



Council Agenda

AGENDA

NOTICE OF MEETING

Notice is hereby given that an ordinary meeting of Council will be held in the

**Council Chamber – Glenelg Town Hall
Moseley Square, Glenelg**

Tuesday 24 November 2020 at 6.00pm

A handwritten signature in black ink, appearing to read "Roberto Bria".

**Roberto Bria
CHIEF EXECUTIVE OFFICER**



Ordinary Council Meeting Agenda

1. OPENING

The Mayor will declare the meeting open at 7:00pm.

2. KAURNA ACKNOWLEDGEMENT

We acknowledge Kaurna people as the traditional owners and custodians of this land.

We respect their spiritual relationship with country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to Kaurna People today.

3. SERVICE TO COUNTRY ACKNOWLEDGEMENT

The City of Holdfast Bay would like to acknowledge all personnel who have served in the Australian forces and services, including volunteers, for our country.

4. PRAYER

Heavenly Father, we pray for your presence and guidance at our Council Meeting. Grant us your wisdom and protect our integrity as we carry out the powers and responsibilities entrusted to us on behalf of the community that we serve.

5. APOLOGIES

5.1 Apologies Received

5.2 Absent

6. ITEMS PRESENTED TO COUNCIL

7. DECLARATION OF INTEREST

If a Council Member has an interest (within the terms of the Local Government Act 1999) in a matter before the Council they are asked to disclose the interest to the Council and provide full and accurate details of the relevant interest. Members are reminded to declare their interest before each item.

8. CONFIRMATION OF MINUTES

Motion

That the minutes of the Ordinary Meeting of Council held on 10 November 2020 be taken as read and confirmed.

Moved Councillor _____, Seconded Councillor _____

Carried

9. PUBLIC PRESENTATIONS

9.1 **Petitions**

9.2 Presentations**9.3 Deputations****10. QUESTIONS BY MEMBERS****10.1 Without Notice****10.2 On Notice**

10.2.1 Lighting on Laneways – Councillor Bouchee (Report No: 378/20)

10.2.2 Rates Discount – Councillor Bouchee (Report No: 386/20)

10.2.3 Kingston Park Kiosk Rent – Councillor Clancy (Report No: 389/20)

11. MEMBER'S ACTIVITY REPORTS - Nil**12. MOTIONS ON NOTICE**

12.1 Recission Motion – Proposed Memorial to Honour Squadron Leader Robert Wilton Bungey (C271020/2095) Councillor Clancy (Report No: 387/20)

12.2 Pride Flag – Councillor Miller (Report No: 388/20)

13. ADJOURNED MATTERS - Nil**14. REPORTS OF MANAGEMENT COMMITTEES AND SUBSIDIARIES**

14.1 Information Report – Sothern Region Waste Resource Authority Board Meeting – 2 November 2020 (Report No: 384/20)

14.2 Minutes – Jetty Road Mainstreet Committee – 4 November 2020 (Report No: 372/20)

15. REPORTS BY OFFICERS

15.1 Items in Brief (Report No: 379/20)

15.2 Monthly Financial Report – 31 October 2020 (Report No: 376/20)

15.3 2019-20 Annual Report (377/20)

15.4 Feasibility of a Dog Park at Gregory Reserve, Hove (Report No: 375/20)

15.5 Suicide Prevention Network in Holdfast Bay (Report No: 373/20)

15.6 Private Laneway – 54A Cedar Avenue, Brighton (Report No: 327/20)

15.7 St Leonards Primary School – Road Safety Improvements (Report No: 328/20)

15.8 Da Costa Reserve Playspace Redevelopment Engagement Results (Report No: 374/20)

15.9 Formalise Parking – Esplanade and Side Streets (Report No: 380/20)

15.10 Elected Member Appointment to the Council Assessment Panel (Report No: 371/20)

16. RESOLUTIONS SUBJECT TO FORMAL MOTIONS

Presented for the information of Members is a listing of resolutions subject to formal resolutions, for Council and all Standing Committees, to adjourn or lay on the table items of Council business, for the current term of Council.

17. URGENT BUSINESS – Subject to the Leave of the Meeting

18. CONFIDENTIAL ITEMS**18.1 Alwyndor Strategic Plan 2020-23 (Report No: 383/20)**

Pursuant to Section 90(2) of the Local Government Act 1999 the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that that it considers the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

- d. 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 would, on balance, be contrary to the public interest.**

18.2 Mawson Oval - Renewal of Joint Use Agreement (Report No: 358/20)

Pursuant to Section 90(2) of the Local Government Act 1999 the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that the Council consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

- h. legal advice.**



**ROBERTO BRIA
CHIEF EXECUTIVE OFFICER**

Item No: **10.2.1**

Subject: **QUESTION ON NOTICE – LIGHTING ON LANEWAYS – COUNCILLOR BOUCHEE**

Date: 24 November 2020

QUESTION

Councillor Bouchee asked the following question:

Could the Chief Executive Officer please advise:

- 1. Number of laneways in our City owned by Council?**
- 2. What are the regulations in relation to lighting requirements in these laneways when residential developments front onto these laneways?**
- 3. Has administration initiated/assessed the budget implications of having to build infrastructure for lighting in these lanes?**

Background

In the last two to three years there have been a few changes to the use of these laneways.

As the larger blocks are redeveloped, I have noted that the block is halved with one residential house fronting the laneways. This has occurred in Brighton and Seacliff in several sites.

I am concerned with the financial impact of providing lighting in these laneways which are now the primary entrance, not the back entrance.

ANSWER – General Manager City Assets and Services/Manager Engineering

1. There are 217 lanes identified across the City. Council owns 72.

Of the 72 Council owned laneways, our data shows that:

- a. 6 have private property frontage
- b. most provide rear access to private property, businesses or car parking
- c. approximately 20 -25 are unsealed laneways
- d. 13 laneways have street lighting installed (street lighting standard unknown)
- e. 27 laneways were named. 45 are unnamed

The 13 laneways with street lighting (lighting level of service not assessed) are:

- Mason Lane
- Carey Close
- Laycock Lane
- Ashton Street
- Chittleborough Lane
- Clayton Place
- Flinders Lane
- Hahns Lane
- Gregory Lane
- 3 X Unnamed laneways

The definition of a lane is unclear. Generally a lane is a narrow section of road which provides services or access to the rear of a property. They generally do not meet the current technical standards and dimensions for a road – hence their role has primarily been for rear access.

Some lanes now have been renamed as roads and named, as well as being used for direct property frontage/access. An example is James Place shown below:



Because lanes have essentially evolved from an access path at the rear of a property, they often do not have verges, their width is sub-standard and this in turn creates vehicle access problems, problems with parking, problems with bin presentation and collection and access issues for service and emergency vehicles. Lanes often have no drainage or street lighting.

2. In regard to street lighting, Council is generally not required to provide street lighting. However Council is responsible to ensure that areas are safe for residents by virtue of the Local Government Act section 7 which describes one function of a Council as:

- (f) to provide infrastructure for its community and for development within its area (including infrastructure that helps to protect any part of the local or broader community from any hazard or other event, or that assists in the management of any area);*

Council therefore has the discretion. Lighting on residential streets is typically for pedestrian safety (as cars have lights) and for road safety where intersections, pedestrian crossings and other traffic hazards are illuminated to improve driver awareness.

There are some areas such as Colonel Light Gardens and the Adelaide Hills where no or limited lighting street lighting is provided.

Where lighting is provided, it generally should be provided to the relevant Australian Standards (AS 1158) however in many locations this is not the case and lower standards are acceptable.

3. No assessments of the budget implications of having to build infrastructure for lighting in lanes has been undertaken or initiated.

Item No: **10.2.2**

Subject: **QUESTION ON NOTICE – RATES DISCOUNT – COUNCILLOR BOUCHEE**

Date: 24 November 2020

QUESTION

Councillor Bouchee asked the following question:

Could the Chief Executive Officer please advise why Administration does not provide a discount for residents who pay their first rates instalment in full?

ANSWER – General Manager Strategy and Business Services

The main reason a discount is not provided to residents who pay their first rates instalment in full is that the cost exceeds the benefit for both Council and ratepayers as a whole.

Research of rate payments over the past three financial years show that on average 7% of rate payments are paid in full by the first due date. This equates to approximately \$2m. If a 1% discount was offered on this basis it would result in \$20,000 lost revenue. If Council were to invest that \$2m for 9 months at the current interest LGFA at call rate of 0.3% this would generate \$4,500 of additional income, resulting in a net effect of \$15,500 cost to Council. These costs would have to be absorbed by Council or the burden spread to ratepayers who pay by instalment. In addition, Council would incur additional costs for the administrative processing of these discounts.

The median residential rate in 2020/21 is \$1,386. A 1% discount on the median rate would result in a saving to that ratepayer of \$13.86. While it is recognised the saving is not insignificant, the amount a single ratepayer would benefit for this type of reduction is minimal in comparison to the overall impact a discount could have on ratepayers as a whole.

Other service providers have addressed the incentivisation of paying in full by charging a premium on instalments for their services. Council does not charge for quarterly instalments, allowing all ratepayers to benefit from paying instalments.

Item No: **10.2.3**

Subject: **QUESTION ON NOTICE – KINGSTON PARK KIOSK RENT – COUNCILLOR CLANCY**

QUESTION

Councillor Clancy asked the following question:

Could Administration provide the last ten (10) years of rental income from the food outlets at Kingston Park?

ANSWER – General Manager City Assets

Venue Type	Period	Licencee	Rental
Brick kiosk	2010 to 2013	Brigitte Ritter	\$8,676 + GST + annual CPI
Bricks and mortar kiosk closed in May 2013			
Food Van	2014 to 2019	David Easson (Cookies 'n Cream)	\$5,200 + GST
Food Van	2019	Andrew Malak (Ocean Foods)	\$5,200 + GST
Food Van	2020	Richard Wilson (Ocean Foods)	\$5,304 + GST

Item No: **12.1**

Subject: **MOTION ON NOTICE – RECISSION MOTION – PROPOSED MEMORIAL TO HONOUR SQUADRON LEADER ROBERT WILTON BUNGEY (C271020/2095) - COUNCILLOR CLANCY**

Date: 24 November 2020

PROPOSED MOTION

Councillor Clancy proposes the following motion:

That Council rescind the motion (C271020/2095) in relation to Report No: 290/20 being that Council endorses:

- 1. the construction of a bronze plaque memorial dedicated to Squadron Leader Robert Wilton Bungey be placed along the Esplanade coast park to the south of Phillipps Street, Somerton Park;**
- 2. funds of \$2,000 be allocated to undertake the project; and**
- 3. that Squadron Leader Robert Wilton Bungey continue to be acknowledged in relevant projects carried out at the Glenelg Air-Raid Shelter and by the History Centre.**

If carried, then I propose the following motion:

That Council construct a historical plaque noting his service to be placed on the ground near the road sign for Bungey Avenue at the intersection with Turner Street, Somerton Park.

BACKGROUND

I wish to move a rescission motion for the Bungey Memorial on the Esplanade as it is not appropriate due to the circumstances and is not in line with current practices.

Domestic violence organisations do not support such memorials and Barry Heffernan from the Veterans Shed said that it would not have the support of any of those at the Shed. In raising the matter with residents none supported the motion.

Barry Heffernan is prepared to put his name on a plaque in the Harmony Garden at Kibby Avenue as discussed with the Mayor. At the time of the discussion with The Mayor he was unaware of

the circumstances and believes that it would be included in a special area along with others who have committed suicide.

The War Memorials at Glenelg and Brighton celebrate the lives of all who have served, given their lives in service and those who returned. They are all equal.

Item No: **12.2**

Subject: **MOTION ON NOTICE – PRIDE FLAG – COUNCILLOR MILLER**

Date: 24 November 2020

PROPOSED MOTION

Councillor Miller proposed the following motion:

That Council give approval for the Pride Flag to be flown on an annual basis during the Feast Festival, in support of the LGBTIQ+ community.

BACKGROUND

The City of Holdfast Bay in previous years has received a request from the organisers from the Feast Festival to participate by flying the Pride Flag in Moseley Square during the Feast Festival event. Feast is Adelaide's only not-for-profit LGBTIQ+ Queer Arts and Cultural Festival that celebrates Pride and Diversity. Feast began in 1997 providing a safe and inclusive platform for the LGBTIQ+ community to share and express themselves through art and culture.

It is important for the City of Holdfast Bay to show leadership in supporting pride and diversity in our community. Endorsement of this motion will mean that the Festival will not be required to seek annual approval, and send a message to the community within the City of the Holdfast Bay that Council embraces pride and diversity.

Item No: **14.1**

Subject: **INFORMATION REPORT – SOUTHERN REGION WASTE RESOURCE AUTHORITY BOARD MEETING – 2 NOVEMBER 2020**

Date: 24 November 2020

Written By: Chief Executive Officer, Mr R Bria

CEO: Mr R Bria

SUMMARY

The information reports of the Southern Region Waste Resource Authority (SRWRA) Board meeting held on 2 November 2020 are attached and provided for information.

RECOMMENDATION

- 1. That the Information Reports of the Southern Region Waste Resource Authority Board meeting held on 2 November 2020 be noted.**

RETAIN IN CONFIDENCE – Section 91(7) Order

- 2. That having considered Attachment 2 to Report No: 384/20 Information Report – Southern Region Waste Resource Authority Board Meeting – 2 November 2020 in confidence under Section 90(2) and 3(b) and 3(d) of the Local Government Act 1999, the Council, pursuant to Section 91(7) of the Act orders that Attachment 2 be retained in confidence for a period of 24 months and that this order be reviewed every 12 months.**
-

COMMUNITY PLAN

Economy: Supporting and growing local business
Economy: Harnessing emerging technology
Environment: Building an environmentally resilient city
Environment: Using resource efficiently
Environment: Fostering an environmentally connected community
Culture: Being financially accountable

COUNCIL POLICY

Not Applicable.

STATUTORY PROVISIONS

Not Applicable.

BACKGROUND

Southern Region Waste Resource Authority (SRWRA) is a regional subsidiary established by the Cities of Onkaparinga, Marion and Holdfast Bay (the "constituent councils"), pursuant to Section 43 of the Local Government Act, 1999. The functions of SRWRA include providing and operating waste management services on behalf of the constituent Councils.

In accordance with Section 2.5.2 of the SRWRA Charter - 2015, there shall be at least six ordinary meetings of the Board held in each financial year. Furthermore, Section 2.5.22 states that prior to the conclusion of each meeting of the Board, the Board must identify which agenda items considered by the Board at that meeting will be the subject of an information report to the Constituent Councils.

In accordance with the above, identified agenda items from the Board Meeting held on 2 November 2020 are attached for Members information as Attachments 1 and 2 (Constituent Council Information Report –Public and Confidential).

Refer Attachments 1 & 2

BUDGET

Not Applicable

LIFE CYCLE COSTS

Not Applicable

Attachment 1



Constituent Council Information Report

- PUBLIC -

Board Meeting Date: 02 November 2020

Report By: Chief Executive Officer

Report

In accordance with Section 2.5.22 of the *Southern Region Waste Resource Authority Regional Subsidiary Charter - 2015*, the SRWRA Board identified the following Agenda Items to be the subject of a Public Information Report to the Constituent Councils:

Agenda Item	Report
3.2	<p>Fuel Procurement Report</p> <p>Summary - The Chief Executive Officer is requesting board approval to continue the historic method of diesel purchase for the 2020 – 2021 financial year, noting that the approved budget is \$372k and the CEO’s financial delegation for this purchase is limited to \$100,000. SRWRA purchases approximately 6,000 litres of diesel fuel per week to satisfy site requirements. The fuel storage capacity on site is 4100 litres. SRWRA’s current supplier is the only supplier prepared to deliver the small weekly volume required to support operations.</p>
3.4	<p>Tipping Vouchers for Adjoining Landowners</p> <p>Summary – Free Tipping Vouchers have been provided to adjoining landowners for the last 11 years as a gesture of goodwill responding to increased site activity. In recent years the number of tipping vouchers supplied to each resident has dropped from 4 to 2. The percentage of vouchers redeemed has steadily declined. The CEO has requested the discontinuance of the issuing of these vouchers due to reduced usage and rising costs and is not considered the best contemporary use of SRWRA’s resources.</p>
3.5	<p>2021 Meeting Schedule and Works Program</p> <p>Summary – The Board is required to hold at least six ordinary meetings in each financial year. In order to meet the statutory and charter requirements SRWRA prepares a calendar of meeting dates for the Audit Committee, Joint Venture partners and the Board.</p> <p><u>Board meeting dates are:</u></p> <p>Monday 15 February 2021 Monday 12 April 2021 Monday 3 May 2021 Monday 7 June 2021</p>

Monday 23 August 2021
Monday 20 September 2021 (AGM)
Monday 1 November 2021

Audit Committee Dates are:

Tuesday 2 February 2021
Tuesday 20 April 2021
Tuesday 17 August 2021
Tuesday 19 October 2021

Joint Venture Committee meeting dates are yet to be confirmed.

- 3.6 Finance Report Draft Budget Review One – Jul to Sep 2020**
Summary – The First budget review to 30 September 2020 indicates an increase in Operating Surplus funds from \$313K to \$362K.
- 4.2 Board Performance Evaluation**
Summary – As per the SRWRA Board Member Policy, the Board is required evaluate their performance regarding the setting of annual Board objectives and the extent to which those objectives were achieved.
- 4.3 Risk Management Report**
Summary -
Risk Register - The Risk Register reflects the current risks at the SRWRA site with minor changes since the September Board Meeting.
Skytrust – SRWRA has recorded seventeen incidents from 01 July 2020 to 23 October 2020 with five currently under investigation and all identified hazards have been addressed.
EPA Licence Related Register shows one complaint received since the September Board Meeting.
WHS & IM Plan – 2020 Plan has been completed with a 74% completion rate. The LGASA have advised member sites will only be expected to complete 33% of their registered actions in order to receive a 100% action. SRWRA Management have decided to implement uncompleted actions in the 2021 Plan.
Tailored Implementation Program (TIP) – SRWRA applied for, and received, funding under the TIP program to assist further development of Traffic Management and Planning due to SRWRA’s expanding operations. A Traffic Management Plan is currently nearing completion with the relevant SWMS being constructed in liaison with site stakeholders.
General Management - The easing of COVID 19 restrictions has meant SRWRA is able to transition to some face to face Administration and Operational meetings, where appropriate, whilst still practicing social distancing. The SRWRA Board is provided with the option of attending a meeting or joining via electronic means.
Human Resources – SRWRA currently has one Workcover Claim in progress and one new claim.
- 4.4 Operations Report**
Summary –
Site Management
Landfill and Airspace
Development of Propeller to track landfill airspace against top of waste design surface has progressed with set up of the online platform and initial training complete. The top of waste surface has been refreshed to include as construct of western side liner works and final pick up of the old cell 2 area. Drone survey

completed on the 22 October will be added to baseline information for development of progress database. Construction of basic reporting functionality is next.

Construction of an upper level tip pad was completed on 1 October resulting in improved truck safety and reduced fuel consumption on the compactor.

Construction of an earthen roll out bund within the amphitheatre to the north of the landfill is in progress to maximise use of available air space and improve compaction and safety in the area. Survey to confirm bund placement has been completed with uncovering and extension of previously buried LFG riser undertaken. Management of water in the amphitheatre will require ongoing consideration.

A three-month outlook for the landfill includes

- Complete works in the amphitheatre
- Set up of landfill limits adjacent to the sideliner to support construction and ongoing placement of landfill
- Improved cover on the south east batter of the super cell to support operation of LMS network

Maintenance and housekeeping

- Landscape maintenance of area 1 and western fence line completed
- Statutory repairs to the screening plant

Risk Awareness

Changes to staff and addition of new members to the team resulted in review and improvement of existing onboarding and training process for operators is required.

Focus is on human performance and understanding error traps which lead to greater risk of incidents.

Capital Projects

MRF Building – Bulk earthworks complete

- Footings and stormwater installation is complete
- Steel columns for shed are being installed
- All efforts will be taken to maintain the 2-week project gain.
- A time lapse camera has been mounted on site and online access can be provided to view the progress

July



September



October



600KW Solar Farm.

Current progress about 80% complete. Footings and frames installed with panels mounted week of 21 September. Wiring and connection is in progress, with the aim of generating power by the 11 November.



Sideline Installation Current progress of stage 2-6 is about 15% complete. Bulk shaping is complete with 90% materials ordered and on site. Construction of a siphon pool was completed in September to assist with de-watering the sideline. Crushing of fill materials ran from 14 to 21 October with 2400t concrete and 2200t purple rock crushed specifically for the sideline. Changes to staff has resulted in the remainder of the work being outsourced, with tender released on 24 October. Tender responses due 6 November with site visit completed on the 30 October.

August



September – Siphon Pool



October



Other works in progress include

- Upgrade of existing crib facilities and yard for operations
- Landscaping and Fire Management quotes received within budget, final award and beginning of works to be undertaken in November.

Item No: **14.2**

Subject: **MINUTES – JETTY ROAD MAINSTREET COMMITTEE –
4 NOVEMBER 2020**

Date: 24 November 2020

Written By: General Manager, Community Services

General Manager: Community Services, Ms M Lock

SUMMARY

The Minutes of the Jetty Road Mainstreet Committee meeting held on 4 November 2020 are attached and presented for Council’s information.

Jetty Road Mainstreet Committee Agendas, Reports and Minutes are all available on Council’s website and the meetings are open to the public.

RECOMMENDATION

That Council notes the minutes of the Jetty Road Mainstreet Committee of 4 November 2020.

COMMUNITY PLAN

Placemaking: Creating lively and safe places
Community: Providing welcoming and accessible facilities
Economy: Supporting and growing local business
Economy: Making it easier to do business
Economy: Boosting our visitor economy
Culture: Being financially accountable
Culture: Supporting excellent, efficient operations
Culture: Being financially accountable

COUNCIL POLICY

Not applicable.

STATUTORY PROVISIONS

Not applicable.

BACKGROUND

The Jetty Road Mainstreet Committee (JRMC) has been established to undertake work to benefit the traders on Jetty Road Glenelg, using the separate rate raised for this purpose. Council has endorsed the Committee's Terms of Reference and given the Committee delegated authority to manage the business of the Committee.

