



## **AGENDA**

**FOR URBAN SERVICES COMMITTEE MEETING TO BE HELD ON  
14 DECEMBER 2020 AT CONCLUSION OF THE FINANCE AND CORPORATE  
SERVICES COMMITTEE  
IN THE COUNCIL CHAMBER, SALISBURY COMMUNITY HUB, 34 CHURCH  
STREET, SALISBURY**

### **MEMBERS**

Cr L Braun (Chairman)  
Mayor G Aldridge (ex officio)  
Cr M Blackmore  
Cr C Buchanan  
Cr N Henningsen  
Cr D Hood (Deputy Chairman)  
Cr P Jensen  
Cr S Ouk

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
General Manager City Infrastructure, Mr J Devine  
Manager Governance, Mr M Petrovski  
Governance Support Officer, Ms K Boyd

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Works and Services Committee Meeting held on  
16 November 2020

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## REPORTS

### *Administration*

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## CONFIDENTIAL ITEMS

### 4.4.1 Parafield Gardens Swim Centre Carpark Lease Recommendation

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 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
  - Report contains information that may jeopardise Council's commercial position.

On that basis the public's interest is best served by not disclosing the **Parafield Gardens Swim Centre Carpark Lease** 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.

#### 4.4.2 Belgravia Leisure Recreation Services Agreement Recommendation

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 grounds that:

1. Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) and (d)(i) and (d)(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; and
  - commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
  - commercial information of a confidential nature (not being a trade secret) 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
  - Information within the report refers to contract negotiations which may confer an advantage on a third party or prejudice the commercial position of Council.

On that basis the public's interest is best served by not disclosing the **Belgravia Leisure Recreation Services Agreement** 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.



#### 4.4.3 Carpark Options for Kingswood Reserve, Paralowie Recommendation

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 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
  - Non disclosure of this matter at this time will protect sensitive information the disclosure of which may jeopardise the commercial position of Council

*On that basis the public's interest is best served by not disclosing the **Carpark Options for Kingswood Reserve, Paralowie** 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.

#### 4.4.4 Review of Commercial Leases as a Result of COVID 19 Recommendation

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 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
  - Non disclosure of this matter at this time will protect information the disclosure of which may confer an advantage on a third party or prejudice the commercial position of Council.

On that basis the public's interest is best served by not disclosing the **Review of Commercial Leases as a Result of COVID 19** 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.

#### 4.4.5 St Kilda Mangroves - Update Recommendation

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 grounds that:

1. Pursuant to Section 90(2) and (3)(f) and (h) 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 prejudice the maintenance of law, including by affecting (or potentially affecting) the prevention, detection or investigation of a criminal offence, or the right to a fair trial; and
  - legal advice.
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
  - Report contains information based on legal advice and investigations that, if considered in public, might prejudice the maintenance of law.

On that basis the public's interest is best served by not disclosing the **St Kilda Mangroves - 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.

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#### 4.4.6 Sale of the Former Len Beadell Site (53-59 John Street Salisbury) Recommendation

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 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
  - Information within the report refers to contract negotiations which may confer an advantage on a third party or prejudice the commercial position of Council.

On that basis the public's interest is best served by not disclosing the **Sale of the Former Len Beadell Site (53-59 John Street Salisbury)** 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.

#### 4.4.7 Little Para Par 3 Golf Course Recommendation

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 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*
  - *Non-disclosure of this matter at this time will protect commercially sensitive information the disclosure of which would convey an advantage on a third party or jeopardise the commercial position of Council*

*On that basis the public's interest is best served by not disclosing the **Little Para Par 3 Golf Course** 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.*

**CLOSE**





**MINUTES OF WORKS AND SERVICES COMMITTEE MEETING HELD IN  
LITTLE PARA CONFERENCE ROOMS, 34 CHURCH STREET, SALISBURY ON**

**16 NOVEMBER 2020**

**MEMBERS PRESENT**

Cr S Reardon (Chairman) *(via Teams VC)*  
Mayor G Aldridge (ex officio)  
Cr M Blackmore  
Cr L Braun (Deputy Chairman)  
Cr C Buchanan  
Cr N Henningsen *(via Teams VC)*  
Cr S Ouk *(via Teams VC) (from 8.35 pm)*  
Cr G Reynolds

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager City Infrastructure, Mr J Devine  
General Manager Community and Org. Development, Ms G Page  
Manager Governance, Mr M Petrovski  
Governance Support Officer, Ms K Boyd

The meeting commenced at 8.33 pm.

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

**APOLOGIES**

There were no apologies.

**LEAVE OF ABSENCE**

Nil

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## VOTING PROCESS

Prior to proceeding to consider items listed on the agenda, the Chairman advised members of the Committee that in order to make the voting process as simple and efficient as possible for all present in person and via Teams video conferencing, that she proposed to request members to vote in favour of the motion and, if there were no voices indicating to the contrary, would assume that members attending via Teams voted in favour of the motion.

The proposal was deemed accepted as no opposing view was expressed by members of the Committee.

## PRESENTATION OF MINUTES

Moved Cr L Braun

Seconded Cr C Buchanan

The Minutes of the Works and Services Committee Meeting held on 19 October 2020, be taken as read and confirmed.

**CARRIED**

Moved Cr M Blackmore

Seconded Cr L Braun

The Minutes of the Confidential Works and Services Committee Meeting held on 19 October 2020, be taken as read and confirmed.

**CARRIED**

## REPORTS

### *Administration*

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

*Cr S Ouk entered the meeting at 8.35 pm.*

Moved Cr M Blackmore

Seconded Cr C Buchanan

1. The information be received.

**CARRIED**



## 2.0.2 Recommendations of the Asset Management Sub Committee meeting held on Monday 9 November 2020

Moved Cr C Buchanan  
Seconded Cr M Blackmore

The information contained in the Asset Management Sub Committee of the meeting held on 9 November 2020 be received and noted with respect to the following recommendations contained therein to be adopted by Council:

**CARRIED**

### 2.0.2-AMSC1 Future Reports for the Asset Management Sub Committee

Moved Cr C Buchanan  
Seconded Cr M Blackmore

1. The information is received.

**CARRIED**

### 2.0.2-AMSC2 Levels of Service Options - Playgrounds

Moved Cr C Buchanan  
Seconded Cr M Blackmore

1. The report is noted and received.
2. That the Local sites of Little Para Linear Park (lower), Paralowie/Parafield Gardens, Stanley Avenue Reserve, Salisbury, and Coomurra Gully, Salisbury Heights are endorsed as the new local playgrounds over the next five years.
3. That installation of new playgrounds be scheduled in the following order:
 

2020/2021:	Coomurra Gully, Salisbury Heights
2021/2022:	Little Para Linear Park (lower), Paralowie/Parafield Gardens
2022/2023:	Stanley Avenue Reserve, Salisbury
2023/2024:	to be determined
4. A further report be provided which includes additional suggested locations for playgrounds to be considered along with Noack Reserve, Pooraka, for future installation.
5. That Council notes its decision in October 2020 to defer the upgrade to the Fairbanks Drive Reserve District

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playground until 2021/22, but continue with its design in 2020/21.

**CARRIED**

### *Landscaping*

#### **2.4.1 Off leash Greyhound Event**

Moved Cr C Buchanan

Seconded Cr M Blackmore

1. The information is received
2. Council endorses a pilot off leash greyhound event subject to consideration as a New Initiative Bid in the 2021/22 budget process.
3. Council administration liaises with other metropolitan Councils to determine the extent of support for a network of Councils to establish an Annual Event calendar for off leash greyhound events across the metropolitan Adelaide area.

**CARRIED**  
UNANIMOUSLY

#### **2.4.2 Review the standards and user satisfaction of all Dog Parks**

Moved Cr C Buchanan

Seconded Cr M Blackmore

1. That the information in this report is received and noted.
2. This item be referred to the AMSC for further consideration and staff to provide detailed information on proposed works to be carried out at dog parks as per 3.6 in the table in the report.
3. Staff to prepare further information on existing irrigation at dog parks and proposed budget for installing or increasing irrigated areas in dog parks.

With leave of the meeting and consent of the seconder, Cr C Buchanan  
VARIED the MOTION as follows:

1. That the information in this report is received and noted.
2. This item be referred to the AMSC for further consideration and staff to provide detailed information on proposed works to be carried out at dog parks as per 3.6 in the table in the report.
3. Staff to prepare further information on existing irrigation at dog parks and proposed budget for installing or increasing irrigated areas in dog parks.
4. Staff to provide a further report outlining the cost of repairing the fencing and self-close entry/exit gates across all parks.

**CARRIED**

### 2.4.3 Gulfview Heights Lake, Bayview Parade

Moved Cr L Braun

Seconded Cr C Buchanan

1. Staff continues to monitor Gulfview Height Lake, including the condition of the clay liner and water level, to maximise the periods of standing water in the lake, based on rainfall and evaporation rates over the next 4 months.

**CARRIED**

### *Public Works*

#### 2.6.1 Capital Works Report - October 2020

Moved Cr M Blackmore

Seconded Cr G Reynolds

1. Within PR21413 Carpark Renewal / Upgrade Program, defer the carpark renewal at Strowan Park, Paralowie, and include the new entry / egress to the Para Hills Community Hub, with no impact to the 2020/21 program budget.
2. Include the data and communications storeroom at Jack Young Centre, Salisbury, the within the 2020/21 Building Renewal Program, with no impact to the budget.
3. Remove Noack Reserve, Pooraka, from the 2020/21 Additional Playground Program, PR25861, with the associated \$100k funding retained within the program to complete the installation of a new playground at Coomurra Drive Gully, Salisbury Heights
4. Include the installation of new carpark lighting adjacent to Reg Groth Reserve, Parafield Gardens and Kentish Green, Para Vista, within the 2020/21 Public Lighting Program.
5. Include a 2020/21 2<sup>nd</sup> Quarter Budget Review Bid to reflect the \$12k income expected to be received towards the installation of 'Book a Court' facility at Happy Homes, Salisbury North, Tennis Facility, with \$20k to be allocated also towards this within PR21478 Public Lighting Program.

**CARRIED**

## 2.6.2 Burton Community Hub - Project Update

Moved Cr C Buchanan

Seconded Cr L Braun

1. That the information be received.
2. That Council endorse the revised design option as set out in paragraph 4.11 and 4.12 and attachment 1 to this report, to proceed to detailed design and construction.
3. That Council give in principle support to include the relocation of the "The Shed" from Edinburgh and a Community Garden Provision to the Burton Community Hub precinct.
4. That Staff investigate any further Federal or State Grant opportunities, to assist in the funding of The Shed, Community Garden and the Hub.
5. That Council endorse the revised total budget of \$6.5m for the delivery of the Burton Community Hub and that the 2021/22 NIB be increased to reflect this.
6. That Council note the updated timing of the project and endorse a \$2.6m declaration from the project in 2020/21 and this funding be included in the 2021/22 budget bid for implementation and delivery of the project.
7. That staff and Ward Councillors enter into discussions with the Salisbury United Football Club and key stakeholders surrounding the layout and functionality of site.

**CARRIED**

## OTHER BUSINESS

### W&S-QWON1 Pooraka Farm Neighbourhood House and Men's' Shed

Cr C Buchanan asked the following questions:

1. What is the current management model and relationship between Pooraka Farm Neighbourhood Centre and the Men's' Shed?
2. Is the Men's' Shed able to operate independently from the Pooraka Farm Neighbourhood Centre?

The General Manager Community and Organisational Development provided the following preliminary answers:

1. The Men's shed is a program which is run by the Pooraka Farm Neighbourhood Centre and is not an incorporated body. Funds flow through the Neighbourhood Centre Management Committee to the Men's Shed.
2. There is no ability for the Men's Shed to operate as financially independent under current arrangements.

The meeting closed at 9.03 pm.

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CHAIRMAN.....

DATE.....



<b>ITEM</b>	4.0.1
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	Future Reports for the Urban Services Committee
<b>AUTHOR</b>	Michelle Woods, Projects Officer Governance, CEO and Governance
<b>CITY PLAN LINKS</b>	4.2 We deliver quality outcomes that meet the needs of our community
<b>SUMMARY</b>	This item details reports to be presented to the Urban 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 table below outlines the reports to be presented to the Urban Services Committee as a result of a Council resolution.

Meeting Item	Heading and Resolution	Officer
28/01/2020 1.1.2 <b>Due:</b>	<b>Bridgestone Athletics Centre - Management Model Options</b> a. A Council managed approach for Bridgestone Athletics Centre for an initial period up to three (3) years, subject to annual review through the Works and Services Committee; July 2021	Adam Trottman
28/01/2020 1.1.2 <b>Due:</b>	<b>Bridgestone Athletics Centre - Management Model Options</b> c. A periodic report be provided on a six (6) monthly basis to Works and Services Committee regarding the performance of, and recommendations for, the management of Bridgestone Athletics Centre; and January 2021	Adam Trottman
28/01/2020 2.5.1 <b>Due:</b>	<b>Bins for Blokes</b> 3. That the City of Salisbury promote this trial and a further report come back to Council on the results of this trial and recommendations on whether the trial should continue. March 2021	Karen Pepe
24/02/2020 2.5.1 <b>Due:</b> <b>Deferred to:</b> <b>Reason:</b>	<b>Indoor Sporting Facilities</b> 1. A further report be brought back to the Works and Services Committee upon completion of the condition and fit for purpose audit, patron feedback surveys, and the Sport and Recreation Infrastructure Plan being developed by the Office for Recreation, Sport and Racing. December 2020 March 2021 This matter will be discussed at the February Elected Members workshop and a report will be submitted the following month.	Adam Trottman
23/03/2020 6.4.1 <b>Due:</b> <b>Deferred to:</b> <b>Reason:</b>	<b>Long Term Financial Plan and Budget Workshops Actions Update</b> 3. A report on the activation of Mawson Lakes and Salisbury City Centre commercial precincts through pedestrian protection models and associated funding options be included in the Future Reports for the Works and Services committee and due to be reported back in December 2020. December 2020 June 2021 To allow further concept development and consultation with traders that will occur in early 2021.	David Boothway



23/03/2020 MON7.4	<b>Motion on Notice: Technology Park Carparking</b> 1. That Council bring back a report on a strategy to improve the current car parking issues and planning for the future development agenda within Technology Park and associated areas. <b>Due:</b> December 2020 <b>Deferred to:</b> January 2021 <b>Reason:</b> This report will be submitted following completion of negotiations with the Department Infrastructure Transport regarding the left in left out access from Technology Drive onto Main North Road.	Dameon Roy
27/04/2020 2.6.4	<b>Research Road Joint Animal Pound Facility Update</b> 3. Staff continue to refine the concept design for a joint use Animal Pound facility, and a further report is brought back by July 2020 regarding the business case and shared use agreement with the City of Tea Tree Gully. <b>Due:</b> December 2020 <b>Deferred to:</b> February 2021 <b>Reason:</b> Further work and investigation is being undertaken in consultation with the City of Tea Tree Gully to define the requirements for the business case and shared use agreement, following on from the design options currently worked through.	Jarred Collins / John Darzanos
27/04/2020 MON7.1	<b>Motion on Notice: Fee for Large Waste Bins</b> 4. The administration bring back a report of the costs associated to cap the upgrade of a 140 litre bin to a 240 litre bin to a once off cost of \$50 or free of charge. <b>Due:</b> December 2020 <b>Deferred to:</b> March 2021 <b>Reason:</b> This matter will be discussed at the February Elected Members Worship and a report will be submitted the following month to include resolutions MON7.1 from 27/04/2020, MON7.4 from 25/05/2020, 2.8.2 from 27/07/2020 and MON7.1 from 24/08/2020.	Dameon Roy
27/04/2020 Cnl-OB12.2	<b>Bike Paths</b> 2. Council review the current state of our paths throughout the City of Salisbury and allow Elected Members to voice suggestions on new paths. <b>Due:</b> December 2020 <b>Deferred to:</b> March 2021 <b>Reason:</b> This report has been combined with the Play Activation Strategy - Links report, which will provide a better, overall assessment of the Bike Paths through the City.	David Boothway

25/05/2020 MON7.4	<b>Motion on Notice: Green Waste Bins</b> 1. A report be prepared, in consultation with NAWMA, to provide Council with an update on the provision of green waste bins in accordance with NAWMA's transformational waste strategy, and 2. The report include advice on: <ul style="list-style-type: none"> <li>• the cost of ensuring that every appropriate household has access to a three bin waste system by December 2020, and how green bins could be rolled out over several years;</li> <li>• the business case for diverting green waste that would otherwise go to landfill, and</li> <li>• options for educating the remaining households on what can be placed in a green bin to support them in the transition to using all three bins effectively.</li> </ul>	Dameon Roy
<b>Due:</b>	December 2020	
<b>Deferred to:</b>	March 2021	
<b>Reason:</b>	This matter will be discussed at the February Elected Members Worship and a report will be submitted the following month to include resolutions MON7.1 from 27/04/2020, MON7.4 from 25/05/2020, 2.8.2 from 27/07/2020 and MON7.1 from 24/08/2020.	
27/07/2020 2.8.2	<b>NAWMA Service Agreement and Business Plan</b> 4. Staff work out costings with NAWMA on increasing hard waste service to be set between two to four weeks.	Dameon Roy
<b>Due:</b>	December 2020	
<b>Deferred to:</b>	March 2021	
<b>Reason:</b>	This matter will be discussed at the February Elected Members Worship and a report will be submitted the following month to include resolutions MON7.1 from 27/04/2020, MON7.4 from 25/05/2020, 2.8.2 from 27/07/2020 and MON7.1 from 24/08/2020.	
27/07/2020 MON1	<b>Motion on Notice: Rage Cage - Fairbanks Reserve</b> 1. Staff bring back a report on the cost of constructing a 'rage cage' multi sports facility as part of the proposed upgrade of Fairbanks Drive Reserve, Paralowie. 2. Staff to provide further information and costings to include 'rage cage' multi sports facilities as part of the criteria for district playgrounds.	Craig Johansen
<b>Due:</b>	December 2020	
<b>Deferred to:</b>	March 2021	
<b>Reason:</b>	Following recommendations by the Council to upgrade Fairbanks Drive to a district level playground, Council has gone out to consultation to be received back by effected residents on ideas of what to put into the playspace, this and the concept plan will be reported to Council upon completion of the Stage 1 consultation.	

24/08/2020 2.0.2- AMSC3 <b>Due:</b>	<b>Information report inclusiveness in Playspaces</b> 4. That the next district playground be designed as a fully inclusive playspace, and cost estimates for various options be presented for Council consideration. February 2021	Craig Johansen
24/08/2020 MON7.1 <b>Due:</b> <b>Deferred to:</b> <b>Reason:</b>	<b>Motion on Notice: Council Waste Management</b> 1. That staff provide a report by December 2020, on the feasibility and cost effectiveness of introducing a 2 or 3 waste bin system (including general, recycling and compostable) across key public areas in Salisbury, such as city centres, major parks and reserves, and other destinations, including as part of the John St/Church St upgrade project. 2. That staff provide a report by December 2020 on the feasibility and cost effectiveness of introducing a 2 or 3 waste bin system (including general, recycling and compostable) across major Council owned buildings and facilities. December 2020 March 2021 This matter will be discussed at the February Elected Members Worship and a report will be submitted the following month to include resolutions MON7.1 from 27/04/2020, MON7.4 from 25/05/2020, 2.8.2 from 27/07/2020 and MON7.1 from 24/08/2020.	Mark Purdie
28/09/2020 2.4.1 <b>Due:</b>	<b>Motion on Notice: School Partnerships: Trees</b> 4. Parks and Open Space Assets team report via a half yearly update to Works and Services Committee, informing Council of the Sustainability Education Programs being undertaken throughout the City. March 2021	Tamika Cook
28/09/2020 2.5.3 <b>Due:</b>	<b>Revocation of Portion of Prettejohn Gully, known as Allotment 827 in Deposited Plan 6755</b> 5. A further report be presented to Council for consideration should any objections be received. In the event that no objections are received, the Manager of Property and Buildings be authorised to prepare and submit the necessary documentation to the Minster for approval. January 2021	Liz Lynch
28/09/2020 MON3 <b>Due:</b>	<b>Motion on Notice: Lighting of Little Para Trail</b> 1. That a report be prepared providing advice on the installation of appropriate lighting to improve safety for residents along the Little Para Trail, including a budget impact analysis, and identifying opportunities to apply for available grant funding from State Government. February 2021	John Devine

26/10/2020	<b>Road Closure of Portion of Park Way, Mawson Lakes</b>	Liz Lynch
2.5.1	5. The Chief Executive Officer is delegated to authorise disposal of land as outlined in the report if there are no objections raised as part of the consultation process. In the event objections are made on the road closure, a further report will be presented to Council following the public consultation period for consideration of any objections.	
<b>Due:</b>	February 2021	

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

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

#### **CO-ORDINATION**

Officer:	Executive Group	GMCI
Date:	07/12/2020	10/12/2020

**ITEM** 4.0.2

**URBAN SERVICES COMMITTEE**

**HEADING** Recommendations of the Asset Management Sub Committee meeting held on Monday 7 December 2020

**AUTHOR** Joy Rowett, Governance Coordinator, CEO and Governance

**CITY PLAN LINKS** 4.2 We deliver quality outcomes that meet the needs of our community

**SUMMARY** The minutes and recommendations of the Asset Management Sub Committee meeting held on Monday 7 December 2020 are presented for Urban Services Committee's consideration.

**RECOMMENDATION**

1. The information contained in the Asset Management Sub Committee Minutes of the meeting held on 07 December 2020 be received and noted and that the following recommendations contained therein be adopted by Council:

**AMSC1 Future Reports for the Asset Management Sub Committee**

1. The information is received.

**AMSC2 Buildings Asset Management**

1. That the information be received and noted.
2. The Buildings Asset Management Plan supersedes and replaces the November 2015 Building Renewal Policy, which is discontinued.
3. The next steps highlighted in section 3.13.1 to 3.13.6 of this report (Asset Management Sub Committee AMSC3 30/11/2020) be implemented and a further report be brought back to the Asset Management Sub Committee upon completion of the next steps 3.13.1 to 3.13.6.

**ATTACHMENTS**

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

1. Minutes Asset Management Sub Committee - 7 December 2020

**CO-ORDINATION**

Officer: CMCI  
Date: 10/12/2020





**MINUTES OF ASSET MANAGEMENT SUB COMMITTEE MEETING HELD IN  
WITTBER & DR RUBY DAVY ROOMS, SALISBURY COMMUNITY HUB,  
34 CHURCH STREET, SALISBURY ON**

**7 DECEMBER 2020**

**MEMBERS PRESENT** Cr B Brug (Chairman)  
Cr L Braun  
Cr C Buchanan  
Cr D Hood  
Cr S Ouk  
Cr S Reardon

**STAFF** Acting Chief Executive Officer, Mr C Mansueto (*via Teams VC*)  
General Manager City Infrastructure, Mr J Devine  
General Manager Community & Organisational Development,  
Ms G Page  
Manager Governance, Mr M Petrovski  
Senior Building Assets Officer, Mr P Rexeis  
PA to GM City Infrastructure, Ms H Prasad

The meeting commenced at 6.30pm

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

**APOLOGIES**

An apology was received from Mayor G Aldridge.

**LEAVE OF ABSENCE**

Nil

## **PRESENTATION OF MINUTES**

Moved Cr L Braun  
Seconded Cr S Reardon

The Minutes of the Asset Management Sub Committee Meeting held on 9 November 2020, be taken as read and confirmed.

**CARRIED**  
UNANIMOUSLY

## **REPORTS**

### **AMSC1 Future Reports for the Asset Management Sub Committee**

Moved Cr C Buchanan  
Seconded Cr L Braun

1. The information is received.

**CARRIED**  
UNANIMOUSLY

### **AMSC2 Buildings Asset Management**

Moved Cr C Buchanan  
Seconded Cr D Hood

1. That the information be received and noted.
2. The Buildings Asset Management Plan supersedes and replaces the November 2015 Building Renewal Policy, which is discontinued.
3. The next steps highlighted in section 3.13.1 to 3.13.6 of this report (Asset Management Sub Committee AMSC3 30/11/2020) be implemented and a further report be brought back to the Asset Management Sub Committee upon completion of the next steps 3.13.1 to 3.13.6.

**CARRIED**

## **OTHER BUSINESS**

Nil.

## **CLOSE**

The meeting closed at 7.20pm.

CHAIRMAN.....

DATE.....



