and I don't appreciate having to change all my business cards, bank account, Medicare, licences, insurance, BUPA and everything else that is involved. Why can't you leave it Kings Rd. as a service road and then there is no change or hassle. We were not informed about change to Kings Rd until 1 month prior to the extension being made I hope my letter does not get lost.	Noted. State Emergency Services express a preference for a new road name where roads are severed including new numbering as this reduces confusion and the risk of the appliance ending up at the wrong location. Service roads are normally parallel to the main road. The new section of Kings Road diverges from the original road and has a completely different alignment. This suggestion will potentially lead to confusion with emergency services.
Adrian Guerra Paralowie	Oppose		Happy as is. No need to change.	State Emergency Services express a preference for a new road name where roads are severed including new numbering as this reduces confusion and the risk of the appliance ending up at the wrong location.

## Survey Response to Renaming of Melvina Road and Kings Road, Paralowie

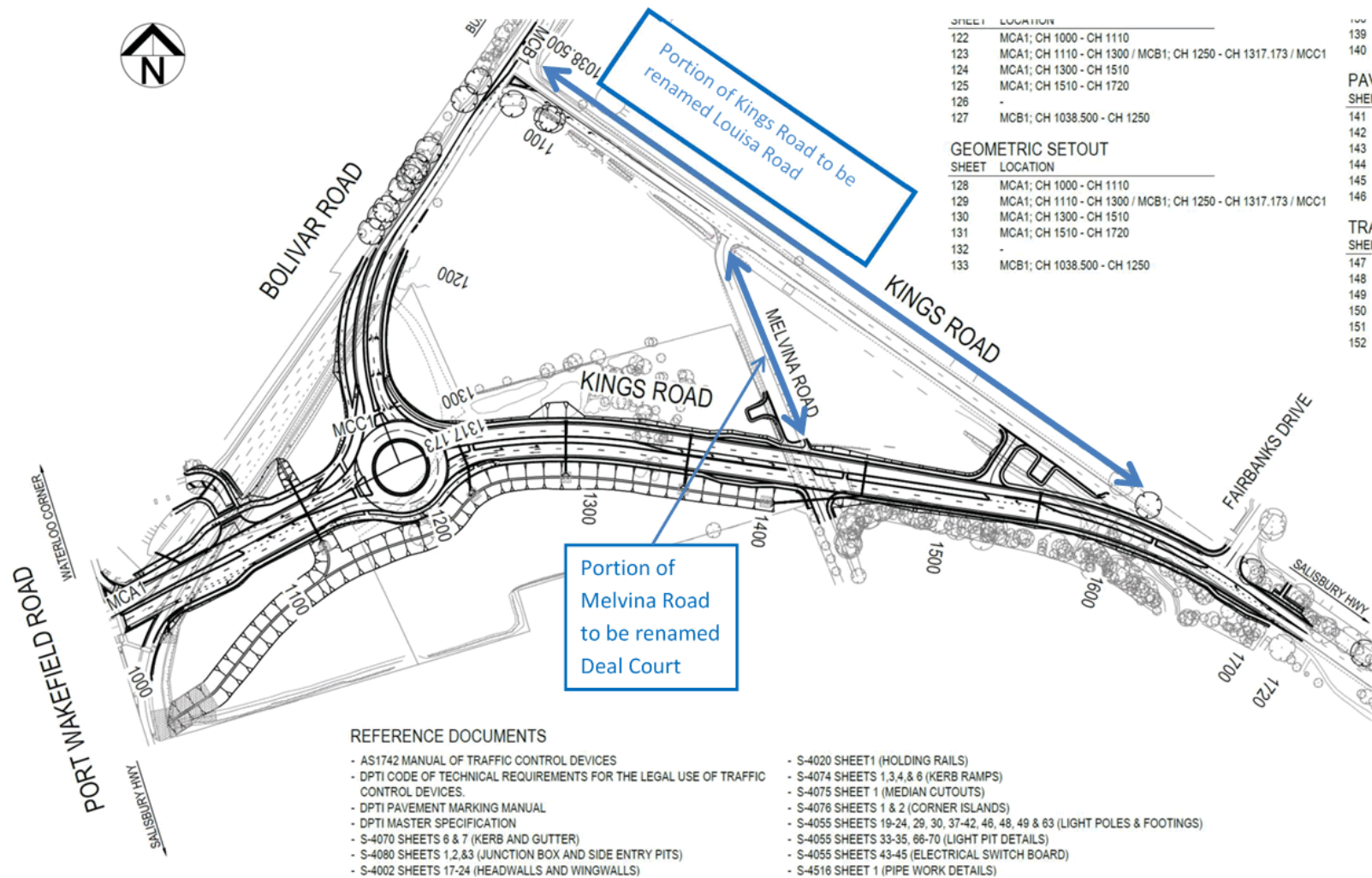
Resident Paralowie	N/A	Name option	Could be called Old Kings Rd.	This is an option that Council may consider. New house numbers would still need to be allocated and all agencies notified for change of address.
R Balgos & J Dapat Paralowie	Support	Lots of correspondence to be changed	We have just moved in to our house and as such have just recently changed our address with regards to work, bank, union etc.. We are in the process of applying for my husband/partner's citizenship visa and all correspondence is addressed to this home. Also, our baby is on the way due soon and hospital details, Centrelink and medicare correspondence are also sent to this address. Change of address now means changing everything set up with all of our important matters. It will be very highly inconvenient if all of our important letters do not arrive as soon as needed and changing them now will take a lot of time and delays on any of our correspondence.	Noted.
Gloria Broomham Paralowie	Support		No comment	Noted.
Lydia McInerney Paralowie	Oppose	Too much documentation to be changed	We live on this street since 1980's and we love our address. Besides changing it there so much hassle with the documents, lots of changing so I want to keep it.	See above in relation to State Emergency Services response. Alternative may be to rename to Old Kings Road, but this will still require new house numbers and notification of change of address.

## Survey Response to Renaming of Melvina Road and Kings Road, Paralowie

Resident Name & Address	Support / Oppose	Issue	Comment	
M, E & E Fielder Paralowie	Support	Don't like current name option, suggested others	We don't like the name "Deal Court" because it has connotations with drug dealing. Everyone we spoke to about it has said the same thing. WE have some suggestions with research to back then: Harriet Court – wife of TG Candy died 1896 Albert court – after Albert Winzor son of John Winzor Mel Court – Shortened version of Melvina as the street is now shorter Holskin (actually Holstein) Court – after the breed of cattle reared by John Burdett.	Noted. A search of these names throughout the Salisbury Council area identifies as follows: Harriet Court – Already exists in Salisbury Plain. Albert Court – Already exists in Pooraka. Mel Court – Melanie Court exists in Paralowie. Holstein Drive – Already exists, Salisbury North
Mrs S Jasovic Paralowie	N/A	Change to Old Kings Rd then numbering doesn't need to be changed	I can only speak for my address and would prefer to have it named "Old Kings Rd" giving it relevance to pre-existing location. In that way the number could remain same and less confusion.	Name could be Old Kings Road, however, new numbers would be required and notification of change of address is still required for either road name change or number change.
T Moore & A Fortif Paralowie	Oppose		No comment	Noted.