Jetty Road Mainstreet Committee Agendas, Reports, and Minutes are all available on Council's website and the meetings are open to the public.

REPORT

Minutes of the meetings of JRMC held on 4 November 2020 are attached for member's information.

BUDGET

Not applicable.

LIFE CYCLE COSTS

Not applicable.

Attachment 1



CITY OF HOLDFAST BAY

Minutes of the meeting of the Jetty Road Mainstreet Committee of the City of Holdfast Bay held in the Mayor's Parlour Glenelg Town Hall on Wednesday 4 November 2020 at 6:00pm

PRESENT

Elected Members:

Councillor R Abley

Councillor W Miller

Community Representatives:

Maios Group, Mr C Maios

Attitudes Boutique, Ms G Martin

Fassina Family Liquor Store, Ms E Fassina

Skin Things, Ms L Boys

Cibo Espresso, Mr T Beatrice

Ottoman Grill, Mr O Soner

Ikos Holdings Trust, Mr A Fotopoulos

Beach Burrito, Mr A Warren (via Virtual connection)

Staff:

Chief Executive Officer, Mr R Bria

General Manager, Community Services, Ms M Lock

General Manager, Strategy & Business Services, Ms P Jackson

Manager City Activation, Ms S Heading

Jetty Road Development Coordinator, Ms L Breeding

Jetty Road Assistant, Mr W Papatolis

1. OPENING

The Chairman, Mr C Maios, declared the meeting open at 6.05pm.

2. APOLOGIES

2.1 Apologies Received: Mr S Robinson

2.2 Absent:

3. DECLARATION OF INTEREST

Members were reminded to declare any interest before each item.

4. CONFIRMATION OF MINUTES**Motion**

That the minutes of the Jetty Road Mainstreet Committee held on 7 October 2020 be taken as read and confirmed.

Moved Councillor Abley, Seconded Councillor Miller

Carried

5. QUESTIONS BY MEMBERS

5.1 **Without Notice:** Nil

5.2 **With Notice:** Nil

6. MOTIONS ON NOTICE: Nil**7. PRESENTATION:**

A Jetty Road Masterplan Update

Ms Pam Jackson, General Manager, Strategy & Business Services, City of Holdfast Bay provided an update of the Jetty Road Masterplan in relation to Chapel Plaza and Hindmarsh Lane Glenelg.

A Fotopoulos joined meeting at 6.10pm.

8. REPORTS/ITEMS OF BUSINESS

8.1 Monthly Finance Report (Report no: 352/20)

The Jetty Road Mainstreet Committee September 2020 variance report is prepared by the Jetty Road Coordinator and is presented for information of the members of the Jetty Road Mainstreet Committee.

Motion

That the Jetty Road Mainstreet Committee note this report.

Moved E Fassina, Seconded T Beatrice

Carried

8.2 Marketing Update (Report No: 353/20)

The report provides an update on the marketing initiatives undertaken by the Jetty Road Mainstreet Committee 2020/21 Marketing Plan and initiatives aligned to the delivery of the Jetty Road Glenelg Retail Strategy 2018-2022.

Motion**That the Jetty Road Mainstreet Committee note this briefing**

Moved L Boys, Seconded Councillor Abley

Carried

A Warren left the meeting at 7.20pm.

- 8.3 Jetty Road Lighting Update (Report No: 354/20)

The report provides an update on the Jetty Road Glenelg lighting project as provided for in the 2020/21 JRMC Budget.

Motion**That the Jetty Road Mainstreet Committee note this briefing**

Moved T Beatrice, Seconded Councillor Miller

Carried

- 8.4 Jetty Road Events Update (Report No: 355/20)

JRMC in partnership with the City of Holdfast Bay, are responsible for implementing and managing a variety of major events to support economic stimulus in the precinct in accordance with the annual marketing and business plan. This report provides an overview of upcoming events and an update on events held.

Motion**That the Jetty Road Mainstreet Committee note this briefing**

Moved Councillor Miller, Seconded L Boys

Carried**9. URGENT BUSINESS**

- T Beatrice raised the issue of pigeons around the Moseley Square food outlets.
- C Maios raised anti-social behaviour in the Precinct.
- The JRDC informed the committee of the Glenelg Police Station petition that is to be distributed.

10. DATE AND TIME OF NEXT MEETING

The next meeting of the Jetty Road Mainstreet Committee will be held on Wednesday 2 December 2020 location to be confirmed.

11. CLOSURE

The meeting closed at 8.03pm.

CONFIRMED: Wednesday 2 December 2020

CHAIRMAN

Item No: **15.1**
Subject: **ITEMS IN BRIEF**
Date: 24 November 2020
Written By: Personal Assistant, Strategy and Business Services
General Manager: Strategy and Business Services, Ms P Jackson

SUMMARY

These items are presented for the information of Members.

After noting the report any items of interest can be discussed and, if required, further motions proposed.

RECOMMENDATION

That the following items be noted and items of interest discussed:

- 1. Appointment to West Beach Trust - Councillor Abley**
 - 2. Wigley Reserve Lighting**
 - 3. Heritage Plaque for Brighton Town Hall Site**
-

COMMUNITY PLAN

Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Not Applicable.

STATUTORY PROVISIONS

Not Applicable.

REPORT**1. Appointment to West Beach Trust – Councillor Abley**

Following Council's resolution on 8 September 2020 (C080920/2030) Council nominated three Councillors to the West Beach Trust Board. The Hon Vickie Chapman MP notified Council on 9 November 2020 that Councillor Abley has been appointed as a member of the West Beach Trust for a term from 1 January 2021 to 28 February 2022.

2. Wigley Reserve Lighting

As per Motion on Notice (C220920/2038), administration engaged a consultant develop a concept for recreational lighting for a portion of Wigley Reserve.

The aim of the project is to provide the opportunity for the community to maintain fitness and exercise or utilise the reserve in a safe, well-lit environment. In addition, concepts will ensure lights are positioned to improve the utility of the passive exercise facility and playground and installed in a way that minimises visual impact and light spill on surrounding residences and apartments.

There is no specific budget to undertake this concept design, therefore administration will require a budget variation of \$3,500 in the December budget review. A report with lighting concepts, cost estimates and controls strategy will be tabled at Council on 27 January, seeking endorsement for community consultation and to inform the draft 2021/22 capital works budget.

3. Heritage Plaque for Brighton Town Hall Site

Following Council's resolution on 25 August 2020 (250820/2014) Administration has had a discussion with Mr George Skrembos and has agreed to work with Administration to install a heritage plaque at the Old Brighton Town Hall.

See Attachment 1

Attachment 1





holdfast.sa.gov.au

Brighton Civic Centre 24 Jetty Road, Brighton SA 5048

PO Box 19 Brighton SA 5048

P 08 8229 9999 F 08 8298 4561

Glenelg Customer Service Centre and Library

2 Colley Terrace, Glenelg SA 5045

17 November 2020

Mr George Skrembos
Level 1, Suite 1
395 Payneham Road
MARDEN SA 5070

Dear Mr Skrembos,

Brighton Town Hall Heritage Plaque

Further to your recent discussion with Pamela Jackson, I would like to thank you for agreeing to work with the City of Holdfast Bay to install a heritage plaque at the Old Brighton Town Hall.

The Old Brighton Town Hall is of historical significance to the City of Holdfast Bay. As a result Council asked that I initiate discussion with you for the addition of a plaque/sign describing the importance of this site in relation to the establishment of Local Government in South Australia and the place where the first woman councillor in Australia in 1919 was inducted.

Jenni Reynolds, our Community, Arts and Culture Coordinator will be in contact with you to work through the location and nature of the plaque. Jenni can also be contacted on 08 8229 9969 or jreynolds@holdfast.sa.gov.au.

Thank you again for your involvement in recognising the historical importance of the Old Brighton Town Hall.

If you have any other queries or questions, please don't hesitate to get in contact with me.

Yours sincerely,

Roberto Bria
CHIEF EXECUTIVE OFFICER



Item No: **15.2**

Subject: **MONTHLY FINANCIAL REPORT – 31 OCTOBER 2020**

Date: 24 November 2020

Written By: Management Accountant

General Manager: Strategy and Business Services, Ms P Jackson

SUMMARY

Attached are financial reports as at 31 October 2020. They comprise a Funds Statement and a Capital Expenditure Report for Council's municipal activities and Alwyndor Aged Care. The adjusted forecast budget includes the carried forward amount as approved by Council 11 August 2020 and the first quarterly budget update approved by Council 27 October 2020.

No changes to Alwyndor and Municipal budgets are recommended at this time, but the report highlights items that show a material variance from the YTD budget.

RECOMMENDATION

That Council receives the financial reports for the 4 months to 31 October 2020 and notes:

- **no change to the Municipal activities 2020/21 revised budget forecast; and**
 - **no change to the Alwyndor Aged Care 2020/21 revised budget forecast.**
-

COMMUNITY PLAN

Culture: Being financially accountable

COUNCIL POLICY

Not applicable.

STATUTORY PROVISIONS

Not applicable.

BACKGROUND

Council receives financial reports each month comprising a Funds Statement and Capital Expenditure Report for each of Council's municipal activities and Alwyndor Aged Care.

The Funds Statements include an income statement and provide a link between the Operating Surplus/Deficit with the overall source and application of funds including the impact on cash and borrowings.

Refer Attachment 1

REPORT

A comprehensive budget update was conducted for the quarter ending 30 September 2020 and approved by Council 27 October 2020. A further budget review and update will be conducted at 31 December 2020 which will again review forecast income and expenditure including any budget variances approved by council.

The majority of the variances to date are due to budget and actuals timing differences over the first four months of the financial year. Details of the major variances, along with amounts and notes, for both Council Municipal and Alwyndor operations have been prepared and are attached to this report.

Refer Attachment 1

Alwyndor Aged Care

There are no changes to the Alwyndor budget forecast as approved by Council, however as with the Municipal budget, a comprehensive budget update will be conducted for the month ending 31 December 2020.

Attachment 1



City of Holdfast Bay
Municipal Funds Statement as at October 2020

2020 - 2021 Original Budget \$'000	Year to Date				2020 - 2021 Adopted Forecast \$'000	Note
	Adopted Forecast \$'000	Actual \$'000	Variance \$'000			
(636)	(250)	(222)	(28)	Administrative Services	(650)	
1,462	355	355	-	FAG/R2R Grants	1,917	
(1,099)	(499)	(491)	(8)	Financial Services	(1,134)	
(9,437)	(2,378)	(2,399)	21	Financial Services-Depreciation	(9,437)	
(257)	-	-	-	Financial Services-Employee Leave Provisions	(257)	
(869)	12	22	(9)	Financial Services-Interest on Borrowings	(839)	
124	-	-	-	Financial Services-SRWRA	124	
36,090	37,034	37,030	4	General Rates	36,137	
(1,359)	(477)	(460)	(17)	Governance & Risk	(1,436)	
(2,567)	(1,398)	(1,361)	(38)	Innovation & Technology	(2,490)	
(681)	(151)	(122)	(28)	People & Culture	(581)	
(1,026)	(236)	(229)	(7)	Strategy & Economic Development	(1,060)	
(822)	(232)	(214)	(18)	Active Communities	(822)	
(1,131)	(324)	(349)	24	City Activation	(1,131)	
(880)	(219)	(200)	(19)	Community Events	(880)	
(348)	(105)	(102)	(3)	Community Services Administration	(348)	
(296)	4	(35)	39	Community Wellbeing	(485)	
(574)	(185)	(178)	(7)	Customer Service	(574)	
-	377	420	(43)	Jetty Road Mainstreet	(94)	1
(1,508)	(519)	(459)	(60)	Library Services	(1,508)	2
108	9	-	9	Cemeteries	138	
(647)	(204)	(196)	(8)	City Assets & Leasing Administration	(647)	
317	118	151	(34)	City Regulation	302	
760	152	113	39	Commercial - Brighton Caravan Park	898	
(25)	5	4	2	Commercial - Partridge House	(7)	
363	97	103	(6)	Commercial & Club Leases	381	
(978)	(288)	(235)	(53)	Development Services	(978)	3
(815)	(220)	(250)	30	Engineering & Traffic	(894)	
(733)	(116)	(143)	26	Environmental Services	(783)	
(7,445)	(2,295)	(2,247)	(48)	Field Services & Depot	(7,366)	4
(2,017)	(483)	(477)	(6)	Property Management	(2,027)	
(466)	(156)	(119)	(37)	Street Lighting	(465)	
(4,181)	(1,103)	(1,112)	9	Waste Management	(4,181)	
909	-	-	-	Less full cost attribution - % admin costs capitalised	909	
(660)	26,326	26,598	(271)	=Operating Surplus/(Deficit)	(268)	
9,437	2,378	2,399	(21)	Depreciation	9,437	
133	-	-	-	Other Non Cash Items	133	
9,570	2,378	2,399	(21)	Plus Non Cash Items in Operating Surplus/(Deficit)	9,570	
8,910	28,705	28,996	(292)	=Funds Generated from Operating Activities	9,302	
-	2,823	3,816	(992)	Amounts Received for New/Upgraded Assets	5,323	5
294	47	49	(2)	Proceeds from Disposal of Assets	1,401	
294	2,870	3,865	(994)	Plus Funds Sourced from Capital Activities	6,724	
(8,084)	(1,365)	(918)	(447)	Capital Expenditure on Renewal and Replacement	(9,869)	
(5,629)	(3,201)	(3,140)	(61)	Capital Expenditure on New and Upgraded Assets	(16,688)	
(13,713)	(4,566)	(4,058)	(509)	Less Total Capital Expenditure	(26,557)	6
212	4	5	(1)	Plus:Repayments of loan principal by sporting groups	212	
212	4	5	(1)	Plus/(less) funds provided (used) by Investing Activities	212	
(4,297)	27,013	28,808	(1,795)	= FUNDING SURPLUS/(REQUIREMENT)	(10,319)	
Funded by						
-	(925)	(925)	-	Increase/(Decrease) in Cash & Cash Equivalents	-	
-	27,872	27,517	355	Non Cash Changes in Net Current Assets	2,748	
(5,439)	-	-	-	Less: Proceeds from new borrowings	(14,210)	
-	-	2,150	(2,150)	Less: Net Movements from Cash Advance Debentures	-	
1,143	66	66	-	Plus: Principal repayments of borrowings	1,143	
(4,297)	27,013	28,808	(1,795)	=Funding Application/(Source)	(10,319)	

Note 1 – Jetty Road Mainstreet - \$43,000 favourable

Year to date positive variance on marketing and event management expenditure.

Note 2 – Library Services - \$60,000 favourable

Employment cost savings.

Note 3 – Development Services - \$53,000 favourable

Employment costs savings (\$17,000) and additional planning fee income (\$33,000).

Note 4 – Field Services and Depot - \$48,000 favourable

Employment cost savings (\$23,000) and year to date positive variance on repairs and maintenance (\$25,000).

Note 5 – Amounts Received for New/Upgraded Assets - \$992,000 favourable

Grant funding received for Wigley Reserve Playspace (\$500,000) and the construction of unisex change rooms at Glenelg Oval (\$487,000). Revenue and expenditure budgets will be updated as part of the December budget update.

Note 6 – Capital Expenditure - \$509,000 favourable

There are positive variances on a number of capital projects mainly due to the timing of projects including the following:

- Glenelg Town Hall renovations
- Stormwater Management Plan implementation
- Road reseal program
- Replacement of foreshore showers, drink fountains and signage

City of Holdfast Bay
Capital Expenditure Summary by Budget Item to October 2020

2020-21 Original Budget \$'000	Year to Date				2020-21 Adopted Forecast \$'000
	Adopted Forecast \$'000	Actual \$'000	Variance \$'000		
(909)	-	-		- Full Cost Attribution	(909)
(830)	(91)	(132)	42	Information Technology	(830)
(750)	-	-		- Commercial and Economic Enterprises	(750)
(85)	(29)	(22)	(7)	Brighton Library	(85)
-	-	-		- Community Bus	(153)
-	-	(2)		2 Sport and Recreation	(591)
(13)	(13)	6	(18)	Depot and Stores	(13)
(952)	(152)	(152)		- Machinery Operating	(1,373)
(953)	(161)	(76)	(85)	Road Construction and Re-seal Program	(953)
(583)	(60)	(55)	(5)	Footpath Program	(604)
(1,440)	(160)	(48)	(112)	Stormwater Drainage Program	(1,869)
(11)	(14)	(15)	1	Traffic Control Construction Program	(25)
(10)	-	(2)	2	Signage Program	(10)
(781)	(5)	(4)	(1)	Kerb and Water Table Construction Program	(781)
(100)	-	-		- Other Transport - Bus Shelters etc.	(100)
(1,593)	(3,005)	(3,028)	24	Reserve Improvements Program	(7,841)
(4,013)	(771)	(513)	(259)	Land, Buildings and Infrastructure Program	(4,916)
(217)	(30)	(11)	(19)	Streetscape Program	(3,883)
(474)	(76)	(3)	(73)	Foreshore Improvements Program	(770)
-	-	-		- Caravan Park - General	(101)
(13,713)	(4,566)	(4,058)	(509)	Total	(26,557)



Alwyndor Aged Care Funds Statement as at 31 October 2020

2019-20 Original Budget \$'000	Year to Date				Note
	Original Budget \$'000	Actual YTD \$'000	Variance \$'000		
5,107	1,486	1,481		5 User Charges	
10,968	3,616	4,218	(602)	Operating Grants and Subsidies	
178	59	112	(53)	Investment Income	
3,508	888	1,108	(220)	Reimbursements	
3,007	954	783	171	Other Income	
22,768	7,003	7,702	(699)	Operating Revenue	1
(15,738)	(5,001)	(5,205)	204	Employee Costs - Salaries & Wages	2
(6,078)	(1,907)	(1,991)	83	Materials, Contracts and Other Expenses	3
(90)	(30)	(18)	(12)	Finance Charges	
(1,242)	(410)	(415)	5	Depreciation	
(23,147)	(7,349)	(7,629)	280	Less Operating Expenditure	
(379)	(345)	73	(419)	=Operating Surplus/(Deficit)	4
1,242	410	415	(5)	Depreciation	
166	54	155	(101)	Provisions	2
1,408	464	570	(105)	Plus Non Cash Items in Operating Surplus/(Deficit)	
1,029	119	643	(524)	=Funds Generated from Operating Activities	
0	0	(15)	15	Proceeds from Disposal of Assets	
0	0	(15)	15	Plus Funds Sourced from Capital Activities	
(586)	(225)	(413)	188	Capital Expenditure on New and Upgraded Assets	
(586)	(225)	(413)	188	Less Total Capital Expenditure	
443	(107)	216	(322)	= Funding SURPLUS/(REQUIREMENT)	
Funded by					
443	(107)	216	(322)	Increase/(Decrease) in Cash & Cash Equivalents	
443	(107)	216	(322)	=Funding Application/(Source)	

**Alwyndor Aged Care – Notes
October 2020**

1 Operating Revenue

Revenue is \$699K favourable compared to budget due to a significant recovery of Support at Home services during COVID-19, the transfer of clients from the City of Holdfast Bay Community Home Support Programme (CHSP) and \$171K of additional COVID-19 grant funding.

2 Employee Costs - Salaries & Wages

Employee costs are \$204K higher than budget. This is due to the additional wages introduced under the CHSP program and the increase in Support at Home services mentioned in point 1.

Extra shifts to manage visitors during COVID-19 and increased cleaning regimes are also contributors to the budget overspend.

Leave provisions are also higher than budgeted due to timing and a reduction in leave taken during the quarter.

3 Materials, Contracts and Other Expenditure

The overspend to budget is due to the following:

- \$39K Medical costs following increased supplies required to manage COVID-19
- \$64K CHSP costs that offset with the increased revenue
- (\$45K) Agency savings due to reduced agency usage
- \$10K Utilities which will offset with energy savings once the solar project is completed
- \$15K other various expenses mainly relating to the increases in revenue

4 Operating Surplus Overview

The \$419K surplus compared to budget is due to the significant recovery of services which had been budgeted as low due to COVID-19. The reduction of services were only budgeted for the first quarter.

Although a surplus has been incurred year to date, the growth targets have not been met. Given there are no COVID-19 concessions in the budget for the next three quarters there are concerns that the annual growth targets will not be met which will make a significant impact on the overall deficit.

Item No: **15.3**

Subject: **2019-20 ANNUAL REPORT**

Date: 24 November 2020

Written By: Corporate Planning Officer

General Manager: Strategy and Business Services, Ms P Jackson

SUMMARY

Council's Annual Report is a legislative requirement under Section 131 of the *Local Government Act 1999*. The information contained within the publication provides legislators and the community with assurance that the City of Holdfast Bay is meeting all its strategic and governance requirements. The publication also provides a detailed overview of the Council's services and achievements during the year.

The 2019-20 Annual Report has been prepared to meet all statutory requirements. The report shows that Council has continued to deliver high quality services and facilities to its community.

RECOMMENDATION

That Council adopts the 2019-20 Annual Report, subject to final design and minor alterations.

COMMUNITY PLAN

Culture: Enabling high performance
Culture: Being financially accountable
Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Section 131 *Local Government Act 1999*.

BACKGROUND

Section 131 of the *Local Government Act 1999* requires Council to prepare and adopt an Annual Report each year, by 30 November, that reflects the progress in reaching its strategic and financial goals.

A copy of this Annual Report must be submitted by Council to the Presiding Members of both Houses of Parliament and to the SA Local Government Grants Commission by 31 December.

REPORT

The 2019-20 Annual Report meets all the requirements of the *Local Government Act 1999* and provides an overview of Council's substantial achievements.

Refer Attachment 1

Achievements include:

- commenced stage 1 of the Glenelg Oval Masterplan
- continued Brighton Oval Sports Complex construction
- completed of the final section of Coast Park
- commenced construction of the Wigley Reserve playspace and fitness hub
- provided wellbeing support to more than 2500 residents through Alwyndor's support services
- undertook works on 5.4km of roads, 5.6km of kerb and 1.1km of footpaths
- supported 88 local businesses to access qualified business advisors
- continued improvement and conservation of our natural gullies
- planted close to 18,850 plants, including 850 street trees.