+

**ITEM**

4.1.1

**URBAN SERVICES COMMITTEE****DATE**

14 December 2020

**PREV REFS**

Works and Services                      2.4.1                      18/05/2020  
Committee

**HEADING**

Landscape Enhancements to Major Entry Sites

**AUTHOR**

Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure

**CITY PLAN LINKS**

1.1 Our City is attractive and well maintained  
4.2 We deliver quality outcomes that meet the needs of our  
community

**SUMMARY**

This report presents sites for consideration as New Entry Statement points into the City, with estimated costs for their development.

**RECOMMENDATION**

1. The report be noted
2. That new entry points at:
  - The Grove Way, Salisbury Heights,
  - Port Wakefield Road north and south,
  - Kings and Waterloo Corner Roads coming off the Northern Connector,
  - Purling Avenue and Commercial Road Roundabout, Salisbury North/ Edinburghbe considered for delivery in future years, at one site per year, with any new entry statements to be considered no sooner than the 2023/24 budget to assist with the COVID-19 operational savings.
3. That a New Initiative Bid be considered of \$90,000 per year to create one new feature landscape Entry Statement each year, starting in the 2023/24 financial year.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 A report was presented to Works and Services in May 2020 (report 2.4.1), about Landscape Enhancements to current Entry Statements within the City.
- 1.2 From this report the following resolution was passed at Council;
  4. *That Council staff provide a report into additional options for Entry Statements into Salisbury and their costs by December 2020.*  
*That the report consider the following locations:*

- *Purling Road/Commercial Road Roundabout in Salisbury East (facing north towards Purling),*
- *The Grove Way at Salisbury Heights heading west,*
- *Kings Road and Waterloo Corner Roads coming off of the Northern Connector, and*
- *north and south on Port Wakefield Roads and*
- *other locations as considered appropriate.*

Carried 0542/2020

- 1.3 As per the same resolution, new Entry Statements are being considered as hybrid installations (combination of dryland and irrigated landscape treatments).
- 1.4 Further to this the September 2020 Council meeting endorsed the following;
- \$75k towards the upgrade of Unity Park (landscaping etc) together with a relocated entry statement (subject to further budget scoping)

Carried 0677/2020

- 1.5 The renewal of existing entry statements are considered as part of the Feature Landscape program. With this report providing information for additional Entry Statements to those that are currently in place. There is an existing renewal program for entry statements but this report deals with new sites.

## **2. CONSULTATION / COMMUNICATION**

### **2.1 Internal**

#### **2.1.1 City Infrastructure**

### **2.2 External**

#### **2.2.1 Department Infrastructure Transport**

## **3. REPORT**

- 3.1 In consideration of the sites listed in the May 2020 Council resolution of;
- The Grove Way, Salisbury Heights,
  - Port Wakefield Road north and south,
  - Kings and Waterloo Corner Roads coming off the Northern Connector,
  - Purling Avenue and Commercial Road Roundabout, Salisbury North/Edinburgh
- and other Entry Statement locations. Staff have considered the operational guidelines of DIT, for the purpose of pedestrian and road user safety.
- 3.2 In addition to the above locations, other sites that staff have considered for new Entry Statements are;
- West Avenue, Edinburgh northern Council boundary, Edinburgh Road, Direk western Council boundary from Heaslip Road. These sites have large traffic volumes due to the industrial precincts of Edinburgh Parks and The Vicinity.

- Walpole Rd Wetlands, Paralowie which has a frontage to Port Wakefield Road. This location currently has marketing signage for The Boardwalk development, and it is thought that this signage could be repurposed as promotional signage for the City, if they can be retained on site, for the City of Salisbury with some minor landscape development around them.
  - Globe Derby Drive, Globe Derby on the western side of the intersection.
- 3.3 Staff have tried to find locations where there is a reserve or land parcel in Council's ownership, which could host an Entry Statement, so that establishment of Entry Statements is less restricted by the State Government guidelines.
- 3.4 Most currently proposed locations do not have an area which is titled as reserve for the establishment of an Entry Statement. This means that the majority of the proposed locations for Entry Statements are within the road reserve and therefore are subject to the State Government guidelines.
- 3.5 Considering all the sites listed above in 3.1 and 3.2, staff investigated what underground services are located at each of these sites which may impact on the establishment of built infrastructure associated with an Entry Statement such as signage. All locations except for the Purling Avenue and Commercial Road Roundabout and approaches have little or no conflict for entry statements of this type to be developed.
- 3.6 As a number of the locations have no access to water, which will be required to achieve a hybrid installation, in line with the previous resolution of Council, the cost of establishing an entry statement needs to provide for the establishment of supply points for water. Alternatively the Entry Statements at these locations could be considered as a dryland installation, with only supplementary water through the establishment period of any landscaping.
- 3.7 It is estimated that the cost of a hybrid design Entry Statement would cost approximately \$90,000 per year, including \$30,000 to install a water supply; connecting to the Salisbury Water network where available. This would allow for the establishment of a 1,000 square metres of feature landscape to be developed. Alternatively, a dryland design would cost approximately \$60,000. There will be some additional Operating costs associated with the development of each new entry statement in the range of \$3,700 to \$7,500 depending on the treatment implemented at the site.
- 3.8 In the consideration of entry statements associated with the Northern Connector or its interchanges, land tenure was unable to be determined, as the State Government is still working through the tenure of land not required for the road or future access.
- 3.9 Due to this, design of any Entry Statements at the Kings and Waterloo Corner Roads interchanges needs to be considered only after land tenure has been confirmed. It is worth noting that there is no capacity for Council to establish Entry Statements within the bounds of the Northern Connector due to safety parameters which limit maintenance access within the roadway.
- 3.10 However, as these sites are seen as priority sites for Entry Statements into the City, it is proposed that staff continue to liaise with DIT about the tenure of land and that these sites be included in future budgets for consideration when tenure has been confirmed.

- 3.11 Considering the State Government guidelines and locations mentioned above. The priority listing below is presented for consideration to commence on ground delivery in 2023/24 financial year at one site per year:
- 3.11.1 West Avenue, Edinburgh just south of the intersection with Bellchambers Road on the eastern side.
  - 3.11.2 Walpole Road Wetlands, Paralowie (note existing Signage at location)
  - 3.11.3 Grove Way, Salisbury East, intersection of Bridge Rd and Grove Way on the south west corner.
  - 3.11.4 Globe Derby Drive, Globe Derby on the south western corner of the intersection with Port Wakefield Road.
  - 3.11.5 Edinburgh Road northern side at the intersection with Heaslip Road
  - 3.11.6 Purling Avenue and Commercial Road, with limited signage due to underground services
- 3.12 Following resolution of the land tenure issues related to the Northern Connector have been sorted, this priority listing should be reassessed.
- 3.13 Due to COVID budget implications it is recommended that this new program of works not commence until the 2023/24 financial year.

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

- 4.1 In response to a Council resolution in May 2020 staff have considered a range of locations and design requirements for new entry statements to the City.
- 4.2 A NIB of \$90,000 p.a. to install one new entry statement per year is recommended to commence in 2023/24.

#### **CO-ORDINATION**

Officer: Executive Group  
Date: 08/12/2020

<b>ITEM</b>	4.1.2
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	Yalumba Drive Reserve - Pontian Eagles Sports & Social Club Inc.
<b>AUTHORS</b>	Peter Rexeis, Senior Building Assets Officer, City Infrastructure David Boothway, Team Leader Civil & Transport Assets, City Infrastructure
<b>CITY PLAN LINKS</b>	<p>2.3 Our community, environment and infrastructure are adaptive to a changing climate</p> <p>4.2 We deliver quality outcomes that meet the needs of our community</p> <p>1.1 Our City is attractive and well maintained</p>
<b>SUMMARY</b>	<p>Yalumba Drive Reserve is classified as a local level reserve under the Council's Place Activation Strategy (PAS) - Formal Recreation. The existing clubrooms at the Yalumba Drive site are currently leased by the Pontian Eagles Sports &amp; Social Club Inc. and are considered no longer fit for purpose.</p> <p>It is recommended that the existing building be demolished and a new modern facility be provided.</p> <p>In addition on-site parking should be upgraded, consistent with development approval requirements, to provide 40 sealed car parks. This meets the parking requirements for the facility and enables less parking on the local roads to the benefit of the community.</p>
<b>RECOMMENDATION</b>	<ol style="list-style-type: none"> <li>1. That the existing clubrooms are demolished and a new multipurpose facility be built as per the concept plan in Attachment 1 to this report (Urban Services Committee 14/12/2020, Item No. 4.1.2).</li> <li>2. That the 2021/22 proposed budget for the building works of \$1,139,200 be transferred from the 2021/22 Building Renewal Program to the 2021/22 Building Upgrade Program.</li> <li>3. That an upgrade is undertaken to the car park, consistent with Development Approval requirements resulting in a total of 40 car parks, with funding to be included in the 2021/2022 Car Park Renewal/Upgrade Program.</li> <li>4. The proposed project budget be adjusted and a budget bid of \$450,000, being \$300,000 for the car parking, \$110,000 for the upgraded building works and \$40,000 for site rectification, landscaping and contingency be prepared for the 2021/2022 Budget for Council consideration, noting this will bring the total project budget for the Yalumba Drive Reserve upgrade to \$1,589,200 in 2021/22.</li> </ol>

## ATTACHMENTS

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

1. Attachment 1 Building Concept Plan
2. Attachment 2 - Pontion Car Park

### 1. BACKGROUND

- 1.1 Council resolved at its meeting on 18 May 2020 the following:

#### ***2.5.1 Pontian Eagles Sports & Social Club Inc. - Yalumba Drive Paralowie***

- 1. That the proposed renewal and improvement works currently planned at this site for 2021/22, including works to the building, playground, reserve and fencing, be noted.*
- 2. That an investigation be conducted to explore opportunities to improve the onsite car parking at the site, and report back to Council.*
- 3. That staff consult with the Pontian Eagles and Ward Councilors on the above improvement works, and car park investigation.*

*Resolution No. 547/2020*

- 1.2 Council also resolved at its meeting on 24 August 2020:

#### ***2.7.3 Pontian Eagles Sports and Social Club – Parking***

- 3. That Council note that parking upgrade costs and options will be tabled concurrent with the clubroom upgrade options, and that this will be by November 2020.*

*Resolution No. 0660/2020*

- 1.3 As part of the 2021/2022 Building Renewal Program \$1,139,200 has been allocated for renewal works on the building at Yalumba Drive Reserve.

### 2. CONSULTATION / COMMUNICATION

#### 2.1 Internal

- 2.1.1 Staff within City Infrastructure, Business Excellence and Community & Organisational Development.
- 2.1.2 Ward Councillors

#### 2.2 External

- 2.2.1 Pontian Eagles Sports & Social Club Inc.
- 2.2.2 Sproutt Consulting.

### 3. REPORT

#### 3.1 Site Details

- 3.1.1 It is being proposed that Yalumba Drive Reserve is classified a local level reserve under the Council's Place Activation Strategy (subject of a separate report to Council) and is limited for higher levels of service and classification. When maximum ground and facility capacity has been reached for the classification further growth may no longer be feasible. The Yalumba Drive Reserve is currently used for amateur senior and junior soccer and is not currently intended, or able, to be a district or regional level multi-sport/use hub.
- 3.1.2 The site had previously been used for football and cricket in which the site housed 1 (one) full sized AFL field, 2 (two) hard wicket pitches and 2 (two) hard wicket training nets. The hard wicket pitches were removed in 2012 (when the Pontian's located to the site) and were replaced with soccer fields and goals. The hard wicket training nets were removed in June 2019 and replaced with a single soccer training goal.

#### 3.2 Building Clubrooms - Current Use & Club Details

- 3.2.1 The Pontian Eagles Sports & Social Club Inc. is currently located at Yalumba Drive Reserve, Paralowie and has an estimated total membership of 140 members; based on the number of teams the club currently fields. The club has an executed lease with the City of Salisbury for the use of the building, two (2) senior sized soccer pitches, and one (1) junior sized soccer pitch at the reserve. The club relocated to Yalumba Drive Reserve in 2012 after the previous occupant vacated.
- 3.2.2 Yalumba Drive Reserve currently caters for 3 senior men's teams competing in the South Australian Amateur Soccer League in the following divisions:
- SAASL Sunday Premier A division – senior mens
  - SAASL Sunday Division 6 – senior mens
  - SAASL Sunday Division 9 – senior mens
- 3.2.3 The ground is used by 2 junior soccer teams, the Paralowie Eagles Junior Soccer Club who are a sub-club of the Pontian Eagles:
- Football SA – Under 17 C JPL
  - Football SA – Under 14 JSL B
- 3.2.4 The club also is part of the Miniroos competition, fielding:
- Under 12; Under 10; Under 9; Under 8; Under 7

### 3.3 Building Condition Audit

- 3.3.1 Staff engaged a consultant earlier this year to carry out a building condition audit for all of Council's buildings. It revealed that the clubroom at Yalumba Drive had an overall condition of the building as 3 (fair) according to the Institute of Public Works Engineering Australasia (IPWEA) guidelines scale of 1 to 5. Condition 3 requires planned general maintenance some may be significant, to bring the building back to a good condition.
- 3.3.2 The consultant also carried out a basic fit for purpose audit such as current use, disabled facilities, and opportunities for expansion. The fit for purpose portion of the audit has highlighted that the club has grown to a point where the building is struggling to be fit for purpose.
- 3.3.3 The existing change rooms and toilets are not suitable to be utilised as female friendly (unisex) and all access as per the Place Activation Strategy, further information is provided in 3.4.

### 3.4 Place Activation Strategy

- 3.4.1 Council has endorsed the Place Activation Strategy which is a core strategy delivering key parts of the City Plan 2035. It provides a framework to deliver social and economic benefits for the City of Salisbury. One of the categories relevant to the Yalumba Drive Reserve and Pontian's Eagles Clubrooms is 'Formal Recreation'. Council has endorsed the definitions and guiding principles of Formal Recreation which will help guide the works proposed in line with good asset management principles.
- 3.4.2 Yalumba Drive Reserve is classified by staff as a local level reserve under the Council's Place Activation Strategy and this will have limitations on the ability to expand due to the lack of available space at the reserve.
- 3.4.3 The existing clubrooms do not meet the classification requirements for Formal Recreation - local level reserve.
  - The existing player shower areas are communal; they do not provide any privacy and are undersize.
  - There are not enough toilets in the existing player change rooms and additional toilets are required.
  - There are no facilities for Referees to change and shower.
  - The existing male and female toilets do not meet current requirements; additional toilets are required plus an ambulant toilet in both the male and female toilets.
  - The existing social space is currently only 66 square metres and requires an additional increase in floor space.
  - The existing clubroom does not encourage or allow inclusive use for all.
- 3.4.4 The existing clubrooms are not fit for purpose as per the Place Activation Strategy – Formal Recreation – Local Level Reserve.



**3.5 Inclusive Facilities**

- 3.5.1 The club does not currently provide the opportunity for women and girls to actively participate in sport at the club. This has been highlighted as a priority by the club however this is not feasible without appropriate facilities and the club does not currently have a women's team. New Clubrooms as per Attachment 1 Building Concept Plan is designed to be fully inclusive. There has been a significant increase in demand for inclusive facilities and participation in women and girls sport throughout Australia and the State, AusPlay identifies that the top activities for female participants in the Salisbury LGA are non-structured recreation activities such as walking (recreational), fitness/gym, swimming, jogging, running and athletics.
- 3.5.2 The existing clubroom currently does not cater for inclusive use due to the lack of universal design principles incorporated in the facility. This means that this facility is not likely to be deemed appropriate and used by a diverse range of people.

**3.6 Consultation and Next Steps Undertaken**

- 3.6.1 Staff have carried out numerous inspections of the site and there have been meetings held between staff, the Pontian Eagles Sports & Social Club and Ward Councillors.
- 3.6.2 The existing clubrooms currently have a footprint of 201 square metres with 66 square meters being their existing social space plus an undercover spectator area of 105 square metres.
- 3.6.3 As advised by the building condition audit undertaken the clubroom building is in a fair condition and based on this would normally not require any major renewal or upgrade works. However, due to the requirements of the Place Activation Strategy - Formal Recreation (subject of another report to Council) as well as the additional work the consultant had undertaken as part of the building condition audit the existing clubrooms are no longer considered fit for purpose.
- 3.6.4 With the current configuration of the existing clubrooms it will make it very difficult to carry out renewal works that will make the building fit for purpose. The original design and construction of the clubrooms makes it arduous to carry out cost effective alterations, modifications and extensions.
- 3.6.5 To make the existing clubrooms fit for purpose would require substantial demolition (up to 75%) of the existing building including the roof and result in a building that would still not be aesthetically appealing and have the appearance of sections being attached rather than one complete building.

It is more efficient and economical to demolish the existing building and build a new fit for purpose building in an improved location allowing for increased car parking, enhanced spectator viewing while meeting the requirements of the Place Activation Strategy, Formal Recreation, Local Level Reserve. This is what's being recommended to Council as this outcome will provide an efficient and economical outcome that is better value for money.

- 3.6.6 This will mean that the current budget allocation approved by Council of \$1,139,200 in 2021/2022 will need to be reallocated from the building renewal program to the building upgrade program.
- 3.6.7 A concept plan has been developed for new clubrooms meeting the requirements of the Place Activation Strategy, Formal Recreation, Local Reserve (Refer Attachment 1 Building Concept Plan). The proposed new clubroom as attached has a footprint of 332 square metres plus an undercover spectator area of 136 square metres an increase of 60% for the clubrooms and 30% for the undercover spectator area.
- 3.6.8 Based on the proposed design an estimate has been calculated and it is anticipated that the new building will cost approximately \$1,250,000. The current budget allocation is not sufficient and will require an additional \$110,000 (building only). To also ensure that the immediate area of the building is also completed \$40,000 is being sought that will cover any rectification works including landscaping and damage to turf and any increase in costs as works will not commence until the next financial year. This is a total of \$150,000 which will bring the budget up to \$1,289,200.
- 3.6.9 As part of discussions held with the club they have asked if it's possible to increase the social space from 100 square metres to 150 square metres as well as an additional two changerooms. For Council to just provide the larger social space a budget of \$1,450,000 (option 2) will be required and for the extra two changerooms a budget of \$1,750,000 (option 3) will be required. These budgets would be for the building only and do not include the carpark.

	Option 1 ( <i>recommended</i> )	Option 2	Option 3
Event Space	100sqm	150 sqm	150spm
Change Rooms	2	2	4
Cost	\$1.289m	\$1.450m	\$1.750m

- 3.6.10 During the consultation with the committee members and Ward Councillors they were advised that the current budget allocation would not be able to cover the additional costs.

- 3.6.11 The proposed new clubroom as per Attachment 1 Concept Plan is designed to allow for growth and expansion of the club. If additional change rooms and social space are required in future years the design allows for adding extensions that will blend in and look like the original building and not something that is added on.
- 3.6.12 A part of the legislative process is to obtain a Development Approval to deliver the proposed works, this includes consultation with the neighboring properties affected by this development.

### **3.7 Car Parking**

- 3.7.1 The Pontian Club has 18 formal car parks and 10 informal car parks at the site. This is inadequate for the proposed upgrade to the building.
- 3.7.2 The current car park layout needs adjusting to tie in with the new location of the building, plus additional car parks that will be needed as part of development approval requirements.
- 3.7.3 It will require 40 car parks to meet development approval requirements and the approximate cost is expected to be \$300,000. It will include DDA parking, cycle/motorbike parking, lighting and emergency access to the playing field.
- 3.7.4 A new car park layout has been designed and is shown in attachment 2.

### **3.8 Clubhouse Expansion and Impact on Car Park**

- 3.8.1 The building has been designed to cater for a possible increase in floor space in the future if required. The floor area may expand from 332m<sup>2</sup> to 466m<sup>2</sup>. The budget of \$300,000 is for 40 car parks only.
- 3.8.2 The position of the new clubhouse parking layout enables the clubhouse to expand without encroaching on the car park area. Thus there will be no loss of car parks if and when the clubhouse increases in floor area. The layout for this 61 bay car park is shown on the attachment, should the floor area be expanded further. The estimated cost for these additional 21 sealed car parks is \$150k.
- 3.8.3 While there is the potential to increase the number of car parks available on site through informal parking around the reserve, additional formal spaces could be developed in the detention basin. This will however require considerable earthworks and has not been allowed for.

### **3.9 Traffic Impact Assessment**

- 3.9.1 It is assumed the club membership size will stay the same or have a small increase in numbers.
- 3.9.2 It is also assumed that if the club outgrows the facility it will move from this local reserve to a district reserve at a different location, or as discussed with the club have two locations as its playing base.
- 3.9.3 The new larger car park facilities around the new clubhouse will enable more cars to parks in the grounds rather than on the local streets. This will be a benefit to the local community.

3.9.4 Thus there will be no change in the traffic impact due to the new clubhouse. The use of the property remains unchanged. The patronage numbers for the reserve will be the same, and peak vehicle movement will remain the same. The local community is familiar with the pedestrian and vehicle movements generated by the local reserve and club.

3.9.5 A full detailed traffic impact assessment is not required.

### **3.10 Car Park Cost Estimate**

3.10.1 The cost estimate to create a new sealed car park for 40 cars at the Pontian Clubhouse is \$300k. An additional 20 car parks would cost a further \$150k.

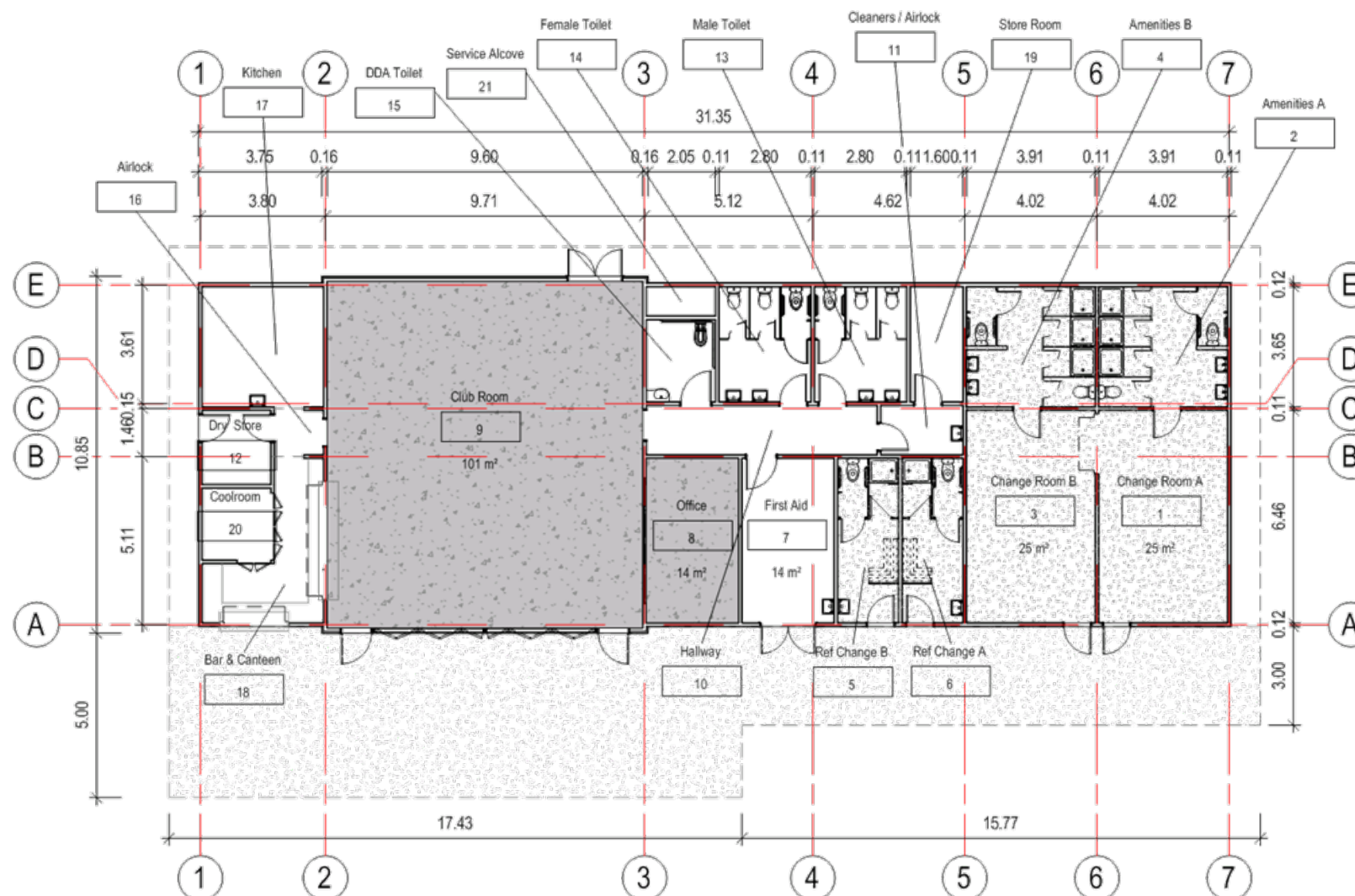
3.10.2 There is no budget in the 20/21 or 21/22 financial years for the parking upgrade.