ATTACHMENT 4 – RE-ALIGNMENT OF KINGS ROAD AND BOLIVAR ROAD, PARALOWIE



<b>ITEM</b>	2.5.2
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>PREV REFS</b>	Works and Services Committee 2.5.1 16/05/2016
<b>HEADING</b>	Road Closure - First Avenue
<b>AUTHOR</b>	Tim Starr, Coordinator Property, City Infrastructure
<b>CITY PLAN LINKS</b>	3.1 Be an adaptive community that embraces change and opportunities. 4.2 Develop strong capability and commitment to continually improve Council's performance. 4.4 Embed long term thinking, planning and innovation across the organisation.
<b>SUMMARY</b>	Sections of the Renewal SA carpark at Innovation House Mawson Lakes have been identified as encroaching over portions of First Avenue, Mawson Lakes (public road). Council's carpark adjacent to the Boat Shed, Mawson Lakes has also been constructed encroaching over Renewal SA land which was previously allowed under a licence agreement in favor of Council. To resolve these encroachments, Council staff held discussions with Renewal SA and have agreed to exchange the portions of land subject to the encroachments. Having complied with the requirements of the Roads (Opening and Closing Act) 1991 this report recommends Council formally close portion of First Avenue as Road and transfer ownership to Renewal SA and open a portion of Allotment 501 as Road to vest in Council's ownership.
<b>RECOMMENDATION</b>	<ol style="list-style-type: none"> <li>1. Pursuant to the provisions of the <i>Roads (Opening and Closing) Act 1991</i> Council resolves to make a Road Process Order to formally open as road portion of Allotment 501 in DP61363 numbered '1' on Preliminary Plan 16/0018 (Attachment A, Item No. 2.5.2, Works and Services Committee, 19/09/2016).</li> <li>2. Pursuant to the provisions of the <i>Roads (Opening and Closing) Act 1991</i> Council resolves to make a Road Process Order to formally close the western end of First Avenue adjoining allotment 501 in DP61363 as shown marked 'A' on the Preliminary Plan 16/0018 (Attachment A, Item No. 2.5.2, Works and Services Committee, 19/09/2016) and to be transferred to the adjoining owner Renewal SA.</li> <li>3. A final plan be prepared in substantially the same form as Preliminary Plan 16/0018 (Attachment A, Item No. 2.5.2, Works and Services Committee, 19/09/2016) with provision for granting of required easements to SA Power Network and SA Water infrastructure.</li> </ol>

**ATTACHMENTS**

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

1. Attachment 1 Preliminary Plan 16/0018
2. Attachment 2 Aerial View Plan

**1. BACKGROUND**

- 1.1 At the meeting held 23 May 2016 (Item 2.5.1 – Council Resolution 1079/2016) Council resolved to commence a Road Process to close portion of First Avenue Mawson Lakes Lot 120 in Filed Plan 18165 and Marked A in the Preliminary Plan attached to the report (attachment 1) and aerial view plan (attachment 2)..
- 1.2 The purpose of this closure is to correct an encroachment where sections of Innovation House carpark have been constructed over the portion of road being closed and to allow this land to be transferred to the ownership of Renewal SA.
- 1.3 In exchange for the closed road it was agreed that a portion of Renewal SA Land Marked 1 in the Preliminary Plan (attachment 1) and aerial view plan (attachment 2) be transferred to Council and dedicated as road. This land has been previously utilised as a carpark servicing a Council owned facility. As the subject land contains several easements it cannot be utilised for future development. Dedication as road reserve through the roads Opening and Closing Act process is the most cost effective way to transfer this land into Council ownership to allow continued use without the need for an ongoing permit.
- 1.4 The section of Council road to be closed measures approximately 485 square metres. This portion of land is being exchanged for a section of Renewal SA land measuring approximately 795 square metres.
- 1.5 Council further resolved that staff undertake public consultation by placing notices in the Leader and News Review Messenger Papers and a further notice in the State Government Gazette in accordance with the provisions of the Road (Opening and Closing) Act 1991 as well as sending notices to affected persons in the area.
- 1.6 At the conclusion of the statutory notice period a further report would be presented to Council for consideration of any objections received a whether to proceed with a Road Process Order under Section 15 of the Roads (Opening and Closing) Act 1991.

**1. CONSULTATION / COMMUNICATION**

- 1.1 Internal
  - 1.1.1 City Infrastructure and City Development Departments
- 1.2 External
  - 1.2.1 Public Consultation consisted of publishing notices in the Leader Messenger Paper, News Review, and Government Gazette as well as notices to service providers and affected land owners.



**2. REPORT**

- 2.1 Staff have complied with the requirements of the Roads (Opening and Closing) Act 1991 to close portion of First Avenue, Mawson Lakes marked A, and open as road portion of Allotment 501 in DP61363 shown numbered 1, both on Preliminary Plan 16/0018 attached. The Preliminary Plan has been lodged, Public Notices advertised in accordance with the regulations and a written notice has been served to affected parties.
- 2.2 As a result of the consultation no objections from adjoining land owners were received, however SA Power Networks notified Council staff of low voltage underground cables and SA Water advised of a 150mm water main in the portion of First Avenue, Mawson Lakes that is proposed to be closed and transferred to Renewal SA. Both service providers have advised that they require easements for free and unrestricted access to the infrastructure and an easement will be required to protect the infrastructure.
- 2.3 The cost for registration of the required easements, finalisation of the Road Processes to open and close road will be borne equally by Renewal SA and Council.



**3. CONCLUSION / PROPOSAL**

- 3.1 It is recommended that Council now make a Road Process Order to close portion of First Avenue Mawson Lakes Lot 120 in Filed Plan 18165 and Marked A and open as road portion of Allotment 501 in DP61363 shown Numbered 1, both on Preliminary Plan 16/0018 attached.
- 3.2 A final plan may also be certified in substantially the same form as Preliminary Plan 16/0018, subject to the above orders.

**CO-ORDINATION**

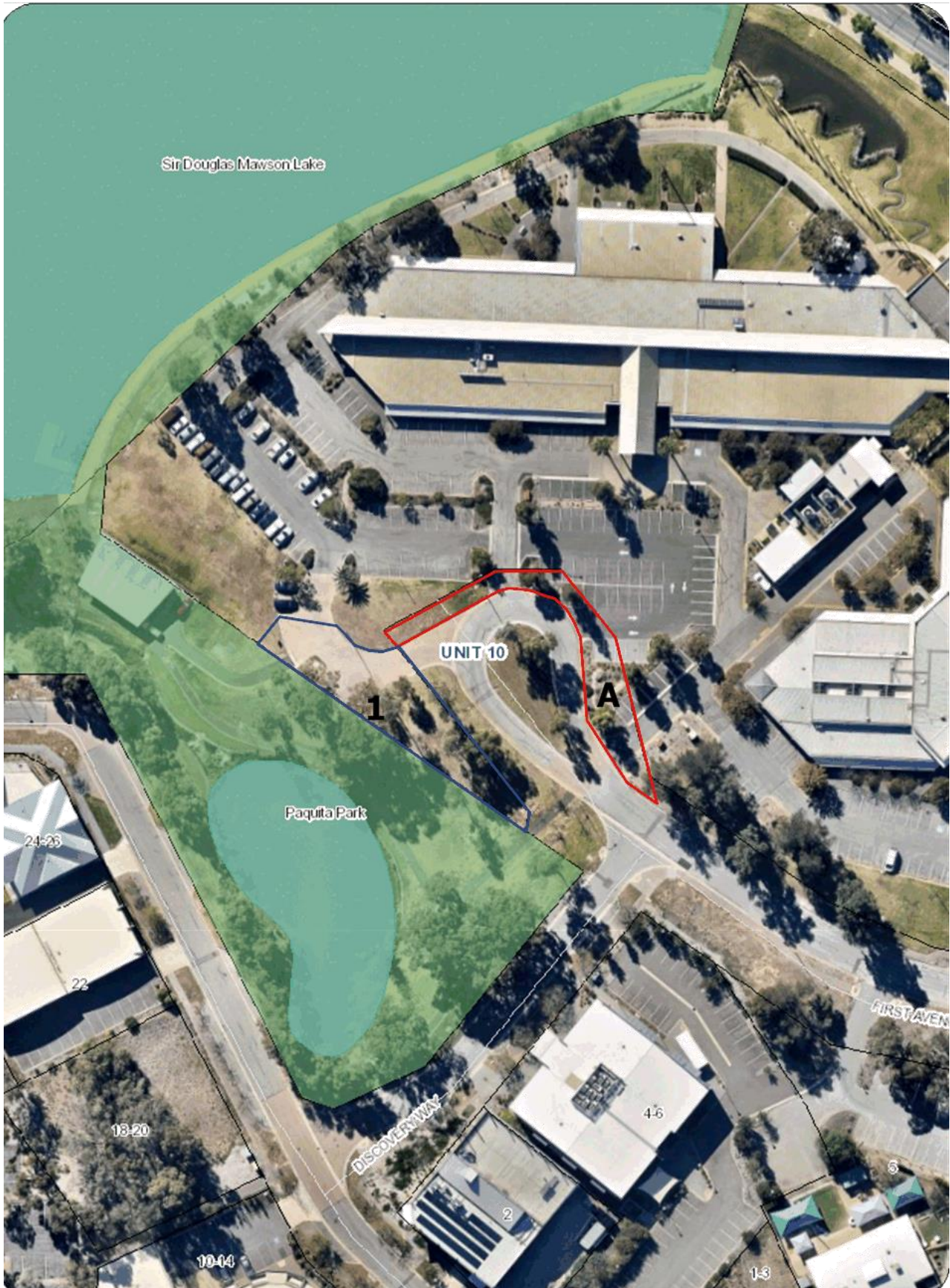
Officer: Executive Group  
Date: 12/09/2016