Council also made progress towards a number of strategic measures in Our Place 2030 such as:

- improving our engagement with the community via 7,133 subscribers to the 'Your Holdfast' engagement portal (equivalent to 18.5% of our community).
- 1.483 million people stayed and/or visited our City in 2019-20, an increase over the previous year.

Projects and innovations were recognised with a number of awards

- Economic Development Australia Digital Entrepreneurs Award (winner)
- Mainstreet SA Marketing Award- Jetty Rd Glenelg (winner)
- Mainstreet SA Events Award (Glenelg Street Party) (winner)
- Mainstreet SA Best Market Award - Glenelg Sunset Markets (winner)

Local Government Excellence Awards

- Excellence in Cross Council Collaboration (winner)
- Emerging Leader of the Year (finalist)
- Excellence in Local Economic Development (finalist)

These achievements have been accomplished within a framework of tight financial controls, with all financial indicators well within Council's financial targets.

The Council endorsed the audited financial statements at their meeting on 27 October 2020, which are included in the Annual Report. Also included is the annual report of Council's regional subsidiary, the Southern Region Waste Resource Authority.

As in previous years, this year's Annual Report will be provided in an electronic format on the Council's website with a limited number of printed copies available upon request.

BUDGET

The cost of design and publishing of the Annual Report is accounted for in the 2020-21 Budget.

LIFE CYCLE COSTS

The production and publication of the Annual Report is an ongoing operational cost to meet legislative requirements and community reporting expectations.

Item No: **15.4**

Subject: **FEASIBILITY OF A DOG PARK AT GREGORY RESERVE, HOVE**

Date: 24 November 2020

Written By: Team Leader, Recreation & Sport Planning

General Manager: Community Services, Ms M Lock

SUMMARY

The purpose of this report is to investigate the feasibility of a dedicated dog park at Gregory Reserve, Hove. Analysis has been undertaken, evaluating the criteria for a dog park including strategic alignment, location, size of the space and associated core infrastructure and amenities required for a successful dog park. The feasibility recommends that further investigations are required to find an alternative suitable location for a dedicated dog park within Holdfast Bay.

RECOMMENDATION

That Council notes:

- 1 feasibility findings of a dog park at Gregory Reserve and;**
 - 2. endorses no further investigation is undertaken to establish a dog park at Gregory Reserve.**
-

COMMUNITY PLAN

Placemaking: Creating lively and safe places

Community: Building a healthy, active and resilient community

Community: Providing welcoming and accessible facilities

Community: Fostering an engaged and contributing community

COUNCIL POLICY

Dog Management Policy

Customer Feedback and Complaints Policy

Community Consultation and Engagement Policy

STATUTORY PROVISIONS

Dog and Cat Management Act 1995.

BACKGROUND

An internal feasibility study was undertaken in 2013 for the creation of a dedicated dog park in the City of Holdfast Bay, in a reserve east of Brighton Rd between Oaklands Road and Addison Road. Analysis of the study area identified four potential sites for a dog park including Dulcie Perry Park, Good Neighbour Garden, Bowker Street Oval and Paringa Park. Dulcie Perry Park was selected as the most appropriate location to progress the project and undertake design and community engagement. The results of the community engagement showed very high satisfaction levels of the existing places available in the area used for exercising dogs and there was minimal community support for the development of a dedicated dog park. Given the opposition of the proposal, the project was not progressed.

The Open Space and Public Realm Strategy 2018-2030 outlines a long term vision for the provision of high quality, distinctive and vibrant open spaces and public realms across the City that support active and connected communities and visitors. Community engagement undertaken for the Open Space and Public Realm Strategy 2018-2030 identified that there is a desire for dog off-leash spaces in the City of Holdfast Bay.

Over time, the number of registered dogs within the City of Holdfast Bay has increased to approximately 4,329, increasing demand for areas where dogs can be exercised off-leash. This is evident in areas of high density living. Recently there have been numerous requests to Council for the development of a dedicated dog park, including the recent Dover Square Reserve investigations and the Gregory Reserve motion on notice below:

On 13 October 2020 a Motion on Notice requested (Motion C131020/2071):

That Administration investigate the feasibility of a Dog Park at Gregory Reserve, Hove and report back to Council with options and costs for the establishment of the dog park.

REPORT

The benefits of dog ownership include mental and physical health benefits of owning a dog, reduced social isolation and loneliness, making our community a more connected and sociable place in which to live. In addition dog parks are places in which create social environments further enhancing the wellbeing of people. This directly relates to the community pillar of the City of Holdfast Bay's Strategic Plan 2030.

Section 26A (2) of the Dog and Cat Management Act 1995 requires each council to create:

'A plan of management, [which] must include provisions for parks where dogs may be exercised off-leash and for parks where dogs must be under effective control by means of physical restraint, and may include provisions for parks where dogs are prohibited.'

Prior to consideration being given to undertaking a community engagement process for establishing a dog park at Gregory Reserve, an initial assessment was undertaken by Administration. The criteria to assess the feasibility of a dog park at Gregory Reserve included assessing location, size of the Reserve, proximity to other open space and strategic alignment.

Only if this criteria assessment is supportive of establishing a dog park, should consideration be made to engaging existing users or local residents.

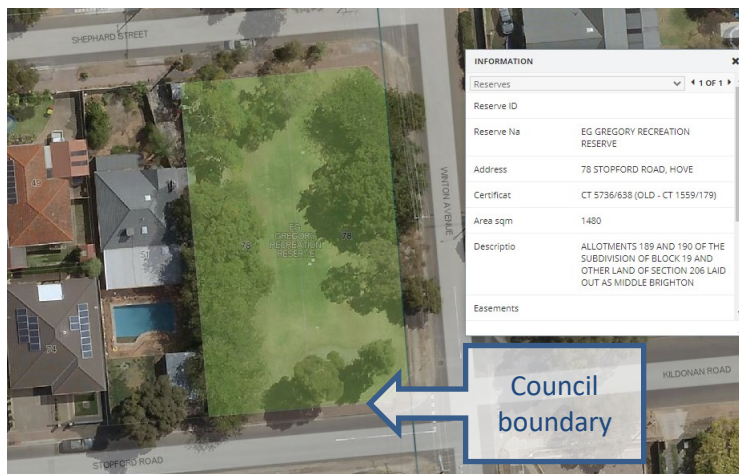
Dog parks should also include amenities for dog owners and other visitors to ensure it is an appealing social environment and a well-used community hub. These amenities include natural shade or shade structures, water, seating, attractive and robust ground cover. The Dog and Cat Management Board released a guide to successful dog parks in 2014, *'Unleashed: a guide to successful dog parks'*, to assist councils in creating well-designed, well-used and enjoyable dog parks. Criteria for a successful dog park includes the following core infrastructure:

- Perimeter fencing (minimum of 1.7-1.8 meters high)
- Entry gates with dog airlock entrance (2 gates per entry) and service (maintenance) gates.
- Pathways
- Varying surfaces (grass, mulch, gravel, sand, concrete) irrigation and landscaping
- Water fountains, plumbing and drainage
- Bins / bag dispensers
- Shelters, seating and benches
- Adequate signage (directional and park rules)
- Off-street car parking and adequate accessibility
- Optional amenities such as lighting, toilets and dog agility equipment

Location

Gregory Reserve, Hove (shown below) is located on Winton Avenue and is on the border of the City of Marion. It is 500m east of Brighton Oval, 1.7km from the beach and within 2-3 kilometers of Hazelmere Reserve Dog Park (Oaklands Road). Gregory Reserve currently has a picnic bench, dog bag dispenser, several trees that provide shade and is well used by the local residents. It directly shares a fence with one dwelling.

Gregory Reserve, Hove



Size

The size of Gregory Reserve is 1,480m² and has been benchmarked against nearby metropolitan Adelaide dog parks. In metropolitan Adelaide, neighborhood off-leash dog parks are a minimum of 12,000-20,000m² and local off-leash dog parks are a minimum of 4,000 – 5,000m² as per table below.

Site/Location	Details	Size
Gregory Reserve, City of Holdfast Bay	Community reserve with park bench.	1,480m ²
Dover Square Reserve *Not an official dog park	Excludes playspace area	5,000m ²
Pelzer Park (Park 19), City of Adelaide	Includes separate small and big dog areas	5,000m ²
West Torrens Dog Park	Includes separate small and big dog areas	> 5,000m ²
Conyham Street Dog Park, City of Burnside	Fenced open space	6,000m ²
Hazelmere Reserve, City of Marion	Includes separate small and big dog areas. Size excludes playspace and bbq area	15,000m ²
North Adelaide Dog Park, City of Adelaide	Includes separate small and big dog areas	17,000m ²

In consideration to planning and design recommendations, dog parks should be large enough not only to accommodate human-with-dog recreational activities, like walking and jogging, but also to provide enough space away from the fetch-and-chase set. Also, the larger the park the less likely that resources, such as turf, will deteriorate from overuse.

For example, Hazelmere Reserve in the City of Marion is 15,000m² and includes a small dog area which is separate to the main space to help manage conflict. The 15,000m² excludes the ancillary facilities at the site such as a dog free area with playspace, sporting kick-about and picnic space. The turf at Hazelmere suffers from heavy use, increasing turf maintenance costs. It is estimated that maintenance costs are in excess of \$50,000 per year.

Car Parking

The surrounding local residential roads, Winton Avenue, Shephard Street and Stopford Road provides minimal provision of car parking. One of the key considerations for a well-designed dog park is providing off-street car parking for the safety of dogs and people accessing the dog park. A lack of off-street parking at the park and congestion from on-street parking poses additional risks.

Core infrastructure

Additional infrastructure required for a well-designed dog park includes shade, water fountains, benches, tables, bins, dog bag dispensers and adequate signage as a minimum. In addition to the above, irrigation and landscaping cost should be considered. Gregory Reserve is not fenced and would require the installation of a 1.8 high metre perimeter fence and dual access airlock entrance gates. Approximately 100 metres of fencing would be required to enclose this space.

Maintenance

The maintenance regime for Gregory Reserve is categorized under general reserve maintenance. The dog bag dispenser at the reserve is serviced once a fortnight. Dog parks require frequent servicing of at least 2 to 3 visits per week.

Community engagement

To change the use of Gregory Reserve from open recreation reserve to a dog park, community engagement is required. Council's Animal Management Directions Plan 2017-2021 is due to be reviewed in 2020-2021. Community consultation is likely to occur within the next 12 months as part of this review with outcomes providing direction to the future provision of a dog park within the City of Holdfast Bay.

Indicative Costs

A budget is required to meet the minimum requirements to construct new fencing with double access gates, new turf with higher durability, dog bag dispensers, signs, fountains, on street parking controls and dog elements or equipment. The recent development of a 5,000m² dog park at Moss Ave in West Torrens was circa \$260,000 in 2014 excluding design costs. The West Torrens dog park is very well used and if budget allowed, it would have been recommended to design the dog park bigger.

The irrigation and landscaping costs required at Gregory Reserve would also be significant given likely additional wear and tear on the turf by dogs in a confined space.

Feasibility summary

Below is a feasibility summary of a dog park at Gregory Reserve.

Location	<ul style="list-style-type: none"> • Within close proximity to dog off-leash areas (parks, reserves, beach)
Space available	<ul style="list-style-type: none"> • Below recommended size, no room for other user groups • Subject to over use / turf deterioration
Site access	<ul style="list-style-type: none"> • No off-street parking available
Strategic alignment	<ul style="list-style-type: none"> • Good alignment, creating lively and safe places, healthy, active and resilient community that is welcoming and accessible
Demand	<ul style="list-style-type: none"> • High number of registered dogs within the area • Request lodged for a dog park with the City of Holdfast Bay
Impact on local residents	<ul style="list-style-type: none"> • Unknown, subject to community engagement • Increased traffic in the area • Displace existing users
Supporting infrastructure	<ul style="list-style-type: none"> • Minimal infrastructure on existing site
Other considerations	<ul style="list-style-type: none"> • Irrigation upgrade required at this site • Not budgeted • Potential to rezone the reserve as a dog off-leash / dog friendly zone.

Given the relatively small size of the site, lack of off-street parking and impact a dog park would have on the local residents, Gregory Reserve does not have the appropriate attributes required for a successful dog park. Due to the demand of a dog park, it is possible to investigate rezoning the reserve as a dog off-leash / dog friendly zone and continue investigating a suitable site within the City of Holdfast Bay for consideration.

BUDGET

No budget allocated.

LIFE CYCLE COSTS

Not applicable.

Item No: **15.5**
Subject: **SUICIDE PREVENTION NETWORK IN HOLDFAST BAY**
Date: 24 November 2020
Written By: Manager Community Wellbeing
General Manager: Community Services, Ms M Lock

SUMMARY

This report provides a summary of information regarding Suicide Prevention Networks (SPN) across local government, and the City of Holdfast Bay's proposed next steps in seeking to establish a SPN within the city.

RECOMMENDATION

That Council:

- 1. notes this report;**
 - 2. appoint Councillor _____ and Councillor _____ to attend a meeting with the Office of the Premier's Advocate for Suicide Prevention; and**
 - 3. allocates a budget of \$5,000 to facilitate the establishment of a local Suicide Prevention Network within the 2020/21 Budget.**
-

COMMUNITY PLAN

Community: Building a healthy, active and resilient community

COUNCIL POLICY

Not Applicable.

STATUTORY PROVISIONS

Not Applicable.

BACKGROUND

This report is to provide an update to the Question Without Notice raised at Council Meeting 27 October 2020, in relation to outcomes from a recent Suicide Prevention Forum and Council's involvement in this.

Suicide is the leading cause of death for South Australians aged 15 to 44. The current Liberal Government has made suicide prevention a high priority. The South Australian Suicide Prevention Strategy calls for a whole of community response to suicide.

The inaugural Premier's Advocate for Suicide Prevention, Hon John Dawkins visited the City of Holdfast Bay in February 2020 to introduce the concept of establishing a Suicide Prevention Network within the City of Holdfast Bay. The meeting was attended by Councillor Chabrel and Councillor Miller, along with key staff across the organisation. The impact of Covid-19 halted any immediate progress with this initiative.

Premier Steven Marshall has since recently appointed Dan Cregan MP as the new Premier's advocate for Suicide Prevention and Community Resilience.

REPORT

Council Administration has recently commenced information gathering on existing Suicide Prevention Networks (SPNs) across South Australia and received information from eleven South Australian councils regarding their role within established SPN's in their communities.

Council	SPN – Service Provider	Support from Council
City of Adelaide	SA Tertiary Education Suicide Prevention Group	Not an SPN Focus on tertiary students Established 2020 No public events yet Have offered Mental Health First Aid training
City of West Torrens	MOSH (Minimisation of Suicide Harm)	Support sits with Active Ageing Officer Service Referral details Attends meetings Provide venue for meeting
City of Salisbury	Every Life Matters Suicide Prevention Network SA Health Wesley Life Force	Social Policy Officer initial support for 3 days/month Service Referral details Attends meetings Provide venue for meeting
City of Onkaparinga	Let's Talk Onkaparinga; Just Listening	Community Development work with projects: Let's Talk Onkaparinga, Just Listening; awareness raising of mental health issues, advocacy and social justice

Whyalla City Council	Whyalla Suicide Prevention Network	Council supported establishment through Community Development using Office Premier's Advocate Suicide Prevention model
City of Playford	Suicide Prevention Support	Recently held a forum
City of Unley		Currently establishing Partner - Salvation Army and Rotary Support logistics – venues, admin support for invitation, distribution of minutes & agendas
City of Port Adelaide Enfield	Port Adelaide Suicide Prevention Network	Staff representing youth attends meetings
Rural City of Murray Bridge	Standby Support After Suicide	Led by Uniting Communities Attends meetings Provide venue Assists with grant funding
The Barossa Council	Seeds of Hope SPN	Forum held in May 2019 following a spate of suicides in region. Office of Chief Psychiatrist & Premier's Advocate run workshops Found a venue (Vine Inn) Council attends when possible Help to promote events & activities
District Council of Mt Barker	Living Well SPN	Established 3 years ago Council does not attend meetings Offers support to help meet outcomes

The importance of a community-driven network in each case was emphasised as being the most sustainable and successful model to address the issue with any success. Predominantly, the role of local councils is to provide support through offering venues for meetings, printing of materials and leveraging council's networks and social media platforms to promote the Suicide Prevention Network.

Most Councils confirmed that the initiative to establish a Suicide Prevention Network came from Government with the Premier's Advocate for Suicide Prevention approaching Mayors, CEO's and Elected Members directly. This approach has been effective in the establishment of a range of SPN's across Local Government.

Feedback from Councils was that expectations were high on Councils to drive the initial activation, with added pressure from the State Government, if there was not significant take-up from the community. This resulted in significant resourcing having to be provided by Councils to manage the SPN until such time as community champions rose up to make the network sustainable.

Grant funding of up to \$10,000 can be applied for, but this is only available to SPN's that become incorporated bodies with 8-15 people elected to the committee. Once an Action Plan is developed and endorsed, and the first Annual General Meeting held, the funding is released.

The Office of the Chief Psychiatrist facilitates Suicide Prevention Networks in South Australia and can assist with the planning of a community forum to gauge support for the development of a local network and the establishment of an Action Plan that addresses the goals of the South Australian Suicide Prevention Strategy.

Council Administration scheduled a second meeting with representatives from the Office of the Premier's Advocate for Suicide Prevention on 18 November 2020 at 10am onsite at the Brighton Civic Centre. The purpose of the meeting is to review the requirements and seek support to initiate the planning of a community forum for early in 2021, to gauge interest from the local community for the development of a Suicide Prevention Network within the City of Holdfast Bay.

BUDGET

There is currently no allocated budget to offset the cost of delivering a forum or establishing a local network. Administration recommends a budget of \$5,000 be established to facilitate a forum and the establishment of a local network, with a view to that being reimbursed if and when grant funding is released to the local SPN.

LIFE CYCLE COSTS

Should a SPN be successfully established within the City of Holdfast Bay, Council will commit in-kind support through making venues available for meetings, as well as administration costs associated with printing and promotion of the SPN and its activities and initiatives.

Item No: **15.6**

Subject: **PRIVATE LANEWAY – 54A CEDAR AVENUE, BRIGHTON**

Date: 24 November 2020

Written By: Manager Engineering

General Manager: City Assets and Services, Mr H Lacy

SUMMARY

A private laneway runs off Cedar Avenue Brighton. The private laneway is included within the title of 54A Cedar Avenue Brighton which is registered to the estate of the late Thomas Edwards, who died in 1918. The Public Trustee is administering the estate of the late Mr Edwards.

Council has received a request from a resident on Edwards Street whose property backs onto the private laneway together with a request from local State Member Cory Wingard MP on behalf of an unnamed constituent(s) to see if Council would take over the lane, upgrade it and maintain it.

There are 6 properties on Edwards Street that back onto the laneway, each having rear access to the private laneway supported by a right of way. SA Water also has an easement over a portion of the laneway. The private laneway is unsealed and in poor condition. The resident has requested that Council take over the lane and then upgrade and maintain it. The Public Trustee has also asked whether Council would be interested in taking over the land.

To further complicate the matter, there is also a section of the private allotment that contains the laneway that extends out into Cedar Ave and over which the council road and footpath have been constructed. Whilst this is low risk for Council, any works to convert the private lane into Council ownership would also benefit Council by resolving the encroachment of Council's footpath and road over private land.

The lane is approximately 60 metres long by 5 metres wide and should Council agree to upgrade it, the estimated costs would be in the order of \$80,000 as the works would include survey, design and most likely permeable paving as there is no underground drainage. In addition legal fees, survey and costs associated with the public trustee, conveyancing and transfer would add an estimated \$10,000 to the transfer costs.

The adjoining owners do not wish to purchase the land from the Public Trustee as they already have legal rights of way over the land. They would therefore prefer for council to purchase the laneway and maintain it at Council cost.

The Public Trustee has advised that it has no objection to Council acquiring the land subject to meeting the Public Trustee's costs - estimated at around \$3,000.

RECOMMENDATION

That Council:

1. Advise the applicant, Minister Cory Wingard and The Public Trustee that it does not wish to acquire the laneway (Allotment 615 shown in the title included in Attachment 1);
 2. Advise the Public Trustee that it will acquire the section of land within the road reserve (Allotment 10 DP 2498 shown in the title included in Attachment 1) within the Council road reserve;
 3. Allocate a budget of \$10,000 to undertake the acquisition process for the portion of land within the road reserve.
-

COMMUNITY PLAN

Placemaking: Creating lively and safe places

Community: Building a healthy, active and resilient community

Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Disposal of Land and Assets Policy

STATUTORY PROVISIONS

Local Government Act

Roads Opening and Closing Act.

BACKGROUND

A private laneway off Cedar Avenue Brighton (54a Cedar Avenue Brighton) is part of a deceased estate of Thomas Edwards who died in 1918. The Estate is being administered by the Public Trustee.

The Estate owns two separate allotments, being:

- the laneway (refer Allotment 615 shown in the title included in Attachment 1)
- land in Cedar Avenue near its intersection with Edward Street over which Council has constructed footpath and road (refer Allotment 10 DP 2498 shown in the title included in Attachment 1).

Refer Attachment 1

Details are provided below in Figure 1 (land parcels), Figures 2 and 3 (photos of the lane) and Figure 4 (photo of the road).

Council has received a request from a resident on Edwards Street who backs onto the private laneway at 54A Cedar Avenue Brighton and also a request from Cory Wingard MP from unnamed consistent(s) to see if Council would take over the lane and upgrade it and maintain it.

Figure 1 – Land Parcels & Location plan



Figure 2 - Private Laneway looking east towards Cedar Avenue



Figure 3 - Private Laneway looking west from Cedar Avenue



Figure 4 - Cedar Avenue – part constructed over Private land



Administration has contacted the Public Trustee to ascertain their views on potentially converting the laneway and parcel in Cedar Avenue into public roads. The Public Trustee has advised that they would have no objection to converting both parcels of land to public road, but have indicated that as the Estate has no cash assets, any costs that the Public Trustee might incur due to the road opening process (including legal and court costs to empower the Public Trustee to deal with the properties) would need to be met by Council. A copy of the Public Trustee's email is presented in Attachment 2.