## **4. CONCLUSION / PROPOSAL**

- 4.1 Yalumba Drive Reserve is classified as a local level reserve; it is currently only used for amateur senior and junior soccer and is not currently intended or able to be a district or regional level multi-sport/use hub. Growth is limited and the potential to relocate will need to be discussed further with the club if they continue to expand.
- 4.2 Substantial building renewal works have been included in the Building Renewal Program for 2021/2022, with \$1,139,200 allocated.
- 4.3 After receiving the building condition audit and investigated the merits of undertaking building renewal it is considered to be more efficient and economical to demolish the existing building and build a new fit for purpose building that meets the requirements of the Place Activation Strategy, Formal Recreation, Local Level Reserve as per Attachment 1 Building Concept Plan.
- 4.4 To undertake the building upgrade the approximate cost is estimated to be \$1,250,000. As outlined in the report to also ensure that the immediate area of the building is also completed an additional \$40,000 is being sought that will cover any rectification works including landscaping and damage to turf and any expected increases in costs as works will not commence until the next financial year. This brings the total additional funds required to \$150,000. The total budget then allocated for this project will be \$1,289,200.
- 4.5 As there is an increase in the building area due to the proposed upgrade additional carparking is required as part of the development. The upgrade of the building also requires an upgrade of the onsite car parking and 40 spaces is required for at an estimated cost of \$300,000.
- 4.6 A budget bid of \$450,000 being \$300,000 for the car parking and \$150,000 for the building works at Yalumba Drive Reserve Paralowie is required to be allocated.

## **CO-ORDINATION**

Officer: Executive Group  
Date: 08/12/2020



Room Schedule			
No	Room Name	Area	Floor Finish
1	Change Room A	25 m <sup>2</sup>	Rubber
2	Amenities A	14 m <sup>2</sup>	Vinyl
3	Change Room B	25 m <sup>2</sup>	Rubber
4	Amenities B	14 m <sup>2</sup>	Vinyl
5	Ref Change B	9 m <sup>2</sup>	Vinyl
6	Ref Change A	9 m <sup>2</sup>	Vinyl
7	First Aid	14 m <sup>2</sup>	Vinyl
8	Office	14 m <sup>2</sup>	Carpet

Room Schedule			
No	Room Name	Area	Floor Finish
9	Club Room	101 m <sup>2</sup>	Carpet & Vinyl
10	Hallway	11 m <sup>2</sup>	Vinyl
11	Cleaners / Airlock	4 m <sup>2</sup>	Vinyl
12	Dry Store	5 m <sup>2</sup>	Vinyl
13	Male Toilet	10 m <sup>2</sup>	Vinyl
14	Female Toilet	10 m <sup>2</sup>	Vinyl
15	DDA Toilet	5 m <sup>2</sup>	Vinyl
16	Airlock	2 m <sup>2</sup>	Vinyl

Room Schedule			
No	Room Name	Area	Floor Finish
17	Kitchen	14 m <sup>2</sup>	Vinyl
18	Bar & Canteen	11 m <sup>2</sup>	Vinyl
19	Store Room	6 m <sup>2</sup>	Vinyl
20	Coolroom	5 m <sup>2</sup>	Concrete
21	Service Alcove	2 m <sup>2</sup>	Concrete

**Total Built Area: 332 m<sup>2</sup> (excluding spectator area)**

**Undercover Spectator Area: 136 m<sup>2</sup>**



Client / Program	
------------------	--

### Building Upgrade Program

Stage
-------

**FOR CONSULTATION**

Project	
---------	--

PR TBC

Building

## CLUBROOMS OPTION A

17 Yalumba Dr , Paralowie SA 5108

Drawing Title
---------------

### Proposed Floor Plan

Project Director: JARRED COLLINS

Project Designer: JOHN H. OLAR

Revision:	3	16/10/2020
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Revision Description:

Issued for internal review

Revision History / Date:

3 - Issued for internal review / 16 Oct 2020

1 - Issued for internal review / 28 Sep 2020

Date: 16/10/2020

Scale: 1 : 150

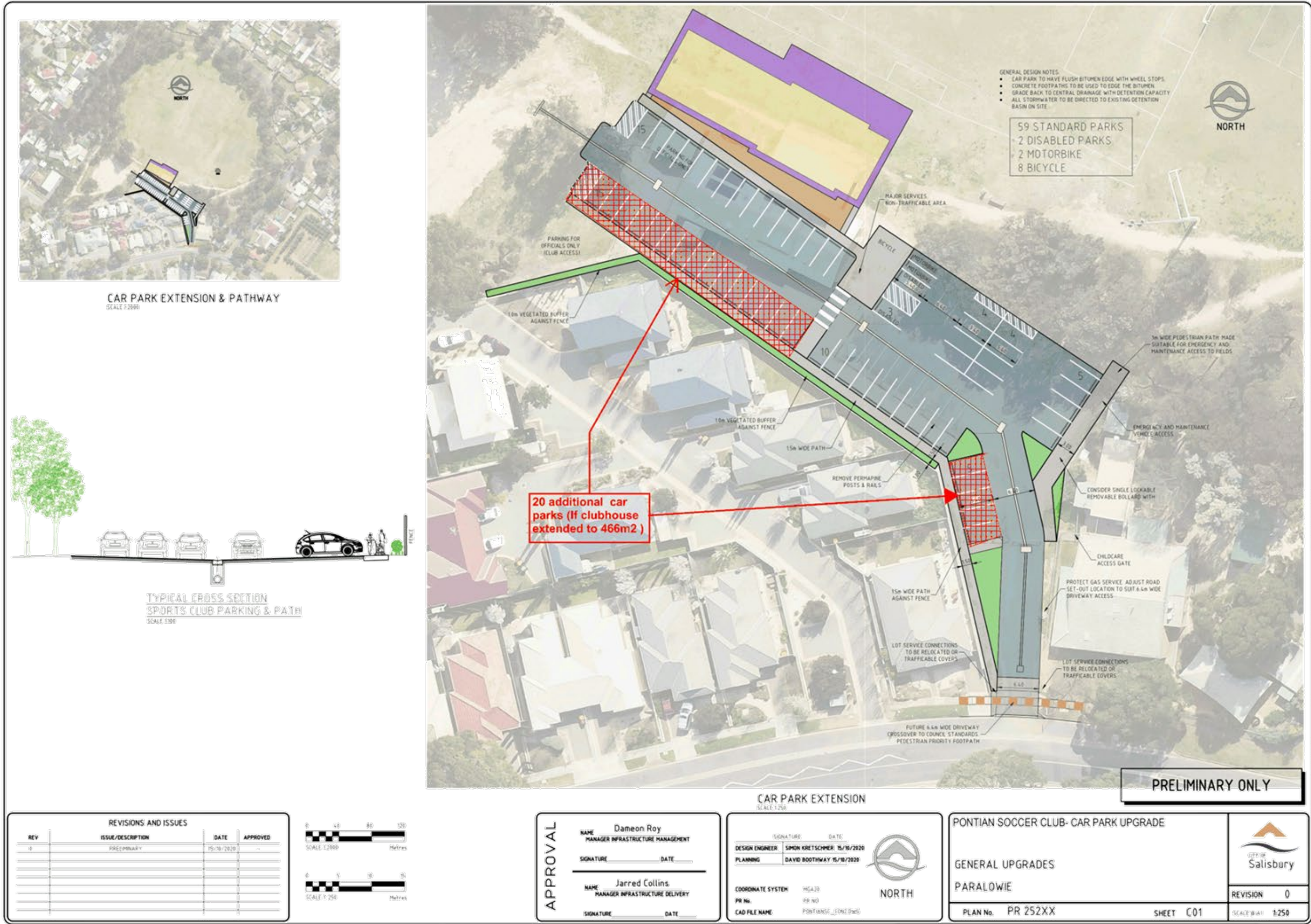
Drawing Number:

North:
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AWD-02











<b>ITEM</b>	4.1.3
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	Lindblom Park & Thomas More College Improvements
<b>AUTHOR</b>	John Devine, General Manager City Infrastructure, City Infrastructure
<b>CITY PLAN LINKS</b>	<p>1.2 The health and wellbeing of our community is a priority</p> <p>3.4 Our urban growth is well planned and our centres are active</p> <p>4.4 We plan effectively to address community needs and identify new opportunities</p>
<b>SUMMARY</b>	<p>This report recommends that Council works with Thomas More College in the planning and development of the precinct surrounding the school.</p> <p>The report also provides Council with an overview to the background for the development of a master plan for Lindblom Park.</p>

## RECOMMENDATION

1. Council allocate \$40,000 to complete a Master Plan for Lindblom Park as part of a Second Quarter Budget Review.
2. The Lindblom Master Plan be delivered to Council by September 2021.
3. Council work with Thomas More College in the delivery of their Master Plan and improvements to the surrounding public realm.

## ATTACHMENTS

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

1. Letter from Thomas More College - Galwer Greenway

## 1. BACKGROUND

- 1.1 The Mayor and Executive staff have met with Thomas More College representatives to discuss how best Council can assist in facilitating the school's new master plan whilst incorporating the new shared use facilities, for the Gawler Greenway along their railway line boundary.
- 1.2 Lindblom Park, Pooraka has multiple sports clubs (Soccer, AFL, Cricket and Netball) on site (north of Dry Creek) and an informal hub mostly located on the southern side of the Dry Creek Corridor, which has off road carpark, sports courts, playspace and numerous shelters and seating opportunities.
- 1.3 There are three small Council owned club rooms and one large club facility, owned by the Pooraka Football Club on the site.
- 1.4 There is no overall vision for the total precinct, with funding this financial year to upgrade the lighting.

**2. CITY PLAN CRITICAL ACTION**

- 2.1 Improve our playgrounds and sporting facilities and cycle paths.

**3. CONSULTATION / COMMUNICATION****3.1 Internal**

3.1.1 City Infrastructure

3.1.2 Community & Organisational Development

**3.2 External**

3.2.1 Clubs associated with Lindblom Park

3.2.2 Thomas Moore College

**4. REPORT****Thomas More College / Amsterdam Reserve**

- 4.1 At present Amsterdam Crescent Reserve, Salisbury Downs, is the key community Local Reserve opposite Thomas More College. The site does not have any formal recreation occurring on it, but does have informal recreation assets including:
- 4.1.1 Full size sports court
- 4.1.2 Playspace, seating and bin
- 4.1.3 Irrigated turf area
- 4.1.4 Fitness equipment nodes and unsealed recreational walking track.
- 4.2 This location is also a Strategic Land Review site, with the south western boundary being considered.
- 4.3 The Department for Infrastructure and Transport (DIT), as part of the delivery of its Gawler Greenway shared pathway alignment, has had discussions with Thomas More College and CoS. These discussions have identified that DIT's proposal requires acquisition of portion of the school grounds to run the alignment on the school's eastern boundary adjacent to the rail corridor. This option provides the most direct and unhindered access north into Salisbury from Parafield Station.
- 4.4 There are opportunities for Council and Thomas More to further develop agreements around the sharing and creation of sporting facilities, similarly to the agreements with Bethany and Temple College regarding Fairbanks Drive reserve. These agreements would cover Amsterdam Reserve and Thomas More's main oval, which could support formal sport, with car parking already associated with the school.
- 4.5 Council and the school, also recognise that there are challenges with school traffic increasing similar to other schools in the City, particularly related to parking and students moving across Amsterdam Crescent. These issues will increase with the expected growth of school enrolments, and relocation of the Pedestrian Activated Crossing away from the entry near Lakeview Drive to immediately adjacent the railway line, in line with the Gawler Greenway Path.

- 4.6 Following the meeting with the school the Principal has written to the Mayor expressing the school's interest in working with Council on developing the precinct around the school, and in particular the development of Amsterdam Reserve, possible land swap to accommodate a shared pathway and development of the school, and the potential entrepreneurial retail precinct.
- 4.7 Liaison with the school is expected to commence early in 2021, and Council will be kept informed of progress.

#### **Lindblom Park**

- 4.8 There is budget allocated this financial year for the installation of a barbecue near the toilet block on the northern side of the creek. There was work undertaken in the last couple of years to improve parking and accessibility into the site and increase the formal car parking along the Quinlivan Road side of the Reserve.
- 4.9 As part of the Sportsfield Lighting Upgrade/Renewal Program the main oval at Lindblom Park was identified as the next on the program. Consequently, there have been initial discussions with the Football and Turf Cricket Clubs about the level of lighting recommended for the oval, ranging from training level at 100 Lux, currently budgeted for, to 500 Lux for full night cricket, which few ovals have in Adelaide.
- 4.10 The range of costs associated with any lighting upgrade has acted as a catalyst for discussions on the future of the reserve and the need to allocate funds to undertake a master plan of the site.
- 4.11 The master plan would address the opportunity to:
- 4.11.1 Assess the existing facilities on the site from a function, capacity, fit for purpose and accessibility perspective.
  - 4.11.2 Potentially reduce the number of facilities on the site, but increase the capacity to expand those facilities.
  - 4.11.3 Potentially increase the capacity of the reserve to include an additional playing surface, reducing the current overuse.
  - 4.11.4 Undertake a needs assessment of the capacity of the facilities to increase the levels of service for lighting on the site.
  - 4.11.5 Increase the lighting of various playing areas of the facility, with a view to introducing solar and battery storage options to reduce the cost to the clubs.
  - 4.11.6 Integrate the District Playspace with the local Formal Recreational Facilities
  - 4.11.7 Address long term flooding issues
  - 4.11.8 A delay to the upgrade of the lighting, until a master plan for the site has been completed, is therefore recommended. Furthermore, the allocation of \$40,000, via a second quarter budget bid, to undertake a master plan of the site, will be sought.
- 4.12 It is expected that the master plan will be completed by mid 2021, reporting to Council by September 2021, to inform the future year's budget process. This will ensure any lighting upgrade will be consistent with the master plan requirements.

- 4.13 During the development of the master plan there will comprehensive, elected member, club and community engagement via workshops and presentations and signoff.

## **5. CONCLUSION / PROPOSAL**

- 5.1 The Thomas More College is working through its master plan. There are a number of issues and opportunities for the school and the local community which would benefit from the two organisations working together. This report recommends that Council works with Thomas More College in the planning and development of the precinct surrounding the school.
- 5.2 Secondly, it is recommended Council undertake Master Planning at the Lindblom Reserve prior to the construction of any infrastructure on the site, to ensure the facilities are integrated with the reserve and meet the future needs of the Community in line with Council's Place Activation Strategy.

## **CO-ORDINATION**

Officer: Executive Group  
Date: 08/12/2020



23 Amsterdam Crescent,  
Salisbury Downs, SA  
PO Box 535, Salisbury, SA 5108  
E [tmc@tmc.catholic.edu.au](mailto:tmc@tmc.catholic.edu.au)  
T (08) 8182 2600  
[www.tmc.catholic.edu.au](http://www.tmc.catholic.edu.au)

November 3, 2020  
Ms Gillian Aldridge OAM  
Mayor of the City of Salisbury

Dear Ms Aldridge,

Thank you for meeting with me, Business Manager Andrew Boeyen, and Paul Angle, CESA Manager of Planning and Development, on Tuesday October 27. I wish to also pass on my thanks to CEO John Harry, John Devine, Gail Page and Adam Trotman. We enjoyed the chance to engage more deeply in a conversation about possible future plans between Thomas More College and the Salisbury Council.

We enjoy and are very proud of being the school of choice for much of the population of the City of Salisbury. We are very respectful of local families sending their young people to our school wanting the best educational experience possible for them, which we aim to provide, and with the assistance of the Salisbury Council, hope to make provisions for outstanding facilities and shared of land in order to do so.

The College is currently experiencing a wave of enrolment popularity as the School for choice in the area. In essence, we are full for next year, approaching capacity for 2022 and are approaching space issues in 2023 and beyond; demand is very soon going to outgrow supply, both from students at Catholic and non-Catholic primary schools. This is in the midst of a current Master Plan which does not allow for this growth, and for which we are currently looking to revise. These timely discussions allow us to do so with the best interests of both TMC and the Salisbury Downs area at the forefront.

To help facilitate this ongoing partnership in the pursuit of excellence, I offer a summary of the proposed steps of engagement and progression after our meeting. We wish to pursue:

**1. Development of Amsterdam Reserve** with the following considerations:

- A resolution to some of our current issues which are related to student drop-off zone, parent and community parking.
- Development of some of the green space into a usable soccer pitch, utilised both for PE lessons and sports activities during the day, and by extension some of the local groups that currently use the Thomas More College Oval (eg. Northern Demons Soccer Club).
- We would look for the Council to redevelop the land and then for Thomas More College to maintain and upkeep for both School and local use.

**2. Possible Land Swap**

As discussed the Department for Infrastructure and Transport (DIT) wish to acquire a strip of land adjacent to the railway line for a bikeway and the college has an interest in acquiring a small parcel of 'land-locked land' owned by the council. The college would like to explore the following possibilities in regard to these:

**(a) Gawler Greenway Project:**

- Given the good faith nature of this arrangement, including future provisions for the steps below, we would look to enter into an 'in principle' agreement to gift the three metre stretch of current school land parallel to the railway line, stretching from Kings Road to Amsterdam Crescent, to the Council.

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23 Amsterdam Crescent,  
Salisbury Downs, SA  
PO Box 535, Salisbury, SA 5108  
E [tmc@tmc.catholic.edu.au](mailto:tmc@tmc.catholic.edu.au)  
T (08) 8182 2600  
[www.tmc.catholic.edu.au](http://www.tmc.catholic.edu.au)

- This land has been requested by the DIT for the above project.
- This agreement would need to involve Catholic Education SA, who represent the current owners of the land (Catholic Church Endowment Society).
- With this agreement in place, we would then look to alter our current and overdue plans for the laying of new sports courts to allow for the provision of this land.

**(b) In Principle Agreement for Land Swap**

- As part of the above agreement, we would look to take possession of the land immediately behind our current gymnasium.
- Our overall plans are to build a multi-purpose double-gymnasium and contemporary performing arts space.
- While Thomas More College would retain the land, we would very much like to enter into a shared use facility arrangement with the Council so that the local area could best access our new facilities.
- We would look to provide driveway access or the like this new facility which would also provide a buffer to the current residents.

**3. Entrepreneurial Retail Precinct**

- We are closely monitoring the progress of the currently-for-lease property at 42-44 Amsterdam Crescent, directly opposite the College.
- While not in our immediate plans, this property has become available only three times in TMC's 41-year history.
- We have ideas of creating a retail precinct which is closely connected to entrepreneurial learning, benefitting both our students and the local area.
- For example, we may be looking to run a commercial café which is connected to Certificate II and III offerings in commercial cookery and hospitality, offering real-life experiences for our students as well as potential post-school employment for students who may most need it. Entrepreneurial learning is a key feature of SACE Board's new Strategic Plan.
- The school would look to fund a lease or possible purchase; we are keen to work with Council should this eventuate re. best uses, promotion, etc.

I understand the next step is for Council to discuss these recommendations. Both Andrew and I would welcome the opportunity to attend future Council meetings to discuss, clarify or talk more about any of these options. Ultimately, we are hoping to engage with Council to redevelop our Master Plan reflective of these discussions and hopeful arrangements.

I am very excited for where this possible fusion between TMC and the Council may take us. I look forward to hearing from you in the near future.

Yours Sincerely,

  
Corey Tavella  
Principal

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<b>ITEM</b>	4.1.4
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	Traffic Management Treatments - Beechwood Avenue
<b>AUTHORS</b>	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure Tony Calandro, Senior Traffic Engineer, City Infrastructure
<b>CITY PLAN LINKS</b>	1.5 Our community is resilient and adaptive to change 3.4 Our urban growth is well planned and our centres are active 4.2 We deliver quality outcomes that meet the needs of our community
<b>SUMMARY</b>	The traffic data for Beechwood Avenue at Mawson Lakes shows that the existing traffic management treatments are working well. The data shows the road has the characteristics of a typical local road. The road treatments and “No Truck” signage should remain. The road should also remain open as a light vehicle access route to Cavan industrial area. It is recommended Council install a concrete extension of the traffic island nose in Beechwood Avenue to help slow traffic down and mitigate the corner cutting behavior by some residents.

## RECOMMENDATION

1. Beechwood Avenue, Mawson Lakes, remain open to local traffic and the “No Trucks” signage remains.
2. A concrete extension of the traffic island nose be installed to help slow traffic down and mitigate the corner cutting behaviour by some residents, as part of the 2020/21 Minor Traffic Program.
3. Local residents be advised of Council’s decision.

## ATTACHMENTS

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

1. Council resolution to not close Beechwood Avenue (Levels Road) , 2004.
2. Chicane on Beechwood Avenue (Levels Road), 2005.
3. Beechwood Avenue Modified T-Junction , 2017.

## 1. BACKGROUND

- 1.1 At its 16 December 2019 meeting, Council resolved as follows:

### ***12.2 Traffic Management Treatments***

1. *Staff bring back a report considering appropriate traffic management treatments for Beechwood Avenue, Mawson Lakes.*



2. *The report to be presented to the Works and Services Committee by March 2020.*
3. *The report will also include the consultation with nearby businesses and residents.*

*Resolution 0377/2019*

- 1.2 Beechwood Avenue, in Mawson Lakes, was historically known as Levels Road. The road provided access to the Cavan industrial area.
- 1.3 In 2004, as part of the Mawson Lakes development, Council proposed the closure of Beechwood Avenue (Levels Road). Due to the objections from residents and businesses Council resolved to keep the road open and build traffic treatment devices to limit truck movement. Attachment 1 is a copy of Council Item 5.6.2 (1) dated the 18<sup>th</sup> of May 2004 regarding the “Proposed Road Closure, Portion of Levels Road at Mawson Lakes”, which states that Council had received a petition with 72 signatures from businesses within the industrial area of Cavan opposing the permanent closure of the Beechwood Avenue. Office staff living in Mawson Lakes use Beechwood Avenue to commute to work.
- 1.4 Levels Road alignment was modified and re-named Beechwood Avenue as part of the “staged” Mawson Lakes development undertaken by Delfin Lend Lease.
- 1.5 The upgrade of Levels Road to Beechwood Avenue was completed and opened to traffic prior to commencement of building activity for new housing on vacant allotments at this site.
- 1.6 The road upgrade included the One-Way Drive Link Treatment, which was installed by Council in Beechwood Avenue during the 2006. See Attachment 2.
- 1.7 The One-Way Driveway Link separates regular local area traffic in Mawson Lakes from heavy commercial traffic on Sharp Court in Cavan industrial area. This treatment is designed to allow standard passenger and utility vehicles only between the residential and industrial areas.
- 1.8 Some residents of Beechwood Avenue have repeatedly over the years raised the issue of road closure and traffic management. On site meetings over the years have been held with the resident, Elected Members, Council staff and SAPOL.

## 2. CONSULTATION / COMMUNICATION

- 2.1 Internal
  - 2.1.1 City Infrastructure
- 2.2 External
  - 2.2.1 Local residents and businesses were notified (historically) of the potential closure of Beechwood Ave. There was a petition with over 72 signatures to keep the road open.
  - 2.2.2 Staff have been in consultation with DIT in terms of changes to the intersections (Sharp Court and Cross Keys Road) from Cavan Industrial Estate into Montague Road. DIT have declined to make changes to these intersections as they are too close to the Pork Wakefield – Montague Road signalized intersection.



- 2.2.3 South Australia Police (SAPOL) have previously attended on site meetings with residents to discuss traffic issues.
- 2.2.4 CEO, GM City Infrastructure and Staff recently met with Local residents on site.
- 2.2.5 Residents have agreed that Council investigate the options additional traffic calming in Beechwood Avenue that links through to the industrial area.