	<b>PRELIMINARY PLAN</b>	
	<b>16/0018</b>	
	<b>PLAN UNDER THE ROADS (OPENING &amp; CLOSING) ACT, 1991 AS AMENDED</b>	
	TITLE REFERENCE FOR ROAD CT 5543/425	
	IRRIGATION AREA .....	DIVISION .....
	HUNDRED ... YATALA .....	
	AREA ... MANSION LAKES .....	
	COUNCIL ... CITY OF SALISBURY .....	
	SCALE 0 5 10 20 30 40 METRES	
	STATEMENTS CONCERNING EASEMENTS ANNOTATIONS AND AMENDMENTS ROAD TO BE CLOSED LETTERED A A TO MERGE WITH CT 5891/181 ROAD TO BE OPENED NUMBERED 1	
CERTIFIED CORRECT AS TO INTENT DATED 3/6/2016  CITY OF SALISBURY		
I HEREBY CERTIFY THAT THE PORTION OF ROAD TO BE CLOSED HEREON ARE ROAD WITHIN THE MEANING OF SECTION 3 OF THE ROADS (OPENING & CLOSING) ACT, 1991 AS AMENDED		
AUTHORITY REFERENCE: D17916 1/6/2016  MARK ANTONY PETER WILLIAMS LICENSED SURVEYOR		
Alexander & Symonds Pty.Ltd. 11 KING WILLIAM STREET, KENT TOWN P.O. BOX 1900 KENT TOWN 5071 Tel (08) 8130 1666 Fax (08) 8362 0999 A.B.N. 93 007 753 988 REFERENCE A0544/MPP(B) JLG 02.05.2016		









<b>ITEM</b>	2.5.3
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>HEADING</b>	SA Water - Acquisition Portion of Hausler Reserve, Parafield Gardens
<b>AUTHOR</b>	Thuyen Vi-Alternetti, Senior Property Officer, City Infrastructure
<b>CITY PLAN LINKS</b>	4.1 Strengthen partnerships that enable us to better address our community's priorities.
<b>SUMMARY</b>	Staff have been in discussions with SA Water to acquire a portion of Hausler Reserve for the construction of a Biofilter. The Biofilter will assist SA Water in addressing complaints received relating to odour related issues arising from the waste water network in the Parafield Gardens and Salisbury Downs area. This report is to inform Council of the outcome of the discussions and that a Notice of Intention will be served on Council shortly for the Compulsory Acquisition of a portion of Hausler Reserve. Further to this it is proposed to issue a permit allowing SA Water access over the portion of Hausler Reserve for the commencement of construction of the Biofilter and associated structures prior to acquisition.
<b>RECOMMENDATION</b>	
	<ol style="list-style-type: none"> <li>1. The information be received.</li> <li>2. The acquisition of portion of Lot 1123 in deposited Plan 10435 in Certificate Title Volume 5737 Folio 634 and Lot 1127 in Deposited Plan 10604 in Certificate Title Volume 5553 Folio 975 known as Hausler Reserve, as marked "A" on the attached site plan (Attachment 1, Item No. 2.5.3, Works and Services Committee, 19/9/2016), for the purpose of installing a Biofilter required to address the odour issue currently being experienced in the surrounding areas by SA Water is not objected to.</li> <li>3. The acquisition of an easement over portion of Lot 1123 in deposited Plan 10435 in Certificate Title Volume 5737 Folio 634 known as Hausler Reserve, as marked "B" on the attached site plan (Attachment 1, 2.5.3, Works and Services Committee, 19/9/2016), for the purpose of installing a Biofilter required to address the odour issue currently being experienced in the surrounding areas by SA Water is not objected to.</li> <li>4. Staff engage a licensed valuer to determine compensation payable, cost of valuation to be paid for by SA Water.</li> <li>5. SA Water be granted a permit allowing access to Hausler Reserve for the commencement of construction of the Biofilter and associated structures prior to the acquisition process.</li> <li>6. The Manager Property and Buildings be authorised to arrange execution of any required documentation in relation to the acquisition and negotiate with SA Water the compensation for the land.</li> </ol>

**ATTACHMENTS**

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

1. Site Plan - SA Water Compulsory Acquisition Portion of Hausler Reserve.
2. Design of Vegetation and Screening for Biofilter Unit at Hausler Reserve.

**1. BACKGROUND**

- 1.1 SA Water have been undertaking a series of investigations and planning works to address complaints received relating to odour issues currently arising from the wastewater network in the Parafield Gardens and Salisbury Downs area. Two key areas have been targeted in the investigations; they have been the regions surrounding Whites Road and Kings Road.
- 1.2 To overcome the odour issues at the two locations, SA Water is seeking to construct odour treatment units (Biofilter) as close to the main source of the odour as possible.
- 1.3 SA Water have been working with the community and staff to minimise the impact of the proposed Biofilter compound and looking at ways to address the visual impact by utilising vegetation and modern wood type screening. SA Water has subsequently come up with a design which the community and staff have endorsed, refer to attachment 2.

**2. CONSULTATION / COMMUNICATION****2.1 Internal**

- 2.1.1 Staff from City Infrastructure have been consulted both internally and also by SA Water who have assisted in determining the location and design of the Biofilter compound.

**2.2 External**

- 2.2.1 SA Water have carried out extensive community consultation in relation to the odour issue with residence within the affected regions.

**3. REPORT**

- 3.1 As a result of extensive consultation SA Water have identified a site within Hausler Reserve which is suitable to install a Biofilter required to address the odour issue currently being experienced in the Parafield Gardens and Salisbury Downs area. An approach has been made to Council staff requesting to acquire approximately 778 sqm of Council land. The land for the compound to be acquired is delineated as "A" on attachment 1, with a further requirement for the acquisition of an easement, delineated as "B" on attachment 1. The purpose of this easement is to link the compound to existing SA Water infrastructure within Teasdale Crescent.
- 3.2 The portions of Hausler Reserve to be acquired are contained within Lot 1123 in deposited Plan 10435 in Certificate Title Volume 5737 Folio 634 and Lot 1127 in Deposited Plan 10604 in Certificate Title Volume 5553 Folio 975.



- 3.3 In accordance with the Local Government Act 1999 the land required is currently classified as community land and therefore Council can only dispose of this land once the community land classification is revoked.
- 3.4 As the revocation process is an elongated one requiring a minimum of six to eight months to complete and the need for the Biofilter is urgent, SA Water have advised that they will be compulsorily acquiring the land. This will mean the process to revoke the community land classification will not be necessary as the acquisition is imposed on Council as part of the statutory process.
- 3.5 SA Water have advised staff that a Notice of Intention to acquire portion of Hausler Reserve will be served on Council shortly and have agreed to pay for all costs associated with the Compulsory Acquisition and compensation as determined by licensed valuer.
- 3.6 Further to this staff will engage a licensed valuer to determine compensation payable, costs of this valuation will also be paid for by SA Water as part of the Compulsory Acquisition process.
- 3.7 Compulsory acquisition is a statutory process requiring three months between Notice of Intention and final acquisition. However due to the ongoing issues of odour, the Environmental Protection Agency have asked SA Water to expedite the project. An available option to expedite construction is for Council to grant SA Water a permit allowing access to the site prior to the acquisition, this will allow construction and commissioning of the Biofilter to take place prior to summer. To protect Council's interest from any potential damage caused by SA Water, a dilapidation report of the site will be carried out and will be incorporated into the permit.

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

- 4.1 SA Water will be issuing Council with a Notice of Intention to acquire portion of Hausler Reserve to install a Biofilter required to address the odour issue currently being experienced in the Parafield Gardens and Salisbury Downs area. Council staff have been consulted and have no objections to this proposal.
- 4.2 Staff will engage a licensed valuer to determine compensation payable.
- 4.3 To expedite the project, it is proposed that Council grant SA Water a permit allowing access to the site to commence construction of the Biofilter.
- 4.4 The Manager Property and Buildings be authorised to arrange execution of any required documentation in relation to the acquisition and negotiate with SA Water the compensation for the land.