Refer Attachment 2

REPORT

The public trustee has advised that it is administering the deceased estate of Thomas Edwards who died in 1918. There are 6 properties on Edwards Street that back onto the laneway and have rear access and a right of way. The private laneway is unsealed and in poor condition. A resident has requested that Council take over the land and then upgrade and maintain the lane.

Currently Council does not maintain this lane but does maintain the adjoining road / footpath.

There is very little benefit to Council to acquire the laneway. The benefits to the property owners on Edward Street are significant in that they would have clear rear access to a public road (as opposed to the current access to private property via a right of way) and Council would be responsible for initial improvement of the laneway and its long term upkeep – including providing drainage for the rear of the adjacent property.

Council has a number of lanes, many unsealed and in poor condition. This lane, due to the 6 access points gets more use than some other unsealed lanes.

The lane itself is currently in poor condition and ponds water. The lane falls back away from Cedar Avenue so would be difficult and costly to drain.

If the lane was to be upgraded, a design would be required including engineering survey, level design and pavement design. Due to the levels, one solution may be permeable paving so that no underground drainage was required. A cost in the order of \$80,000 could be expected for survey, design and construction.

There is merit however in acquiring the parcel of land in Cedar Avenue near its intersection with Edward St as this would resolve a current encroachment by Council's existing footpath and road. Whilst it is not expected that the Public Trustee or any future land owner would exercise their rights over the land, it would allow council to correct a long standing irregularity.

Should Council wish to acquire either the laneway or the Cedar Avenue allotment or both, approval from the Public Trustee would be required. Council would then declare the road as public road pursuant to section 210 of the Local Government Act. The Public Trustee has already indicated that it has no objection to Council acquiring the lane (refer attachment 2) subject to Council meeting any costs associated with the transaction. The Public Trustee has not indicated that it would seek compensation or land value for the transaction as there appears to be no other beneficiaries to the Estate. This would be confirmed in writing prior to any s210 declarations being made.

In addition to the costs, other risks may be identified including encroachments due to the historic titles and deceased estate. These would be identified as part of the boundary survey and conveyancing.

BUDGET

There is currently no budget allocation to acquire, upgrade or maintain the laneway or the Cedar Avenue allotment.

Should Council wish to proceed, the estimated costs of the transaction (to be confirmed) are as follows:

One Off Costs	Laneway Only	Cedar Ave Allotment Only	Acquire both land parcels
Acquisition costs	\$9,000	\$7,000	\$10,000
Public Trustee costs	\$3,000	\$3,000	\$3,000
Upgrade Cost	\$80,000	\$0	\$80,000
Total - One off Costs	\$92,000	\$10,000	\$93,000

Annual Costs	Laneway Only	Cedar Ave Allotment Only	Acquire both land parcels
---------------------	---------------------	---------------------------------	----------------------------------

Maintenance Cost (annual)	\$800	\$0	\$800
Depreciation (40 yrs)	\$2,300	\$0	\$2,300
Total Annual Cost	\$3,100	\$0	\$3,100

LIFE CYCLE COSTS

Should Council accept the laneway and upgrade the laneway Council would be responsible for ongoing maintenance and replacement at end of asset life. An annual maintenance cost around \$800 for street sweeping and minor repairs and an annual depreciation of \$2,300/year.

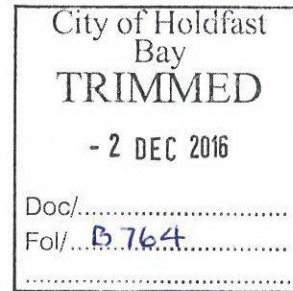
Attachment 1



Our Reference: schws01:1107519EL0100
T Edwards

Phone: 8226 9263 Fax: 82269233
Email: susanne.schwarz@sa.gov.au

Mr Steve Hodge
General Manager City Assets & Services
Holdfast Bay Council
PO Box 19
BRIGHTON SA 5048



30 November 2016

Dear Mr Hodge

ESTATE OF THOMAS EDWARDS (DECEASED)

Public Trustee is administering the deceased estate of Thomas Edwards who died in 1918.

Mr Edwards owned Certificate of Title 5836/818, a private road in Brighton, which was transmitted to the original administrator of his estate, Eliza Edwards. Eliza died without transferring the land and Public Trustee is now entitled to deal with the land via the chain of executorship.

The land consists of a small laneway off Cedar Avenue and a small strip of land on Cedar Avenue, which looks like it could be part of the footpath. I attach a copy the Certificate of Title.

The adjoining owners have rights of way of the laneway and are therefore not interested in purchasing the land.

Is it possible for the Council to acquire the land?

Please do not hesitate to contact me on 8226 9263 to discuss the land.

Yours faithfully



Susanne Schwarz
Senior Estates Services Officer



Title Register Search

LANDS TITLES OFFICE, ADELAIDE

Issued pursuant to the Real Property Act 1886 and certified overleaf

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5836 FOLIO 818 *

COST : \$14.50 (GST exempt)	PARENT TITLE : CT 5479/810
REGION : GROUND FLOOR, L.T.O.	AUTHORITY : RT 8994459
AGENT : GRFL BOX NO : 000	DATE OF ISSUE : 05/02/2001
SEARCHED ON : 19/08/2003 AT : 13:21:57	EDITION : 1

REGISTERED PROPRIETOR IN FEE SIMPLE

ELIZA EDWARDS OF BRIGHTON SA 5048 AS THE ADMINISTRATOR OF THOMAS EDWARDS WHO DIED ON 23.12.1918

DESCRIPTION OF LAND

ALLOTMENT 10 DEPOSITED PLAN 2498
IN THE AREA NAMED BRIGHTON
HUNDRED OF NOARLUNGA

ALLOTMENT 615 FILED PLAN 41503
IN THE AREA NAMED BRIGHTON
HUNDRED OF NOARLUNGA

BEING PRIVATE ROADS

EASEMENTS

SUBJECT TO A FREE AND UNRESTRICTED RIGHT OF WAY OVER ALLOTMENT 615

SUBJECT TO THE EASEMENT OVER THE LAND MARKED B TO THE MINISTER FOR INFRASTRUCTURE (T 1130414)

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

WITH NEXT DEALING LODGE CT 4297/236
THIS TITLE ISSUED VIDE 8994459

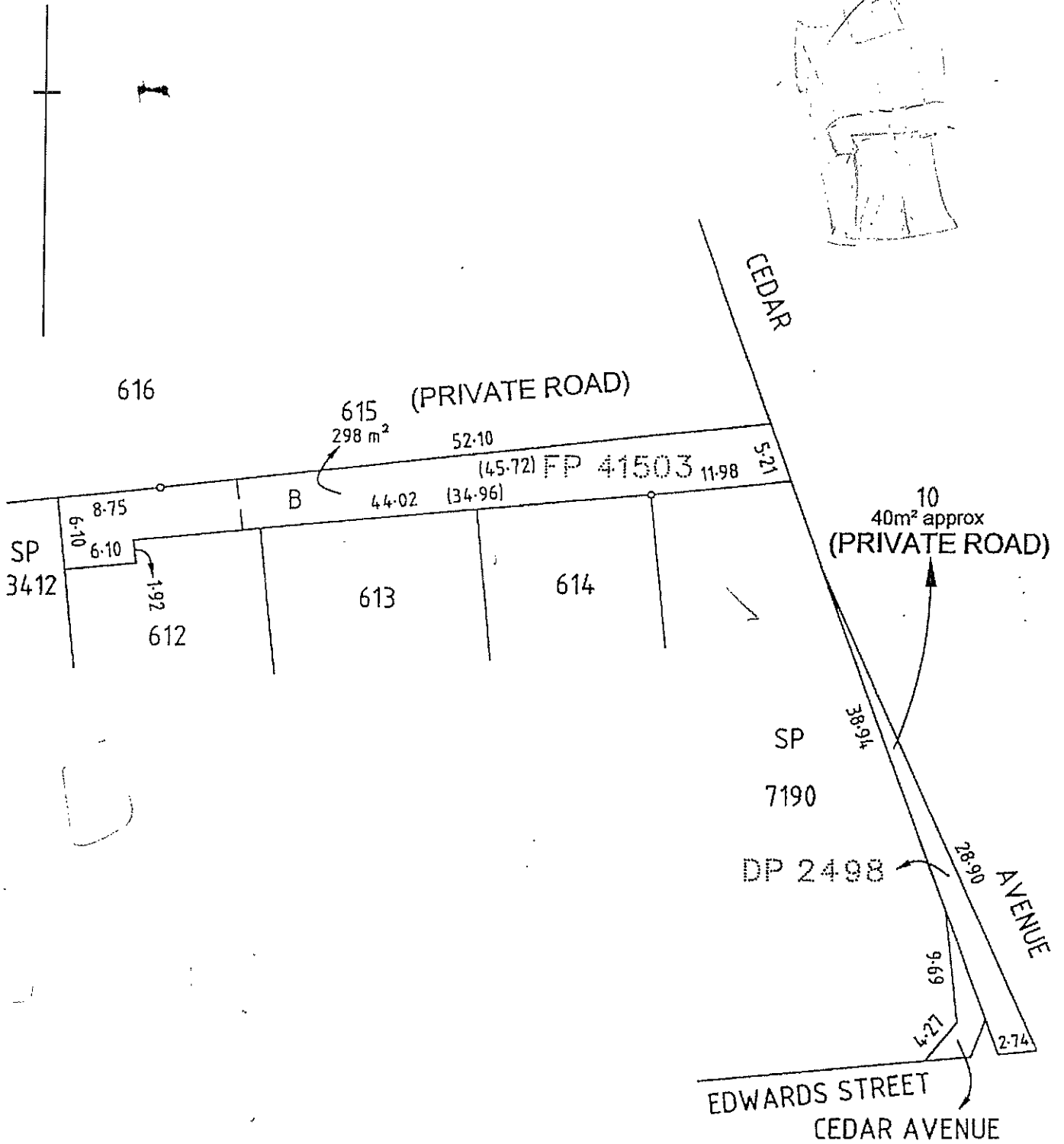
THE A.D. UNRESTRICTED
(SHOWN AS FIELD IN
DELIVERY DOCUMENT)
27 JAN - 1920

END OF TEXT.

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5836 FOLIO 818

SEARCH DATE : 19/08/2003 TIME: 13:21:57



Attachment 2



From: [Susanne01.PT](#)
To: [Michael de Heus](#)
Subject: RE: Estate of Thomas Edwards - Deceased - Reference schws01:1107519EL0100 - Private Road Cedar Avenue Brighton (CT 5836 Folio 818) [DLM=For-Official-Use-Only]
Date: Tuesday, 20 October 2020 4:14:03 PM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

For Official Use Only

Hi Michael

I confirm that Public Trustee has no objection to the council acquiring the land comprised in CT 5836 Folio 818.

Public Trustee is the executor of Eliza Edwards (deceased), who is the administrator of Thomas Edwards' estate and who holds the land on trust for the beneficiaries of Thomas Edwards' estate. Thomas Edwards appears to have died without a will. As his next of kin, Eliza obtained authorisation to administer his estate. As Eliza has died and Public Trustee administered her estate, we are entitled to apply to the Court to take over the administration of Thomas Edwards' estate. Thomas Edwards' other next of kin would also be entitled to administer the estate but they would have all died a long time ago. In addition, Public Trustee is the 'trustee of last resort' and is able to apply to the Court to administer estates where there is no one else appropriate to undertake the administration.

Thomas Edwards' estate was originally brought to our attention in 2004 by a developer who was considering purchasing the land. However, the sale never eventuated and Public Trustee never applied to the Court to formally take over the administration.

There are no funds in the estate so Public Trustee would not be in a position to contribute to any costs relating to the road being made public. In addition, if Public Trustee is required to obtain a Court Order to formally take over the estate administration (called a grant de bonis non) in order to transfer the land and sign as the transferee, then we would need the council to pay the Court fee and conveyancing costs (allow approximately \$3,000). I am not sure if this would be required if the council is compulsorily acquiring the land.

Unless the council or an adjoining owner or some other party wishes to acquire the land and cover the associated costs, Public Trustee does not intend to do anything in relation to the land, including upkeep, maintenance etc.

If you have any questions or wish to discuss the matter further, please do not hesitate to contact me.

Kind regards

Susanne Schwarz

Estate Services Officer

The Public Trustee is operating under changed conditions in response to the current COVID-19 environment. During this time it may not always be possible to speak to your usual estate officer. Where this occurs your call will be referred to another estate officer who will be able to assist you with your enquiry and maintain your contact records. Thank you for your continued patience during these difficult times.

PUBLIC TRUSTEE

211 Victoria Square Adelaide SA 5000

Phone: +61 8 8226 9313

Fax: +61 8 8226 9233

Email: susanne01.PT@sa.gov.au

Web: www.publictrustee.sa.gov.au

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From: Michael de Heus <MdeHeus@holdfast.sa.gov.au>

Sent: Monday, 12 October 2020 4:59 PM

To: Schwarz, Susanne (PT) <Susanne.Schwarz@sa.gov.au>

Cc: Jillian Conner <jconner@holdfast.sa.gov.au>

Subject: Estate of Thomas Edwards - Deceased - Reference schws01:1107519EL0100 - Private Road Cedar Avenue Brighton (CT 5836 Folio 818)

RE: Estate of Thomas Edwards - Deceased - Reference schws01:1107519EL0100 - Private Road Cedar Avenue Brighton (CT 5836 Folio 818), 54A Cedar Avenue Brighton

Hello Susanne

Thank you for your time today regard the above property. The City of Holdfast Bay has been approached by a property owner backing onto the private road requesting that Council take over the private road and then upgrade and maintain it.

I am currently preparing a report for Council to consider whether Council should take over the private road.

Whilst this is a decision for Council, I would like to confirm that if Council does agree to take over the lane, that the Public Trustee has no objections to Council, under Section 210 of the Local Government Act declaring the land as public road.

If you have no objections, could you also advise if the Public Trustee would contribute to the costs associated with the transfer, including survey, advertising, conveyancing / legal etc.

If you have any queries, please contact me on the numbers below.

Kind regards



MICHAEL DE HEUS

Manager Engineering

City of Holdfast Bay

08 8229 9803

[0419840104](tel:0419840104)

mdeheus@holdfast.sa.gov.au

holdfast.sa.gov.au



Brighton Civic Centre

24 Jetty Road, Brighton SA 5048

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Item No: **15.7**

Subject: **ST LEONARDS PRIMARY SCHOOL - ROAD SAFETY IMPROVEMENTS**

Date: 24 November 2020

Written By: Traffic Consultant

General Manager: City Assets and Services, Mr H Lacy

SUMMARY

Concerns were raised by the Principal and the school community of St Leonards Primary School, Glenelg North regarding safety and congestion around the school especially during afternoon pick up. St Leonards Primary is a public school and included in the Department for Infrastructure and Transports' Way2Go Program.

Meetings between Council staff and the school principal Mr David Henty-Smith, along with subsequent investigations identified a number of low cost improvements that could be implemented to improve pedestrian safety, efficiency of vehicle movements and improved parking compliance around the school.

The proposal includes two additional pick up and drop off zones on surrounding roads to ease congestion on the existing pick up and drop off on Russell Street. One is proposed for Jervis Street to accommodate the recently installed transportable classroom in addition to one on Chalmers Street near the school entrance.

In addition it is proposed to prohibit parking on the southern side of Jervis Street and the western side of Morris Street during pick up time (2.30pm – 4pm school days) to allow two-way traffic flow and reduce pedestrian crossing movements. Remove the current 30 minute parking on the western side of Chalmers Street to allow school staff to park instead of the southern side of Jervis Street and install protuberances on the southern side of the emu crossing on Russel Street to improve pedestrian sight lines and provide additional on street parking. The attached map provides a plan of the proposed traffic management layout for reference.

The recommendations are supported by school Council, subsequently consultation was undertaken with affected residents on Jervis Street. Of the 20 consults we had responses from three households, two were supportive of the changes whilst one resident is strongly opposed. This objection mainly stems from not wanting to move his car during the PM school pick up time and believes the changes will devalue his property.

The resident suggested indented parking on the northern side of Jervis Street instead of prohibiting parking on the southern side. The cost of indented parking is estimated at \$30,000. This option would result in vehicles queuing on the approach therefore not addressing the issues. From a cost / benefit perspective this proposal is not warranted as there is ample on street parking outside of school time.

A street corner meeting organised by Mr Matt Cowdrey MP resulted in broader consultation being undertaken. The extended consultation included all residents on Jervois Street, Russell Street and Chalmers Street as well as households on Morris Street between Jervois Street and Russell Street. In total an additional 95 letters were sent out. From these council received three responses, all of which were addressed individually.

RECOMMENDATIONS

That Council approves the installation of the proposed traffic management scheme aimed at improving safety, efficiency and improved compliance around St Leonards Primary School.

COMMUNITY PLAN

Placemaking: Creating vibrant and safe places

COUNCIL POLICY

Asset Management Policy
Community Consultation and Engagement Policy

STATUTORY PROVISIONS

Australian Standard 1742.2: Traffic Control Devices for General Use
Australian Standard 1742.11: Parking Controls
DIT Manual of Legal Responsibilities and Technical Requirements for Traffic Controls Devices: Part 2: Code of Technical Requirements
DIT Pavement Marking Manual

BACKGROUND

St Leonard's primary school has in excess of 400 students with a large number being dropped off and picked up by car. The existing pickup and drop off zone is located on Russell Street and controlled by no parking signs 8am-9am & 3pm-4pm school days which under the Australian Road Rules allows for a vehicle to park for up to 2 minutes to set down and pick up passengers. The zone only accommodates four vehicles which often results in queuing and illegal parking. School finish time is currently 3.05pm.

There are no parking facilities on school grounds therefore staff are required to park on the street, mainly along both sides of Jervois Street, adding to congestion during school pick up.

Council's traffic engineer met with the Principal, Mr David Henty-Smith on Thursday 21 May 2020 and a subsequent review of parking and traffic management was undertaken.

A street corner meeting coordinated by Mr Matt Cowdrey MP was held on Alison Street where residents also raised concerns about traffic congestion along Jervois Street. A number of the proposed solutions were mirrored by residents during the meeting.

REPORT

Based on concerns raised by various community groups including Elected Members, the school Principal, school council and the school community, Council undertook an investigation to address these concerns and identified proposals which are summarised as follows;

Jervois Street



Figure 1: Proposed line marking layout on Jervois Street

Concerns raised

- Vehicles parking illegally in the No Stopping Zone opposite Edison Street for pick up and drop off blocking the sight lines of pedestrians crossing Jervois Street.
- Jervois Street is being used more for pick up since a new classroom was constructed in January 2018.
- Formalised parking is installed east of Edison Street. It is mainly used by school staff parking on street as no parking is provided within school grounds. They were well utilised during the visit as well as parking down adjacent streets and south side of Jervois Street.
- Cars often park within 10m of Edison Street intersection.

Observations

- The timed No Standing signs are in average condition with no repeater in the middle.
- The broken yellow edge line continues beyond the end of the sign creating confusion.
- The lack of a pickup and drop off encouraging motorists to park illegally.

Recommendations

- Install a clearly signed 4 car (24m) pick up and drop zone west of the yellow edge line to accommodate the new classroom and reduce pressure on main pick up area on Russell Street.
- Change No Parking start time from the current 3pm to 2.30pm as school finishes at 3.05 therefore illegal parking only occurs for a short time resulting in poor compliance.
- Install a yellow edge line between formalised parking and proposed pick and drop off zone – It is unlikely parking demand outside of school hours requires the 30m section located opposite Edison Street. Prohibiting parking at all times will improve safety outside of school times.
- Prohibit parking on the southern side of Jervois Street during pm pick up to maintain 2-way traffic flow and greatly reduce the number of ad-hoc pedestrian crossing movements.
- Install yellow edge lines to enforce no stopping at the Edison Street intersection (Figure 1).

Chalmers Street

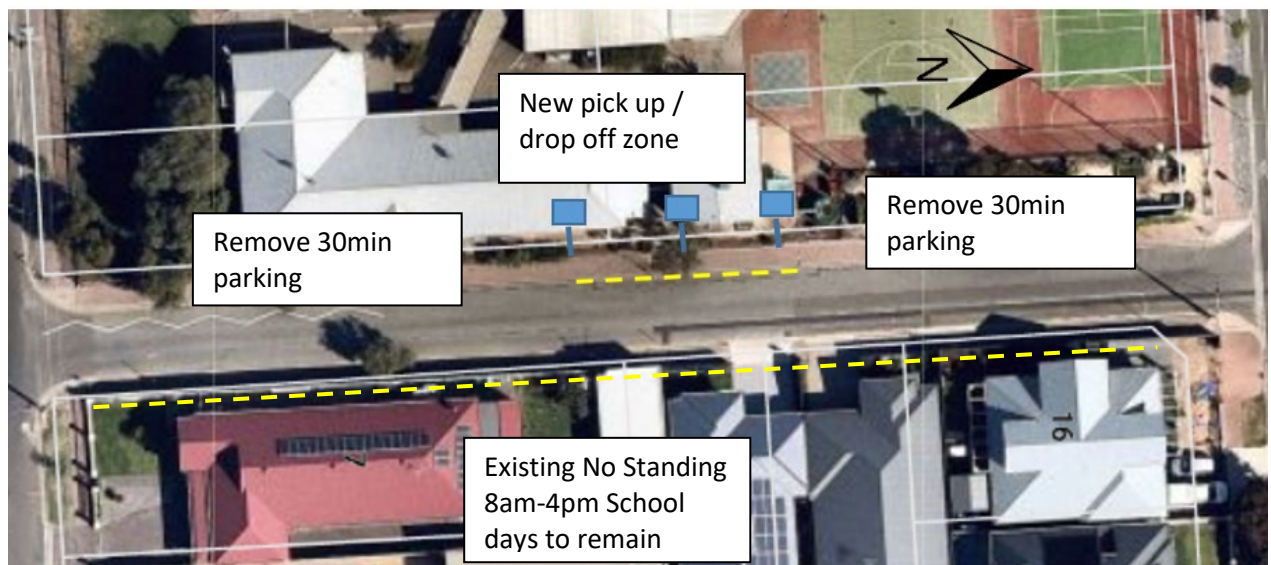


Figure 2: Proposed traffic management layout on Chalmers Street

Concerns raised

- Parents double parking to pick up children who exit through side gate creating hazard as they walk onto the road.