### 3. REPORT

- 3.1 Council Staff have been contacted many times by a resident of Beechwood Avenue regarding traffic management and road safety issue along the “chicane” section of this local road.
- 3.2 The resident feels aggrieved as he says he was advised by Delfin Lend Lease when he purchased his residential allotment that the western-end of Beechwood Avenue was going to be closed to all traffic.
- 3.3 However, as mentioned above Council consulted residents and businesses about a proposed road closure and as a result of the resolution the road was kept open and as part of the agreement Council would install traffic management treatments on Beechwood Avenue. The one-way driveway link was installed to slow traffic down and prevent large heavies using the street. The traffic stats (as discussed below) show that these traffic calming devices have proved successful.
- 3.4 Council has over the year’s undertaken traffic monitoring and made additional modifications to the treatments in Beechwood Avenue, and reported hoon driving activity to South Australia Police (SAPOL).
- 3.5 Council undertook minor works to the kerbing, and additional pavement markings and signage, to reinforce the priority traffic flow and improve road safety, during 2017/2018. See attachment 2
- 3.6 In addition a number of “NO TRUCKS” Regulatory Signage (Except Service Vehicles) where installed at the entry to both ends of Beechwood Avenue lane.
- 3.7 In particular, there is a large-size Regulatory Sign at the T-Junction with Mawson Lakes Boulevard, and duplicated small-size Regulatory Signage at both the Beechwood Avenue entrance at Mawson Lakes and the Sharp Court entrance, Cavan.
- 3.8 A CCTV camera was recently deployed for one month. There was no reported hoon driving and one possible heavy vehicle infringement.
- 3.9 On behalf of the residents, Council Transport staff have referred any hoon driving and any truck activity to SAPOL.
- 3.10 Statistical traffic data recorded during September 2020 showed the link section of Beechwood Avenue has a traffic volume of 530 vehicles per day and a traffic speed (85 percentile) of 35 km/h. The commercial vehicle count is 3% (this includes refuge vehicles, parcel delivery and the like). These are typical stats for a local road.

- 3.11 The “NO TRUCKS” Regulatory Signage prohibits Medium-Rigid Vehicles to travel along this section of Beechwood Avenue. However, it appears a small number of operators of this type of commercial vehicle disregard this signage. This behavior is report to SAPOL when it is brought to Council’s attention.
- 3.12 The CEO, GM City Infrastructure and Staff have recently met with the residents. It was agreed with the residents that DIT is very unlikely to modify the intersections on Montague Road, Council will not close Beechwood Avenue link, but Council would look at what additional traffic calming could be down to Beechwood Avenue.
- 3.13 Possible additional traffic calming could include:
- 3.13.1 Extension of the concrete nose of the traffic island (This option would help stop turning traffic from “cutting the corner”. This option is favoured.
  - 3.13.2 Extension of the centre median bars and linemarking along the Beechwood Avenue link road. (This option creates a narrowing of the road and would help to slow traffic. However, the existing no parking yellow lines would be extended as the road would be too narrow to allow for both the extended median strip and parked cars. Thus residents would lose parking in front of their properties. This option is not favoured as cars parked in the street already create a narrowing for the benefit of slowing cars, and the removal of parking creates parking issues further down the street).
  - 3.13.3 A narrowing of the road through protuberances or a centre island. (The road is already narrow at 7m wide and is too narrow for protuberances or a centre island. Thus road narrowing is not favoured).
  - 3.13.4 Installation of a second One-way Driveway Link. (This option makes the road more tortuous and limits speed to 10km/h but is not practical due to the driveway access points along this section of road. In addition the location would be too close to the T – junction, which would result in queueing cars overflowing into the T-junction and creating a safety hazard).
  - 3.13.5 Closure of Beechwood Avenue onto Sharp Court. (This option is not supported as the option has already been tested by Council and the community rejected the idea. In addition, the September 2020 traffic statistical data shows that the Beechwood Avenue link road is behaving as a normal local road. The 85 percentile speed is very low at 35km/h, with a normal traffic volume of 530 vehicles a day. The street allows residents in Mawson Lakes to gain safe slow access to the Cavan Industrial Estate, where they most likely work. If the road was closed it would force residents to travel further via Montague Road. This travel loop would also be less safe than the existing route as residents would need to cross two very busy DIT intersections on Montague Road. It is foreseen that a formal consultation with the Mawson Lakes community and business workers in the industrial estate would favour the keeping of the Beechwood Avenue open for light vehicles and no trucks, like it is at present. Thus the status quo would remain).

- 3.14 It is recommended that the concrete extension of the traffic island nose be installed to help slow traffic down and mitigate the corner cutting behavior by some residents.

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

- 4.1 The results of the traffic data for Beechwood Avenue show that the existing traffic treatment is working. The road is functioning as a typical local road; low traffic volume, low speed and low commercial use with the road having only 520 vehicles per day and a very low 85 percentile speed of 35km/h. .
- 4.2 The CCTV camera was deployed for one month. There were no reported hoon driving and one possible heavy vehicle infringement.
- 4.3 Informal discussions with the nearby companies indicate that they will continue to not support having the chicane closed, and the result as per 2004, would be no different.
- 4.4 The CEO, GM City Infrastructure and Staff have been in consultation with residents, businesses and Department of Infrastructure and Transport (DIT) on options for Beechwood Avenue and modifications to intersections on Montague Road. However there was no alternative route for traffic leaving the industrial area other than Beechwood, with DIT rejecting alternative alignments such as creating Sharp Court as a full intersection.
- 4.5 The traffic control devices along Beechwood Avenue lane are working well as shown by the traffic data, however the concrete extension of the traffic island nose should be installed to further help slow traffic down and mitigate the corner cutting behavior by some residents, however Beechwood Avenue should remain open.
- 4.6 Council will continue to report any undesirable traffic behaviour, such as “hoon driving” to the Road Policing Section at the Parks Police Station, Ottoway.

#### **CO-ORDINATION**

Officer: Executive Committee  
Date: 08/12/2020



**ITEM** 5.6.2 (1)

**CORPORATE ADMINISTRATION COMMITTEE**

**DATE** 18 May 2004

**FILE NUMBER** STR01566/29/DL

**PREV. REFS** Item 6.8.2 of 25.11.02

**HEADING** Proposed Road Closure, Portion of Levels Road, Mawson Lakes

**AUTHOR** Julie Bond; Property Officer; Finance

**SUMMARY**

At the meeting on 25 November 2002 Council resolved to commence a road process to close portion of Levels Road, west of The Park Way, at Mawson Lakes as shown on the attached plan.

The purpose for this, from a planning perspective is that it is desirable to separate heavy industrial traffic from residential areas.

This further report now addressed to Council advises of the outcome of its public consultation and the further need now not to proceed with this road closure yet ensure a pleasant residential amenity and that restriction of large and heavy industrial vehicles are considered and deemed appropriate through this portion of Mawson Lakes.

**REPORT**

Pursuant to Section 10 of the Roads (Opening and Closing) Act 1991, public notices were placed in the local Messenger newspaper on the 7 May 2003 and South Australian Government Gazette on 15 May 2003, inviting submissions on the proposal. At the conclusion of the statutory 28 days consultation period the following objections were received and a map is attached, identifying the location of these owners together with requests for easements.

**Objections Received**

- **Mr Kevin Godfrey of Metalec at 112 Levels Road, Cavan** (refer to Annexure A)

Objected that the closure hinders access to their premises and that it causes a safety risk for employees travelling to and from their jobs. With the current level of operations they have around 15-20 freight movements per day, and even with a conservative estimate of 5 extra minutes per movements, there is a significant extra cost to their business.

- **Mr Brendan Cameron of AgriSpares at 104 Levels Road, Cavan** (refer to Annexure B)

**ITEM:****5.6.2 (2)****CORPORATE ADMIN 18/05/2004**

Objected to the closure due to property values in the industrial area will be adversely affected by the poorer access, the cost of vehicle movements will be increased due to extra distances required for access, the road closure will lead to a significant reduction in safety as opposed to the retaining of an existing access system, the proposal is for the benefit of Delfin and is at the expense of the owners and users of the industrial area, there is no significant or worthwhile reason to change the status quo and many reasons not to.

With this, Mr Cameron collected 72 signatories from persons who work in the industrial area that oppose to this section of road being closed due to the extra distances required for access to the industrial area (refer to signatures attached).

**Request for Easements**

- ETSA Utilities requires for two easements, one of 15 metres wide is to protect there low voltage and high voltage Overhead mains, the second easement required of 3 metres wide, is to protect there low voltage and high voltage underground mains.

Staff have met with the two key objectors Mr Cameron and Mr Godfrey on 23 July 2003, to discuss how best we can meet the needs of the employees within the industrial area with regards to access and achieve the initial proposal as intended to accommodate the residential area.

At the conclusion of this meeting, two proposals were considered:

- 1) Council to restrict the movement of heavy vehicles between the industrial and residential area with installation of a driveway link (chicane). This would be constructed at the site of the proposed road closure. The driveway link would provide for passenger vehicles and small light rigid commercial vehicles. All heavy rigid, B-Double and other articulated vehicles would require to enter Levels Road via the Montague Road/ Cross Keys Road junction.
- 2) The installation of lights to be erected at the Sharp Court/Montague Road intersection.

Based on the two proposals outlined above, both objectors indicated that they would withdraw their objection to the closure.

Lengthy discussions amongst staff and Land Management Corporation (which facilitates the development of Mawson Lakes) have agreed to modify the subject road with a driveway link (chicane) for light vehicles only, to continue to allow employees of the industrial area with light vehicles to have access through this section of Levels Road, Mawson Lakes.

However discussions between the Director of Contract Management and Transport SA have concluded that Transport SA are not in support of installation of lights at the Sharp Court/ Montague Road intersection.

**Conclusion**



ITEM: 5.6.2 (3)

CORPORATE ADMIN 18/05/2004

Due to the objections raised and the support displayed by the employees of the industrial area, it is now recommended that Council does not proceed with the road closure, however, still maintain access for the residential area to the industrial area for light vehicles via a driveway link (chicane).

**RECOMMENDATIONS**

1. Council not proceed to make a road order to close portion of Levels Road, Mawson Lakes, as displayed in Preliminary Plan No 32/0670 and accordingly advise the objectors Mr Brendon Cameron, Mr Kevin Godfrey and ETSA Utilities of Councils decision.
2. Council modify portion of Levels Road to cater for single light vehicle access only by constructing a driveway link (chicane) and all other freight trucks to enter via the industrial estate via Cross Keys Road/ Montague Road junction.

**CO-ORDINATION**

Officer:	A/CM	A/DF	DDES	DCM
Date:	12.5.04	12.5.04	12.5.04	12.5.04

This document should be read in conjunction with 42 pages of scanned attachments which are attached at the end of this document in the printed version.

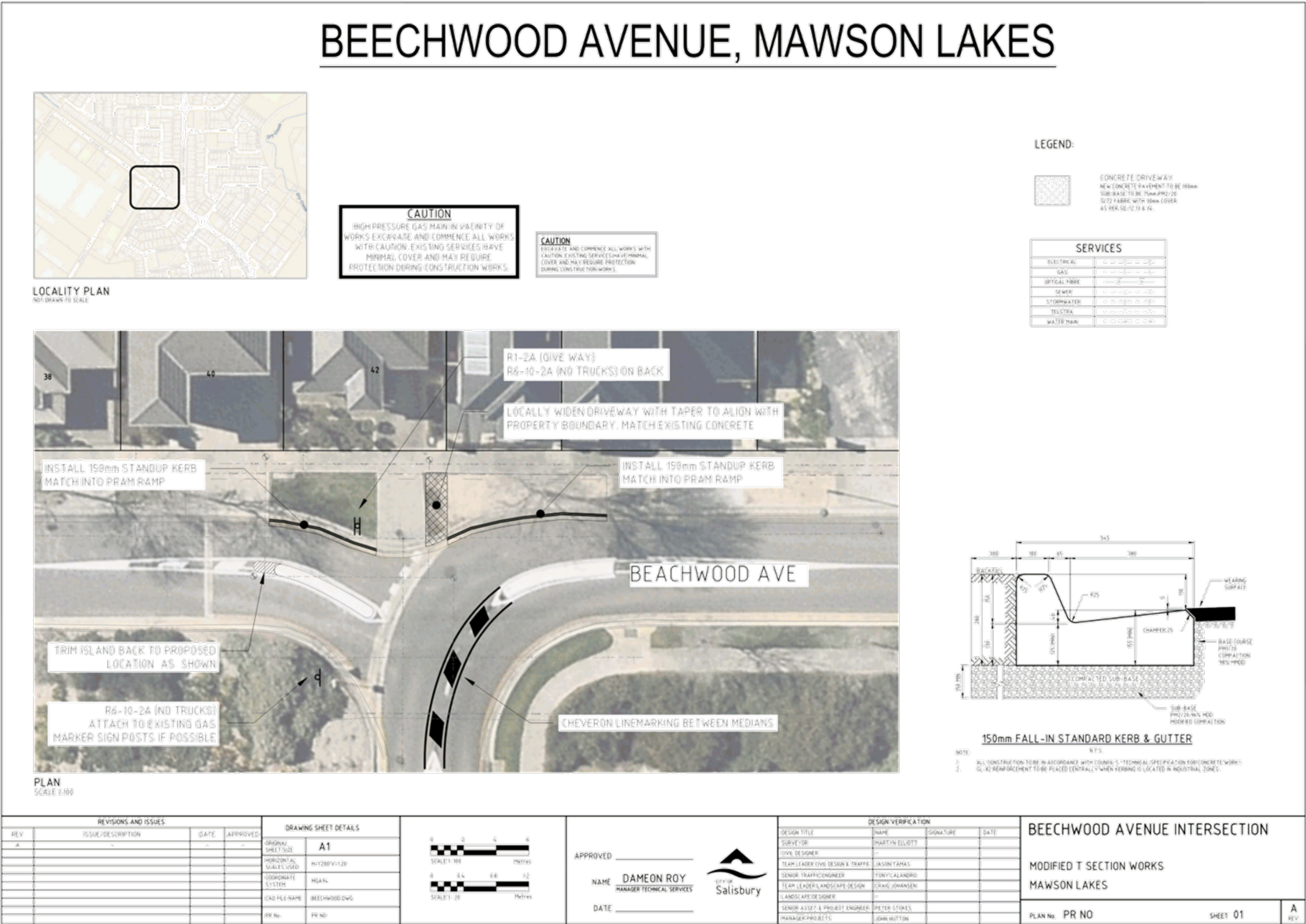














<b>ITEM</b>	4.1.5
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	NAWMA Lease Renewal 2020 - Update
<b>PREV REFS</b>	Works and Services Committee 2.8.1 20/07/2020
<b>AUTHOR</b>	Karen Pepe, Manager Property and Buildings, City Infrastructure
<b>CITY PLAN LINKS</b>	<p>4.2 We deliver quality outcomes that meet the needs of our community</p> <p>2.2 We make the most of our resources including water, waste and energy</p> <p>3.1 Salisbury's businesses are successful and part of our community</p>
<b>SUMMARY</b>	An updated lease agreement between NAWMA and Salisbury Council related to the waste transfer station on Research Road has been prepared in line with the Council resolution in July 2020.

**RECOMMENDATION**

1. Council notes the information in this report.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1. The City of Salisbury owns the Research Road Waste Transfer Station (WTS) which provides various services to assist the community in disposing of waste.
- 1.2. The Northern Adelaide Waste Management Authority (NAWMA) has a 10 plus year lease agreement with Council (at the discretion of Council) to operate the Waste Transfer Station on Research Road Pooraka. This agreement commenced on 2 July 2018, with an annual rent review scheduled on each anniversary.
- 1.3. Council considered issues related to the NAWMA lease earlier this year as a part of its annual review of the NAWMA lease, and passed the following resolution on 27 July 2020:

*NAWMA Lease Renewal 2020*

1. Council endorse the inclusion of a flat rental payment per annum of \$180,000 commencing 2020/21 subject to CPI review, as stated in Item 5 of the Lease Agreement, replacing the existing 3 tiered rental agreement.
2. Council notes the simplification of the Gate fee pricing mechanism, embedding this into the NAWMA Budgetary process (and Budget Review process).
3. Council notes the increased voucher fees for Salisbury rate payers in the NAWMA 2020/21 budget.

4. *Council transfers its existing EPA licence for the Pooraka Waste Transfer Station to NAWMA.*

- 1.2 Council and NAWMA engaged Thomson Geer Law to assist with the updating of the lease agreement, in line with the Council resolution.

## **1. CONSULTATION / COMMUNICATION**

- 1.1 Internal
  - 1.1.1 City Infrastructure
  - 1.1.2 City Excellence
- 1.2 External
  - 1.2.1 NAWMA

## **2. REPORT**

- 2.1 An updated lease has been prepared with NAWMA for the Waste Transfer Station at Research Road.
- 2.2 The key changes relate to Council's July resolution on the matter and include:
  - 2.2.1 A new flat rental structure
  - 2.2.2 Requirement for Constituent Councils to approve any desired NAWMA budget variations during the year;
  - 2.2.3 Recognition of the transfer of the EPA licence to NAWMA
- 2.3 The NAWMA Board approved the updated lease at its November Board meeting

## **3. CONCLUSION / PROPOSAL**

- 3.1 NAWMA has an ongoing 10 year + lease to operate the Waste Transfer Station on Research Road.
- 3.2 An updated lease has been prepared in line with Council resolution on the matter in July 2020.

## **CO-ORDINATION**

Officer: Executive Group  
Date: 08/12/2020

<b>ITEM</b>	4.1.6
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	Capital Works Report - November 2020
<b>AUTHOR</b>	Christy Martin, Team Leader Project Support, City Infrastructure
<b>CITY PLAN LINKS</b>	1.1 Our City is attractive and well maintained 4.2 We deliver quality outcomes that meet the needs of our community
<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. Include roof renewal works at the lawn bowls clubrooms, Paddocks Reserve, Para Hills West, within the 2020/21 Building Renewal Program, with no impact to the budget.
2. Bring forward \$25k of capital budget funding from 2021/22 into 2020/21 within PR22843 Plant & Fleet Replacement 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 project management, design specification development, construction and recurrent maintenance. Service provision is undertaken by both internal resources and external consultants/contractors. City Infrastructure provides periodic progress reports for these projects.

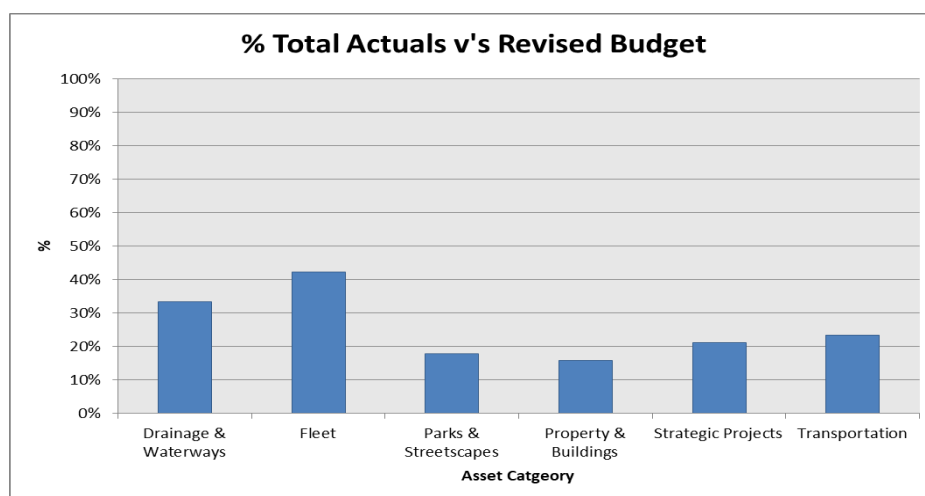
**2. CONSULTATION / COMMUNICATION**

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



### 3. REPORT

- 3.1 Whilst Covid-19 impacted project delivery recently, efforts were made to continue to progress the Capital Works Program. Working remotely, staff were able to continue with design development, procurement planning and program scheduling.
- 3.2 With completion of detail design, the tender for the upgrade works at Pooraka Farm Community Centre was recently released, with the target to award before Christmas. Site construction will then follow early January 2020.
- 3.3 The construction of the new cycle and pedestrian bridge at Mawson Lakes, adjacent Waterbrook Court and Ridley Street, has now commenced. Site preparatory works are underway whilst structural steel manufacturing is occurring offsite. It is currently scheduled for the new structure to be installed February / March 2021. This will provide an important link for residents through to Mawson Interchange and central Mawson Lakes.
- 3.4 With joint funding from State and Federal Government grant funding programs, as a road safety initiative, the construction of a new roundabout at the intersection of George Street and Ryans Road, Greenfields, is near complete. It is expected to be completed before Christmas. This work is followed by the commencement of the construction of a new roundabout at the intersection of George Street and Belfree Drive, Greenfields, also. This site is currently undertaking preparatory works of reshaping and revegetating the adjacent wetlands. Main civil construction will ramp up mid January 2021.
- 3.5 In conjunction with funding from State Government, the tender award for the delivery of a new community garden at the Para Hills Community Hub was finalised this month. This new space will include raised garden beds, seating and shelter to enable community utilisation.
- 3.6 The tender award is scheduled this month to enable the completion of the works associated with the Salisbury Oval Master Plan. Site construction will commence January 2020 and result in a new accessible play space for the community.
- 3.7 At the end of November 2020, financially the Capital program was tracking as follows which is relative for this time of the year. Quarters three and four of the financial year are typically where greater spend and commitments appear.



NB: Total Actuals = Actual Spend + Commitments



- 3.8 Coordination and monitoring of the Capital Works Program is ongoing, partly to ensure it best meets the needs of the community whilst maintaining infrastructure condition. As a result, the following changes are requested;

#### Program Amendment

##### **PR18097 Building Renewal Program**

During a period of recent rain, a roof failure was identified at the lawn bowls clubrooms, Paddocks Reserve, Para Hills West. It is proposed to rectify this urgent issue via available funds within the 2020/21 Building Renewal Program. A small portion of the budget is kept in reserve for such unplanned issues which exceed the level of general maintenance. Approval is therefore now sought to include this estimated \$80k project within the 2020/21 Building Renewal Program.

Recommendation: Include roof renewal works at the lawn bowls clubrooms, Paddocks Reserve, Para Hills West, within the 2020/21 Building Renewal Program, with no impact to the budget.

Impact: Additional program scope that can be funded within the 2020/21 Building Renewal Program

#### Amendment to Budget

##### **PR22843 Plant & Fleet Replacement Program**

Approval is sought to bring forward \$25k of 2021/22 Plant and Fleet Replacement Program budget funding into 2020/21. This will enable the urgent replacement of two slashers which have reached the end of their useful life and are encountering constant mechanical failures and repair works. The expenses associated with the constant repairs and lost productivity have made it evident that these should be replaced this financial year. The proposed replacement slashers will be able to be operated by existing tractors.

Recommendation: Bring forward \$25k of capital budget funding from 2021/22 into 2020/21 within PR22843 Plant & Fleet Replacement Program.

Impact: Due to unplanned failures, bring forward the replacement of two slashers and the associated budget

4. FOR INFORMATION

**In Construction**

**Main North Road, Salisbury East, Tree Screen**



**Soon to Commence**

**Para Hills Hub  
Community  
Garden**





## In Construction

Manor Farm, Salisbury East  
Building Renewal



## Recently Completed

Unity Park, Pooraka  
New DDA Parking Facility



Parkview Drive, Mawson Lakes  
New Parking Bays



## Recently Completed

Ingle Farm Clubrooms,  
Rowe Park Lower,  
Floor Renewal



**5. CONCLUSION / PROPOSAL**

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

**CO-ORDINATION**

Officer:	GMCI	Executive Group
Date:	11/09/2020	15/09/2020





<b>ITEM</b>	4.1.7
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>PREV REFS</b>	IBDSC IBDSC4 11/11/2019
<b>HEADING</b>	Verge Maintenance Trial, Verge Development Policy and Residents Verge Improvement Program
<b>AUTHORS</b>	Mark Purdie, Manager Field Services, City Infrastructure Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure
<b>CITY PLAN LINKS</b>	1.1 Our City is attractive and well maintained 2.2 We make the most of our resources including water, waste and energy 4.2 We deliver quality outcomes that meet the needs of our community
<b>SUMMARY</b>	This report presents the outcomes of the Verge Maintenance Trial, opportunities for consideration in relation to incentivising verge development by residents and the proposed treatments under consideration for the Verge Development Amenity Improvement Project 2020/2021. The amended Verge Development Policy and guidelines are attached for endorsement.
<b>RECOMMENDATION</b>	<ol style="list-style-type: none"> <li>1. The report be received</li> <li>2. That the outcomes of the Verge Maintenance Trial be noted.</li> <li>3. Verge services level options for 2021 as provided in sections 3.1.12 – 3.1.20 of this report be considered. That option 1, returning to 2019 contracted service levels, be endorsed based on current financial constraints associated with COVID-19 response, with service levels from the 2020 trial revisited as part of the next contract renewal in 2022.</li> <li>4. The Verge Development Policy as amended found in Attachment 3 to this report (USC 14/12/2020, Item No. 4.1.7) be approved by Council, to come into force immediately.</li> <li>5. That a Residents Verge Improvement Program not be considered any further, due to it not being feasible when considering the minimal impact it will have within the City and the resources required to manage such a program.</li> <li>6. That Treatment type Option 4 for the Verge Development Amenity Improvement Project 2020/2021 as contained in paragraph 3.4.4 of this report USC 14/12/2020, Item No. 4.1.7), be endorsed for implementation as part of the current project, to lift City amenity and gain operational cost savings.</li> </ol>



**ATTACHMENTS**

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

1. Verge Trial Maintenance summary
2. Verge Development by Residents Policy
3. Verge Development Policy revised
4. Verge Development Guidelines

**1. BACKGROUND**

1.1 Over the last 2 years there have been numerous reports and information requests from Council, with respect to verge management and treatments within the City.