#### **CO-ORDINATION**

Officer: Executive Group  
Date: 12/09/2016













<b>ITEM</b>	2.5.4
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>HEADING</b>	Minutes of the Strategic Property Development Sub Committee meeting held on Tuesday 13 September 2016
<b>AUTHOR</b>	Chantal Milton, Manager Strategic Development Projects, City Development
<b>CITY PLAN LINKS</b>	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice. 2.4 Have urban and natural spaces that are adaptive to future changes in climate.
<b>SUMMARY</b>	The minutes and recommendations of the Strategic Property Development Sub Committee meeting held on Tuesday 13 September 2016 are presented for Works and Services Committee's consideration.
<b>RECOMMENDATION</b>	<p>1. The information contained in the Strategic Property Development Sub Committee Minutes of the meeting held on 13 September 2016 be received and noted and that the following recommendations contained therein be adopted by Council:</p> <p><b>SPDSC1 Tranche 1 Update Report</b></p> <ol style="list-style-type: none"> <li>1. That the report is received and the update on the status of the Tranche 1 program be noted.</li> <li>2. That the variances between the revised revenue and cost forecasts from the 2016/17 Endorsed Budget outlined in this agenda report (Item No. (SPDSC1, Strategic Property Development, 13/09/16 – Attachment 1) be endorsed and recommended to Council as a non-discretionary budget review as part of the 2016/17 1<sup>st</sup> Quarter Budget Review as follows: <ul style="list-style-type: none"> <li>15159 Walpole 1 – Greentree Walk Revised project cost: \$6,508,969</li> <li>19739 Ryans Road – Emerald Green Revised project cost: \$5,555,820 Revised project revenue: \$13,448,216</li> <li>18802 Diment Road – The Reserve Revised project cost: \$7,118,472 Revised project revenue: \$8,675,568</li> </ul> </li> </ol> <p><b>SPDSC2 Strategic Land Review Implementation Plan Update</b></p> <ol style="list-style-type: none"> <li>1. The current status of the Strategic Land Review Implementation Plan, methodology and timing be noted.</li> </ol>

2. That a further report be presented to the Strategic Property Development Sub-Committee to review and confirm the priority list of projects for next stage feasibility investigations.

**SPDSC3 Tranche 2 - Update Report**

1. That the report be received and the update on the project delivery status for Boardwalk at Greentree - Walpole Road Stage 3, Walpole Road Upgrade and balance Tranche 2 projects be noted.
2. That the variances between the revised revenue from the Council endorsed budget 16/17 including carry forward funds reflecting the multi-year project delivery timeline outlined in the agenda report be endorsed and recommended to Council as a non-discretionary budget review as part of the 2016/17 Budget Review 1, as follows:  
  
20968 Walpole Road Stage 3 – Boardwalk at Greentree  
Revised project revenue: \$15,083,136

**SPDSC4 Confidential Presentation - Strategic Land Review Draft Mapping Update**

1. The presentation be noted.

**ATTACHMENTS**

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

1. Minutes Strategic Property Development Sub Committee - 13 September 2016

**CO-ORDINATION**

Officer: GMCID  
Date: 14.09.16





**MINUTES OF STRATEGIC PROPERTY DEVELOPMENT SUB COMMITTEE  
MEETING HELD IN COMMITTEE ROOMS, 12 JAMES STREET, SALISBURY ON**

**13 SEPTEMBER 2016**

**MEMBERS PRESENT**

Cr G Caruso (Chairman)  
Mayor G Aldridge (ex officio)  
Cr E Gill  
Cr D Proleta  
Cr S Reardon  
Cr G Reynolds (Deputy Chairman)  
Cr B Vermeer  
Cr R Zahra

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager City Development, Mr T Sutcliffe  
General Manager Business Excellence, Mr C Mansueto  
Manager Strategic Development Projects, Ms C Milton  
Strategic Development Project & Design Coordinator, Mr C Watchman  
Administrative Coordinator Business Excellence, Mrs M Potter

The meeting commenced at 6.48 pm.

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

**APOLOGIES**

An apology was received from Cr J Woodman.

**LEAVE OF ABSENCE**

Nil

**PRESENTATION OF MINUTES**

Moved Cr R Zahra  
Seconded Mayor G Aldridge

The Minutes of the Strategic Property Development Sub Committee Meeting held on 14 June 2016, be taken and read as confirmed.

**CARRIED**

Moved Cr R Zahra  
Seconded Mayor G Aldridge

The Minutes of the Confidential Strategic Property Development Sub Committee Meeting held on 14 June 2016, be taken and read as confirmed.

**CARRIED****REPORTS****SPDSC1 Tranche 1 Update Report**

*Cr G Caruso declared a perceived conflict of interest on the basis that his employer, SA Power Networks, provide a regulated rebate for the electrical infrastructure. Cr G Caruso advised he would remain in the meeting and vote in the best interests of the community.*

Moved Mayor G Aldridge  
Seconded Cr S Reardon

1. That the report is received and the update on the status of the Tranche 1 program be noted.
2. That the variances between the revised revenue and cost forecasts from the 2016/17 Endorsed Budget outlined in this agenda report (Item No. (SPDSC1, Strategic Property Development, 13/09/16 – Attachment 1) be endorsed and recommended to Council as a non-discretionary budget review as part of the 2016/17 1<sup>st</sup> Quarter Budget Review as follows:

15159 Walpole 1 – Greentree Walk  
Revised project cost: \$6,508,969  
  
19739 Ryans Road – Emerald Green  
Revised project cost: \$5,555,820  
Revised project revenue: \$13,448,216  
  
18802 Diment Road – The Reserve  
Revised project cost: \$7,118,472  
Revised project revenue: \$8,675,568

**CARRIED**

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

## SPDSC2 Strategic Land Review Implementation Plan Update

Moved Cr R Zahra  
Seconded Mayor G Aldridge

1. The current status of the Strategic Land Review Implementation Plan, methodology and timing be noted.
2. That a further report be presented to the Strategic Property Development Sub-Committee to review and confirm the priority list of projects for next stage feasibility investigations.

**CARRIED**

## SPDSC3 Tranche 2 - Update Report

*Cr G Caruso declared a perceived conflict of interest on the basis that his employer, SA Power Networks, provide a regulated rebate for the electrical infrastructure. Cr G Caruso advised he would remain in the meeting and vote in the best interests of the community.*

Moved Cr R Zahra  
Seconded Mayor G Aldridge

1. That the report be received and the update on the project delivery status for Boardwalk at Greentree - Walpole Road Stage 3, Walpole Road Upgrade and balance Tranche 2 projects be noted.
2. That the variances between the revised revenue from the Council endorsed budget 16/17 including carry forward funds reflecting the multi-year project delivery timeline outlined in the agenda report be endorsed and recommended to Council as a non-discretionary budget review as part of the 2016/17 Budget Review 1, as follows:

20968 Walpole Road Stage 3 – Boardwalk at Greentree  
Revised project revenue: \$15,083,136

**CARRIED**

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

## OTHER BUSINESS

Nil

Minutes - Strategic Property Development Sub Committee Meeting - 13 September 2016

**CONFIDENTIAL ITEMS****SPDSC4 Confidential Presentation - Strategic Land Review Draft Mapping Update**

Moved Cr R Zahra  
Seconded Mayor G Aldridge

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on that grounds that:

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
  - *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
  - *information the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
  - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
  - *the presentation contains sensitive information the disclosure of which may prejudice the commercial position of Council.*

*On that basis the public's interest is best served by not disclosing the **Confidential Presentation - Strategic Land Review Draft Mapping Update** item and discussion at this point in time.*
3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

**CARRIED**

The meeting moved into confidence at 6.52pm.



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**SPDSC4 Confidential Presentation - Strategic Land Review Draft Mapping Update**

*Cr G Reynolds left the meeting at 7:08 pm and did not return.*

Moved Cr B Vermeer  
Seconded Mayor G Aldridge

1. The presentation be noted.

**CARRIED**

The meeting moved out of confidence and closed at 7.43pm.

CHAIRMAN.....

DATE.....

Minutes - Strategic Property Development Sub Committee Meeting - 13 September 2016

Item 2.5.4 - Attachment 1 - Minutes Strategic Property Development Sub Committee - 13 September 2016



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<b>ITEM</b>	2.6.1
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>HEADING</b>	Capital Progress Report - August 2016
<b>AUTHOR</b>	Christy Martin, Manager Project Services, City Infrastructure
<b>CITY PLAN LINKS</b>	3.2 Have interesting places where people want to be.
<b>SUMMARY</b>	The following monthly status report and requests for amendments is presented to effectively manage the City Infrastructure Capital Works Program.