Observations

- 30min parking is permitted on the western side of Chalmers street between 8am-9am & 3pm-4pm school days.
- No standing is in place on the eastern side between 8am-4pm school days.

- School gate located approximately halfway along street.

Recommendations

- Remove 30 min parking on western side.
- Install a clearly signed 4 car (24m) pick up and drop zone in vicinity of school gate (Figure 2).

Russell Street



Figure 3: Proposed traffic management layout

Concerns raised

- Vehicles parking on bike lanes within vicinity of emu crossing and within 10m of Chalmers Street and Bagshaw Street intersections blocking sight lines.
- Main Pick up and drop off area only 22m accommodating 4 vehicles with motorists often exceeding the prescribed 2mins.
- The bike lanes are seldom used by students due to its short length and vehicles parking at the end of it. Students are encouraged to ride on the footpath.

Observations

- Parking within the vicinity of the bike lanes and crossing is unclear. The regulatory enforcement is provided by the timed bike lane signs (Figure 4).



Figure 4: Existing traffic management layout

- Timed No Parking sign at the start of the pickup drop off area is attached to the end bike lane sign approx. 2.5m high and hidden.
- Length of pickup and drop off zone is inadequate for volume of traffic utilising it and located too close to the crossing causing vehicle storage in the prescribed No Standing area (Figure 5).



Figure 5: Location of pick up / drop off zone in relation to emu crossing

- Parking restrictions start at 3pm, only 5 minutes prior to school finishing therefore reducing the risk of being fined for parking illegally.
- Fence is located opposite school gate along kerb to prevent pedestrians continuing onto the road.

Recommendations

- Extend the pickup and drop off zone to the driveway (36m 6 cars). This will require relocating the fence opposite the school gate.
- Extend PM time to 2.30pm – 4pm and improve signage to clearly display pick up and drop off only zones (Figure 6).

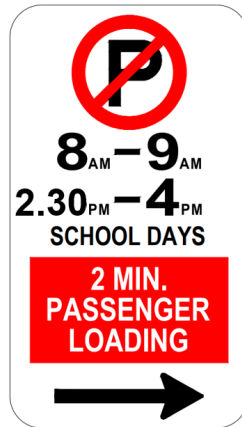


Figure 6: Proposed timed no parking signage to be used at the pickup and drop off zone

- Remove bike lanes and install protuberances on the southern side to improve sight lines at the crossing and clearly define the parking area. The treatment would also act as a traffic calming device and create additional parking spaces (Figure 3).
- Create additional parking west of Chalmers street intersection (figure 3).
- Install yellow edge lines at intersections to enforce no standing (Figure 3).

Morris Street



Figure 7: Proposed signage and line marking

Concerns raised

Vehicles parking along both sides of the road creating congestion and restricting traffic flow.

Observations

- Road width does not permit vehicles to park legally along both sides of the road as the minimum 3m space is often not provided between parked cars which is a requirement under the Australian Road Rules.
- There are limited passing opportunities due to limited breaks often provided at residential driveway inverts adding to congestion and doesn't allow vehicles to pass each other.

Recommendations

- Install broken yellow edge line along the western side of the road and 'No Standing 2.30pm-4pm School Days' signs (Figure 7).

RESIDENT NOTIFICATION

The recommended proposal will result in the loss of on street parking along the southern side of Jervois Street and western side of Morris Street between 2.30pm and 4pm school days. There are no restrictions on weekends and during school holidays. Residents directly affected by the proposal were notified.

Of 20 the residences consulted we received three responses, two are supportive of the changes whilst one resident is strongly opposed. It is assumed the 17 households who didn't respond have no objection to the proposal. The one objection mainly stems from the resident not wanting to move his car during to PM school pick up time and believes the changes will devalue his property.

The objecting resident requested indented parking on the northern side of Jervois Street instead of prohibiting parking on the southern side in front of his property. It is estimated indented parking to accommodate the pickup and drop off would cost \$30,000. From a cost / benefit perspective this proposal is not warranted as there is ample on street parking outside of school time. Also, indented parking will not solve the problem of congestion during school pick up time as it would most likely only accommodate 4 vehicles.

A street corner meeting organised by Matt Cowdrey MP on Tuesday 18 August 2020 at the corner of Alison Street and Jervois Street resulted in broader consultation being undertaken. During the meeting a number of residents raised concerns regarding congestion and safety around St Leonards Primary school. The extended consultation included all residents on Jervois Street, Russell Street and Chalmers Street as well as households on Morris Street between Jervois Street and Russell Street. In total an additional 95 letters were sent out. From these council received three responses. Their concerns included;

- Additional congestion on Jervois Street between Gore Street and Alison Street, already busy due to teacher parking – Teachers will be encouraged to park along Chalmers Street to help ease congestion during the day.

- Supportive of proposal, however questioned ability for food delivery to the school which currently takes place on Chalmers Street – Delivery vehicles can park in the pickup drop off zone outside of the prescribed times.
- Loss of parking on Chalmers as resident has five vehicles, requesting resident permit – The 30min parking will be removed. On street parking in front of properties is not reserved for individual residents when there is parking available within the property.

Concerns has been individually addressed with each resident.

BUDGET

The cost to install the pavement marking scheme is estimated to be \$10,000 which can be fully funded from the current line marking maintenance budget.

LIFE CYCLE COSTS

Ongoing maintenance of the line marking and signage will be funded from future maintenance budgets.

Attachment 1



PROPOSED TRAFFIC MANAGEMENT

GLENELG NORTH - St Leonards Primary School



SCHOOL SAFETY INITIATIVES OBJECTIVES:

- IMPROVE PEDESTRIAN SAFETY
- SIMPLIFY PARKING CONTROLS
- REDUCE TRAFFIC CONGESTION

Item No: **15.8**

Subject: **DA COSTA RESERVE PLAYSPACE REDEVELOPMENT ENGAGEMENT RESULTS**

Date: 24 November 2020

Written By: Team Leader Sport and Recreation Planning

General Manager: Community Services, Ms M Lock

SUMMARY

A combined New Initiative and capital budget of \$150,000 for the redevelopment of Da Costa Reserve Playspace and basketball half court was endorsed by Council at the 28 July 2020 meeting. Administration undertook an open tender process in August and September 2020 to select a contractor to design, supply and install the renewed playspace.

The community was invited to provide their feedback on the proposed design for the new playspace from 6 to 28 October 2020. The results of this engagement have now been evaluated and adjustments have been made to the initial concept plans based on the feedback received during the consultation period.

RECOMMENDATION

That Council:

- 1. notes the engagement findings of Da Costa Reserve Playspace Redevelopment Engagement Summary Report; and**
 - 2. endorse the final concept design for the new Da Costa Reserve Playspace as shown in Attachment 2.**
-

COMMUNITY PLAN

Placemaking: Developing walkable connected neighbourhoods
Community: Building a healthy, active and resilient community
Community: Fostering an engaged and contributing community

COUNCIL POLICY

Community Consultation and Engagement Policy

STATUTORY PROVISIONS

Not Applicable.

BACKGROUND

The existing Da Costa Reserve Playspace equipment was installed in 2001 and 2004 and has now reached the end of its life. The playspace was scheduled for replacement in the 2019/20 financial year, however, was deferred until this year. Da Costa Reserve is a very well used reserve and playspace by the local community and by families from Glenelg Primary School before and after school hours.

A 2020/2021 capital budget of \$80,000 was allocated for replacement of the existing playground and basketball half court, however, given recent similar sized playspace renewals, a like for like replacement could not be achieved within this budget. In 2020/2021, a New Initiative budget was requested for \$150,000 to allow for redevelopment of the playspace to create a playspace of a similar footprint, with improved opportunities for a wider age range and abilities, improve recreation opportunities and add a shade structure or natural shade of key play elements. Alongside the \$80,000 capital budget, this would have allowed a total project budget \$242,500+ GST.

At the meeting on 28 July 2020, Council resolved to revise the New Initiative from \$150,000 to \$70,000, therefore the total project budget was \$150,000 (\$70,000 new initiative, \$80,000 capital renewal budget). The reduced budget meant the proposed shade structure was not able to be funded from the project budget.

Administration undertook an open tender process from 17 August to 8 September 2020 to select a contractor to design, supply and install the playspace. Following an assessment panel meeting with team members from Active Communities, City Assets and Rapid Response, an experienced playspace supplier, WillPlay, were selected to undertake the project.

The resurfacing and replacement of the existing basketball court was contracted out separately.

REPORT

Administration undertook community engagement seeking feedback on the proposed design for the new Da Costa Reserve Playspace from 6 to 28 October 2020. Seventy (76) submissions were received during the engagement period and the main themes received during this engagement period have been used to refine the final concept design for the playspace. One submission was received after the closing date of the engagement which is not included Attachment 1.

Refer to Attachment 1

Comments and feedback regarding the proposed design for the playspace have been categorised by sentiment. Attachment 1 analyses the responses and assesses responses in to negative, neutral or positive towards the new design.

The most prominent feedback received was that participants (23) stressed the importance that natural or synthetic shade be included as part of this redevelopment, to allow children and families to use the space during warm weather and to protect users from dangerous UV rays. Some suggested trees and shade centric landscaping as part of the redevelopment. Fifteen (15) participants asked for more benches and seating.

There were both positive and negative sentiments towards the flying fox concept however the positive outweighed the negative (13:4). Concerns for the flying fox included scale and location.

The theme of a nature playspace was raised by 15 participants, following the recent trend towards more natural themed play areas, and 11 stated that they would appreciate a more natural colour palette.

Also noted was the request for:

- More opportunities for toddler play and junior and senior play areas to be separated as they are within the current playspace.
- Monkey bars included within the playspace design and five thought there should be more on offer for older ages.
- Addition of bike/scooter tracks and more accessible pathways for wheelchairs and prams to access the playspace.

Comments were also made regarding the basketball half court which was out of scope of this engagement. Comments related to expressing that the basketball half court be maintained, the size of the court, and the proximity in regards to the playspace. The existing basketball court is being maintained at the existing footprint and height and the court has recently been resurfaced.

Upon receiving the above key engagement findings, Administration have worked with Willplay to adapt the existing concept design with the following amendments:

- Inclusion of more opportunities for toddler play
- Reinstatement of the existing sandpit to allow elements of nature play
- Addition of monkey bars
- Refined the colour scheme for the playspace to include creams, greens and browns
- Separating out different play nodes within the playspace
- Refining size and location of the flying fox

Refer to Attachment 2

The final concept includes the following products:

- Main play structure including three slides, climbing elements and monkey bars
- Sand pit with marine grade, stainless steel sand digger
- Marine grade, stainless steel spinning seesaw
- 25 meter flying fox comprised of aluminum, reinforced rubber and powder coated steel
- Swing set including a basket swing, toddler inclusive swing and a flat seat swing
- Little train and train carriage

More allocation of bench seating and an additional bin isn't within the scope and budget of the supply and install tender however this can be considered separately within operational budgets. Construction of the playspace is scheduled to occur between March and May 2021.

An external audit was undertaken by Kidsafe in April 2020 (Attachment 3) on the existing playspace due to the deteriorating condition of the elements and the playspace reaching the end of useful life. To manage risks, replace and rectify issues and in consideration of ongoing maintenance regime required for the existing equipment, a playspace replacement has been determined more cost effective. Relocation and installation costs of some or all of the current playspace equipment is not feasible or cost effective in this scenario due to end of asset life and costs to relocate.

Refer to Attachment 3

BUDGET

The budget for the playspace redevelopment and basketball court renewal is \$150,000.

LIFE CYCLE COSTS

Yearly maintenance of an inland neighbourhood scale playspace is estimated at \$4,000 to \$5,500 per annum.

Attachment 1





ENGAGEMENT SUMMARY REPORT

DA COSTA RESERVE PLAYSPACE

Report prepared for the Recreation and Youth Coordinator by
the Digital Engagement Partner - October 2020

INTRODUCTION

On Tuesday 6 October 2020, Council commenced public engagement on the proposed concept design for the new Da Costa Reserve Playspace.

Background

The existing Da Costa Reserve Playspace equipment was installed in 2001 and 2004 and has now reached the end of its asset life.

This is a very well used reserve and playspace by local residents and by families from Glenelg Primary School before and after school hours.

The new playspace concept design was presented to the community for their feedback.

For the purpose of the report a sentiment analysis has been provided for the qualitative data (the comments). This report provides a summary of the engagement methodology and engagement outcomes.

BRIEF DESCRIPTION OF ENGAGEMENT METHODOLOGY

This 23 day community engagement ran from 6 to 28 October 2020.

The views of the community were collected via:

- Council's website.
- Email submissions.
- Written submissions.
- Hard copy surveys – 8 were collected.
- In person at the drop-in session:
 - 4.30pm – 6pm Thursday 15 October 2020.

And promoted through:

- A registered user update to residents living locally
- Two corflute signs at Da Costa Reserve.
- Mail box drop to residents within a 300m radius of the reserve
 - 350 letter drops to properties
- Hard copy survey forms were available at the onsite community drop-in session and on request from community members.

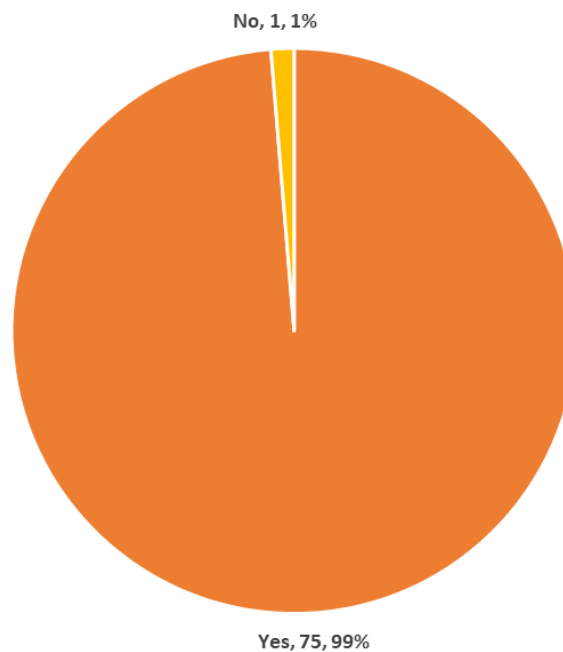
SURVEY FORMAT

Participants were asked how they currently use the Da Costa Reserve Playspace and to provide their feedback on the proposed concept design for the new playspace.

Survey Results

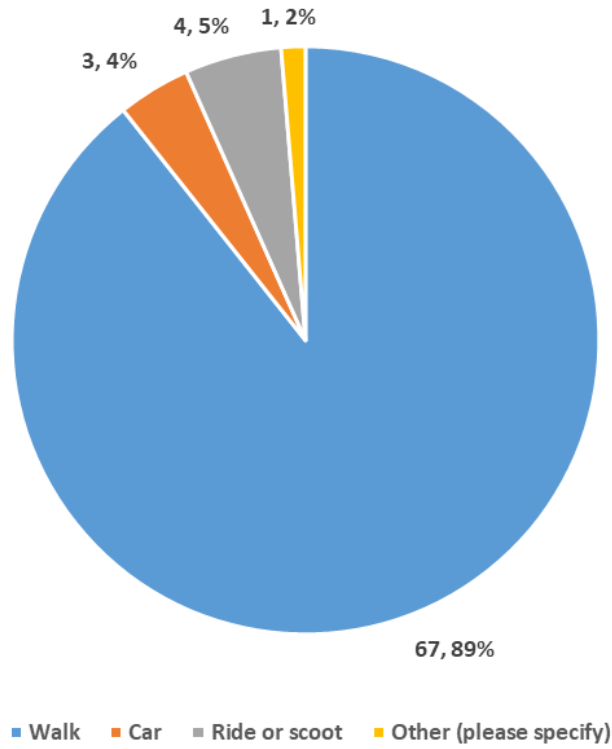
76 submissions were received during the engagement period. Below are the results

- **Do you currently visit Da Costa Reserve Playspace?**
 - 75 people (99%) said they do currently visit the playspace.
 - One participant (1%) said they did not visit the playspace.



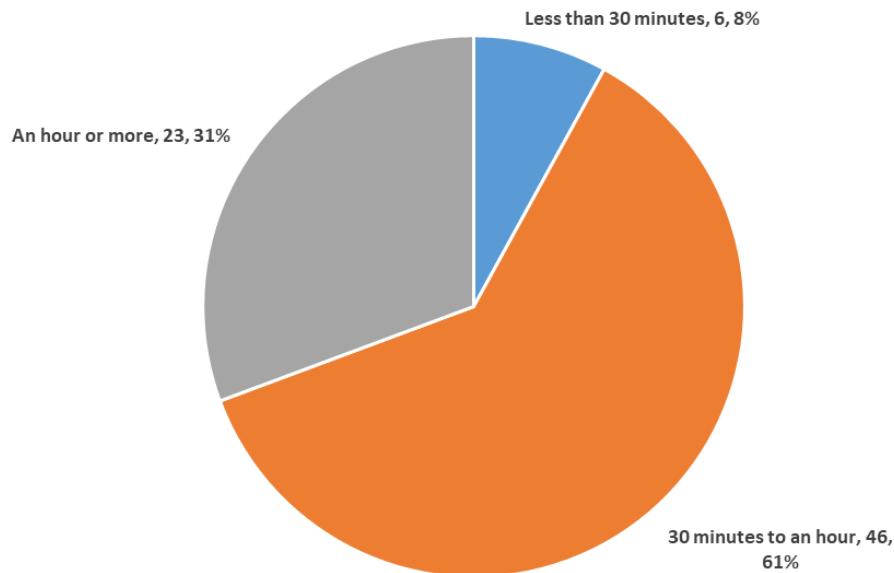
- **How do you normally travel to Da Costa Reserve Playspace?**

- 67 participants walk to the park (89%).
- One participant selected other (1%): *'Would use a scooter but no footpaths past middle Wyatt St.'*



- **How long do you usually stay at Da Costa Reserve Playspace?**

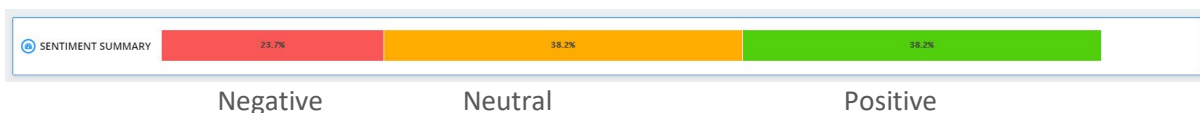
- 46 participants (61%) stay for 30 minutes to an hour.
- 23 participants (31%) stay for an hour or more
- Six participants (8%) stay for less than 30 minutes



Comments

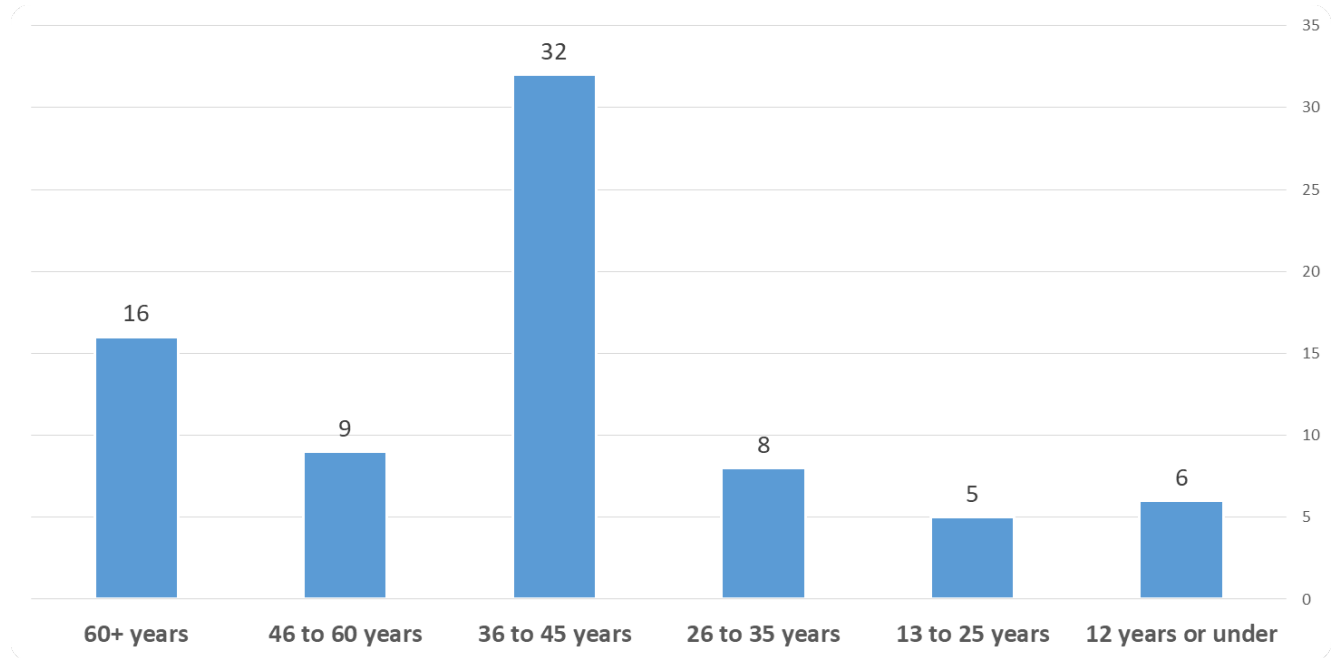
Comments and feedback regarding the proposed design for the new playspace have been categorised by sentiment. Please read the appendices which sorts responses in to negative, neutral or positive towards the new design:

- 38% of participants spoke positively about the proposed design saying they liked or really liked the design and range of opportunities available and were pleased about the redevelopment happening ([see appendix 1.](#))
- 38% of participants comments were neutral with many talking about other amenities and features they would like to see included in the redevelopment ([see appendix 2.](#))
- 24% of comments stated disappointment with the current design with many saying that they were expecting a larger scope, more natural elements and/or that the proposed design doesn't improve on the existing space ([see appendix 3.](#))



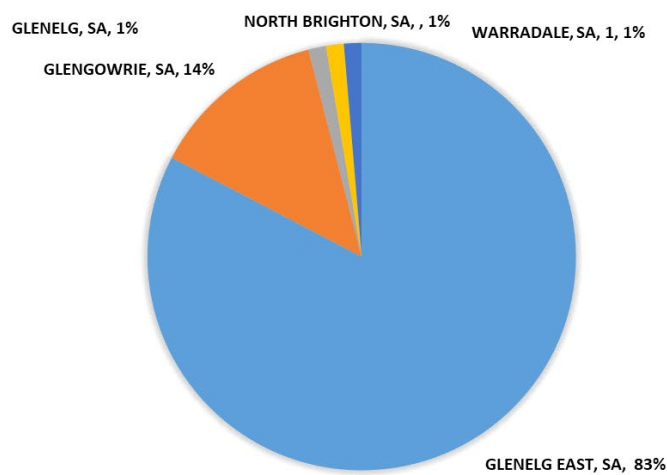
Age

- 32 participants were between the ages of 36-45 (42%)
- 16 participants were 60+ (21%)



Suburb

- 63 participants (83%) identified as being from Glenelg East
- 11 participants (15%) were from the City of Marion (Glengowrie and Warradale)



HOW THE FEEDBACK WAS RECEIVED

- Two emails (one email has been added to survey results) see appendix 4 for email submission). A third email was received after the engagement closing date.
- Eight hard copy surveys
- 68 submissions via Your Holdfast online survey.
 - The project page was visited 290 times.
 - Traffic to the site came from the engagement newsletter, directly and Google
 - 11 people downloaded the proposed design
 - 52 people viewed the FAQs.
 - This engagement acquired one new registrations.