1.2 This report responds to the following outstanding resolutions of Council:

**25 November 2019 6.0.2-IBDSC4 Verge Maintenance Review**

1. *That Council endorse the trial of adjusted verge service levels for the 2020 cutting season, including additional operating budget provision of \$240k to be made through 2019/20 second quarterly review process, to be made as a non-discretionary budget bid.*
2. *A further report be provided at the completion of 2020 on the effectiveness of the trial.*
3. *A further report be provided at the completion of 2020 on the effectiveness of the trial.*
4. *Further work be undertaken over the next 12 months to identify sites for alternative verge treatments with consideration to aligning and funding through existing strategies and capital works programs, and a report be brought back recommending other sites and verge treatments.*
5. *A further report be provided on implementing changes to the Verge Development Policy with advice on the potential to provide financial and other incentives to residents to maintain their own verges.*

*Resolution No. 0336/2019*

**28 September 2020 AMSC-MWON2 Residents Verge Improvement Program**

1. *the administration investigate and provide advice to Council about the cost and logistics of introducing a Residents Verge Improvement program in the next financial year, to provide incentive for residents to beautify and maintain verges adjacent their properties, with options to include removing existing dolomite, weeds and other materials and providing soil, mulch and plants; and*
2. *the program be incorporated as part of Council's review of its verge maintenance program and include potential criteria for selection and approval.*

*Resolution No. 0678/2020*

## 2. CONSULTATION / COMMUNICATION

### 2.1 Internal

#### 2.1.1 City Infrastructure

### 2.2 External

#### 2.2.1 Adelaide Property & Gardens (APG)

#### 2.2.2 Green Life Group (GLG)

## 3. REPORT

### 3.1 Verge Maintenance Trial Review - 2020

3.1.1 A number of changes were made to verge maintenance services levels as a trial in 2020 at an increased cost of \$240k, taking the total costs of verge maintenance services from approximately \$1.7M to \$2M/annum for the trial.

3.1.2 A more detailed summary of the assessment of the trial, including pictures, is provided as Attachment 1.

#### Summary of 2020 Trial

3.1.3 **Cutting Height** – cutting at 50mm has improved overall appearance without any significant increase in equipment damage or property damage.

Assessment: Implement as ongoing service level in 2022 as part of contract renewal.

3.1.4 **Broadleaf Weed Control** – treating residential verges annually (in addition to main roads) for broadleaf weeds provided significant benefits; facilitating improved visual appearance, lower cutting height and reduced waste material to clean up. The cost of the additional broad leaf control was approximately \$90k.

Assessment: Implement annual broadleaf weed control to all un-kept verges as ongoing service level in 2022 as part of contract renewal.

3.1.5 **Tree Debris / Green Waste** – collecting tree branches and large green waste as part of the service improved visual appearance, provided a holistic service, and improved community satisfaction with a 40% reduction in dropped branch enquiries.

Assessment: Implement branch collection as part of ongoing verge services in 2022 as part of contract renewal.

3.1.6 **Parked Vehicles** – carefully cutting past parked vehicles was mostly successful, with negligible increase in damage/insurance claims report. At times it was not practical to carry out the edging adjacent to the parked car or any cutting if the car was on the verge.

Assessment: Continue to cut past parked cars as ongoing verge services

- 3.1.7 **Re-timing/Seasonal Cycle Frequency** – proved very effective in 2020 and appears an improved approach to meet usual seasonal fluctuations. Four (4) week cycles in September and October achieved improved visual outcomes in rapid growth, however created a challenge for sweeper operations with higher risk of meeting service delivery during breakdowns.

Assessment: Implement 2020 trial cycle times and frequencies (7 cycles @ 8,8,6,6,4,4,8 weeks) in 2022 as part of contract renewal.

- 3.1.8 **Herbicide Edging** – to back of kerb, fence lines and around infrastructure delivered mixed results. There were distinct advantages; less damage to fences/trees/cars, less material growing over kerb, and improved appearance when done well. The disadvantages included difficulty with consistent quality of application, public perception of increased herbicide use and some found street appearance less appealing. The costs of herbicide versus mechanical edging are similar.

Assessment: Apply to main roads only 2021 and focus on improving consistency of application methods.

- 3.1.9 Customer enquiries received in 2020 in relation to verge maintenance were 348 (to end of November) – from an average of 450 per annum.
- 3.1.10 The main challenge highlighted with the trial was revised timing and maintaining a high level of same day sweeping during the two (2), four (4) week cycles in September and October during mechanical breakdowns. Unforeseen overtime costs in the order of \$25k were incurred to maintain a high level of same day sweeping during the year.
- 3.1.11 Overall the trial changes were considered effective and worked together to achieve improved outcomes for the service in 2020, delivering a more holistic verge maintenance service.

#### Options for 2021 Verge Maintenance Service

- 3.1.12 The following factors should be considered in determining 2021 Verge Service Levels:
- Contractual obligations
  - COVID-19 and Budget Implications
  - Community Expectations
  - Climatic Impacts (La-Nina Weather Patterns)
  - Future capital works to transition verges to lower maintenance
- 3.1.13 As part of the 2021 Budget setting process and COVID-19 financial response, Council endorsed the provision of a potential \$150k reduction in the verge maintenance service through one less service (cut) in 2021. This was subject to contract negotiations, as the contract for verge cutting guarantees seven (7) cuts.

- 3.1.14 Negotiations with contractors have raised concerns about resourcing impacts of reducing a cutting cycle, particularly given La Nina weather patterns. They also raised concerns that reducing a cycle would lead to higher grass growth and more resourcing required on the following cut to meet contractual obligations. This is reflected in the less than anticipated saving of \$50k for one less residential cut for 2021.
- 3.1.15 One of the considerations is the trial may have set higher community expectations and any reduction in service levels is recommended to be well communicated.
- 3.1.16 The Bureau of Meteorology is forecasting La Nina weather patterns, of higher chance of above average rainfall over summer. The verge conditions haven't fully cured (dried out) as at the last cut of 2020, which is not in keeping with a typical season. Removing the first maintenance cycle in February and not starting until April will mean that some verges won't have been serviced for up to 5 months (Nov-April) and with higher rainfall predicted, this will present a risk of untidy verge appearance and increased customer enquiries.
- 3.1.17 Three options on Service Levels for 2021 are provided below for consideration.

Option	Service Level	Cost	Impact to Current Budget	Comment
<b>Option 1</b> Return to 2019 Service Levels	Main Road 8 cycles @ 5 weeks Residential 7 cycles @ 6 weeks Broadleaf (annual) Main Roads only No collection of branches No cutting past parked cars Cut at 65mm	\$1.726M	(\$24k)	Return to pre-trial service offering
<b>Option 2</b> Implement 2020 Service Levels	7 cycles (8,8,6,6,4,4,8) Broadleaf (annual) all un-kept verges Collection of branches Cut at 50mm	\$1.931M	\$200k	Maintain trial service offering
<b>Option 3</b> 2020 Service Levels (less 1 cut on Residential)	7 cycles on Main Roads 6 cycles on Residential (start April)	\$1.885M	\$150k	Maintains trial service offering with 1 less residential cut

- 3.1.18 **Option 1** – Is a return to pre-trial service levels (as contracted). This does not provide for any operating savings. Advantage is no additional budget required. Disadvantage is gains from trial not implemented and return to lower service level. This option is recommended based on the COVID budget response.

- 3.1.19 **Option 2** – Is the continuation of revised service levels as trialed in 2020. This option would require additional \$200k operating budget. Advantage is continues improved service offering. Disadvantage is additional budget required. This option could be considered for 2022/23 to align with contractual renewal to obtain best value for the service level change. Alternatively budget re-distribution from footpath maintenance of \$200k for 2021/22 could be utilized to fund the service improvement in verges, given the recent condition audit of footpaths indicates funding could be reduced by \$200k to maintain adequate service level.
- 3.1.20 **Option 3** – Is the continuation of revised service levels as trialed in 2020 with one less residential cut. Advantage is this maintains the service offerings trialed. Disadvantage is \$50k saving is not significant compared to the potential impact of one less cut. This option is not recommended given predicted La Nina weather patterns.

### 3.2 **Verge Development**

- 3.2.1 The City of Salisbury has a Policy currently, as does most Local Governments within the Adelaide Metro area to guide how verges are developed within the City. This assists staff in the administering of the private verge development requests received, assessing and approving of them.
- 3.2.2 The current Policy provides the information that development is approved where it does not prevent; access along the verge, maintenance or construction activities of Council or any Service Authority or does not prevent the planting of a street tree.
- 3.2.3 Staff consider and approve verge developments under Division 6 section 221 and Division 11 section 232 of the Local Government Act, to ensure that development of the verge within the City complies
- 3.2.4 Staff note that road safety is listed as a consideration in both of these sections under the Local Government Act. Road safety also relates to pedestrian movements along the verge as they occur within the road corridor (the area from property boundary to property boundary). On this basis any verge development is assessed for its ability to facilitate unhindered pedestrian access even where a footpath is not provided.
- 3.2.5 Where a verge is developed entirely to back of kerb in a manner that hinders pedestrian access along or across the verge. This is considered a non-compliant verge development and staff contact the property owner to seek remediation of the situation so that pedestrian movement and access is not hindered. With development of this nature being seen as a safety issue as it directly impacts on safe egress from a parked vehicle from the passengers/ kerb side, as well as on street parking locations and obstructing access from a parked vehicle to the property, so people need to negotiate access via the roadway to the property boundary.
- 3.2.6 There are numerous verges throughout the City that are developed in a manner that hinders or totally impedes pedestrian access along or across the verge. Which staff address as they come or are brought to our attention, in accordance with the Local Government Act.

- 3.2.7 In the situation where, a property changes ownership and the new property owners do not want to maintain the verge. Staff try to encourage the new resident to modify it to their liking in accordance with the guidelines, so that it still contributes to the street amenity and is maintained by the community.
- 3.2.8 Where this is not agreed to Council remove the verge development, so that it can be maintained in alignment with the Verge Maintenance activities of Council.
- 3.2.9 The administration has received over 90 verge development applications in the last 12 months with 88 being approved. In the same timeframe approximately 60 non-compliance letters were issued, half of these being brought to our attention by community members and a quarter being by staff investigating other community enquiries. This is being managed within current resources of the Parks and Open Space Assets team, at a minimum of one day per week.
- 3.2.10 It is proposed by staff that the current Policy, titled Verge Development by Residents Policy (Attachment 2) be modified and to be titled Verge Development Policy (Attachment 3).
- 3.2.11 So that it can be applied to any properties within the City and reflects recent activities of City Development to get applicants to consider the amenity of the area when they develop a location and landscape the verge as part of a development. Such examples of this for commercial properties are Haulmark Trailers West Avenue, Edinburgh Parks and Saints Shopping Centre, Salisbury Plain.
- 3.2.12 Staff suggest that the guidelines (Attachment 4) be further developed into a format which is easier to comprehend for the broader community. This document is the point of contact that the Community has with the process as it is the document which is completed for consideration by staff. The focus of this document will be to present clearly what is acceptable and expected when a community member chooses to develop the verge.

### 3.3 Verge Development Incentive Program

- 3.3.1 The guidelines that staff currently work within clearly states that Council does not assist with the development in any way. Stating that *'Council will not subsidise or assist with the development of verges in any other form or manner.'*
- 3.3.2 Though past practice was to supply mulch to properties as it was requested and available surplus to Councils requirements. Staff continue to support verge development, by providing access to mulch for free via a voucher process to the community member if and when it is available at the Resource Recovery Centre, Research Road, Pooraka.
- 3.3.3 The community member still needs to collect the mulch from the Resource Recovery Centre, as a delivery service is not offered. The cost for mulch supply being covered by Council from operational budgets as part of the NAWMA agreement.



- 3.3.4 As stated above, mulch availability is not consistent therefore at times throughout the year, mulch is not available for collection by community members.
- 3.3.5 Some Local Governments within Metropolitan Adelaide have programs or incentives available to their communities to assist with or to develop the verge on behalf of property owners. With some of note being the Greening Verges Incentive, City of Unley and Placemaking Grants of the City of Port Adelaide Enfield.
- 3.3.6 The City of Unley, Greening Your Verge Incentive, is a project that assists residents develop the verge, on a first in, first served basis.
- 3.3.7 Where successful applicants receive the following services at no cost;
- Excavation of verge to 100mm depth and disposal of material
  - Backfilled with loam and spread
  - Installation of a conduit under footpath to property where requested
  - Small paved area for bin pad where requested.
- 3.3.8 This leaves the verge level and in a manner able to be planted and maintained by the resident, with no further assistance being provided.
- 3.3.9 With the City of Unley considering priority verges which are greater than 400mm in width to kerb and having an area of greater than 3 square metres.
- 3.3.10 The City of Unley also has a display garden which they developed in a community space which has various landscape treatments to provide ideas to the community of how they can develop the verge.
- 3.3.11 Within the City of Port Adelaide Enfield, the GroundSwell Community Group, secured a grant under Councils Placemaking Grants to assist residents of the Lefevre Peninsula to construct verge garden beds which they then maintain.
- 3.3.12 The grant covers materials to complete the works on behalf of the adjacent resident. These works are of a small scale being the establishment of herb gardens or small flower garden beds.
- 3.3.13 These two programs have been established for differing purposes with the City of Unley seeking to increase greening within the city and City of Port Adelaide Enfield to improve how its public spaces are viewed and used for the betterment of the Local Community and City.
- 3.3.14 Other opportunities for assisted Verge Development within Salisbury, could be to consider verge development in association with some capital works within a street. Such as street tree or footpath renewal works, where a large portion of verge is disturbed due to the works.
- 3.3.15 The opportunity could be provided to the community at the time of public consultation, to indicate their desire to participate in the assisted development of the verge as part of the program works. To lift the visual amenity of the verge in partnership with Councils works.
- 3.3.16 This could see Council providing a verge finish suitable for the establishment of landscaping or a plant voucher (similar to the Native



10 for \$10 initiative) for small plants which could be planted within the verge to comply with the guidelines and survive on limited maintenance.

- 3.3.17 The cost of developing a verge varies greatly, depending on the nature of the development and area of the verge being addressed. If a financial incentive were considered appropriate this should be capped annually and managed as a community grant. Table 1 below shows how an allocation of \$20,000 per annum could be implemented for one off grants, showing the number of verges addressed and the return on investment considering the current costs for Councils Verge Maintenance Service.

**TABLE 1 – EXAMPLE OF VERGE DEVELOPMENT GRANT SCHEME**

<b>Grant Scheme Capped per year (\$)</b>	<b>Amount per Application (\$)</b>	<b>No. of Verge Developments (No.)</b>	<b>Return on Investment (Years)</b>
\$20,000	\$500	40	15 (500/33*)
\$20,000	\$250	80	7.5 (250/33*)

(\*Based on 60,000 verges, current Council cost of \$2M for verge maintenance equates to \$33/verge/annum)

- 3.3.18 The return on investment for the City of Salisbury on both options is low and based on cost benefit analysis alone and is not seen as feasible to be considered viable.
- 3.3.19 The uptake of such a scheme within the City is unknown. For a number of reasons such as, property owner does not see it as a reasonable proposition, rental properties tenants not having the desire to maintain the verge or community members not having the disposable income to develop or continue to maintain the verge.
- 3.3.20 Staff saw over the last dry spell residents seeking to convert their once vegetated verge to either synthetic turf or mulch on the basis that cost to maintain was not sustainable and seeing these treatments as a long term alternatives which they could sustain.
- 3.3.21 It is estimated that an average verge area is approximately 40 square metres with estimated costs for development ranging from \$4,000 for full development of the verge with soil and plants to \$2,750 for preparatory works for the above, to excavate existing material 100mm, dispose of the spoil and reinstate with garden soil ready for planting.
- 3.3.22 There is also the consideration of equity within the City, if a grant scheme was implemented. For those residents who have undertaken verge development to date without any assistance.
- 3.3.23 Further to this it is hard to ensure that upon sale/ transfer of ownership of a property, the responsibility of the verge maintenance transfers also, as stated in 3.2.7 above.

### 3.4 Verge Development Amenity Improvement Project 2020/2021

- 3.4.1 As part of the LRCI funding received earlier this year Council allocated portion of the funding to the Verge Development Program – Treatment Type Changes; \$683,000 (resolution 0585/2020). This is to increase the amenity of the City with landscape development of Council owned verges on key traffic corridors within the City.
- 3.4.2 This project is currently considering numerous treatments to improve amenity of major road corridors throughout the City, with reduced maintenance activities on the verge for these corridors contributing to the operational savings.
- 3.4.3 All treatments are to make allowance for a street tree, either to retain existing or install a new tree, so that it is in keeping with the Verge Development Policy and Guidelines. With care being taken for all works around existing street trees, with particular care being taken around trees under the control of the Development Act.
- 3.4.4 Treatment types under consideration are;
- Option 1 - Decorative rubble hardstand, (Henderson Ave western entrance, Pooraka) a longer term treatment if not impacted by motorised traffic movements. This treatment has the longest life of the proposed treatments, though still requires maintenance to control weed growth and top/ tidy up on an infrequent basis. Treatment like this has natural tones and does not provide any seasonal colour. This treatment could include material which is wholly recycled or a component of is, to align with the Councils Sustainability Strategy and agenda
  - Option 2 - Decorative organic mulch, (The Boulevard entrance at Shepherdson Rd, Parafield Gardens) short term treatment which requires topping up every 12 to 18 months, with maintenance required to control weed growth. Treatment like this has natural tones and does not provide seasonal colour once aged, unless a coloured/ dyed mulch is utilised.
  - Option 3 - Low level landscape planting, (Wattlebird Dr, Direk, The Boulevard, Parafield Gardens) the lifecycle of this treatment type is determined by plant selection and site conditions. Treatment of this nature is expected to have a 5-10 year life, similar to the City's feature landscape areas. Maintenance of this treatment is still required and is similar to that of a garden bed to control weed growth and plant losses. Treatment like this provides opportunity for seasonal colour and texture providing interest. Though consideration needs to be given to maintenance activities, as works on State Government roads will require a permit for traffic control is required.
  - Option 4 - Combination of treatments (option 1 and 3), (Elysium Dr, Golden Grove and Target Hill Rd, Greenwith, Elizabeth Way, Elizabeth) treatment of this nature has long term components with the vegetation providing the seasonal colour/ variation throughout the year.
- 3.4.5 Noting that this projects focus is on key traffic corridors within the City. If space allows, it would be advantageous to undertake an uplift to other assets located within the verge for the community's benefit at the same time, such as footpaths and bus stop access upgrades. Allowing works to align with Council's endorsed policies and strategies, such as

the Footpath Policy for a minimum width of 1.5 metres to provide better access along these corridors.

- 3.4.6 Consideration also needs to be given on the impact that any treatments have on the Customer Experience of the City and the local community. It is proposed that community engagement is focused on the street and properties which have direct access to the street, to provide information to the community directly impacted.

#### 4. CONCLUSION / PROPOSAL

- 4.1 With the Verge Maintenance Trial now complete the findings mentioned above have provided some favourable outcomes for the City and Community.
- 4.2 These should be considered further in consultation with the two engaged contractors further as part of the contract negotiations for the next contract.
- 4.3 Following investigations as part of the Verge Treatment Project, Council has concluded that the best option for these key road verges is to install a mix of hardstand and long term non-mowable vegetation treatments. This provides the desired minimum maintenance, but also maximises the green aesthetic, desired across the City.
- 4.4 It is proposed that the Verge Development Policy be altered to be applicable to all verges within the City. To support the action of City Development seeking applicants to develop the verge to increase the quality of street presentation of new developments.
- 4.5 That the Verge Development Guidelines document be modified to be more user friendly, as at present it is very wordy, technical and may present difficulties in interpretation for the community.
- 4.6 There are historical verge developments across the City which are not in accordance with the guidelines, particularly in high density and steep slope areas. Council staff will not proactively pursue these sites but will action these as they are brought to Council's attention, based on a risk priority basis, only where the works create an unsafe situation and/or hinder universal pedestrian access in the street. .
- 4.7 Verge Development Incentives can deliver a positive outcome to a street environment and the amenity of the City. Though due to the size of the City it is seen as only providing a small scale contribution to the amenity of the City, considering the resources required to manage such a scheme and budget impact and it is therefore not recommended.
- 4.8 It is noted that where Council undertakes major infrastructure works in the verge the resident is consulted and assistance is given to ensure the verge is returned to / or improvements made to the verge, in agreement with the resident.