### RECOMMENDATION

1. Within the PR20548 Bridge Renewal Program defer 2016/17 Kaurna Park Bridge Renewal and bring forward into 2016/17 the renewal of the bridge adjacent Carnegie Place / Parkdale Crescent, Dry Creek, Mawson Lakes.
2. Remove redundant pedestrian crossing traffic signals, Whites Road / Crane Street, Salisbury North, as part of the 2016/17 Council Traffic Signals Replacement Program.
3. New footpath constructions as set out in this report (Item No. 2.6.1, Works and Services Committee 19/09/2016) be endorsed as program inclusions within the 2016/17 PR14498 Council Funded Footpath Program.
4. New access ramp constructions as set out in this report (Item No. 2.6.1, Works and Services Committee 19/09/2016) be endorsed as program inclusions within the 2016/17 PR21412 Kerb Ramp Construction / Upgrade Program.

### ATTACHMENTS

There are no attachments to this report.

## 1. BACKGROUND

- 1.1 City Infrastructure is responsible for the capital works associated plant and fleet, building, traffic and civil engineering services, landscape and environmental works. Specifically these works involve the project management of design, specification development, construction and recurrent maintenance. Service provision is undertaken by both internal service providers and external consultants/contractors. City Infrastructure provides periodical progress reports for these projects.

## 2. CONSULTATION / COMMUNICATION

- 2.1 As part of the management of the City Infrastructure Capital Works Program, communication of the program occurs on a monthly basis via Works and Services Committee. In addition, a current program of works is available via the City of Salisbury internet site and highlights included within the periodic publications of Salisbury Aware.

## 3. REPORT

### 3.1 PROGRAM AMENDMENTS

As part of the coordination of the Capital Works Program, it is continuously monitored to ensure it best meets the needs of the community whilst maintaining infrastructure condition. As a result the following changes are requested;

#### Amendment to Program

##### **PR20548 Bridge Renewal Program**

With recent rain fall events, the priorities within the Bridge Renewal Program have had to be reviewed. It is proposed to defer the renewal of bridges at Kaurna Park and bring forward a bridge adjacent Carnegie Place / Parkdale Crescent, Dry Creek, Mawson Lakes, which has significantly deteriorated as a result of these rainfall events. The current bridge audit is expected to inform future year's priorities.

Recommendation: Within the PR20548 Bridge Renewal Program defer 2016/17 Kaurna Park Bridge Renewal and bring forward into 2016/17 the renewal of the bridge adjacent Carnegie Place / Parkdale Crescent, Dry Creek, Mawson Lakes.

Impact: No impact

##### **PR23500 Council Traffic Signals Replacement Program**

With the pedestrian crossing at Whites Road, adjacent Crane Street, no longer active following the closure of Salisbury North West School, approval is sought to remove this redundant traffic signal infrastructure. This work will be funded via 2016/17 Council Traffic Signals Replacement Program.

Recommendation: Remove redundant pedestrian crossing traffic signals, Whites Road / Crane Street, Salisbury North, as part of the 2016/17 Council Traffic Signals Replacement Program.

Impact: Reduced opportunity for vandalism and/or infrastructure damage. No impact to budget.



### Amendment to Program

#### PR14498 Council Funded Footpath Program

Via the Footpath Request Evaluation Team (FRET), requests for new footpath constructions have been received for the following locations;

- Welby Avenue, Salisbury East – Harlexton Road to Blue Hills Reserve – Connection to School
- Nelson Road (South) Reserve, Para Vista – Bentine Street to Nelson Road – Residential Road Connection to Nelson Road
- Fern Grove Boulevard, Salisbury - The Ferns main entrance to Tyndale Christian College – DDA Request
- Oxford Street, Brahma Lodge - Footpath opposite shops on Oxford Street – Connection to Shopping Facilities
- Bluegum Drive, Paralowie - Bluegum Drive to Bolivar Road
- Gawler Street North Reserve, Salisbury - Gawler Street roundabout near Salisbury Highway – Connection to Green Trails
- Electra Reserve, Parafield Gardens - Electra Avenue to Diana Avenue - Connection to Playground
- Venturi Avenue Reserve, Paralowie - 17 Venturi Avenue and reserve - Connection to Playground
- Pitman Park, Salisbury - Bridge Street to toilet block - DDA Request
- Creslin Avenue, Ingle Farm - Creslin Avenue to Montague Road - DDA Request
- Main North Road, Salisbury East - Jessica Street to Bus Stop 46 – Connection to Bus Stop

These requests have been reviewed in accordance with the key principles of the Footpath Policy and are recommended for construction. It is proposed to fund the construction of these via the 2016/17 Council Funded Footpath Program.

Recommendation: New footpath constructions as set out in this report (Item No. 2.6.1, Works and Services Committee 19/09/2016) be endorsed as program inclusions within the 2016/17 PR14498 Council Funded Footpath Program.

Impact: No impact

**Amendment to Program****PR21412 Kerb Ramp Construction / Upgrade Program**

FRET has reviewed the following access ramp requests in compliance with the key principles of the Footpath Policy and the following access ramps are recommended for construction in 2016/17;

- James Street, Salisbury - compliant ramp in front of the Home Assist Building - DDA Request
- Lorikeet Close, Paralowie - Lorikeet Close to Bolivar Road – Residential Road Connection to Bolivar Road
- Dulkara Avenue, Ingle Farm – Wanbi Avenue / Dulkara Avenue - DDA Request
- Bleby Court, Para Hills West - compliant ramps in front of and opposite 17 Bleby Court (This work is already complete as deemed urgent to enable wheelchair access) - DDA Request

Recommendation: New access ramp constructions as set out in this report (Item No. 2.6.1, Works and Services Committee 19/09/2016) be endorsed as program inclusions within the 2016/17 PR21412 Kerb Ramp Construction / Upgrade Program.

Impact: No impact

### 3.2 AUGUST 2016 HIGHLIGHTS

#### In Construction

##### Diment Road Upgrade



##### Strowan Park Reserve Upgrade



##### Carisbrooke Park Fence Renewal

### Recent Completed

Woodlands Way, Paralowie, Traffic Improvement



Ward Street, Salisbury Heights, Accessible Parking Bay



Riverdale Primary School, Salisbury Downs, Pedestrian Crossing





**4. CONCLUSION / PROPOSAL**

- 4.1 This summary report regarding City Infrastructure Capital Works Program be received.

**CO-ORDINATION**

Officer: Executive Group  
Date: 12/09/2016



<b>ITEM</b>	2.6.2
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>PREV REFS</b>	Council                                      WS-OB1                                      25 Jul 2016 6:30 pm
<b>HEADING</b>	St Kilda Flood Mitigation - Update
<b>AUTHOR</b>	Jason Tamas, Team Leader Civil Design & Traffic, City Infrastructure
<b>CITY PLAN LINKS</b>	2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands. 2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle. 2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.
<b>SUMMARY</b>	As requested by Council, this report has been prepared for the purpose of providing an update of the planned flood mitigation works for St Kilda.

## RECOMMENDATION

1. The report be received.
2. A discretionary capital budget bid for \$110,000 be considered as part of the 2016/17 first quarter budget review to undertake the drainage works as set out in this report (Item No. 2.6.2, Works and Services Committee 19/09/2016).

## ATTACHMENTS

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

1. St Kilda - Tide Backflow Prevention

## 1. BACKGROUND

- 1.1 This report is in response to Resolution No. 1200/2016 for Works and Services - OB1 from 25 July 2016, which was as follows:
  1. *Staff bring back a report on the flood mitigation works for St Kilda including Curnow Street.*
  2. *Staff liaise with key stakeholders in relation to flood mitigation at St Kilda.*

- 1.2 Extensive work is being undertaken to minimise the risk of flooding in the St Kilda area. These works include the extension of the sea wall and breakwater renewal works.
- 1.3 Following a flood management report by Consultants in 2006, Council installed a detention basin and made other minor changes to the storm water drainage network to mitigate inundation to houses in a 1 in 100 year event.
- 1.4 In addition, the upwelling of tidal /storm water from the existing pits through the existing non return valves has caused flooding in several areas. The existing non return valves have reached the end of their functional life and have become more difficult to maintain due to their age and their overall design allowing back flow through the system during high tide events.
- 1.5 Multiple high tide events have occurred in recent months. One particular high tide event recorded a high tide level of 3.8m at Outer Harbor on 9 May 2016. Sea levels along parts of Spencer Gulf and Gulf St Vincent coastlines were recorded to be one metre higher than the highest tide of the year. During these high tide events the existing sea wall was effective in preventing inundation to the St Kilda Township, however back flow occurred through the existing storm water drainage system that caused pooling and flooding of areas within the St Kilda. No flooding to houses was reported during this event however there was to backyards and open space.
- 1.6 There has been significant improvement in the design and manufacture of non-return drainage systems and consideration should be given to renew and upgrade particular sections of the storm water network to prevent back flow of high tidal events.