SUMMARY

The most prominent feedback received was that participants (23) raised the importance that natural or synthetic shade be included as part of this redevelopment, to allow children and families to use the space during warm weather and to protect users from dangerous UV rays. Some suggested trees and shade centric landscaping as part of the redevelopment. Fifteen participants asked for more benches and seating.

There were both positive and negative sentiments towards the flying fox concept however the positive outweighed the negative (13:4). Concerns for the flying fox included scale and location.

The theme of a nature playspace was raised by 15 participants, following the recent trend towards more natural themed play areas, and 11 stated that they would appreciate a more natural colour palette.

Also noted was the request for:

- More opportunities for toddler play and junior and senior play areas to be separated as they are within the current playspace.
- Monkey bars included in the new playspace design and five thought there should be more on offer for older ages.
- Addition of bike/scooter tracks and more accessible pathways for wheelchairs and prams to access the playspace.

N.B Comments were also made regarding the basketball half court which is out of scope of this engagement. Comments related to expressing that the basketball half court be maintained, the size of the court, and the proximity in regards to the playspace. The existing basketball court is being maintained at the existing footprint and height and the court has recently been resurfaced.

Appendix

Appendix 1. (all comments are written verbatim)

Comments classified as positive toward the proposed concept designs (29 Comments/ 39%)

1. Looks great, but what's wrong with what we have? how much will this cost us?
2. The play area desperately needs some shade. Often our stay is cut short due to it being too hot and not having any shady area to have a rest. PLEASE consider a good shade structure. The concept pictures look like the play area is geared to older children. We very much like the small area which is geared towards toddlers in the current playground- even putting in a little boat or car for the children to pretend to drive would be wonderful. At other parks that we visit, boats / cars are great places for little kids to congregate and play for a good stint of time. Please don't forget about the little toddlers in this upgrade. We are super excited about the upgrade but it would be sad for the little ones to miss out. Thanks for your time and for involving residents in the process, we really appreciate it.
3. Play equipment looks great, my kids will love it. They'll be especially excited about the flying fox (older kids) and my younger toddler will love the climbing. Would like to see some benches for the adults and even a shaded picnic table (or two). I am particularly happy there is not water play with sand at this park. There are plenty of other parks with this available and quite frankly I don't want to have to pack a change of clothes and a towel every park trip (I can go to the beach for unlimited sand/water play!!) and honestly having a toddler water sand parks have been a lot of hassle. A little scooter path around the inside of the perimeter would be great too. Thanks.
4. It looks really good so don't change the design. I'm sure my grandchildren will absolutely love it. I'm happy that I cannot see a water and sand play area, because I try and avoid playgrounds with these in the winter as it's too cold for the children to get all wet and cold and have to leave early.
5. Those designs are great for the young children but adding a flying fox like the old gum tree park would also be great for the older kids. I think keeping the basketball half court is great as that is very popular.
6. It looks great. I understand that shade is not a part of this redevelopment but think it would be wise to plan the development with an option for adding shade at a later stage as it is not a shady playground at all. I would love to see the basketball court moved further away from the playground. It attracts teenagers and I don't like my toddler overhearing their swearing. I'd have loved to see a little bike/scooter path inside the fenced area - even as simple as Baddam's Green
7. The concept design looks contemporary and appealing. My only addition is that the future design incorporates an element of sustainability, i.e. planter boxes with lemon trees, etc. It is also commendable that the half court basketball will be upgraded as it is a popular attraction.

- | |
|--|
| 8. While the design looks great for younger children, our family and many others would very much appreciate options for older children. A full size basketball court (or at least a full height ring on a half court) would be used by so many children of varied ages and would offer an outdoor activity option for pre-teens and teens, who are the age group the community need to target and encourage to stay in sport. Especially in this era of electronic options I can't emphasise strongly enough how important this would be. The flying fox is a great inclusion. |
| 9. Looks great. Very pleased to hear the playground will be upgraded |
| 10. I think it is great, there are many children in the area of ranging ages and at present the equipment is really set up for smaller children only. The inclusion of a flying fox is sure to be a hit. The only other thing which could be good for all age groups is some kind of track/jumps for scooters skateboards however not a skate park as that would not be aesthetically pleasing and could draw the wrong demographic. |
| 11. Great concept design and we love the fact it will appeal to both young and older children.

Love the flying fox! Will be a huge hit!

Other inclusions we would love to see: Shade sail for sun/rain, more seating for parents, trampolines, and possibly a scooter/bike path or track |
| 12. It looks fun |
| 13. Design 3 looks the best. The Playground needs upgrading, however the basketball court should be left alone, as it is a true community treasure. |
| 14. I am not a big fan of the variety of colours going on (it's a bit too much in my opinion), but besides that it looks pretty cool. My kids (3 and 4) like the look of it. How about a shade cloth so the kids can play during the hot summer days in the afternoons as well? |
| 15. Nice bright colours. How much equipment will be for 1-2 year olds? There are a lot of children this age group that use the play space. |

16. Great to see the play space being updated, it's a very popular playground that we attend multiple times a week. The design is nice however it is targeted more for older/school age kids, whereas currently the playground provides a separate space for younger toddlers which increases safety for both young and old children. Many younger children use the playground, not just school age and the smaller area in the proposed design that's designed for younger children is quite small compared to what's available for the older children and it being connected to the older kids area is not ideal.

Some seating in the play space would also be preferable.

A current issue is that as the palms inside the play space frequently have pigeons in them and also nests therefore there is frequently droppings in the play area which can pose a health risk. It also makes the play space quite dirty all year round. It's difficult to tell in the designs what is happening with those.

The current sandpit also provides a lot of entertainment and it would be great to have a sandpit area still in some capacity if possible.

This design doesn't show what is being done with the adjoining basketball court, which often has basketballs going over the fence and into the playground. Some space between the basketball court and playground would be safer.

Keeping the fence is necessary and I'm pleased to see this has been kept in the design

An extra basket swing is a good addition

Accessibility for all members of the community also needs to be considered, with there being no ramps incorporated for wheel chairs. I understand there is a budget however some consideration towards inclusivity and accessibility should be evident and it isn't.

17. Looks really lovely. Do wish for shade. Hopefully still enclosed play area.

18. All looks good, please include monkey bars though...

My kids will be devastated if they are taken away, I personally think they are amazing for building strength and coordination

19. Playground space looks good, it would be great to also keep space for open area/grass for people who want to picnic with you g children and have the security of the fence. Also maybe a few benches for parents to sit on.

20. It's creative
It would be fun monkey bars would be good

21. Looks good. Very pleased we are getting a Flying Fox. My wife and I use the playground with our grandchildren

22. Like the flying fox & play areas. Many kids in the area would really love a bike pump track. Many children have been building a make-shift dirt track behind 'break out park'
It would be great if a proper one could be built
Exercise equipment would also be great

23. This proposal looks fantastic and my children will love it but someone has seriously dropped the ball while doing their risk assessment for this redevelopment.

Given melanoma is the most common cancer in young Australians aged 15 to 38 and kills more young Australians aged 20 to 39 than any other single cancer, don't you think you have a duty of care to ensure all new outdoor developments incorporate well-shaded areas to help prevent more lives from being lost in the future?

I would suggest either removing a piece of equipment or reach out to the community for additional support/funding to ensure some shade can be incorporated into the development.

I am happy and willing to help with this process as the national distributor for Hamilton Sunscreen.

Please feel free to contact me on [REDACTED] to discuss further.

24. it looks great, an added necessary inclusion would be seating for adults watching the children.

25. Looks great! You've kept the swings which are always popular and it looks like there is different areas for the differing age groups and abilities. Generally from what I have seen on our many visits is that it is mainly kindy to lower/middle primary school kids who are the main playground users at Da Costa. Will there be plenty of benches at different angles within the playground area for parents and other children who are not playing (or too young) can sit at, but still be watching and close to children on the equipment (aka - Blackwood tree top does this REALLY well)?

26. I love the new playspace. I can't wait to try it out.

A shade cover or a covered place for a rest would make it even better.

27. Great to see it with a full fence. With 3 under 5 I need a fenced area

Would be good to have shade

A seat Would be great, have seen lots of grandparents there with children. And I have MS so often looking to sit and watch when possible to

28. We really like the new playspace but hope the basketball ring stays and if so it could be upgraded as well. We are very excited about the zipline.

29. We are really excited about an upgrade to this playground as we live [REDACTED]. I would have liked to have seen more of a nature play space with water/sand play be included in the proposed plan. It seems that other playgrounds in the Holdfast Bay council have included these to cater for a variety of children's needs, however this seems as though it is just replacing a playground. The surrounding area mainly consists of heritage housing and feel a more nature/wooden inspired playground be integrated in some ways within the proposed plan, for example Hendrie Street Playground and Appleby Road Reserve. We like the current design, however would like to have the above additions to complement it.

Appendix 2. (all comments are written verbatim). Comments classified as neutral (29 Comments)

<p>1. Please also update the Basketball court and ring - we love meeting our friends there and playing basketball with them. We also like play equipment for parkour - climbing, swinging (hanging), jumping, balancing. We are 8 years old and 11 years old. Thanks!</p>
<p>2. I am unsure about having the low level shrubs blocking the view of the play ground. I live [REDACTED] and have always been pleased that the park is open and children in view and safe.</p> <p>3. New design requires shaded play areas including shade area for carer/parent. Would like to see a track for bikes and scooters inside fenced area.</p> <p>4. New playground should have at least partial shade otherwise it will be under utilised.</p> <p>5. I was hopeful of seeing an adjustable height basketball ring. The current ring is consistently used by numerous young people, my grandchildren among them.</p>
<p>6. Definitely need some sort of shade sail over open equipment</p> <p>7. As a local resident [REDACTED], the main issue I have with this new playspace is the increased traffic that parks around this reserve. The footpaths are not in a very good state and the onstreet parking makes it dangerous for kids that walk/ride around this park. If something can be done to assist with carparking around the park perimeter then it would be greatly appreciated.</p>
<p>8. Please consider a pram friendly path to the entry gate. Pushing over the grass is difficult. Please do something about the feral pigeons. They are dirty and should not be in an area designed for young children.</p> <p>9. It would be great to have</p> <p>more shade either trees or shade cloth.</p> <p>A few chairs and tables</p> <p>Footpaths for scooter riding</p>
<p>10. It is good to have some swings for older kids. Can you please keep the basketball ring.</p> <p>11. We believe the basket ball area needs to stay or even be expanded it is well used by all ages The equipment within the playground area is quite sufficient and in working order maybe just an upgrade of these items</p>
<p>12. It is orientated to a vey young age demographic. We have been going to this park since my kids were toddlers and my son still goes here to kick the football and play on the basketball courts at 13, I sincerely hope they are not losing the court. My daughter would miss the fact that there are no monkey bars, she has been using them since she was 4 and still does at 10!</p>

13. We have 3 kids- 10,7,2.
Flying fox is great for older ones.
Is it possible to not use bark- hard for kids with a disability. Our Youngest daughter will use a walker/wheelchair.
Is there any chance of a mini pump track- similar to the one at Jervois st park in Marion Council area.
Chairs for adults to sit on within the park area.
Keep basketball ring.
Any water play would also be great.
Not a fan of that high climbing web.

We are filling this in as a family.

Many thanks!

14. It is hard to tell from the mock ups. However I would like the council to ensure there is adequate challenging equipment for 7-12 year olds.

15. It's okay. It's definitely not what I had in mind as I would prefer a more of a "nature playground" such as Jervois Street reserve in Plympton. It does remind me a lot of Sandison reserve in Augusta Street which is also in walking range to our house, which makes it feel like "just another playground". However, I do like the fact that it looks diverse and inviting for a range of age groups which is something the community and our families can benefit from and grow with.

16. It would be good to have easier pram access to the park. There's currently only 1 ramp from the street (west side), which is not near the playground.

Can one of the swings please be for younger kids (i.e. chair back and chain)?

17. Some playgrounds cater well to older children eg. 8-11 year olds as well as the preschoolers and junior primary age group. A good example of this would be Bonython playground opposite the coke factory on the city fringe.

Perhaps some more natural concepts instead of all plastic could be considered to promote an eco friendly feel.

My girls are 8 and 10 and are still very much avid playground users. This would be slightly young for them i think.

18. This looks okay. You must include a basketball ring as I often seen people using this.

19. My children are 8 & 10 and enjoy the climbing nets as well as flying foxes. They also enjoy nature play, water over rocks, and being creative through their play building huts out of sticks etc.

20. Please consider shade sails or something to providing shade.

Most children we see playing there are of pre-school age, so we would appreciate appropriate equipment ex a merry-go-round, see-saw, swings and slides etc.

Most of the proposed equipment are too advanced for the little children playing there.

21. Could be a little more natural

22. Shade should be included or planned for in the immediate future. Even at the expense of some equipment. The design of recently installed play areas in Marion council using wood and with shade is more appealing and more conducive to safe, sun-smart and comfortable play.
Family of ours live [REDACTED] old gum tree park and the flying fox is fantastic with no complaints from them regarding noise. A great idea.

23. My issue is that shade should be a top priority
The slippery slide needs to have a barrier to stop kids climbing on top of slide & putting themselves at danger!
Trees should be planted, not shade cloth
Love the bright colours
Reduce speed around perimeter of playground & perhaps restrict parking to one side of road.

24. Regarding swings, a bucket seat for toddlers would be needed
Shade at some point would be great
Flying Fox takes up a lot of room and budget, could this be spent on more play options.

25. Please provide shade. This is a very important issue. There is currently no shade over the current playground and no large trees to provide shade over the equipment. It's imperative that shade is provided over a kids play area, especially since summers are getting hotter.

26. This new design, whilst it states it continues to cater for 2-12 years, appears more suited to older children, particularly with the removal of the sandpit. Many young children, not just school children use this playground and therefore I would like to see more equipment suited to 2-5 age range included please. The sandpit would be great to keep in some form.

Additionally this playground has a lot of similarities to the Sandison Reserve playground, particularly with the climbing structure and sea saw. Given the playgrounds are closely located, it would be nice to see some more differences to provide more variety of play equipment in the suburb.

Seating as well as a bin close to the entrance would also be great as the playground often has a lot of rubbish as it appears the current bin in the park is located too far from the playground.

27. The flying fox is good as it is something different. Also the climbing structure is good and the swings. However, the plastic play equipment is a bit boring and it would be better if this was replaced with more nature based play ideas instead.

28. I have three young children and am a Glenelg East resident [REDACTED] The playground looks very fun and colourful, but not really unique or sympathetic to the residential character of the area. I would much rather see a more natural play space. It's hard to tell what the tall orange things are in the distance. It would be great to have some picnic tables included within the fenced area also.

29. "Thank you for the opportunity to provide feedback on the proposed concept design.
To confirm previously advised information, the upgrade will
Be within the existing footprint
Retain the current tubular fence line
Replace existing equipment
Updated information on the Council website re Da Costa upgrade give Flying Fox dimensions as:
Length: 21.85m
Width: 0.33m

Height: 3.91m

Having attended the Da Costa drop-in session on the 15 October and spending an hour during school holidays at the Old Gum Tree Reserve I provide the following feedback.

Of the 4 images provided in the concept design it looks like there is a substantial, hard edge (concrete?) between the grassed area and the wood chip. Is this likely to be a trip hazard? There is no hard edge between the woodchip and grass in the current playspace.

More seating, similar to what is already in place, in the shade would be a welcome addition.

I agree with the listed pieces of equipment but see the inclusion of the flying fox as introducing a new element outside of the parameters. It was disappointing that a top down view was not provided so you could see how and where each piece of equipment was positioned in the space and in relation to surrounding streets.

Flying Fox

The Old Gum Tree Reserve is a larger area, linear in shape and therefore accommodates the flying fox length without the entire structure (including the substantial launch ramp) dominating the space.

The structure is also well away from other play equipment.

Will Da Costa have a similar high launching ramp?

How does this compare with the Old Gum Tree flying fox? I'm curious how a 21.85m flying fox will fit into the existing Da Costa playspace. Da Costa is a different configuration of space, far smaller in area, an irregular octagon in shape. The current fence lines range from the smallest of 8 metres to the longest of 17.5metres. This effectively means the flying fox cannot run along an existing fence line, but will need to be placed diagonally or along the longest diameter (about 35 metres), resulting in the space being dissected in two.

This is not ideal to have the play space with equipment on one side, a central flying fox and equipment on the other side. Young children have tunnel vision and if running towards another piece of equipment are unlikely to be aware of someone whizzing across their path.

If the length is reduced, does it then become irrelevant, and unattractive to kids, thereby becoming a piece of equipment that takes up valuable space and has limited play value.

I don't believe a large structure that dominates the playspace and one that has high visibility from the streetscape is appropriate for an Historic Conservation Zone. While I appreciate the need to update, this should not be an invitation to develop without sympathy to and in keeping with the surrounding environs.

Currently flying foxes/zip lines are already at the Old Gum Tree Reserve (2.4km away, and 5 minutes by car) and Hamilton Park Reserve, (2.4km away, and 4 minutes by car). Is it really necessary to have yet another flying fox?

Everyone will have a differing view of how to utilize the play space. Perhaps the uniqueness of Da Costa could be what defines it as different - as a peaceful gentle place to visit and play with children and grandchildren.

In closing and though not related to the playspace, congratulations with the resurfacing of the basketball court. It looks great, was completed quickly and is back being used by the community."

Appendix 3. (all comments are written verbatim). **Comments that were classified as negative towards the proposed design (18 comments)**

1. Was expecting/hoping for a more "nature play" space for the young kids (under 7). The basketball court is heavily used by local school kids (10yo and up) and should be kept/expanded - maybe have 2 of them. I'd like to see something for kids to scooter/skateboard/ride around - maybe a track around the playground, maybe even a "beginners" skate/scooter bowl. Like the Jervois St South Plympton park?
2. I think a more nature play based approach with equipment and colour palette would be better.
3. How much is this going to cost ? The current facilities do not appear to be anywhere near the end of their life. The schematics seem to indicate a younger age group than currently covered. Minimal provision for natural shade. Isn't there going to be a facility added to Glenelg Oval, just 500m away.
4. Its fine, just not very inspiring. We have a two year old son and visit regularly as we are only a block away. The proposed design looks like the old one with a coat of paint. I understand that money is tight so depending on how much it costs would determine my overall opinion.
5. It is such a shame to see such a plastic eyesore when there has been so many beautiful nature playgrounds successfully installed across councils in Adelaide recently. I feel that this playground completely misses the mark for what families are looking for lately (ie look at the success of playground like Morialta).

This is such a beautiful park in a character area and we would MUCH prefer to see a nature playground here using natural resources.
6. I visit the playground with my grandkids and find the reserve is already one of the best playspaces of any in this area with so many climbing areas,slides and sandpit .The concept designs,while colourful,appear to make the area more concentrated and I would be happy if it were left as is.
7. It seems smaller than the existing playground. The current playground is quite spread out so if multiple families are there, they all have something to do. Our children really love the monkey bars - less and less playgrounds include them, it would be a shame to see them removed from this space too.

8. Thanks for consulting the community re input.

The proposed concept seems less challenging than the existing structure.

A positive of the current layout is there is separation between the smaller equipment, more suitable for toddlers from the main, the proposed layout does not have such separation.

Key features missing in the proposal are a sandpit and some more challenging climbing equipment, such as monkey bars.

The colour scheme whilst bright would naturally be attractive to kids however maybe too bright for residents who over look the play space. A more conservative approach on the larger main structures, similar to Sandison Reserve, where the large slide and structure are deep greens and blend nicely with the wider reserve. I think colour is still required, however the balance is out in the proposal.

It would be nice to maintain the height of the existing swings in the current reserve, too many play grounds the swing height is too low and limits the scope for use for 6 plus year olds.

I can't see any park benches in the proposal, whilst seating options currently exist.

9. It would be great if the playspace had more of a "natural" look i.e. wood and natural materials and colours rather than bright colours and plastic. This would be more in keeping with the character of Glenelg East and surrounds.

A shade should be considered for future planning. It is near impossible to use this playground in the summer months.

Seating for parents/adults should be considered. This is insufficient in the current play space.

My kids would love to see MONKEY BARS included in the design. This is the most used aspect of the current playground from my kids point of view and also what I see a lot of other children utilising.

10. Could be larger playground

No Flying Fox - too noisy for residential area - enough noise on Farr Tce now our bedrooms are out front

11. We think it's unattractive and doesn't reflect current nature play /play spaces

Plastic - unsuitable/not eco friendly

No shade - unacceptable in 2020

It's like for like - not an improvement

12. We have waited a long time for a redevelopment of this playground. Other parks in the council area have had two new playgrounds since this one was updated & this looks like a mess to me. It seems to be trying to be too many things & all mixed up. I like the idea of appealing to a variety of age-groups but I think the age-group areas need to be more separated. The basketball court is still so close that balls will continue to fly into the area & hit children. It appears to be a rushed effort with too small a budget & needs a lot more thought & planning. Why any new outdoor area would not include shade in this day and age seems ill conceived.