#### CO-ORDINATION

Officer: Executive Group  
Date: 08/12/2020



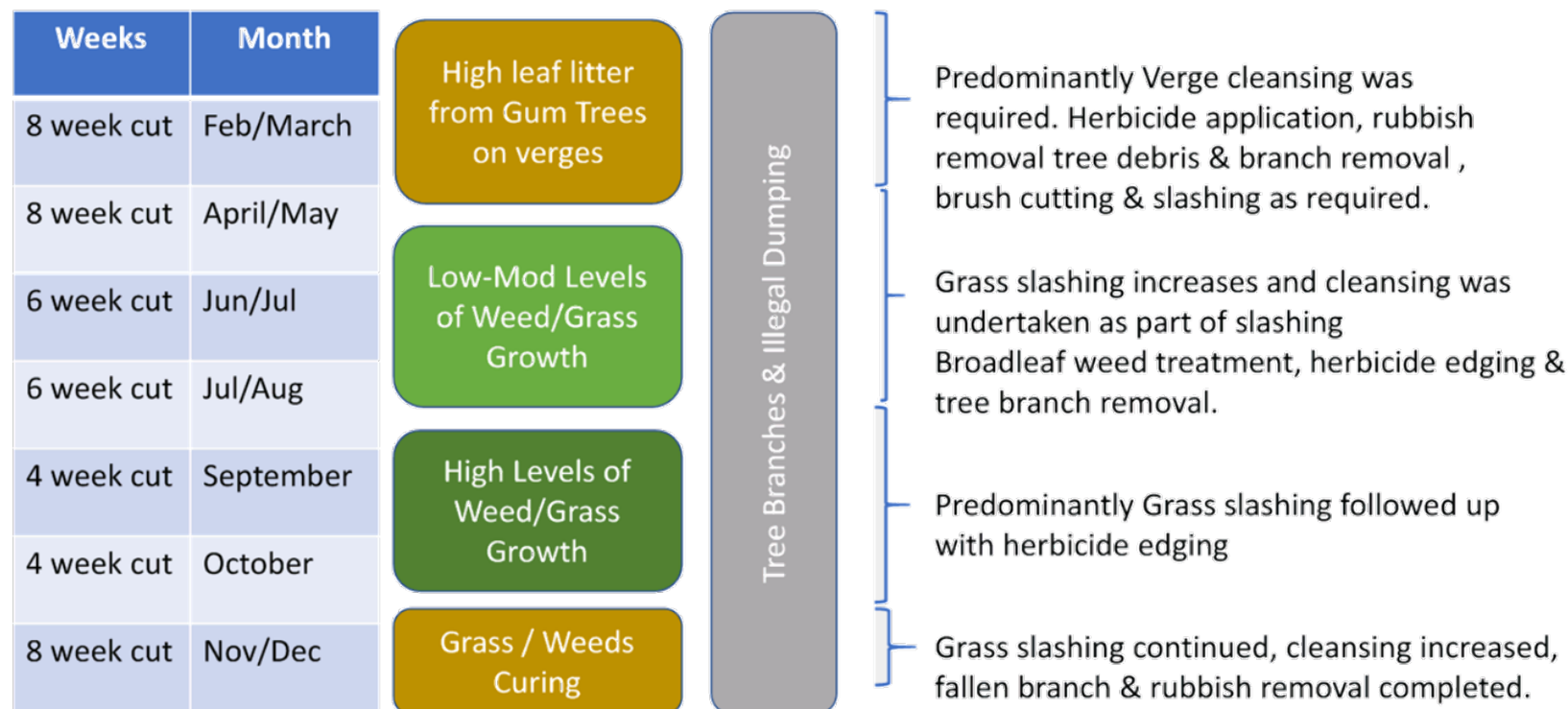
## Verge Maintenance Trial 2020

### Background

- Detailed Review – Council Nov 2019
- Proposed Trial for 2020 altered service levels
  - Cycle times and seasonality
  - Cutting Height
  - Broadleaf weed treatment
  - Herbicide Edging
  - Branch / debris removal
  - Parked Cars
  - Cost – additional \$240k (\$1.75M to \$2M)



## Verge Service cycles varied to meet typical seasonal demand





## Seasonal frequency change

February / March cleanse





## Seasonal frequency change

September / October – 4 week cycles



## Verge Service cycles varied to meet typical seasonal demand

ASSESSMENT	
<b>Change</b>	The previous maintenance cycles of 7 residential cycles at 6 weeks & 8 main road cycles at 5 weeks to: 7 Cycles of 8,8,6,6,4,4,& 8 weeks
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Improved alignment with typical seasonal factors</li> <li>➤ Improved visual appearance across the year</li> <li>➤ Same frequency cycle across City</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Seasonal variations – will always be a factor</li> </ul>
<b>Recommendation</b>	<b>Continue 2020 cycle times and frequencies as ongoing service level</b>

High leaf litter  
from Gum Trees  
on verges

Low-Mod Levels  
of Weed/Grass  
Growth

High Levels of  
Weed/Grass  
Growth

Grass / Weeds  
Curing

Weeks	Month
8 week cut	Feb/March
8 week cut	April/May
6 week cut	Jun/Jul
6 week cut	Jul/Aug
4 week cut	September
4 week cut	October
8 week cut	Nov/Dec

## Cutting Height

ASSESSMENT	
<b>Change</b>	Reduced from 65mm to 50mm
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Slower re-growth between cycles</li> <li>➤ Improved visual appearance</li> <li>➤ Increased community satisfaction</li> <li>➤ Less than anticipated (minimal) increase in damage to machinery, verges or other property</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Minor increase in equipment maintenance</li> <li>➤ Minor cost impact</li> </ul>
<b>Recommendation</b>	<b>Continue at 50mm as ongoing service level</b>





## Broadleaf Weed Control - Residential

June / July / August



# Broadleaf Weed Control - Residential

June / July / August

ASSESSMENT	
<b>Change</b>	Annual Broadleaf Control (Residential Areas – in addition to Main Roads)
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Improved visual appearance</li> <li>➤ Aids lower cutting height</li> <li>➤ Reduced material on footpath/roadway after cutting</li> <li>➤ Improved cutting finish</li> <li>➤ Reduced weeds / encourages grasses</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Additional cost \$90k/annum</li> <li>➤ Quality control - ensure not to treat maintained verges or do not spray sites</li> </ul>
<b>Recommendation</b>	<b>Continue annual broadleaf weed control to all un-kept verges (Main Roads and Residential) as ongoing service level</b>





## Herbicide Edging

ASSESSMENT	
<b>Change</b>	Herbicide edging to back of kerb, footpath, fence lines and around infrastructure
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Reduced damage to fences</li> <li>➤ Reduced damage to trees</li> <li>➤ Reduced growth overhanging kerb</li> <li>➤ Reduced chance of damage to parked cars</li> <li>➤ Improved appearance when done well</li> <li>➤ Minimal cost increase</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Public perception of increased herbicide use</li> <li>➤ Quality of application difficult to control</li> <li>➤ Some of the public find appearance less appealing</li> </ul>
<b>Recommendation</b>	<b>Apply to mains roads only 2021</b>



## Greenwaste collection

ASSESSMENT	
<b>Change</b>	Collection of branches / green waste as part of service
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Whole of site service</li> <li>➤ Improved visual appearance</li> <li>➤ Improved community satisfaction – 40% reduction in fallen branch CRM's</li> <li>➤ Proactive approach</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Additional cost (approx. \$50k)</li> <li>➤ Excess debris from extreme weather events</li> </ul>
<b>Other</b>	➤ 270 Cubic Metres removed
<b>Recommendation</b>	<b>Continue branch collection as part of verge maintenance service levels</b>





## Parked Cars

ASSESSMENT	
<b>Change</b>	Cut carefully adjacent parked cars where possible rather than leaving for call backs
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Proactive approach</li> <li>➤ Whole of site finish – no missed verges</li> <li>➤ Improved visual appearance</li> <li>➤ Reduced enquiries / complaints</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Not possible to edge at times</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>➤ Negligible increase in damage/insurance claims reported by contractor</li> </ul>
<b>Recommendation</b>	<b>Continue to cut past parked cars as ongoing service level</b>



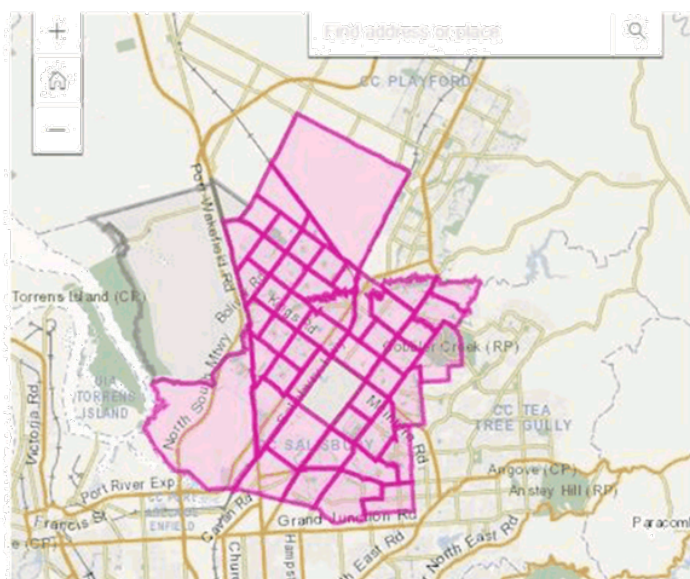
## Street Sweeping

ASSESSMENT	
<b>Change</b>	High percentage pick up same day (70-80%)
<b>Benefits</b>	<ul style="list-style-type: none"> <li>➤ Less debris impact to residents</li> <li>➤ Improved visual appearance</li> <li>➤ Reduced enquiries / complaints</li> </ul>
<b>Challenges/Barriers</b>	<ul style="list-style-type: none"> <li>➤ Main roads not possible to do same day (early morning required)</li> <li>➤ 4 week cycles – stretch for existing resourcing – vulnerable to breakdowns and overtime required to keep up, unbudgeted (\$25k)</li> </ul>
<b>Recommendation</b>	<b>Review resourcing, review contingency for 4 week cycles.</b>



## Communication

- Internet map reviewed & updated to capture locations & cutting regimes for whole year



Residential Verge Maintenance Schedule	
<b>Unit 10</b>	
<b>Next cut:</b>	November 18, 2020
<b>Previous cut:</b>	October 8, 2020
<b>Duration:</b>	2 day(s)
<b>Full Year Schedule</b>	
<u>Cycle</u>	<u>Estimated Start Date</u>
1	March 5, 2020
2	May 5, 2020
3	June 26, 2020
4	August 7, 2020
5	September 9, 2020
6	October 8, 2020
7	November 18, 2020

## Overall Summary

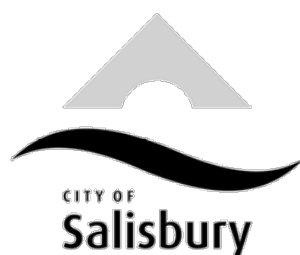
- Trial changes considered effective at improving overall service outcomes
- Broadleaf weed control delivered the most benefit
- Change to cycle timing and frequency – effective – even with high rainfall and warm weather during spring
- Quality – high level of compliance to quality standards
- Mawson Lakes – some challenges with un-kept developed verges
- Verge Enquiries - during 2020 (to end Oct) - 258 (average is 450 p.a.)

## 2021 Verge Maintenance Options

Option	Service Level	Cost	Impact to Current Budget	Comment
<b>Option 1 2019 Service Levels</b>	Main Road 8 cycles @ 5 weeks Residential 7 cycles @ 6 weeks Broadleaf (annual) Main Roads only Collection of branches Cut at 65mm	\$1.7M	Nil	Return to pre-trial service offering
<b>Option 2 2019 Service Levels (less 1 cut on Residential)</b>	As per above – Residential 6 cycles at 6 weeks	\$1.55M	(\$150k)	Reduction in service
<b>Option 3 2020 Service Levels</b>	7 cycles (8,8,6,6,4,4,8) Broadleaf (annual) all un-kept verges Collection of branches Cut at 50mm	\$2M		Maintain trial service offering
<b>Option 4 2020 Service Levels (less 1 cut on Residential)</b>	7 cycles on Main Roads 6 cycles on Residential (start April)	\$1.85M		Maintains trial service offering with







## Verge Development Policy

<b>Policy Type:</b>	<b>Policy</b>		
<b>Approved By:</b>	Council	<b>Decision No:</b>	2010/2261, 2011/327, 2013/1700, 2015/0241, 2017/1858
<b>Approval Date:</b>		<b>Last Reapproval Date:</b>	26 June 2017
<b>Review Date:</b>	June 2019	<b>Internal Reference No.:</b>	
<b>Department:</b>	City Infrastructure	<b>Division:</b>	Infrastructure Management
<b>Function:</b>	14 - Infrastructure	<b>Responsible Officer:</b>	Manager Infrastructure Management

### A - PREAMBLE

- Many residents prefer to manage the Council owned area in front of their residence to a different standard to the service level provided by the City of Salisbury. Primarily this is done to enhance the visual appeal of the property by managing their front garden in continuity from their front door to the road or street. Council continues to maintain the verge where residents choose not to or are unable to maintain the verge themselves.

### B - SCOPE

- This policy applies to the verge area that is common throughout the City of Salisbury, between the kerb and a property boundary.

### C – POLICY PURPOSE/OBJECTIVES

- This policy provides residents with information on the kinds of verge development that are appropriate in the City of Salisbury.

### D - DEFINITIONS

**Verge** – The strip of Council owned land between the kerb and the property boundary.

### E - POLICY STATEMENT

- Residents are encouraged to develop and maintain the verge area between their property boundaries and the kerbing, having regard to the provisions of any relevant By-Law. However, in order to ensure public, Council and Service Authority rights over the area, the form of development permitted by council is restricted.
- The *Local Government Act 1999* requires that all private development on the verge has Council approval.
- Details of permissible development, and application procedures, are given in the Verge Development Guidelines, as adopted by Council and amended from time to time.

4. In approving a verge development, the following will be taken into consideration
  1. the safety of pedestrians,
  2. access of pedestrians to the verge and footpath,
  3. access to services that may occupy the verge area; and
  4. existing verge development and vegetation.
5. Approval for development will be given for those types of development that do not:
  1. prevent any pedestrian from walking along the verge area in preference to walking on the roadway, regardless of whether a footpath has been constructed;
  2. prevents Council or any Service Authority from installing new services or maintaining existing services;
  3. prevents Council from planting a street tree.
6. Where a resident develops the verge, the responsibility for ongoing maintenance rests with the resident. The development may be removed by Council where adequate maintenance is not carried out.

#### **F - LEGISLATION**

1. *Local Government Act 1999*
2. *Electricity Act 1996*

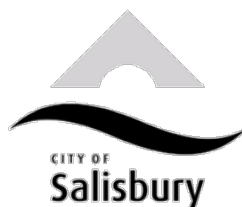
#### **G - REFERENCES**

#### **H - ASSOCIATED PROCEDURES**

1. Verge Development Guidelines, City of Salisbury (Attachment 1)

##### **Document Control**

<b>Document ID</b>	Verge Development by Residents Policy
<b>Prepared by</b>	Craig Johansen
<b>Release</b>	5.00
<b>Document Status</b>	Approved
<b>Date Printed</b>	04/12/2020



## Verge Development Policy

Policy Type:	Policy		
Approved By:	Council	Decision No:	2010/2261, 2011/327, 2013/1700, 2015/0241, 2017/1858
Approval Date:		Last Reapproval Date:	26 June 2017
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Department:	City Infrastructure	Division:	Infrastructure Management
Function:	14 - Infrastructure	Responsible Officer:	Manager Infrastructure Management

### A - PREAMBLE

- Many residents prefer to manage the Council owned area in front of their residence to a different standard to the service level provided by the City of Salisbury. Primarily this is done to enhance the visual appeal of the property by managing their front garden in continuity from their front door to the road or street. This action by community members increases street amenity for their own property and the street more generally, which can see an increase in community pride in the place that they live, work or enjoy more casually. Council continues to maintain the verge where residents choose not to or are unable to maintain the verge themselves.

### B - SCOPE

- This policy applies to the verge area that is common throughout the City of Salisbury, between the kerb and a property boundary.

### C - POLICY PURPOSE/OBJECTIVES

- This policy provides residents with guidance as to what is considered appropriate, verge development in the City of Salisbury.

### D - DEFINITIONS

Verge – The strip of Council owned land between the kerb and the property boundary.

### E - POLICY STATEMENT

- Residents and/ or Businesses are encouraged to develop and maintain the verge area between their property boundaries and the kerbing. Having regard to the provisions of any relevant By-Law, in order to ensure public, Council and Service Authority rights over the area, the form of development permitted is restricted by council.
- The *Local Government Act 1999* requires that all private development on the verge has

City of Salisbury – Verge Development Guidelines

May 2017

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- Council approval.
3. Details of permissible development, and ~~the~~ application procedure, are given in the Verge Development Guidelines, as adopted by Council and amended from time to time.
  4. In approving a verge development, the following will be taken into consideration
    1. the safety of pedestrians,
    2. access of pedestrians to the verge and footpath,
    3. access to services that may occupy the verge area; and
    4. ~~any~~ existing verge development and vegetation.
  5. Approval for development will be given for those types of development that do not:
    1. prevent any pedestrian from walking along the verge area in preference to walking on the roadway, regardless of whether a footpath has been constructed;
    2. prevent Council or any Service Authority from installing new services or maintaining existing services;
    3. prevent Council from planting a street tree.
  6. Where a resident develops the verge, the responsibility for ongoing maintenance rests with the resident. The development may be removed by Council where adequate maintenance is not carried out.

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#### F - LEGISLATION

1. Local Government Act 1999
2. Electricity Act 1996

#### G - REFERENCES

#### H - ASSOCIATED PROCEDURES

1. Verge Development Guidelines, City of Salisbury (Attachment 1)

##### Document Control

Document ID	Verge Development by Residents Policy
Prepared by	Craig Johansen
Release	5.00
Document Status	Approved
Date Printed	04/12/2020

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## VERGE DEVELOPMENT GUIDELINES



### Verge Development by Property owners

#### 1. GENERAL

Many property owners prefer to manage the Council owned area in front of their residences to a different standard than the service level provided by the City of Salisbury. Primarily this is undertaken to enhance the visual appeal of the property by managing their front garden in continuity from their front door to the road or street. The strip of Council owned land between the kerb and the property boundary is known as the 'VERGE'.

Verge developments permitted by the City of Salisbury are approved according to these guidelines, to ensure public safety. This includes safe pedestrian access for all members of the community and the maintenance of safe sight lines for traffic movement which enable property access.

Where property owners choose not to or are unable to maintain the verge adjacent to their property,

Council will service this area to the following standards:

- Council will ensure the verge surface is even and free of potholes and depressions or mounds that may present a trip hazard to pedestrians.
- Council will treat any verges where proclaimed pest plants have been identified. A common pest plant found on residential verges is caltrop, which will be treated on both a programmed and reactive basis.
- Turf treated verges (excluding areas subject to an encumbrance for verge maintenance) will be cut to height of 80mm and edged on a six-week cycle between February and December. (This is a grass reduction service not a lawn mowing service.) Council will not cut or edge a verge where it is maintained in compliance with the above height specification.
- Grass clippings are not collected and removed from the verge, but are blown off the footpath to ensure safe access for pedestrians and any grass clippings deposited on the road or gutter are collected by the streetsweeper within 24 hours of grass cutting.

Council will not subsidise or assist with the development of verges in any other form or manner.

Service Authorities have access and rights over this portion of the road reserve, in line with agreements with Council. The verge area may be occupied (above or below the ground) by the following;

- Electricity underground/overhead wiring, pits and poles
- Telecommunications wiring, pits and poles
- Gas mains
- Water mains and connections
- Sewer mains and connections
- City of Salisbury stormwater drainage systems (including the concrete kerbing)
- City of Salisbury footpath
- City of Salisbury street furniture, signage, bus shelters and street trees
- Australia Post mail delivery corridor



## 2. DEVELOPMENT

The Local Government Act 1999 requires that all private development of the verge has Council approval.

Property owners may develop their verge areas, provided the type or form of development maintains the following;

- 2.1 Pedestrian access along the verge area in preference to walking on the roadway, regardless of whether a footpath has been constructed or not.
- 2.2 Traffic sight line distances
- 2.3 Service Authority and Council access for installation of new services and maintaining services.
- 2.4 Provision or allowance is made for a Council Street Tree/s as per the City of Salisbury Tree Management Policy.
- 2.5 Where a property owner develops the verge, the responsibility for ongoing maintenance rests with the property owner. The development may be removed where adequate maintenance is not carried out (refer to the Verge Development Application Form provided with this document).

## 3. VERGE TREATMENTS

The following verge treatments are PERMITTED, providing they are permeable to water and are suitable for safe pedestrian access;

- 3.1 Mulch
- 3.2 Rubble/gravel (not compacted)
- 3.3 Low plants (maximum 500mm height). Refer to Section 4 Planting.
- 3.4 Permeable paving (to be constructed to Council's standards and manufacturers specifications)
- 3.5 Synthetic turf (to manufacturer's specifications and Council approval). Refer to Section 5 Synthetic Turf.
- 3.6 Turf (irrigated and unirrigated). Refer to Section 7 Irrigation Systems.

The following verge treatments are NOT PERMITTED, as they are not permeable to water and/or are not suitable for safe pedestrian access;

- 3.7 Raised edging or items which may obstruct pedestrian movement. Refer to Section 6 Solid Construction.
- 3.8 Plants that cannot be maintained to a maximum height of 500mm
- 3.9 Plants with spines and/or thorns. Refer to Section 4 Planting.
- 3.10 Concrete and pavers (except for driveway crossovers and footpaths, where written approval is required). Refer to Section 10 Footpath Constructed by Property Owners.
- 3.11 Fully impervious membrane under mulch (such as black plastic). Weed matting that allows exchange of air and water is a permitted treatment
- 3.12 Chemically sterilised treatments.

## 4. PLANTING

Planting is to be maintained to a maximum height of 500mm, with the exception of Council managed street trees. All planting must consider the needs and conditions of Council and various Service Authorities as well as the requirement to ensure clear pedestrian access along the verge area. For more information on plant species selection, please contact the Landscape Design Office on 8406 8222. The streetscape is an important part of community open space and the co-ordination of plantings is an important aspect of Council works. If no street trees are present, provision must be made for the future planting of trees on all property frontages. Existing street trees will not be removed for verge development works, and all verge development must accommodate existing street trees. Please refer to Council's Tree Management Policy for more information.



## 5. SYNTHETIC TURF

Where a property owner desires to install a synthetic/artificial turf treatment to the verge, it is to be with a product and in a manner that complies with the following conditions;

- A pile length of between 25-40mm with a sand or rubber particle infill, to ensure the pile remains upright.
- To comprise of bicolour filaments/tufts.
- To be installed as per manufacturers' specifications, ensuring that any excavation does not damage Council infrastructure eg. footpath, kerb and gutter, or street trees.
- The finished surface level of the product is to be flush with adjacent levels, limiting potential trip hazards.
- The ground fixing method does not pose any public safety or trip hazard concerns.
- The base construction and chosen product is permeable by water and where a street tree exists the finished surface is to grade towards the tree.
- Dial Before You Dig service location search is undertaken, to minimise disruption to service authorities infrastructure.

## 6. SOLID CONSTRUCTION

Public safety is Council's highest priority and therefore Council does not permit structures such as fences, walls and letterboxes within the verge area. Australia Post also requires all letterboxes to be located on the property boundary.

## 7. IRRIGATION SYSTEMS

Property owners may install below-ground irrigation systems (including pop-up sprinklers, below ground drippers and 'leaky-pipe' systems) provided the property owner accepts all responsibility for all on going repairs and maintenance.

The location of sprinklers should be near the back of the concrete kerb with at least 100mm of clearance to allow for mechanical edging of the concrete kerb without damage to the irrigation system.

## 8. REINSTATEMENT

When any development of a verge is altered or removed by the activity of a Service Authority, reinstatement will be subject to negotiation between the property owner and that Service Authority. Where a Council activity or operation alters or removes a conforming verge development, Council will endeavour to restore the verge to a reasonable standard.

## 9. FOOTPATH CONSTRUCTION

Any development of a verge without an existing concrete or block paver footpath must allow for the possible future construction of a footpath by Council.

## 10. FOOTPATH CONSTRUCTION BY PROPERTY OWNERS

Where a property owner desires as part of a verge development to construct a paved footpath (where no paved footpath exists on adjoining verges) its location within the verge and the materials used for its construction shall be to Council specification with written approval required. Such construction shall be at the property owner's cost.

Footpaths constructed by a property owner shall be maintained by the property owner, in a safe and trafficable condition at all times.

**11. PROCEDURE FOR WRITTEN APPROVAL**

- Read through the Verge Development Policy and Guidelines and if further information is required please contact the Landscape Design Office on 8406 8222.
- Complete the attached Verge Development Application Form, ensuring that a sketch plan of the proposed development is attached.
- Applications may only be submitted by Property Owners. Tenants wishing to develop the verge area are to consult with the property owner.
- The application will be assessed taking into account the suitability and safety of the community.
- Council will then approve the application in writing, notifying the applicant of any alterations that may be required. This documentation will be recorded for future reference.
- Once the works are undertaken, the maintenance of the verge will be the sole responsibility of the property owner.
- If the condition of the verge is altered in any way, other than the approved development, Council must be notified as soon as possible.
- Applications will be considered on a case-by-case basis, with regard to the overall streetscape.

**12. REMOVAL OR MODIFICATION OF EXISTING DEVELOPMENT**

Where any verge has been developed (either before the adoption of these guidelines or following its adoption) in a manner contrary to these guidelines and Council considers that the verge development could cause or is causing a hazard or obstruction to the public or Service Authority, then Council shall require the development to be removed or modified to Council's satisfaction. Any such removal or modification shall be at cost to the property owner except where Council deems otherwise.

**13. FURTHER INFORMATION**

For more information regarding verge development please contact the Landscape Design Office on 8406 8222.

## VERGE DEVELOPMENT APPLICATION

**ATTENTION:**  
Landscape Design Office, City of Salisbury

**Please Post to:**  
City of Salisbury  
PO Box 8, Salisbury  
South Australia 5108

Please email to:  
[city@salisbury.sa.gov.au](mailto:city@salisbury.sa.gov.au)

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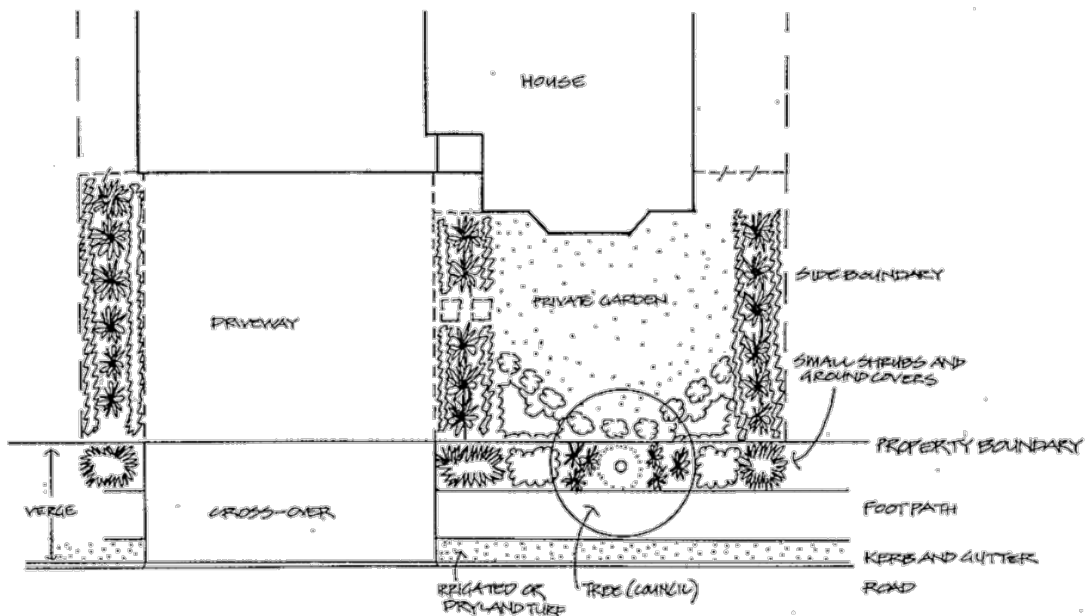
**Space provided below for labelled plan of the proposed works:** (See example over page)

### Verge Development Terms and Conditions

The applicant agrees to the following:

1. To provide a plan illustrating the proposed verge development (see below for example).
2. To ensure that works within the verge result in an even surface.
3. To ensure that development does not cause interference to or cause loss of view to:
  - a. Pedestrian movement across the verge area.
  - b. Motorists entering streets from private property or adjoining streets and intersections.
4. To indemnify Council against all actions/claims whatsoever for bodily injury and/or damage to property arising out of the development and/or maintenance of the verge (excluding works undertaken by Council).
5. If the condition of the verge is altered in any other way than the approved development, Council must be notified as soon as possible.
6. To accept full responsibility for the maintenance of the verge. In the event the verge is not maintained to the satisfaction of the Council, to pay for all costs associated with the verge removal.