## **2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 Elected Member briefing
- 2.2 External
  - 2.2.1 Key stakeholders within the St Kilda community
  - 2.2.2 City of Port Adelaide Enfield

## **3. REPORT**

- 3.1 Staff with assistance from the community, have identified numerous issues within the St Kilda storm water system relating to the backflow from the sea water entering the storm water system and subsequent flooding of areas.
- 3.2 Investigations were undertaken including liaising with staff members from the City of Port Adelaide Enfield who have similar challenges in managing the sea water and storm water systems. They have been successful in addressing the older style flap valve fouling issues through design and a new valve system being implemented.
- 3.3 The solution consists of modification to the storm water system to include pipes, pits and backflow prevention valves, replacing the existing flap valves that regularly are blocked open by debris.



- 3.4 The construction of non-return valve chambers in three locations of the St Kilda storm water system have been identified to prevent back flow in high tide events as shown in attachment 1.
- 3.5 It is estimated that a capital expenditure of \$110,000 is required to undertake these works with the best timing to occur after the spring tides.
- 3.6 Collaboration with operational staff for the design was integral in ensuring a design that will be effective, accessible and easier to maintain.
- 3.7 The General Manager City Infrastructure and Manager Technical Services have met with key stakeholders and explained the proposed solution.

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

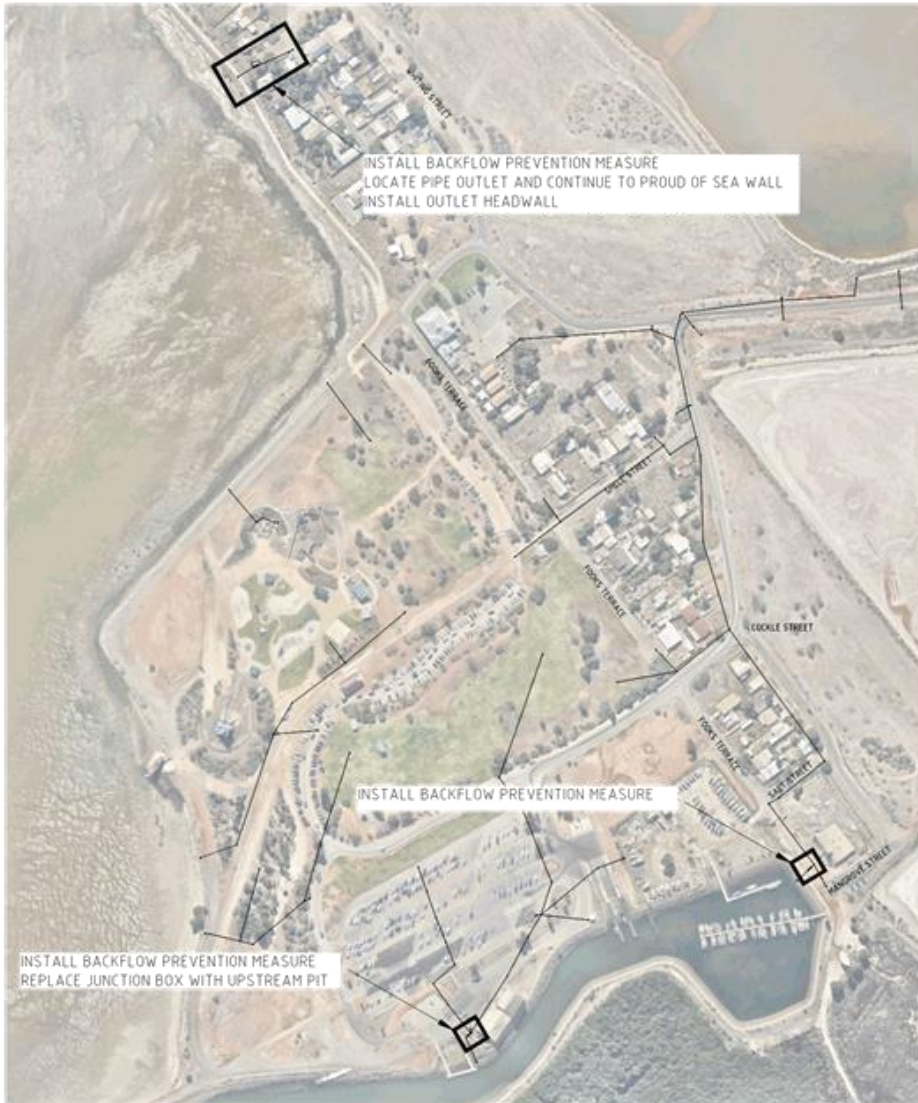
- 4.1 To minimise the risk of sea water entering the storm water system at St Kilda, a review was undertaken and a new system is proposed for consideration by Council.
- 4.2 It is recommended that a discretionary capital budget bid for \$110,000 be considered as part of the 2016/17 first quarter budget review to undertake the drainage works.