13. The proposed Flying Fox location

I have a safety concern regarding the location of the Flying Fox in relation to young children who are playing within the enclosure.

Most other pieces of play equipment proposed whilst challenging to children, don't appear to present a problem to others whilst in use.
They look new and exciting.

However the use of the Flying Fox is a different issue.

Have you taken into consideration measures to separate those children who are not riding it but are near by and could inadvertently wander into the Flight Path of another child who is riding it.
The collision between these children could result in serious injuries and trauma.

I would have thought placing the Flying Fox outside and some distance away from the enclosure would be a safer option.

Flying Fox noise

When the Flying Fox is being used will there be noise generated that could impact on surrounding homes?
Such as a loud noise that could be generated when it comes to a sudden stop at the end of the ride.

14. It looks so plastic and the colours are terrible. Why can't you build a natural playspace that blends in with the surrounds. This doesn't fit in with the style of housing that surrounds the park - most of which are in a character zone. It would be an eye-sore.

15. UGLY To much plastic to hot in summer needs sail shade looks too.fake kids need more of an adventure playground why not some wooden structures it's a play ground not Disneyland

16. I'm disappointed in the design. There is no shade and no seating. There is so much plastic, and a lack of nature based play. The sand pit has also been removed, which limits the play area for toddlers. I'm not exactly sure what is better about this design, compared to what is currently there.

17. How come there is a bobcat there starting work before the close of consultation.
We think the proposal is bloody ugly and a pleased it is not in the view from our house.
The gate need to be locked at sunset and reopened at sunrise by your security staff.
The local hoods (kids) hang around the BBQ shelter at night.
It is a shame that you want to spoil a beautiful park with such a ugly eye saw.

Spending money on fixing the speeding through traffic would be far more beneficial to residents.

18. We live [REDACTED] and my kids would just love this, however visually it will make the park very unattractive. Some thing like this belongs at the oval, not in a suburban park like Da Costa. We know that Glenelg primary school uses the park as an additional play area and such a obstruction what be a disaster for the amenity of the area.

We know when selling properties extensive playgrounds in suburban parks detracts from the value of properties. Our friends that live on Da Costa says the BOOT Camp groups are a big enough deterrent to the amenity. If you proceed with the playground you should revoke the licences for the BOOT camp group. Putting this monstrosity at the oval would achieve better utilization and value for ratepayers money. We have probably wasted our time as it appears you have already started work.

Appendix 4. emails received

Da Costa Reserve Playspace Redevelopment

I am writing about the Da Costa Playspace Redevelopment following the community consultation event my wife and I attended at Da Costa Reserve on 15th October. It quickly became clear to me that those running the event were poorly prepared with out of date information and the event was just a token consultation. Out of frustration I made some remarks that were not said in the right spirit and I chose to leave. My wife stayed and from our discussion afterward I believe others shared my view about the event. We understand some residents are not in favour of any playspace, some are happy with no upgrade and yet others have a range of possibly conflicting views. We live [REDACTED]. Our children spent many happy hours playing there and our grandson now has the same experience. We understand how important the playspace can be. Living across the road from it has its problems, such as parking, light through our bedroom window, night time activities and parties, but we are part of the community and enjoy hearing happy children so we would much rather put up with these small inconveniences than not have a playspace at all. My wife has been a teacher and has an understanding of the developmental stages of play that children experience. Catering for 2 to 12 year olds would be a challenging task at the best of times and virtually impossible on a footprint of this size. When 20 or more school age children descend on this playspace after school, as frequently happens, and join the preschoolers already playing there, the outcomes for all are less than desirable. While catering for 2 to 12 year olds is possibly achievable in an area the size of Bonython Park, it is unlikely to work in Da Costa Reserve. It would make more sense to target a smaller age range, or particular age ranges, and plan and build it properly. My particular concern is with the process. I mentioned previously that our children used the current playspace. They are now 38 and 40 years old and we remember the new equipment being installed. If we recall correctly this would mean the current equipment was installed around 1994 not 2004 as indicated by council staff. It is interesting to note that since 1994 we are aware that most other playspaces within the council area have been redeveloped not once but twice and new playspaces in beachside areas have been developed. We live in a local heritage area with its planning restrictions and the Da Costa Reserve is central to it. In what appears to be a rush to spend federal government funds, expediency is overriding everything else. The process applied to the redevelopment seems inconsistent with the supposed heritage value of the area. It doesn't worry me how little or how much money is spent on the redevelopment. The important thing is a proper management and consultative process that results in the best outcome for the available funds. As a project manager for many years I don't see this happening. You are probably wondering why I don't just complete a survey instead of writing a letter. The problem is we don't know if the survey reaches those it needs to reach. This letter is therefore being sent to the people that I

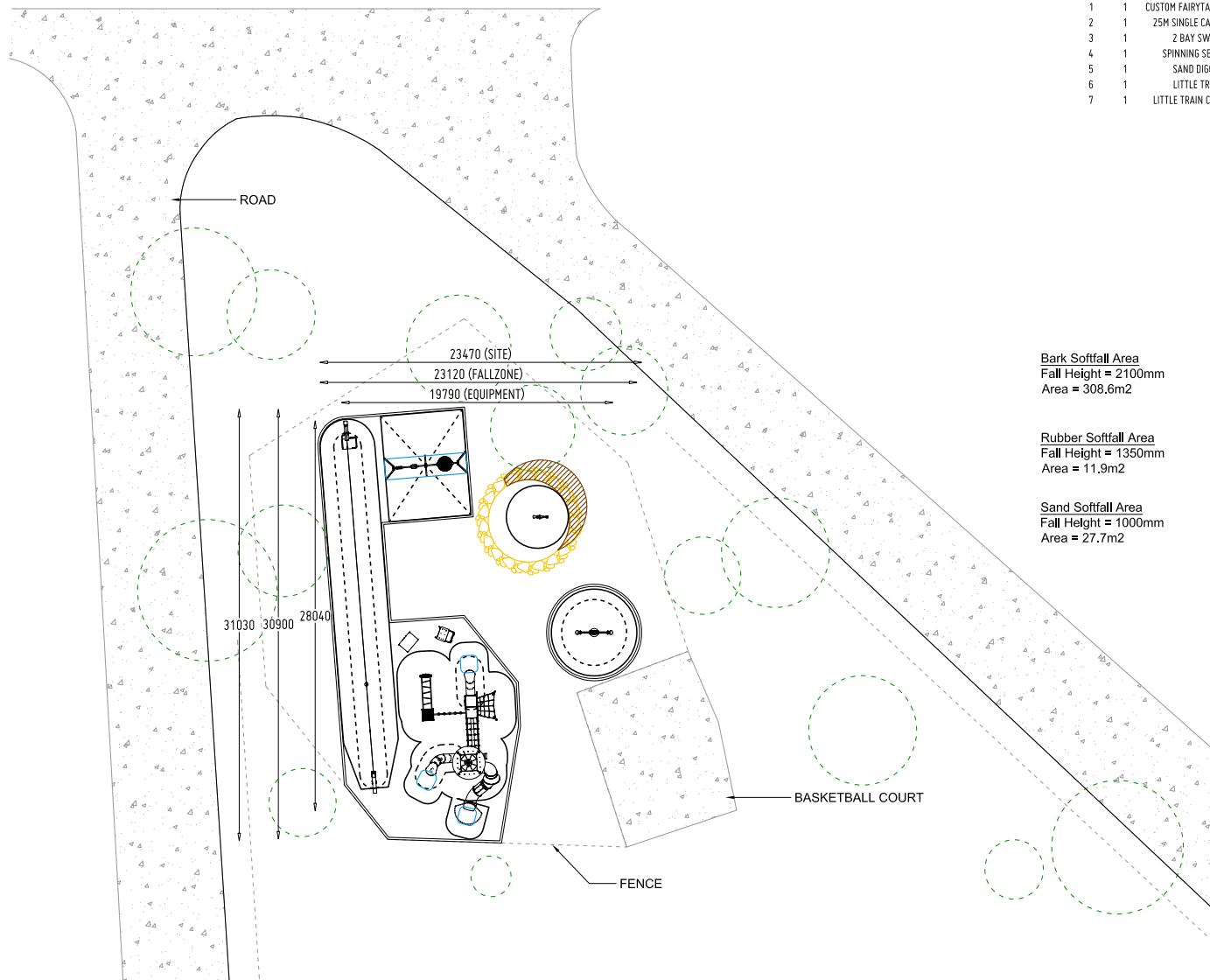
believe need to know about the residents' concerns and who can begin to manage the process in a professional manner.

At the previous council elections the majority of our current councillors put the case that we needed better representation, yet as far as I can see they are silent when it comes to this important redevelopment in a local heritage area. Talking to other residents we are aware previous feedback has offered a range of differing views and given this level of concern we would have expected our councillors to have attended the meeting or be otherwise publicly involving themselves in this matter. We were very surprised when work commenced on the basketball court before the consultative meeting. Given safety and other issues that have been raised about the basketball court at the meeting I believe all work on it should be stopped until satisfactory solutions have been found to all the issues surrounding it and the overall playspace. This would minimise council's risk and costs if the basketball court has to be moved. Given the level of concern about the overall playspace I believe it would also be prudent to abandon the 28 October feedback deadline and to hold another genuinely consultative meeting. The comments I made at the meeting before I left were to do with the fact that as residents we are the stakeholders in our community and the council work for us rather than dictate to us. While specific expertise within council must necessarily override residents on some matters I'm not sure why it would need to be the case on this yet that seems to be happening. I look forward to a meaningful consultation process and an outcome that meets agreed community expectations.

Attachment 2



Item	Count	Name	DWG_NUMBER	FHOF	PRODUCT_RANGE
1	1	CUSTOM FAIRYTALE SYSTEM	FTA-106	2100MM	FAIRYTALE
2	1	25M SINGLE CABLEWAY	CW-0011	1200MM	CABLEWAYS
3	1	2 BAY SWING	SW-011	1350MM	SWINGS
4	1	SPINNING SEESAW	R-0019	1200MM	ROCKERS
5	1	SAND DIGGER	FSM-0002	1000MM	FREESTANDING
6	1	LITTLE TRAIN	LT-009	-	LITTLES
7	1	LITTLE TRAIN CARRIAGE	LT-102	-	LITTLES



Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
designed by big people for little treasures



Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
 designed by big people for little treasures



Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
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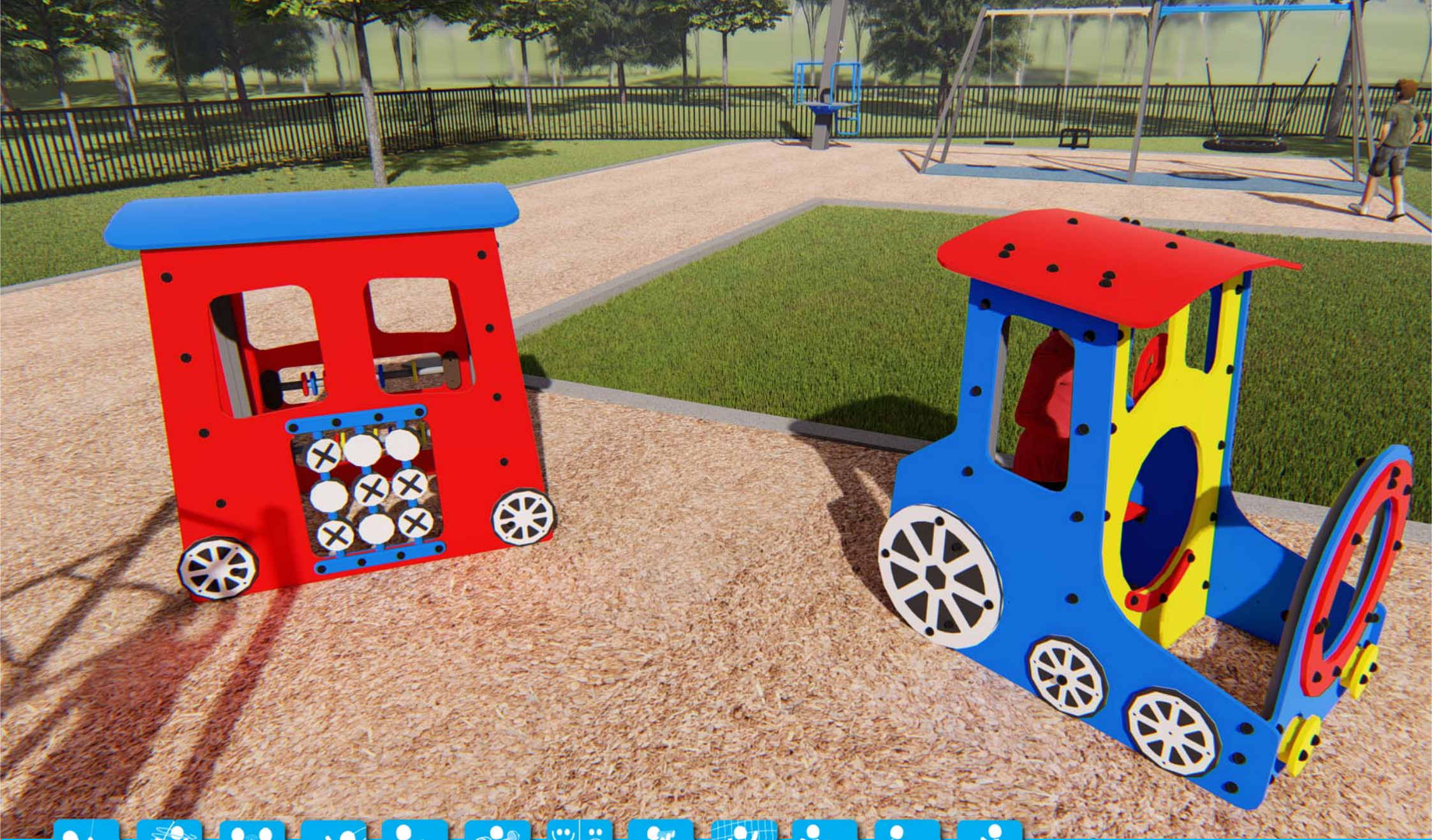
Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
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Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
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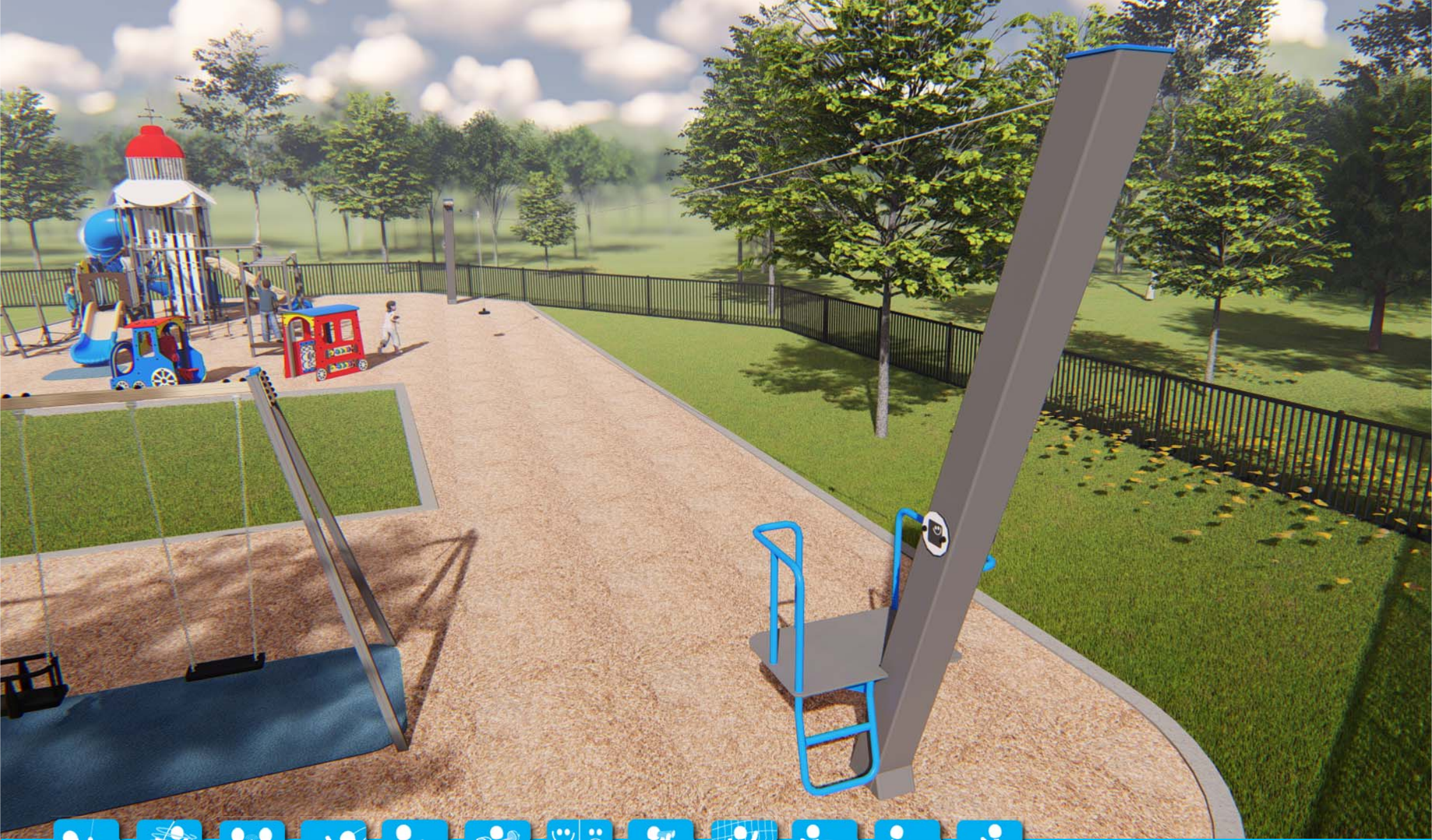
Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



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designed by big people for little treasures



Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
designed by big people for little treasures



Client: City of Holdfast Bay

Site: Da Costa Reserve, Glenelg East

Concept: Option 1



willPlay
designed by big people for little treasures

Attachment 3





COMPREHENSIVE PLAYGROUND INSPECTION REPORT

April 2020

**Da Costa
Reserve**

Wyatt St
Glenelg SA

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Level 1, Zone A
Women's and Children's Hospital
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North Adelaide SA 5006
Tel: (08) 8161 6318
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This report has been prepared from information available to Kidsafe SA at the time of inspection.

Whilst care has been taken to ensure the accuracy of the information provided in this report, Kidsafe SA and its employees, take no responsibility for any errors, omissions or changes to information that may occur and disclaim all responsibility and liability to any person in respect to anything done or omitted to be done in reliance upon information within this publication.

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PREAMBLE

This report assesses the nominated playspace against the relevant Australian Standards listed below.

Australian Standard AS 4685

Playground Equipment and Surfacing

Part 0: Development, installation, inspection, maintenance and operation

Part 1: General safety requirements and test methods

Part 2: Particular safety requirements and test methods for swings

Part 3: Particular safety requirements and test methods for slides

Part 4: Particular safety requirements and test methods for cableways

Part 5: Particular safety requirements and test methods for carousels

Part 6: Particular safety requirements and test methods for rocking equipment

Part 11: Particular safety requirements and test methods for spatial networks

Australian Standard AS 4422

Playground surfacing

Specifications, requirements and test methods

ELEMENTS OF THE STANDARDS

For the purpose of this inspection report, the following elements of the Standards are considered as part of the scope.

Marking

AS 4685 states that individual play equipment structures are to be permanently marked with a plate clearly identifying the name, address, the equipment reference and year of manufacture and a base level mark for the associated impact attenuating surface. In addition, equipment stating compliance with the Australian Standards must be marked with AS 4685.

Access, Entrance and Surrounds

AS 4685 states that playgrounds should have clear access for pathways and supervision without trip hazards, sharp protrusions or weeds. Rubbish bins, water bubblers and seats should be inspected regularly to ensure working order.

Free Height of Fall

AS 4685 states that the free height of fall must not exceed 1800mm for Supervised Early Childhood Settings and 3000mm for All Age Settings. The free height of fall is the greatest vertical distance measured from the intended body support of the equipment to the impact area below. Unintended access shall not be provided to excessive heights. Upper body equipment that requires hand grip support must not exceed 1800mm for Supervised Early Childhood Settings and 2200mm for All Age Settings.

Falling Space/Impact Area

A minimal falling space/impact area of 1500mm is required around equipment (with fall heights of more than 600mm above ground level) and between individual items of

equipment. AS 4685 requires an increase in the falling space/impact area for equipment with platforms measuring more than 1500mm above ground level.

AS 4685 specifies falling spaces for specific equipment items with forced movement such as slides, swings and carousels. The falling space/impact area for equipment with forced movement cannot overlap with other falling spaces/impact areas.

Playground Surfacing

AS 4422 requires that certified surfacing be provided across the falling space/impact area where play equipment provisions are more than 600mm above ground level.

Materials

AS 4685 requires that appropriate materials are used in the construction of equipment taking into account climatic and atmospheric conditions, toxicity, flammability and ultraviolet radiation.

Finish of Equipment

AS 4685 states that the finish of equipment shall have no protruding nails, bolt threads, projecting wire rope terminations, pointed or sharp ended components. Projecting parts and corners are less than 8mm (or covered) with a minimum radius of 3mm. Surfaces are finished smooth with no splintering.

Equipment Elements

AS 4685 state that all playground equipment should be structurally stable, in good condition and fit for children's play.

Protection Against Falling

AS 4685 requires guardrails/barriers to be installed for heights of more than 600mm above ground level. Continuous handrails are required on each side of access ways and bridges. All items intended for gripping must have a diameter that measures between 16mm-45mm.

Head and Neck Entrapment

Head and neck entrapment refers to any opening at a height of more than 600mm above ground level that would allow a child's body to pass through but not their head. This can result in death or serious permanent injury. AS 4685 states that bound head and neck entrapment (dimensions of 89mm – 230mm), partially bound and V-shaped openings, shearing or moving openings (flexible and rigid parts with openings less than 230mm) must be avoided. It is therefore critical that any head entrapment hazards are eliminated immediately.