*An example of a Verge Development Plan (not to scale):*



<b>ITEM</b>	4.1.8
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	Review of Mawson Lakes Primary School Pedestrian Bridge - Upstream of The Strand
<b>AUTHOR</b>	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure
<b>CITY PLAN LINKS</b>	1.2 The health and wellbeing of our community is a priority 4.4 We plan effectively to address community needs and identify new opportunities 4.2 We deliver quality outcomes that meet the needs of our community
<b>SUMMARY</b>	This report outlines the design and options investigations to date for the Mobarra Park Pedestrian Bridge and recommends that a budget of \$650 000 be confirmed as part of the 2021/22 New Initiative Bids to enable construction of the bridge.

#### **RECOMMENDATION**

1. The information within the report be received and noted.
2. Council notes the estimate for the Mawson Lakes Primary School Pedestrian Bridge has increased from \$600,000 to \$650,000.
3. It is recommended the budget for the 2021/2022 bridge program be increased by \$50,000 to enable the construction of a 1.5m wide basic steel truss bridge at Mawson Lakes Primary School.
4. Council tender the works with an additional Design & Construct option to determine if a supplier/installer can supply a wider bridge within the same budget constraints.
5. It is recommended that Council staff upon approval by Council, proceed immediately to consult with Ward Councillors and Mawson Lakes Primary School and other affected parties.

#### **ATTACHMENTS**

There are no attachments to this report.

#### **1. BACKGROUND**

- 1.1 At its meeting on 16 December 2019 Council resolved as follows:

***2.6.2 Review of Mawson Lakes Primary School Pedestrian Bridge - Upstream of the Strand***

2. Council note the technical support given by Council to Mawson Lakes Primary School in their bid to secure State funding for a pedestrian bridge.

3. *Council agree in principle to build the Option 2 bridge subject to detailed design and costs coming back to the works and services committee for consideration in the 2021/22 budget.*

*Resolution No. 0364/2020*

- 1.2 Further, at its meeting on 27 July 2020 Council resolved:

***W&S-OB1 Mawson Lakes School Footbridge***

1. *That the Works and Services Committee notes the deputation made by Mr Michael Brown MP, Member for Playford and Mr David Cowles, Principal Mawson Lakes School.*
2. *The Works and Services Committee notes and receives letter from Helen Doyle, Director Capital Programs and Asset Services, confirming DECS maximum commitment of \$300k towards co-funding 50% of the cost of a new footbridge crossing at Mawson Lakes School (Dry Creek Crossing). City of Salisbury Page 13 Council Minutes - 27 July 2020*
3. *Administration to bring forward detailed design and costing of the footbridge crossing at Mawson Lakes School as soon as possible, no later than October 2020 to the Works and Services Committee.*
4. *Staff investigate as a matter of urgency whether State COVID19 funds are available to enable the project to be completed in this financial year. If COVID funds aren't available then Council commits to funding no more than \$300k towards the co-funded project to be considered as part of the 2021/22 budget.*
5. *Council write to the State Government seeking funding for any additional costs, above the agreed co-funded amount (\$600k) towards the construction of the footbridge crossing at Mawson Lakes School.*

*Resolution 0625/2020*

- 1.3 Mawson Lakes Primary School was built on both sides of Dry Creek. The school was part of the Delfin development of the Mawson Lakes Township.
- 1.4 A low timber pedestrian crossing was built as a causeway to connect the two sections of the school, and was vested to Council during the Delfin Mawson Lakes asset handover.
- 1.5 The existing causeway is also used by residents as it is a convenient river crossing for them.
- 1.6 A number of times a year the causeway is overtopped with water and the school children have to walk further and use The Strand road bridge.
- 1.7 Council installed a flood gate on each side of the causeway in 2018. This gate closes automatically when creek levels rise. This helps prevent pedestrians from using the causeway in high river flows. The gates are manually opened by Council's Operations staff when the water level has dropped and the bridge is cleared of debris.
- 1.8 At Works and Services meeting of 23 April 2019, Reference 2.6.2 the request was made "That further discussions take place between Council staff, Mawson Lakes School and DECS/DPTI regarding construction and funding options." in connection with the school pedestrian bridge over Dry Creek.



- 1.9 These discussions took place and a co-funding agreement was confirmed with DECS for up to \$300k.
- 1.10 The bridge is in Council's budget for 21/22 for \$600k. This was based on a 2.4m wide suspension bridge.

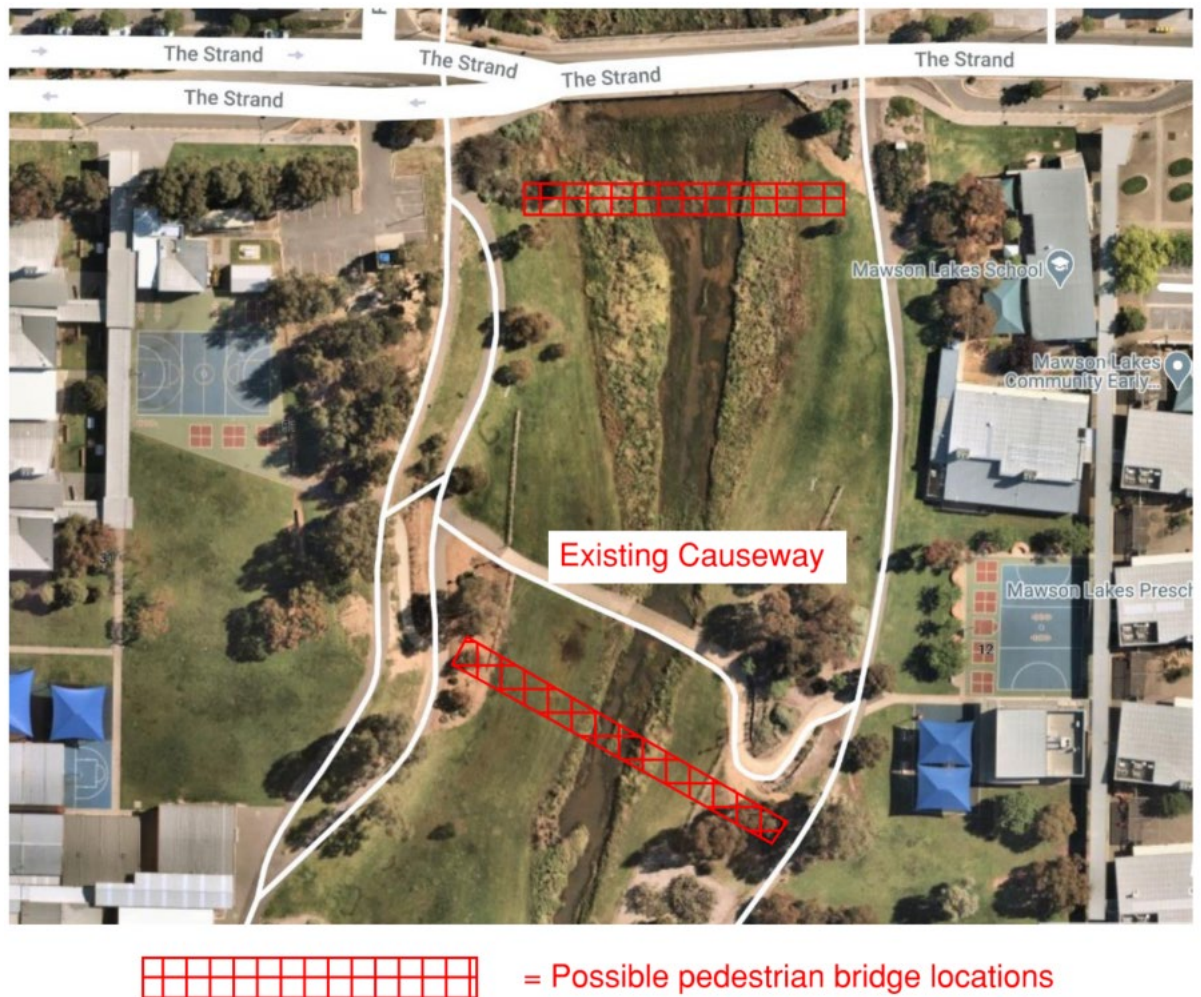
## **2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 City Infrastructure
- 2.2 External
  - 2.2.1 Mawson Lakes Primary School
  - 2.2.2 Department of Education and Children's Services.

## **3. REPORT**

- 3.1 There have been ongoing discussions between the Mawson Lakes Primary School and Council on improving the river crossing at the school.
- 3.2 The bridge is an existing project in Council's program therefore does not qualify for State COVID funds received by Council.
- 3.3 Council staff have completed detailed design and cost estimates of the bridge.
- 3.4 Two bridge alignments were considered, as shown below. One parallel with The Strand causeway, and one adjacent to the existing low level causeway used by the School.
- 3.5 Whilst the preferred location was downstream of the existing bridge, the cost of the new bridge crossing was determined to be significantly less for the upstream option, as the width across the creek at this point was significantly less than downstream near the causeway.

## 3.6



## 3.7 The work for the detailed cost estimate included :

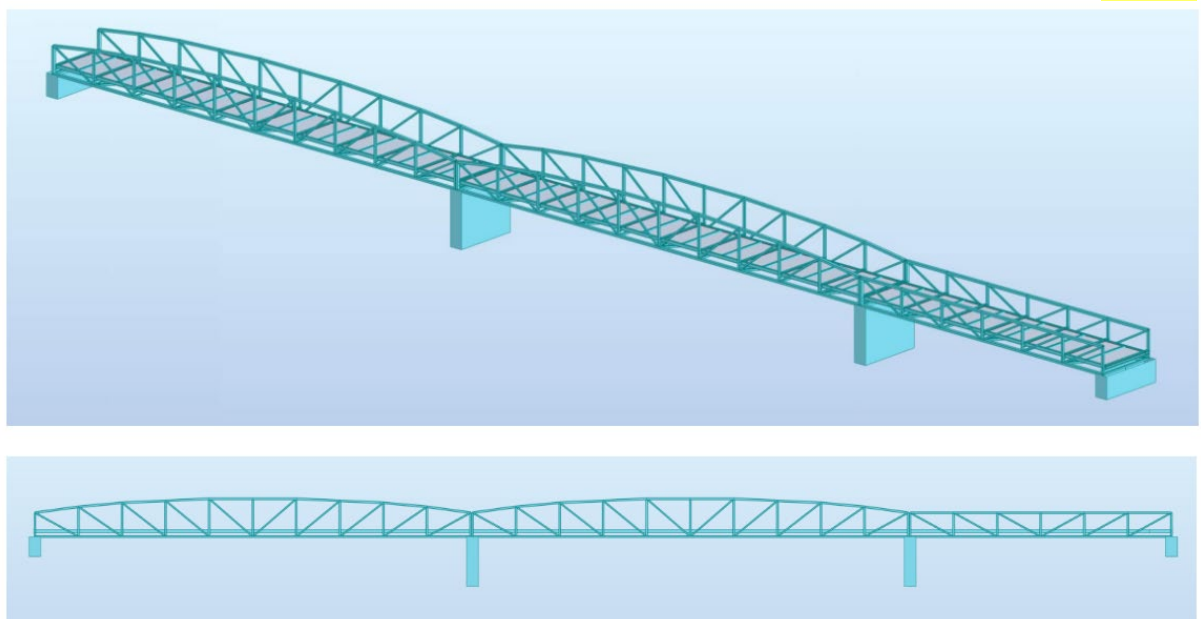
- 3.7.1 A geotechnical report. This was based on eight new bores drilled to a depth of 6m at both bridge alignments. This provides improved confidence on the founding material and foundation design.
- 3.7.2 A topographical survey to enable more accurate flood levels and backwater effects to be determined. The survey also enables the bridge dimensions and spans to be located for construction.
- 3.7.3 Updated flood models for flood flow heights. The higher the bridge the less number of times it will flood.
- 3.7.4 The Mobara Bridge is designed to be positioned at a 1 in 100 year level so that it can be the safe pedestrian walkway when the other river crossings are under flood.
- 3.7.5 The Detailed Design Report which captures all the key design features
- 3.7.6 The Detailed Design Drawings to enable tender drawings to be created.
- 3.7.7 The Detailed Design Cost Estimates based on the above information.

- 3.8 At the investigation stage, a range of design options were considered, including concrete culverts (similar to Pauls Drive on Dry Creek), a prefabricated fibreglass bridge craned into position, a steel frame bridge, and a suspension bridge.
- 3.9 The suspension bridge option was the lowest cost due to lower volume of material, easy prefabrication, easy constructability and single span (no middle pier).
- 3.10 The Onkaparinga suspension bridge design/build concept was used as the basis for budgeting purposes. The bridge is shown below. The design/build team is based in Melbourne. Unfortunately there are no local suspension bridge designers or installers.



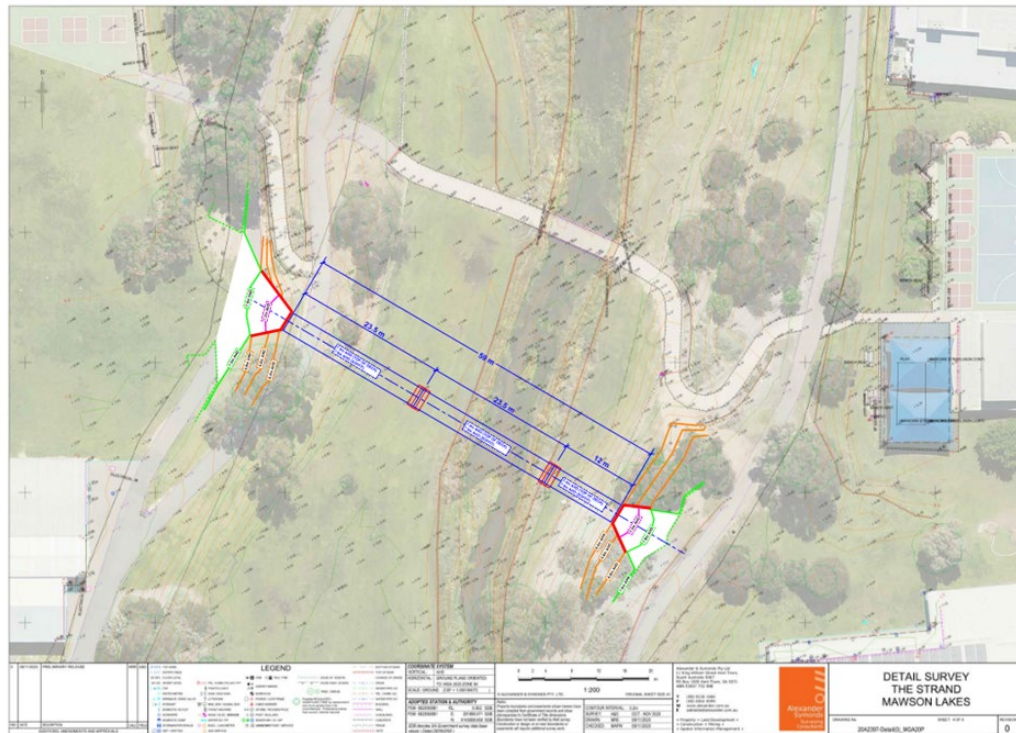
|Single span suspension bridge – Onkaparinga River

- 3.11 Due to the impact of COVID-19 and the delay from suppliers that are based interstate (such as the delay in delivering and installing the running surface for the Bridgestone Athletic Track), a conservative approach was taken by obtaining a cost estimate for a standard steel frame bridge (see image below). These bridges can be designed and constructed locally; however, they are more expensive than a suspension bridge.

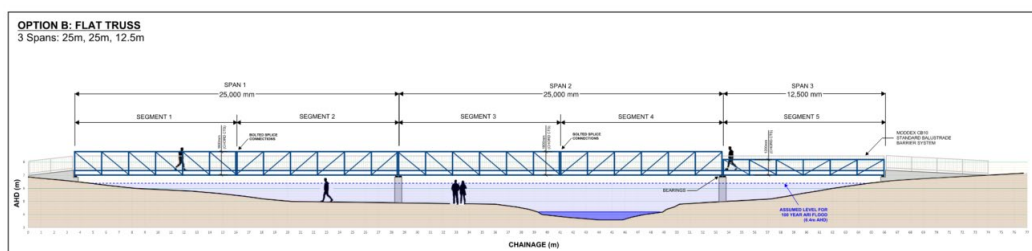
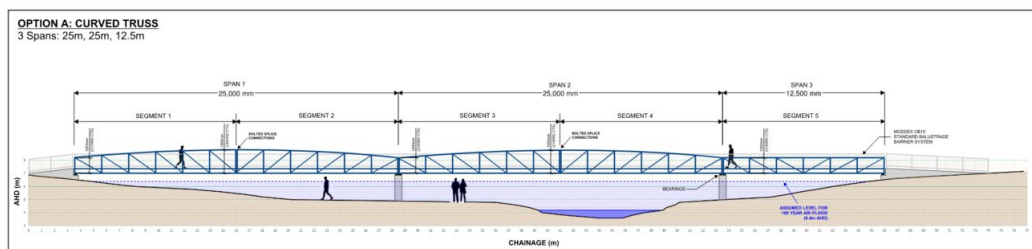




3.12 The image of the layout is shown below:



3.13 Two options for the design were considered, (image of the bridges are shown), which included a curved truss design which is softer on the eyes and more aesthetically appealing (Option A) or the more traditional (Option B), which meets the requirements. Similarly the bridges were considered as both 2.4 and 1.5m wide.



MOBARA PARK FOOTBRIDGE MAWSON LAKES  
STRUCTURAL ENGINEERING SKETCHES FOR COSTING  
SK02 - GENERAL ARRANGEMENT - ELEVATIONS - RevA

**APPROXIMATE MATERIAL QUANTITIES**  
STRUCTURAL STEEL = 18.1 t / 2.30 m<sup>2</sup> (OPTION A), 18.3 t / 2.33 m<sup>2</sup> (OPTION B)  
REINFORCED CONCRETE = 50 m<sup>3</sup>  
BARRIERS = 150 m  
FRP GRATING = 160 m<sup>2</sup>

- 3.14 The cost estimate for the steel truss 2.4m wide Mobara Park Pedestrian Bridge, (Option A) with Curved truss, budget estimate is \$820,000, including contingency.
- 3.15 For a 1.5m wide bridge the cost estimate (Option B) is \$650,000 including contingency.
- 3.16 The bridge cost estimate includes:
  - 3.16.1 The design costs including geotechnical, topographical survey and flood modelling.
  - 3.16.2 The full construction and installation of the bridge including foundations, piers, tie into footpaths and minor landscaping
  - 3.16.3 Contingency
- 3.17 The cost estimate excludes:
  - 3.17.1 The removal of the existing causeway, and making good the existing creek banks. This will be completed by the operations team once the bridge has been fully commissioned and a full wet season has passed, with the salvaged timbers, posts and rails to be used at other crossing sites.
  - 3.17.2 Discussions have occurred regarding lighting however this is not included in the project, with pedestrian accesses lit at the edge of crossings, not across pedestrian bridges themselves, throughout the City.
  - 3.17.3 Relocation of the flood gates and control systems, will be undertaken as part of Watercourse Management works and relocated to the Parkway underpass.

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

- 4.1 At this point in time Option B, which is consistent the level of service throughout the City of Salisbury, for pedestrian creek crossings and Budget requirements and 50% funding available for half the project through DECS is recommended, with a small increase to cover contingency.
- 4.2 COVID-19 has restricted and/or delayed interstate suppliers from offering a design & cost estimate, or even being able to supply during this COVID-19 period. Therefore a standard, steel truss bridge design, that can be locally designed and constructed, was selected to determine a design cost estimate for Council's consideration.
- 4.3 It is recommended to use Option B design, to tender for supply and install. However, noting the above constraints it is also recommended to offer the option to tender as a design and construct package, to determine if a supplier/tenderer is able to supply a wider and more aesthetically pleasing bridge within the Budget of \$650,000.
- 4.4 Council apply to DECS for additional funding if the tendered prices come in above the cost estimate.

**CO-ORDINATION**

Officer:

Date:



<b>ITEM</b>	4.1.9
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>HEADING</b>	COVID Stimulus Funding, Round 2 – Federal Government
<b>PREV REFS</b>	Works and Services                      2.6.2                      15/06/2020 Committee
<b>AUTHORS</b>	Christy Martin, Team Leader Project Support, City Infrastructure Jarred Collins, Manager Infrastructure Delivery, City Infrastructure
<b>CITY PLAN LINKS</b>	2.4    Have urban and natural spaces that are adaptive to future changes in climate. 3.2    Have interesting places where people want to be.
<b>SUMMARY</b>	<p>Notification has been received that the Australian Government are proposing to extend the Local Roads and Community Infrastructure Program (LRCI Program). The intent of this program is to support local councils to deliver priority local road and community infrastructure projects, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.</p> <p>Whilst full terms and conditions are yet to be received, in principle City of Salisbury is scheduled to receive a second round of funding as part of this program to the value of \$4,896,302. As a proactive measure this report provides the recommended projects selected to form part of this new funding which are in alignment with the expected grant guidelines, namely ability to complete by December 2021, enhance local employment, and result in benefits for the community.</p>

## RECOMMENDATION

1. That the information be received
2. Subject to grant terms and conditions which are to be confirmed, the following projects and indicative budgets, be allocated funding as part of the Local Roads and Community Infrastructure (LRCI) Program;
  - a. Technology Drive, Mawson Lakes, Dual Traffic, \$2,096k
  - b. St Kilda Road, St Kilda, Guardrail Upgrade, \$250k
  - c. Fairbanks Drive Reserve, Paralowie, Public Toilets and Sporting Facility' /Rage Cage' \$650k
  - d. Salisbury Oval, Indoor Community Cricket & Recreation Facility, \$650k
  - e. Burton Community Hub, The Shed and Community Garden, \$500k
  - f. Strowan Park, Salisbury, Picnic and Open Space Landscaping, \$350k

- g. Twelve25, Salisbury, Entry Upgrade and Landscaped Rear Yard, \$200k
  - h. Morella Community Centre, Outdoor Kitchen, \$200k
3. A further report will be provided to Council on alternative projects if any of the proposed projects are rejected by the governing funding body.
  4. Upon successful grant funding contract execution, the amendment to income budgets be included within 2020/21 Third Quarter Budget Review in alignment with the proposed delivery schedules.

## ATTACHMENTS

There are no attachments to this report.

### 1. BACKGROUND

- 1.1 As reported June 2020, City of Salisbury were awarded \$1.183M as part of the Federal Government, Local Roads and Community Infrastructure (LRCI) Program. This program was established to enable Federal Government to partner with Local Governments to assist in recovery from the COVID-19 pandemic by way of delivering local jobs, through local projects.
- 1.2 The Federal Government also indicated that a second round of funding would become available at some point.
- 1.3 This report provides an update in relation to this second round of funding.