#### **CO-ORDINATION**

Officer: Executive Group  
Date: 12/09/2016

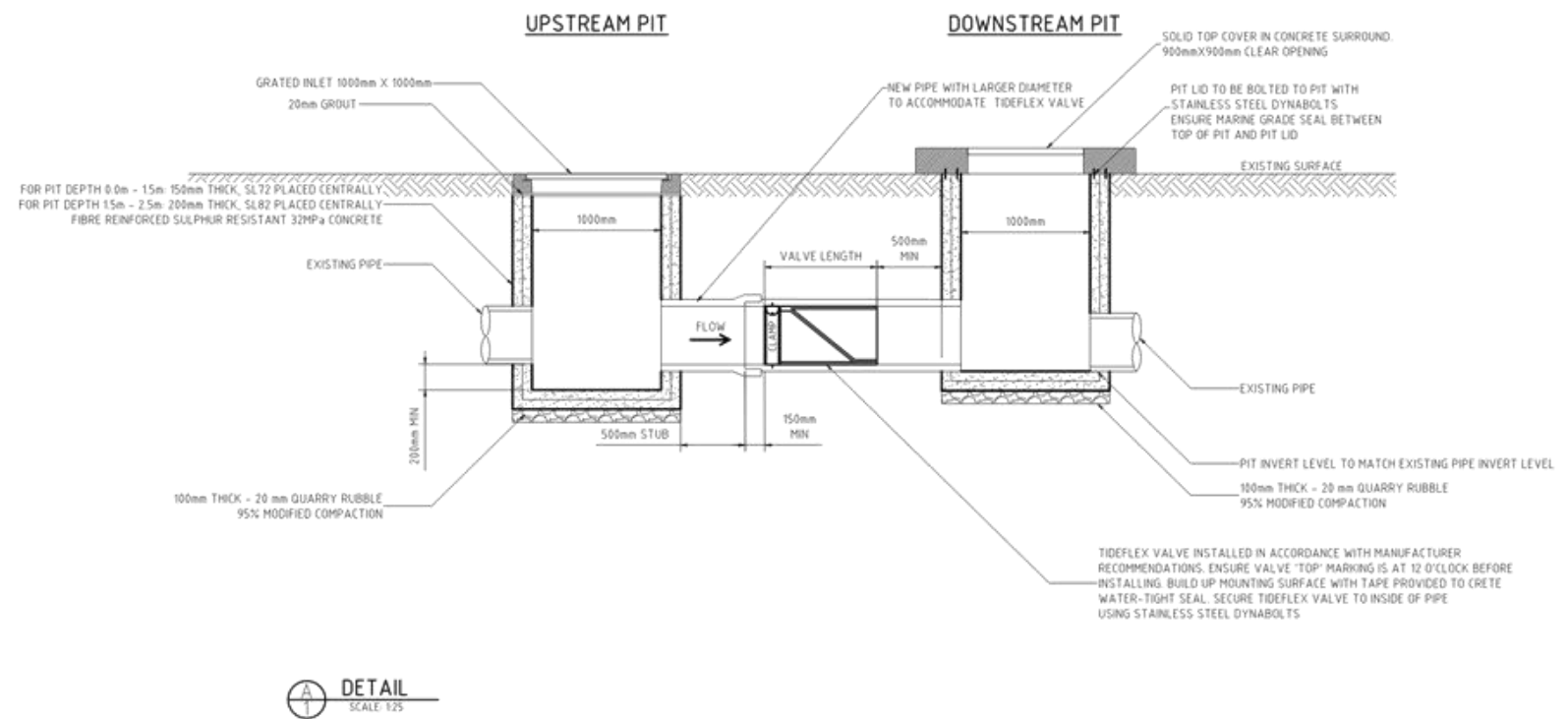
# ST KILDA

## TIDE BACKFLOW PREVENTION



PLAN  
SCALE 1:2500

- BACKFLOW PREVENTION LOCATIONS
- STORMWATER PIT
- STORMWATER PIPE



PRELIMINARY ONLY

REVISIONS AND ISSUES				DRAWING SHEET DETAILS		DESIGN VERIFICATION		TIDE BACKFLOW PREVENTION	
REV	ISSUE/DESCRIPTION	DATE	APPROVED	ORIGINAL SHEET SIZE	A1	DESIGN TITLE	NAME	SIGNATURE	DATE
A	-	-	-	HORIZONTAL SCALES USED	H=1:200 V=1:20				
				COORDINATE SYSTEM	MGAG				
				CAD FILE NAME	ST KILDA NON RETURN VALVES RETROFIT.DWG				
				PR No.	PR NO				
								<b>INDEX &amp; DETAILS</b> <b>ST KILDA</b>	
APPROVED _____ NAME <b>DAMEON ROY</b> MANAGER TECHNICAL SERVICES DATE _____									
						SENIOR TRAFFIC ENGINEER TEAM LEADER LANDSCAPE DESIGN LANDSCAPE DESIGNER SENIOR ASSET & PROJECT ENGINEER MANAGER PROJECTS			
								PLAN No. <b>PR NO</b>	
								SHEET <b>01</b>	
								A REV	



<b>ITEM</b>	2.7.1
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>PREV REFS</b>	Council NOM1 27 Jun 2016 6:30 pm
<b>HEADING</b>	Access Road from Main North Road to Newfield Road, Para Hills West.
<b>AUTHOR</b>	Tony Calandro, Senior Traffic Engineer, City Infrastructure
<b>CITY PLAN LINKS</b>	<p>1.2 Be the place of choice for businesses to invest and grow within South Australia, nationally and internationally.</p> <p>1.3 Have a thriving business sector that supports community wellbeing, is globally oriented and creates job opportunities.</p> <p>2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands.</p>
<b>SUMMARY</b>	<p>In response to a Council Resolution 1119/2016 staff have prepared a report to investigate the costs and logistics of constructing a new access near the Liebherr Heavy Machinery Maintenance Facility, for an easier and direct access to the Newfield Road Service Road from Main North Road. This new access will service existing businesses operating in this industrial area of Para Hills West. As an outcome of a meeting with the State Government Road Authority (DPTI) who is responsible for Main North Road, the proposal was not supported by DPTI due to the various reasons identified in this report.</p>
<b>RECOMMENDATION</b>	<p>1. The report be received.</p>
<b>ATTACHMENTS</b>	<p>This document should be read in conjunction with the following attachments:</p> <p>1. Locality Plan</p>
<b>1. BACKGROUND</b>	<p>1.1 In response to a Council Resolution (Council 27 June 2016, Item NOM1, Resolution Number 1119/2016), which is as follows:</p> <p>1. <i>Staff bring back a report to investigate costs and the logistics of making a new access road near Leibherr to access Newfield Road from Main North Road in an effort to make it easier for people to access the existing businesses and support the business community within the Para Hills West area.</i></p>



Staff have investigated the feasibility of providing an opening in the separator at the northern end of Newfield Road for the purpose of allowing direct access to this section of Service Road from Main North Road.

- 1.2 This request is due to existing and predicted future logistical demands for the transportation of goods & services as part of the regular operation of a business.
- 1.3 For the purpose of improving local area road safety and traffic management along this section of the local roads network within the predominately industrial area of Para Hills West, staff met with DPTI to discuss the feasibility of a new access to Newfield Road from Main North Road as part of improvements to their metropolitan road network.

## **2. CONSULTATION / COMMUNICATION**

### **2.1 Internal**

- 2.1.1 Elected Members briefing

### **2.2 External**

- 2.2.1 Council Staff have discussed with Department of Planning, Transport & Infrastructure (DPTI) staff regarding the feasibility of a new access to Newfield Road from Main North Road.

## **3. REPORT**

- 3.1 Council has requested the investigation of the feasibility of provision of direct access to and from Main North Road at the northern end of the Newfield Road Service Road.
- 3.2 This access would need to be a “right of way” over the separator on Main North Road for the purpose of providing direct access to this section of Newfield Road.
- 3.3 In particular, the need for this change to the existing alignment of the Newfield Road Service Road is supported by the proposed expansion of the Olympic Dam Project, which involves repair and servicing of mining equipment to be undertaken at the Liebherr Heavy Machinery Maintenance Facility located on Main North Road.
- 3.4 The provision of a “right of way” over the separator along Main North Road for the purpose of providing an access to this section of Newfield Road would consist of some form of a left-turn in & out treatment only along the south-bound carriageway of this section of Main North Road.
- 3.5 Council Staff met with DPTI, as Main North Road is the responsibility of the State Government, on 24 August 2016 to discuss the feasibility of this new direct access to and from the Newfield Road Service Road.
- 3.6 Council Staff were advised during this meeting that DPTI will not approve an opening in the separator between Main North Road and the Service Road for a new left-turn in & out only treatment for Newfield Road for heavy vehicles.
- 3.7 This was due to on-site constraints associated with the installation of the required acceleration and deceleration lane lengths designed for heavy vehicle use, and is also based on the sign-posted speed limit of 80 km/h along this section of Main North Road.