### 2. CONSULTATION / COMMUNICATION

- 2.1 Internal
  - 2.1.1 Staff from City Infrastructure Staff and Community & Organisational Development
  - 2.1.2 Executive Group

### 3. REPORT

- 3.1 Notification was received late October 2020 that the Federal Government was providing an extension to the Local Roads and Community Infrastructure Program (LRCI Program). This program was developed to stimulate the economy and aid in the recovery following the COVID-19 pandemic.
- 3.2 As part of this program, City of Salisbury were allocated \$1,683,846 in round one, which was distributed across the following projects in accordance with Resolution 0585/2020;
  - *Verge Development Program, \$683k*
  - *School Transport Framework, \$500k*
  - *Irrigation Systems Upgrade, \$500k*
- 3.3 As part of an extension to the LRCI Program, City of Salisbury is scheduled to receive a further \$4,896,302. The terms and conditions associated with this round of funding are yet to be confirmed, however understanding that this round of funding is to be expended by 31<sup>st</sup> December 2021, a proactive approach is sought to in principle agree how this funding should be allocated.

- 3.4 In order to make the 31<sup>st</sup> December 2021 expenditure deadline, the projects proposed as part of this funding needed to be near shovel ready, or alternatively have a quick start up to enable them to meet the following indicative schedule;

- *December 2020 – Council project selection endorsement*
- *January 2021 – Review and validate project details, following by submission of project grant funding application submission*
- *February 2021 – Funding application approval*
- *March – May 2021 – Project documentation, consultation and planning approvals*
- *June – July 2021 – Tender and contract awards*
- *August – October 2021 – Construction*
- *November 2021 – Practical Completion*
- *December 2021 – Project and grant close out*

- 3.5 Similar to the previous round of funding, it is expected that this funding is to be allocated to new works, not those within the current programs of works. The criteria of projects which can be included are expected to be in alignment with the first round of funding as follows;

***Eligible local road projects could include works involving any of the following associated with a road:***

- *traffic signs;*
- *traffic control equipment;*
- *street lighting equipment;*
- *a bridge or tunnel;*
- *a facility off the road used by heavy vehicles in connection with travel on the road (for example, a rest area or weigh station);*
- *facilities off the road that support the visitor economy; and*
- *road and sidewalk maintenance, where additional to normal capital works schedules*

***Eligible community infrastructure projects could include works involving:***

- *Closed Circuit TV (CCTV);*
- *bicycle and walking paths;*
- *painting or improvements to community facilities;*
- *repairing and replacing fencing;*
- *improved accessibility of community facilities and areas;*
- *landscaping improvements, such as tree planting and beautification of roundabouts;*
- *picnic shelters or barbeque facilities at community parks;*
- *playgrounds and skateparks (including all ability playgrounds);*
- *noise and vibration mitigation measures; and*
- *off-road car parks (such as those at sporting grounds or parks).*

- 3.6 Whilst awaiting grant program extension terms and conditions, Council staff prepared an appropriate program of works which could be successfully completed to meet the anticipated requirements of the grant, provide local employment stimulation and benefits to the community. Projects needed to be currently unfunded with preference given to those which did not fit within future renewal programs. Consideration was given to also allocating projects across the City in accordance with understood priorities. The proposed program project inclusions are;

Project	Justification	Indicative \$'000 Allocation
<i>Road Associated Projects;</i>		
<b>Technology Drive, Mawson Lakes</b> Convert 1-way to 2-way traffic flow Technology Drive	In support of economic development, create 2-way traffic flow through Technology Drive and egress onto Main North Road. This project would be undertaken in consultation with State Government to facilitate the modifications to Main North Road, who in principle have agreed to the concept.	2,096
<b>St Kilda Road</b> Guardrail Upgrade	As a road safety initiative upgrade guardrail along the curved section of St Kilda Road. Noting there is currently no renewal program for guardrails.	250
<i>Infrastructure Associated Projects;</i>		
<b>Fairbanks Drive Reserve, Paralowie</b> New Toilet Facility and Sporting/'Rage Cage' Facility	To align with the Reserve Upgrade and service levels associated with the Place Activation Strategy for Fairbanks Drive Reserve, construct new public toilet amenities and 'Rage Cage'/sporting facility which aligns with community consultation.	650
<b>Salisbury Oval</b> Indoor Community Cricket & Recreation Facility	Creation of a cricket training facility which is multipurpose for community use. This facility will be accessible which will align with the adjacent new accessible playground.	650
<b>Burton Community Hub</b> The Shed and Community Garden	Following the loss of the Edinburgh The Shed due to fire, create a new facility at Burton Community Hub. This facility provides programs for adults 18+ with a disability. In addition create a new community garden at this hub which will provide a secure outdoor space for children to undertake activities, whilst also providing much needed benefits to individuals.	500

Project	Justification	Indicative \$'000 Allocation
<b>Strowan Park, Salisbury</b> Recreation & Landscaping	Recreation and landscaping through Strowan Park to enable community utilisation of the open space. Make the space accessible by tying into existing path networks.	350
<b>Twelve25</b> Reception and Entry Improvements to complement a new Landscaped Rear Area	Twelve25 provides a range of programs that support youth based health and wellbeing, the arts and employment outcomes. The proposed works will address current safety issues, enhance DDA compliance and provide a new landscaped welcoming space.	200
<b>Morella Community Centre</b> Creation of a new Outdoor kitchen	Morella Community Centre provides a range of programs that promotes both health and wellbeing as well as employment outcomes. It is proposed to create an outdoor cultural kitchen and amenities which will enable program expansion and a place where cultural celebrations can be embraced.	200
<b>Total</b>		<b>\$4,896</b>

3.7 The above values are indicative and will be reviewed prior to grant application submission which is anticipated for January 2021. The individual allocation per project may alter following this review, however the total value will not exceed the \$4,896k that has been notified will be awarded to the City of Salisbury.

3.8 In addition to the above, various other projects were considered however were not included in the above for example;

Project	Justification	Indicative \$'000 Allocation
Various Edinburgh Parks Road Upgrades	Various sections of roadway within Edinburgh Parks require upgrades however these were not included as some require input from State Government, they were not shovel ready and had potential for land acquisitions. These would not enable the 31 <sup>st</sup> December 2021 completion deadline achievable.	\$2M+
Bridge Road, Pooraka, Underpass, City Wide Trails Network Continuation	Due to land ownership and consultation issues, this was not included within this round of grant funding applications.	\$TBA

Project	Justification	Indicative \$'000 Allocation
Soundwall Renewal	Major works along this corridor will be reviewed following completion of the electrification of the railway.	\$500k
Thomas More College School Transport Framework	As this is still in negotiation and scope of works to be determined, this project was not included within this stream of funding however noted as for consideration for future grant funding opportunities.	\$TBA

- 3.9 Further grant opportunities are currently being explored including the State Government, Local Government Infrastructure Partnership Program, which was established to support councils accelerate spending on community infrastructure projects. For this program Councils must demonstrate that the project expenditure will be in addition to existing expenditure plans and there is no offsetting reduction in planned other capital expenditure in 2020-21 and 2021-22. This program provides up to 50% towards successful projects, which are to be a minimum of a \$1M in total value. Updates regarding this grant funding stream and other funding opportunities will be provided to Council when available.

#### 4. CONCLUSION / PROPOSAL

- 4.1 Noting that the full terms and conditions of the extension to the Federal Government Local Roads and Community Infrastructure (LRCI) Program have not yet been received, this report seeks in principle approval to the following projects with an allocation of the expected \$4,896,302 as follows;
- 4.1.1 Technology Drive, Mawson Lakes, Dual Traffic, \$2,096k
  - 4.1.2 St Kilda Road, St Kilda, Guardrail Upgrade, \$250k
  - 4.1.3 Fairbanks Drive Reserve, Paralowie, Public Toilets and Sporting Facility/'Rage Cage' \$650k
  - 4.1.4 Salisbury Oval, Indoor Community Cricket & Recreation Facility, \$650k
  - 4.1.5 Burton Community Hub, The Shed and Community Garden, \$500k
  - 4.1.6 Strowan Park, Salisbury, Picnic and Open Space Landscaping, \$350k
  - 4.1.7 Twelve25, Salisbury, Entry Upgrade and Landscaped Rear Yard, \$200k
  - 4.1.8 Morella Community Centre, Outdoor Kitchen, \$200k
- 4.2 The above values are indicative and will be reviewed prior to grant application submission which is proposed for January 2021. The individual allocation per project may alter following this review, however the total value will not exceed the \$4,896k that has been notified will be awarded to the City of Salisbury.
- 4.3 Should any of the proposed project/s be rejected by the governing funding body, a further report will be provided to advise of any project selection changes.



- 4.4 Upon successful grant funding contract execution, the amendment to income budgets be included within 2020/21 Third Quarter Budget Review.

**CO-ORDINATION**

Officer: Executive Group  
Date: 08/12/2020



<b>ITEM</b>	4.1.10
	<b>URBAN SERVICES COMMITTEE</b>
<b>DATE</b>	14 December 2020
<b>PREV REFS</b>	AMSC AMSC3 14/09/2020
<b>HEADING</b>	Tree Management Policy Amendment
<b>AUTHOR</b>	Craig Johansen, Team Leader Parks and Open Space Assets, City Infrastructure
<b>CITY PLAN LINKS</b>	2.3 Our community, environment and infrastructure are adaptive to a changing climate 2.1 Salisbury has a balance of green spaces and natural environments that support biodiversity 4.2 We deliver quality outcomes that meet the needs of our community
<b>SUMMARY</b>	This report presents the Tree Management Policy with amendments in accordance with MWON1 raised at the September meeting of AMSC.

**RECOMMENDATION**

1. The information within the report be noted and received
2. That the amended Tree Management Policy as per Attachment 2 of this report come into effect immediately following adoption by Council

**ATTACHMENTS**

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

1. Tree Management Policy
2. Amended Tree Management Policy

**1. BACKGROUND**

- 1.1 Staff presented to the September AMSC meeting the report AMSC3 Tree Management Policy and Procedure. This report presented the Tree Management Policy and Tree Removal Procedure for endorsement.
- 1.2 The Policy and Procedure as attached to the report were endorsed.
- 1.3 Following further discussion at AMSC the following Motion Without Notice was submitted to the same meeting

*AMSC-MWON1 Streetscape Renewal Policy*

1. *That the Streetscape Renewal Policy be brought back to the Asset Management Sub Committee for further consideration to include criteria requiring staff to make reference to previous requests for tree removal by residents.*

*CARRIED 0678/2020*

## **2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 Nil
- 2.2 External
  - 2.2.1 Nil

## **3. REPORT**

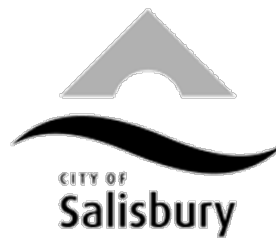
- 3.1 Following the MWON the administration discussed with Elected Members, how best to address this with additions to the current Policy.
- 3.2 As the Policy has statements particularly for Community Consultation and Engagement this was seen as the best location for the inclusion of the direction to consider previous tree removal requests from community members.
- 3.3 It is also deemed appropriate that copy of previous requests be forwarded to the relevant Ward Councillors.
- 3.4 This information will allow a clearer picture of the deliverables of projects tree removals or major tree projects.

## **4. CONCLUSION / PROPOSAL**

- 4.1 Noting the endorsed Policy had statements which related to Community Consultation and Engagement identifying how we inform and consult the community for trees removals and major tree projects.
- 4.2 It was determined in consultation with Elected Members that an addition to the Policy as the best way to address the MWON.
- 4.3 The administration has added a further clauses to ensure that previous tree removal requests are considered and this information is presented to Ward Councillors as part of the endorsed Capital Works Communication framework.

## **CO-ORDINATION**

Officer: GMCI  
Date: 10/12/2020



## Tree Management Policy

<b>Policy Type:</b>	<b>Policy</b>		
<b>Approved By:</b>	<b>Council</b>	<b>Decision No:</b>	<b>2453/2018</b>
<b>Approval Date:</b>	<b>26 April 2018</b>	<b>Last Reapproval Date:</b>	
<b>Review Date:</b>	<b>April 2020</b>	<b>Internal Reference No.:</b>	
<b>Department:</b>	<b>City Infrastructure</b>	<b>Division:</b>	<b>Parks and Open Space Assets Team</b>
<b>Function:</b>	<b>14 - Infrastructure</b>	<b>Responsible Officer:</b>	<b>Team Leader Parks and Open Space Assets</b>

### A – PREAMBLE

1. The City of Salisbury acknowledges that trees form an integral part of the landscape and public domain within the City of Salisbury providing a wide range of social, cultural, functional and environmental benefits for the City and wider community.
2. Trees within urban environments can also present a level of risk and can be an emotive issue for communities, with conflict commonly occurring when trees contribute to infrastructure damage. Trees can also be perceived as creating nuisance in urban environments.
3. The City of Salisbury has sole responsibility for the development and management of the City's landscapes. All vegetation planted on land owned or controlled by the Council is the responsibility of the Council.
4. Local Government authorities have legislative obligations with respect to the protection of trees, and responsibilities relating to damage or injury associated with the presence, failure or growth of trees.

### B - SCOPE

1. This policy provides strategic direction and guidance in relation to the management of trees under the care, control and management of Council.
2. This Tree Management Policy is one of a suite of documents used to manage trees in the City of Salisbury and should be read in conjunction with related plans, policies and procedures. Refer to Section H for a list of associated documents that form part of the City of Salisbury's Tree Management Framework.

**C – POLICY PURPOSE/OBJECTIVES**

1. To provide strategic directions and guiding principles that form the foundation of Council's Tree Management Framework to enable clarity and consistency in the management of Salisbury's urban forest.
2. To ensure community needs and expectations are understood and considered.
3. Where the community do not agree with the decision, that the Tree Management Appeal Process is followed, concluding with the Tree Management Appeals Sub-committee.
4. Maintain and enhance the tree canopy cover within the City
5. To broaden the emphasis of urban tree management to include urban forestry principles whereby trees are viewed and managed as a collected asset.
6. To ensure that trees on roads, community land and other landscape areas are planted and maintained in a consistent and reasonable manner underpinned by risk management principles, in accordance with relevant legislation, and in conjunction with resources that are made available.
7. To ensure alignment of tree management strategies and practices with Council's strategic directions and other related policies, plans and strategies.
8. To reinforce the City of Salisbury's commitment to the sustainable management of the urban forest through recognition that the urban forest is an intergenerational asset that needs to be managed and enhanced to preserve its value to the community now and in the future.
9. To strike an appropriate balance between the benefits and positive values of trees and the potential risks and nuisances they can create.
10. To increase awareness and educate the community, developers and Council staff on the value of trees in the urban environment.
11. To ensure trees are managed to meet legislative requirements.

**D - DEFINITIONS**

1. **Tree** – long lived woody perennial plant greater than (or usually greater than) 4 metres in height at maturity, with one or relatively few main erect stems or trunks.
2. **Urban Forest** – is defined as all trees growing throughout the City of Salisbury area; irrespective of origin (native/exotic), location (streets, reserves, schools) or ownership and control (public & private).

The Urban Forest comprises the cumulative benefits of the entire tree population across the City of Salisbury area and can be described as the management of trees in an urban environment to maximise the benefits that trees provide to the community.



3. **Landmark Tree Register** – a list of trees significant to the City of Salisbury due to their environmental, cultural, historical or social attributes.
4. **Arborist** – a person with formalised training to a minimum AQF Level 3 in Arboriculture.
5. **Regulated/Significant Trees** – as defined in the Development Act 1993.

## **E - POLICY STATEMENT**

### Tree Planting

1. The Tree Management Procedure will be utilised to detail technical specifications, installation techniques and items to be considered and/or assessed when undertaking tree planting and establishment activities. All tree planting will be undertaken in accordance with such this procedure.
2. A variety of tree species will be used to maintain an urban forest to; reinforce/strengthen precinct identity, attract a diverse array of wildlife, create visual interest and improve the amenity of the public realm, provide a tree canopy that is diverse, robust and resilient.
3. An approved planting list will be maintained as part of Council's Tree Management Framework; comprising reserve and street tree planting lists. The following criteria shall be used in selecting species for inclusion to the planting list:
  - Site suitability (including potential impacts to infrastructure)
  - Aesthetic, functional and biological attributes
  - Supports biodiversity and community wellbeing
  - Performance
  - Maintenance requirements
  - Longevity
  - Stock availability
  - Tolerance to low water environments
  - Adaptive to future changes in climate

### Tree Protection

4. Trees that contribute to the cultural and social character of the City are to be placed on a Landmark Tree Register. The protection and retention of these trees will be given high priority where their retention is considered worthy.
5. The protection of Council trees will be given high priority in all aspects of the City's operations and maintenance activities.
6. Proposed developments should consider the impacts on trees. Proponents of developments should explore options for the retention of trees as part of development considerations.

7. Development applications will include all necessary information to allow full assessment of potential impacts on trees to be retained and an appropriate standard and space for planting new trees.
8. Trees that are to be retained will be protected from construction works and other activities/events that threaten tree health and stability. The Australian Standard (AS4970) will be used to achieve consistency in tree protection requirements.
9. Where there is evidence of unauthorised poisoning, pruning, or tree removal, the matter will be investigated and appropriate action undertaken in accordance with Council's Enforcement Policy and relevant legislation or civil action.

#### Tree Removal

10. The removal of trees under certain circumstances is a relevant tree management tool in mitigating risks and ensuring an appropriate balance between the benefits and nuisances of trees in the urban environment.
11. A Tree Removal Procedure will detail the criteria and process by which tree removal requests are to be considered.

#### Tree Asset Management

12. The City of Salisbury recognises that trees are a valuable community asset and play an important role in contributing to the amenity, character and liveability of our city.
13. The City of Salisbury is committed to maintain a functional and sustainable urban forest that enhances the character and amenity of the City.
14. The City of Salisbury will develop and implement practices that seek to effectively maintain and enhance the quality of the City's urban forest in accordance with the following specific objectives:
  - a. Minimising risks and nuisances to the community
  - b. Maximising the benefits of trees and their life expectancy
  - c. Improved degree of tree diversity (target maximum 40% of any family, 30% of any genus, 15% of any species) for resilience and robustness
  - d. Improved spread of age classes to minimise large number of trees senescing within close timeframes
  - e. Maintain and enhance the existing levels of tree canopy cover
  - f. Tolerance to low water environments
  - g. Improved colour, form and habit of streetscape plantings
  - h. Protection and enhancement of biodiversity outcomes
15. The City of Salisbury is committed to renewing its street tree population and will develop and maintain a Street Tree Asset Management Plan that will include:

- a. Clear vision and objectives particular to streetscapes that are aligned with the City's strategic directions and objectives.
  - b. Renewal strategies and actions incorporating funding levels and life cycles, planning processes, service levels, community consultation, targets for quantity of trees to be replaced, criteria and methods for prioritising streets and tree removal criteria specific to the street tree renewal program.
16. Trees on Council reserves will be renewed through a range of practices including but not limited to the annual tree planting program, reserve upgrade projects, community planting initiatives and other capital work projects.
17. The City of Salisbury will undertake a range of proactive and reactive tree services to maintain the health and structure of trees and address risks and nuisances to the community. Tree Management Procedures will be utilised to guide Council's tree maintenance operations and activities to provide clear guidance in decision making and record keeping processes.
18. The extent of tree maintenance operations will be determined by the level of funding and allocation of resources for managing trees and will be monitored and reported to Council if service level changes are required. Priorities will be based on the level of risk to minimise the potential for harm caused by trees.
19. The Development Act 1993 (as amended) defines parameters under which trees may qualify as Regulated or Significant Trees and stipulates certain activities affecting such trees require Development Approval. Significant/Regulated trees will be managed in accordance with relevant legislation and the City of Salisbury Development Plan which contains the principles of development control.

#### Community Consultation and Engagement

20. The City of Salisbury will inform and consult with the community about tree removals and major tree projects in accordance with Council's community engagement strategy.
21. The City of Salisbury will increase community knowledge about the benefits of trees and the urban forest through the provision of accurate information that is intentionally marketed to staff, key stakeholders and the community.
22. The City of Salisbury will encourage community involvement in tree planting activities.
23. The City of Salisbury will meet statutory community consultation and engagement requirements relating to Regulated and Significant Trees.

#### Risk Management

24. The City of Salisbury is committed to a systematic approach to tree risk management and will undertake regular tree safety inspections by suitably qualified Arborists to identify and manage potential tree hazards.

25. Tree Risk Management Procedures will be utilised to guide the analysis of tree risks and the development and implementation of proactive tree inspection and maintenance plans.

#### **F - LEGISLATION**

1. Local Government Act 1999
2. Development Act 1993
3. Commonwealth Environmental Protection and Biodiversity Conservation Act 1999
4. Natural Resource Management Act 2004
5. Environment Protection Act 1993
6. Electricity Act 1996
7. Heritage Places Act 1993
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#### **G - REFERENCES**

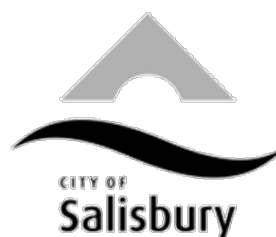
1. Tree Management 'Risk Management Guidelines for Local Government', Local Government Mutual Liability Scheme, 2013.

#### **H - ASSOCIATED PROCEDURES**

1. Landscape Design Policy
2. City Landscape Plan
3. Street Tree Asset Management Plan
4. Tree Management Procedures
5. Tree Removal Procedure

##### Document Control

Document ID	Tree Management Policy
Prepared by	Craig Johansen
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## Tree Management Policy

<b>Policy Type:</b>	<b>Policy</b>		
<b>Approved By:</b>	<b>Council</b>	<b>Decision No:</b>	<b>2453/2018</b>
<b>Approval Date:</b>	<b>26 April 2018</b>	<b>Last Reapproval Date:</b>	
<b>Review Date:</b>	<b>April 2020</b>	<b>Internal Reference No.:</b>	
<b>Department:</b>	<b>City Infrastructure</b>	<b>Division:</b>	<b>Parks and Open Space Assets Team</b>
<b>Function:</b>	<b>14 - Infrastructure</b>	<b>Responsible Officer:</b>	<b>Team Leader Parks and Open Space Assets</b>

### A – PREAMBLE

1. The City of Salisbury acknowledges that trees form an integral part of the landscape and public domain within the City of Salisbury providing a wide range of social, cultural, functional and environmental benefits for the City and wider community.
2. Trees within urban environments can also present a level of risk and can be an emotive issue for communities, with conflict commonly occurring when trees contribute to infrastructure damage. Trees can also be perceived as creating nuisance in urban environments.
3. The City of Salisbury has sole responsibility for the development and management of the City's landscapes. All vegetation planted on land owned or controlled by the Council is the responsibility of the Council.
4. Local Government authorities have legislative obligations with respect to the protection of trees, and responsibilities relating to damage or injury associated with the presence, failure or growth of trees.

### B - SCOPE

1. This policy provides strategic direction and guidance in relation to the management of trees under the care, control and management of Council.
2. This Tree Management Policy is one of a suite of documents used to manage trees in the City of Salisbury and should be read in conjunction with related plans, policies and procedures. Refer to Section H for a list of associated documents that form part of the City of Salisbury's Tree Management Framework.



**C – POLICY PURPOSE/OBJECTIVES**

1. To provide strategic directions and guiding principles that form the foundation of Council's Tree Management Framework to enable clarity and consistency in the management of Salisbury's urban forest.
2. To ensure community needs and expectations are understood and considered.
3. Where the community do not agree with the decision, that the Tree Management Appeal Process is followed, concluding with the Tree Management Appeals Sub-committee.
4. Maintain and enhance the tree canopy cover within the City
5. To broaden the emphasis of urban tree management to include urban forestry principles whereby trees are viewed and managed as a collected asset.
6. To ensure that trees on roads, community land and other landscape areas are planted and maintained in a consistent and reasonable manner underpinned by risk management principles, in accordance with relevant legislation, and in conjunction with resources that are made available.
7. To ensure alignment of tree management strategies and practices with Council's strategic directions and other related policies, plans and strategies.
8. To reinforce the City of Salisbury's commitment to the sustainable management of the urban forest through recognition that the urban forest is an intergenerational asset that needs to be managed and enhanced to preserve its value to the community now and in the future.
9. To strike an appropriate balance between the benefits and positive values of trees and the potential risks and nuisances they can create.
10. To increase awareness and educate the community, developers and Council staff on the value of trees in the urban environment.
11. To ensure trees are managed to meet legislative requirements.

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#### Community Consultation and Engagement

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21. Consideration of any previous requests by community members for tree removals will be included in relevant street tree projects, and a summary of those requests will be provided to the appropriate Ward Councillors.
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