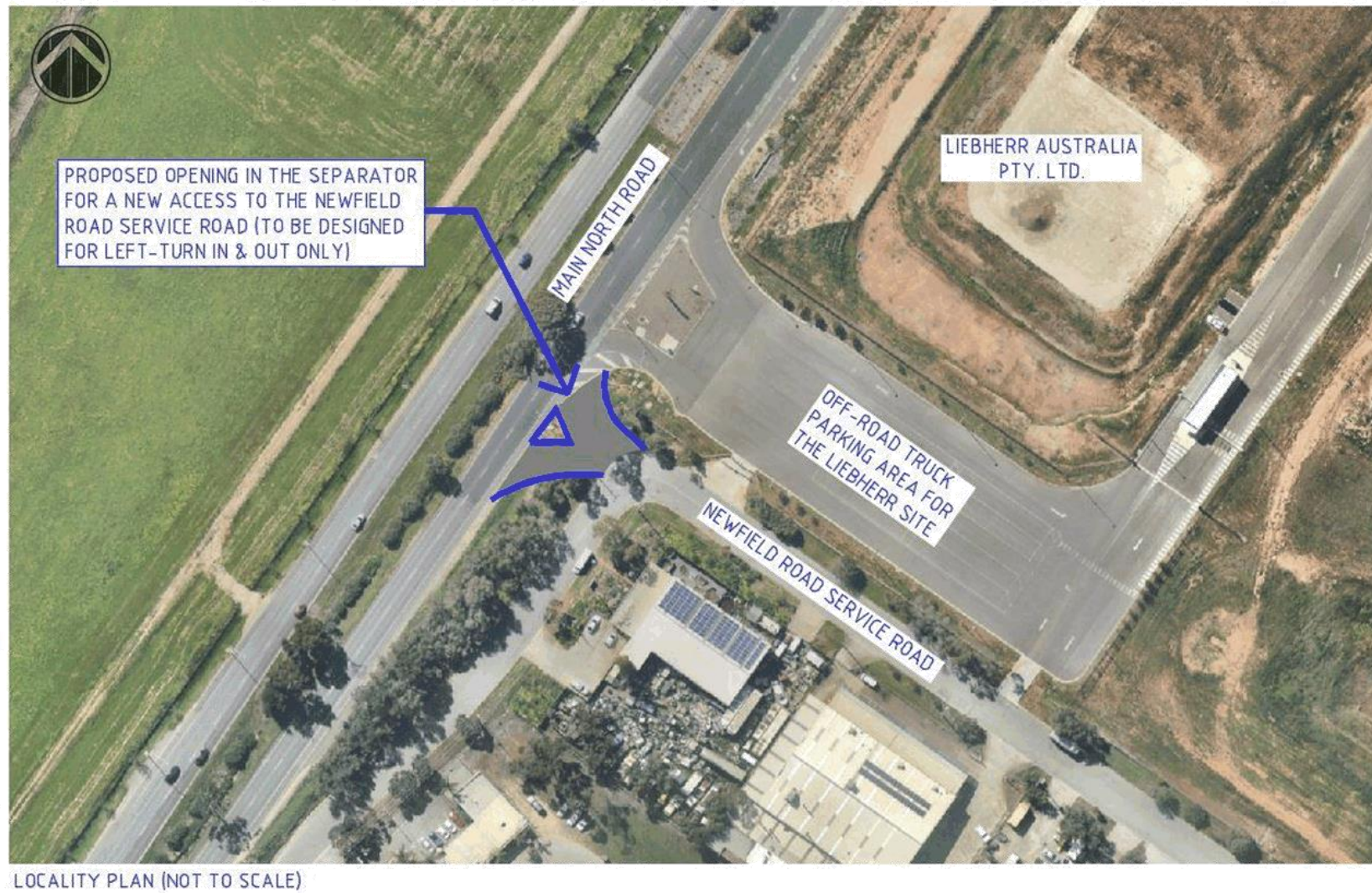
- 3.8 In addition, during the assessment of the Development Application for the Liebherr site, DPTI had identified that there were potential road safety issues regarding inadequate clearance between the large off-road parking bay area for Liebherr, and the location of the east-west alignment of Newfield Road, which are in close proximity to one another.
- 3.9 Because Main North Road has an Annual Average Daily Traffic (AADT) Volume of approximately 56,300 vehicles per day for 24 hour/2-way traffic flow, and is subject to “control of access” for maintaining interrupted high-speed traffic flow under the Highways Act., the construction of a new access with direct heavy vehicle connectivity to and from the Newfield Road Service Road was not supported by DPTI.
- 3.10 However, as part of the major upgrade works of the Liebherr site, DPTI has installed electronic control equipment at the off-road truck parking area for Liebherr which is linked to the operation of the traffic signals at the Main North Road & Kesters Road T-Junction.
- 3.11 In the event a heavy vehicle is attempting to enter the south-bound carriageway of Main North Road, the traffic signals at the Kesters Road T-Junction are programmed for a “red phase” to stop south-bound traffic flow.
- 3.12 This function of the traffic signal phasing allows for adequate “gap acceptance” in the traffic flow required for either a Semi-Trailer or B-Double Vehicle to safely enter the south-bound carriageway along this section of Main North Road.
- 3.13 As part of DPTI’s policy for managing heavy vehicle traffic flow along its metropolitan road network, right-turn in and out movements to be negotiated by this type of commercial vehicle along main arterial roads at sites without passive or active control such as a “Sea-Gull” Type Treatment or Traffic Signals is typically discouraged due to road safety reasons.
- 3.14 In general, all heavy vehicle movements to and from the adjoining road network adjacent to the Liebherr site would have been reviewed and assessed as suitable as part of an overall traffic study prepared by an external Planning Consultant for the development application for the major upgrade of this commercial property.

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

- 4.1 Council Staff have requested that DPTI provide a written response to confirm that they will not approve the construction of a new access along Main North Road for the Newfield Road Service Road because of the various reasons identified in this report.
- 4.2 This decision by the State Government Road Authority, the Department of Planning, Transport & Infrastructure (DPTI) was based on maintaining their policy of general road safety along their metropolitan road network.

#### **CO-ORDINATION**

Officer: Executive Group  
Date: 12/09/2016







<b>ITEM</b>	2.7.2
	<b>WORKS AND SERVICES COMMITTEE</b>
<b>DATE</b>	19 September 2016
<b>PREV REFS</b>	Works and Services Committee 2.7.2 21/09/2015
<b>HEADING</b>	Pedestrian and Vehicle Safety - Bridge Street, Salisbury
<b>AUTHOR</b>	Tony Calandro, Senior Traffic Engineer, City Infrastructure
<b>CITY PLAN LINKS</b>	3.3 Be a connected city where all people have opportunities to participate. 3.4 Be a proud, accessible and welcoming community. 4.1 Strengthen partnerships that enable us to better address our community's priorities.
<b>SUMMARY</b>	Staff were asked to provide a report back to Council twelve months after the installation of an eight tonne vehicle load limit along Bridge Street at Salisbury, including statistical traffic data of vehicular activity at this site.

## RECOMMENDATION

1. The information be received.

## ATTACHMENTS

There are no attachments to this report.

## 1. BACKGROUND

- 1.1 As per the resolution from Council, staff organised the collection of traffic data during August 2016 for the purpose of reviewing both Annual Average Daily Traffic (AADT) Volumes and vehicle speeds along Bridge Street, Salisbury.
- 1.2 In particular, this recent statistical information has been collected for the purpose of assessing the effectiveness of an 8.0 tonne vehicle load limit along Bridge Street, Salisbury with a comparison of before and after traffic data.

## 2. REPORT

- 2.1 Based on a review of the most recent traffic data dated August 2016, it has been identified that the general traffic patterns do not give cause for alarm and, in fact, the majority of motorists are travelling within an acceptable range for urban speed limits, e.g. between 50 and 60 km/h.
- 2.2 Because Bridge Street operates under the default urban speed limit of 50 km/h, it has been identified from this most recent traffic data that the road safety issue is

still being caused by a minority group of irresponsible motorists otherwise referred to as “hoon drivers”.

- 2.3 For the purpose of identifying the exact times during a standard 24 hour period that this dangerous and illegal vehicle activity occurs, Council has the ability of interrogating the recent traffic data to obtain this level of information.
- 2.4 Council’s Strategic Asset Management (SAM) Section can prepare a “Speed Statistics by Hour” Report to determine at what time of day these excessive vehicle speeds are occurring along Bridge Street.
- 2.5 In this situation and in the interest of local area road safety, staff will provide this type of statistical data to SA Police at the earliest possible opportunity for the purpose of providing more effective surveillance of “hoon driver” activity along this local road.
- 2.6 Also from a review of this most recent traffic data, it was identified that there has been a minor increase in Annual Average Daily Traffic (AADT) Volume from 1700 to 1800 vehicles per day which is still typical for a minor collector road within a predominately residential area.
- 2.7 As part of these road safety improvements, it was previously identified from the traffic data collected in March 2015 that the percentage of commercial vehicle usage along Bridge Street was approximately 17.0 % as opposed to the typical 2.0 - 3.0 % of the total traffic volume for any local road.
- 2.8 This was due to Bridge Street which provides direct connectivity between Commercial Road and Salisbury Highway is conducive to being used as a “short-cut” route between these two high-volume roads by a combination of Medium-Rigid Vehicles (MRV’s) and Single-Unit & Articulated Buses.
- 2.9 To reduce this unusually high percentage of commercial vehicles that travel along the length of Bridge Street, Council implemented as part of road safety improvements, the installation of regulatory signage for an 8.0 tonne load limit at both the Commercial Road and Salisbury Highway ends of Bridge Street.
- 2.10 Council’s 9.40 metre Refuse Vehicle is exempt from this 8.0 tonne load limit applied along the length of Bridge Street.
- 2.11 Since the installation of an 8.0 tonne load limit in September/October 2015, the percentage of commercial vehicle usage along Bridge Street has significantly reduced from 17.0 % to approximately 3.0 % of the total traffic volume for this local road.
- 2.12 This reduced value for commercial vehicle usage along Bridge Street is now within the typical 2.0 - 3.0 % of the total traffic volume for any local road.
- 2.13 Given the success of the load limit signage and the proposed additional traffic control devices being installed early in 2017 at the Commercial Road and Bridge Street T-Junction, traffic movements along Bridge Street will be continue to be within appropriate local street levels.

### **3. CONCLUSION / PROPOSAL**

- 3.1 Since the installation of an 8.0 tonne load limit along Bridge Street, the percentage of commercial vehicle usage has significantly reduced from 17.0 % to approximately 3.0 % of the total traffic volume for this local road.

- 3.2 This reduced value for commercial vehicle usage is now within the typical 2.0 - 3.0 % of the total traffic volume for any local road.

**CO-ORDINATION**

Officer: Executive Group  
Date: 12/09/2016