Clothing/Hair Entrapment

AS 4685 specifies that toggle/clothing entrapment refers to situations where parts of clothing/hair may become trapped and may lead to serious or fatal injury.

Foot Entrapment

AS 4685 specifies that foot entrapment refers to situations where gaps greater than 30mm present on surfaces inclined up to 45° intended for running/walking, completely bound rigid openings in surfaces for running/climbing.

Finger Entrapment

AS 4685 specifies that finger entrapment refers to any opening that would allow a child's fingers or thumbs to be trapped in a fall situation and can be responsible for traumatic long-term injury. Gaps or openings with dimensions of 8-25mm at 1000mm or more above playing surface level must be eliminated.

Means of Access

AS 4685 requires that equipment is designed to provide safe ascent or descent. Means of access include steps, stairs, ladders and ramps. The equipment shall be designed to ensure that adults are able to gain access to assist children within the equipment.

Natural Playspaces

AS4685 shall be applied to natural play elements incorporated into a playground. Where this cannot be applied, a risk benefit assessment may be required to determine the suitability of such elements. A natural habitat will attract wildlife. Ensure that an inspection of the playspace is conducted before children enter. Regular maintenance to remove debris and weeds is recommended.

Documentation

The playground owner/operator must ensure that a Playground Safety Management System is established to include the recording and archiving of documentation.

Documentation to be archived includes:

- Policies and procedures
- Reports e.g. accident/injury
- Inventory/Equipment register
- Inspection checklists
- Works orders
- Maintenance actions
- Certification records e.g. equipment, surfacing
- Manufacturer's warranty details
- Manufacturer's installation, inspection and maintenance instructions
- Operating Instructions (if applicable)

Maintenance

AS 4685 requires routine maintenance checks to be conducted on a regular basis. These include the inspection of all timber, wear and tear on chains, condition of all play items (cracks, corrosion, graffiti, etc), and insect infestation.

All maintenance schedules should be collected from suppliers of equipment and resources made available to meet the requirements of the maintenance schedule. Regular inspections are required. Timber components will require regular sealing and fixtures will require tightening.

It is crucial that regular inspections and prompt repairs be carried out to ensure the safe upkeep of play facilities.

RISK ASSESSMENT

Kidsafe SA has provided a risk rating for each identified issue and hazard using the Risk Assessment Matrix (Figure 1).

Figure 1: Risk Assessment Matrix

		CONSEQUENCES			
		Major	Moderate	Minor	Insignificant
LIKELIHOOD	Almost Certain	1	1	2	3
	Likely	1	2	3	4
	Possible	2	3	4	5
	Unlikely	3	4	5	5

Risk rating		
1	VH - Very High Risk – Rectify immediately	
2	H - High Risk – Immediate control required	
3	S - Significant Risk – Make plan to control risk	
4	M - Medium Risk – Monitor risk on ongoing basis	
5	L - Low Risk – Set a time to review risks	

(Adapted from AS/NZS ISO 31000 Risk Management – Principles and Guidelines; HB 89 Risk Management – Guidelines on risk assessment techniques)

RESOURCES

For more information regarding requirements on Australian Standards for playgrounds, refer to the suite of Kidsafe information sheets available to download from the website:

<https://kidsafesa.com.au/playground-safety/>

Relevant information sheets include:

- Access and Inclusion for All
- A Risk Management Approach
- Barrier, Guardrails and Handrails
- Bike Tracks
- Cubby Houses
- Entrapment
- Fencing Playspaces
- Impact Areas
- Loose Parts
- Mounds for Play
- Moveable Play Equipment
- Natural Playspaces
- Outdoor Gyms
- Planning and Design
- Playground Hazards
- Playground Safety Management System
- Playground Surfacing
- Portable Mats
- Safe Play in Backyards
- Sandpits
- Shade in Playspaces
- Slides
- Stepping Stones
- Swings
- The Importance of Research for Playground Development
- Timber in Playspaces
- Trampolines
- Tree Climbing

For additional information on playgrounds and playground safety including the web resource 'grow me safely' visit the website: <https://kidsafesa.com.au/playground-safety/> & <https://kidsafesa.com.au/backyard-safety/>

INSPECTED PLAYGROUND

Kidsafe SA conducted an inspection of the outdoor learning environment at *Da Costa Reserve* on Wednesday 20th April 2020.

Kidsafe SA has systematically identified the hazards and issues associated with the inspected equipment and surrounding areas (refer to Appendix A). Specified elements of the Australian Standard are addressed for each section of the play area. Hazards and/or non-conformances are identified, risk rated with recommendations for rectification.

Kidsafe SA recommends all issues identified as non-conforming with Australian Standards for playgrounds are addressed and rectified to meet those Standards.

CONCLUSION

Even with the elimination of hazards and full conformity with the Australian Standards for playgrounds, accidents may still happen. Supervision limits the incidence of serious injury and it is imperative that the *City of Holdfast Bay* promote and support parents and carers to provide appropriate supervision of children in the playspace.

Kidsafe SA acknowledges the *City of Holdfast Bay* for their commitment to promoting safe and creative play opportunities for children.

For further information or clarification on this report, please contact:

Kidsafe SA Inc.

Level 1, Zone A

Women's and Children's Hospital

72 King William Road

North Adelaide SA 5006

P: (08) 8161 6318






E: enquiries@kidsafesa.com.au

www.kidsafesa.com.au



Comprehensive Playground Inspection Issues and Recommendations



Appendix A – Da Costa Reserve Playspace		
Kidsafe SA Inspector:	Uana Jericho	Date and Time of Inspection: Wednesday 20 th April 2020 @ 8am
Equipment Items	Manufacturer/Construction	Installation Date
Composite unit (1) including slide, fireman’s pole, steering wheel, waffle climber and subsequent handrails, barriers, and platforms.	<i>Finnskoga</i>	<i>Unknown</i>
Standalone swing set (strap and toddler) and koala rocker.	<i>Megatoy</i>	<i>Unknown</i>
Standalone fish rocker and sandpit.	<i>Unknown</i>	<i>Unknown</i>
Composite unit (2) including chain bridge, roman rings, square climber, banister slide, 3 x slides, vertical square climber, chain waffle climber, bridge, climber, binoculars, funnel, spiral fireman’s pole, abacus and subsequent handrails, grab handles, barriers and platforms.	<i>Megatoy</i>	<i>Unknown</i>

Certified Surfacing Type:	Loose fill (bark chips).
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Key: ND = Not Determined NA = Not Applicable

Comprehensive Playground Inspection Issues and Recommendations

Section	No.	Image	Issue/Hazard	Risk Rating	Comment/Recommendation
Marking	A.1.1		The compliance plates on the <i>Megatoy</i> equipment did not contain all the required information.	NA	Ensure that all future purchases of playground equipment supplied by manufacturers are accompanied by certificates of compliance to AS 4685 and that a plate stating compliance with that Standard is fixed to the relevant equipment.
	A.1.2		A compliance plate could not be located on all other equipment items.	NA	As above.
	A.1.3		Base level markers could not be located on fixed equipment.	NA	Ensure that all future purchases of fixed playground equipment supplied by manufacturers have base level markers.
Protection against falling	A.2.1		No guardrail provided across the opening on the platform	L	A guardrail should be provided across openings greater than 800mm wide. Conduct and document a risk/benefit assessment of this issue as part of the site's Safety Management System.

Comprehensive Playground Inspection Issues and Recommendations

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Entrapment</p>	<p>A.3.1</p>		<p>Head entrapment in the barriers, as well as between the yellow barriers and support posts.</p>	<p>S</p>	<p>Gaps between 89mm-230mm should be eliminated more than 600mm from the playing surface.</p> <p>Plan for replacement with barrier compliant with AS 4685.</p> <p>For more information, visit the Kidsafe Information Sheet 'entrapment'- http://bit.ly/kidsafesa-entrapment</p>
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	A.3.2		Head entrapment in grab handles.	S	<p>As above.</p> <p>Plan for replacement with grab handles compliant with AS 4685.</p>
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Comprehensive Playground Inspection Issues and Recommendations

					
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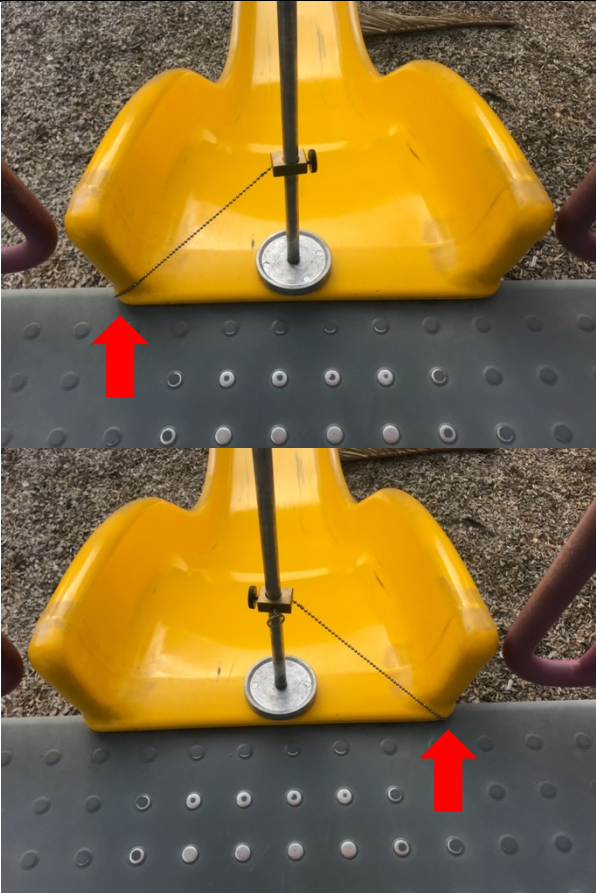
Comprehensive Playground Inspection Issues and Recommendations

	A.3.3		<p>Toggle entrapment between the slide and guarding section.</p>	<p>S</p>	<p>Tighten the attachments of the slide to the guarding section to minimise the space provided.</p> <p>Modify/cover gap. Contact playground supplier for alternate solutions and refer to manufacturer's installation instructions.</p>
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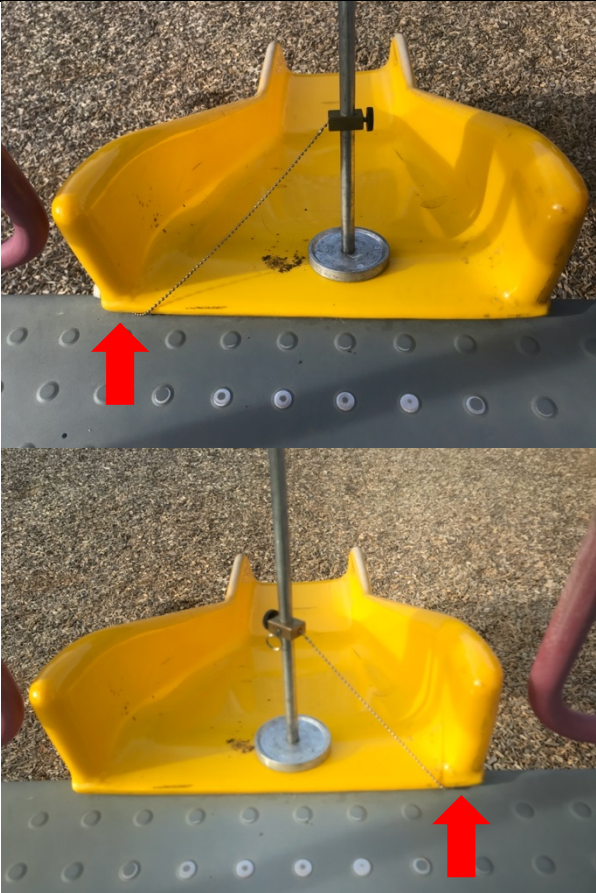
Comprehensive Playground Inspection Issues and Recommendations

	A.3.4		<p>Toggle entrapment between slide and platform on both sides of all composite unit 2 slides.</p>	<p>S</p>	<p>Tighten the attachments of the slide to the platform to minimise the space provided. Alternatively, fill the gap with silicone to reduce access.</p>
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	A.3.5		Finger entrapment between slides and platform.	S	As above.
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Comprehensive Playground Inspection Issues and Recommendations

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Comprehensive Playground Inspection Issues and Recommendations

	A.3.6		<p>Finger entrapment between slide and guarding section in 4 locations.</p>	S	<p>Refer to A.3.3.</p>
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Comprehensive Playground Inspection Issues and Recommendations

	A.3.7		Finger entrapment in bridge gaps.	M	Eliminate gaps between 8mm and 25mm in areas more than 1000mm above the playing surface.
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Comprehensive Playground Inspection Issues and Recommendations

<p>A.3.8</p>		<p>Finger entrapment in holes of platforms.</p>	<p>M</p>	<p>As above.</p> <p>Fill/cover holes in sides of platforms with rubber plug, silicone, or builders bog.</p>
<p>A.3.9</p>		<p>Finger entrapment in exposed chain of chain waffle climber and chain bridge.</p>	<p>S</p>	<p>Gaps in chains shall not measure greater than 8.6mm as outlined in AS 4685.</p> <p>Cover/sheath exposed chain.</p> <p>Alternatively, replace with short-link chain compliant with AS 4685.</p>

Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	<p>A.3.10</p>		<p>Finger entrapment in S-hooks of chain waffle climber and swings.</p>	<p>S</p>	<p>Gaps in connectors must be smaller than 8.6mm or larger than 12mm.</p> <p>Plan for replacement with S-hooks or connectors compliant with AS 4685. Alternatively, install S-hook closures.</p>
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Comprehensive Playground Inspection Issues and Recommendations

Spaces & Areas	A.4.1		<p>Insufficient impact area and impact attenuating surfacing provided for slide run-out section.</p>	M	<p>AS4685.3:2014 requires an impact area of 1000mm to the side of the slide run out section and 2000mm at the end of the slide. Refer to manufacturer's instructions.</p> <p>Conduct and document a risk assessment of this issue as part of the site's Safety Management System.</p> <p>Consider relocating borders and installing impact attenuating surfacing for the entire impact area.</p>

Comprehensive Playground Inspection Issues and Recommendations

					
Surfacing	A.5.1		<p>Insufficient loose fill surfacing depth measured in all impact areas of playground equipment. Measurements include:</p> <ul style="list-style-type: none"> • Rockers <50mm • Swings <50mm • Composite unit 1 50mm • Composite unit 4 130-150mm 	H	<p>Top up loose fill surfacing to a minimum depth of 200mm. Maintain.</p> <p>For more information refer to the Kidsafe information sheet on 'Playground surfacing'- https://bit.ly/Kidsafe-surfacing</p>

Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	A.5.2		Loose fill surfacing contained mould.	S	Turn over with a rotary hoe to aerate and de-compact as required. Inspect loose-fill material regularly.
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Comprehensive Playground Inspection Issues and Recommendations

	A.5.3		Mushrooms in loose fill surfacing.	S	<p>Remove mushrooms.</p> <p>Monitor as part of the site's regular inspections.</p> <p>For more information on mushroom poisonings refer to SA Health - https://bit.ly/2TUWfYL</p>
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Comprehensive Playground Inspection Issues and Recommendations

	A.5.4		Sticks in loose fill surfacing.	L	<p>Remove sticks.</p> <p>Monitor.</p>
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Comprehensive Playground Inspection Issues and Recommendations

	A.5.5		<p>Borders surrounding loose fill was damaged.</p>	L	<p>Without an appropriate border or edge, loose fill surfacing disperses easily which reduces the overall depth in the impact areas. It is recommended that a border of appropriate material be installed to contain the loose fill surfacing.</p>
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Comprehensive Playground Inspection Issues and Recommendations

	A.5.6		No border surrounding loose fill.	L	As above.
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Comprehensive Playground Inspection Issues and Recommendations

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Comprehensive Playground Inspection Issues and Recommendations

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Foundations</p>	<p>A.6.1</p>		<p>Foundations measured 150mm below playing surface.</p>	<p>S</p>	<p>Ensure foundations are at least 400mm below playing surface (or 200mm with chamfered edge).</p> <p>Top up loose fill surfacing. Refer to A.5.1</p> <p>Maintain.</p>
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Comprehensive Playground Inspection Issues and Recommendations

	A.6.2		Rust on composite unit 1 and 2 footings.	S	<p>Dig down to ascertain extent of rust on all footings.</p> <p>Clean back rust, treat with rust inhibitor.</p> <p>Monitor. Replace equipment as required.</p>

Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Connections, Ropes & Chains</p>	<p>A.7.1</p>		<p>Connections and chains rusted on swings and composite unit 2.</p>	<p>M</p>	<p>Clean back rust, treat with rust inhibitor.</p> <p>Monitor. Replace connectors and S-hooks when wear >40%.</p>
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Comprehensive Playground Inspection Issues and Recommendations

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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

<p>Slides</p>	<p>A.8.1</p>		<p>The height of the slide run-out section measured 400-450mm.</p>	<p>M</p>	<p>The maximum height at the end of the slide shall be no more than 350mm from the playing surface.</p> <p>Top up surfacing to reduce height of slide. Refer to A.5.1.</p>
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	A.8.2		Wear layer on slide beds worn.	L	Monitor ongoing. Re-coat or replace slides as required.
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Comprehensive Playground Inspection Issues and Recommendations

	A.8.3		<p>No starting section provided for slide on composite unit 1.</p>	<p>M</p>	<p>Contact supplier for solutions to provide starting section. The starting section of a slide shall measure 350mm and have a downward slope of 0-5°.</p> <p>Refer to A.3.3 and A.4.1.</p>

Comprehensive Playground Inspection Issues and Recommendations

Sandpits	A.9.1		Bark and green waste in sandpit.	L	Remove bark and green waste from sandpit.
Finish of Equipment	A.10.1		End cap damaged.	L	Replace end cap.

Comprehensive Playground Inspection Issues and Recommendations

	A.10.2		Corrosion on bridge and rocker springs.	S	Ascertain structural integrity of affected elements. Replace corroded elements.
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	A.10.3		Rust on metal components.	M	Clean back rust, treat with rust inhibitor. Monitor. Replace equipment as required.
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Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

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Comprehensive Playground Inspection Issues and Recommendations

	A.10.4		Paint peeling off metal components.	L	Monitor as part of regular inspections for the occurrence of rust. Apply rust inhibitor as required.
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Comprehensive Playground Inspection Issues and Recommendations

					
	A.10.5		Platform coating deteriorating.	M	<p>Monitor as part of regular inspections for the occurrence of rust. Apply rust inhibitor as required.</p> <p>Replace coating as required.</p>

Comprehensive Playground Inspection Issues and Recommendations

					
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Comprehensive Playground Inspection Issues and Recommendations

	A.10.6		Abacus balls worn.	L	Monitor. Repaint or replace as required.
	A.10.7		Platforms warped.	M	Replace damaged platforms.

Comprehensive Playground Inspection Issues and Recommendations

	A.10.8		Rubber sheathing damaged.	L	Replace rubber sheathing.

Comprehensive Playground Inspection Issues and Recommendations



					
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Comprehensive Playground Inspection Issues and Recommendations

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Additional Items</p>	<p>A.11.1</p>		<p>Equipment items dirty.</p>	<p>L</p>	<p>Clean equipment.</p>
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Comprehensive Playground Inspection Issues and Recommendations

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Comprehensive Playground Inspection Issues and Recommendations

	A.11.2		Excrement on slide.	ND	Remove excrement.
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Comprehensive Playground Inspection Issues and Recommendations

	A.11.3		Graffiti on slide.	ND	<p>Refer to A.8.2.</p> <p>Monitor.</p>
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Comprehensive Playground Inspection Issues and Recommendations

	A.11.4		No shade provided over playspace.	ND	<p>It is recommended that a shade audit of the playground is conducted to ascertain the sun patterns within this area. The decision to install shade structures or planning for natural shade can be made pending results of the shade audit. This is a best practice recommendation.</p> <p>Refer to Kidsafe Playground Information sheet: http://bit.ly/kidsafesa-shade</p>
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Item No: **15.9**

Subject: **FORMALISE PARKING - ESPLANADE AND SIDE STREETS**

Date: 24 November 2020

Written By: Manager Engineering

General Manager: City Assets and Services, Mr H Lacy

SUMMARY

At the 13 October 2020 Council meeting a motion was passed (C131020/2069) that Administration bring back a report to council in regard to marking parking bays along Esplanade as well as any roads off the Esplanade where marked parking would increase parks.

Council administration undertook a review of parking along Esplanade from Broadway to Seacliff and North Esplanade between Cygnet Court to Anderson Avenue as well as eligible side streets leading to Esplanade.

Criteria:

- Identify parking lanes not marked with individual parks;
- Identify locations to mark parking lanes and individual parks where eligible

To provide formalised parking the total road width should be a minimum 10.2m. This provides 2.1m parking lanes and 3 m traffic lanes.

A review of parking lanes along Esplanade between Seacliff and Broadway and North Esplanade between Cygnet Court and Anderson Avenue identified 1.7km and 700m respectively of existing parking lanes not formalised with transverse lines to define each parking space. This equates to approximately 377 marked car parking spaces.

Additionally, 350m of eligible unmarked parking is located on the eastern side of North Esplanade and 260m on the eastern side of Esplanade between Seacliff and Broadway equating to approximately 100 spaces.

There are four roads leading off Esplanade that have adequate width to accommodate formal parking along both sides combining to a length of 2,460m or approximately 400 formalised parking spaces

Whilst a parking occupation survey has not been undertaken formalising parking would be only marginally more than current occupancy rates based on Australian Standard requirements.

Based on the schedule of fees provided by council's line marking contractor and approximate cost of design the installation of the transverse white lines will cost approximately \$15,000 and an average of \$2,000 per year to maintain.

Taking into consideration council's strategy to encourage active transport, the wider roads leading to esplanade should also be considered for alternative treatments to create pedestrian and cycling connectivity to Esplanade.

RECOMMENDATION

- 1. That Council support installation of transverse line marking to mark individual bays on the Esplanade in existing marked areas;**
 - 2. That Council does not support line marking in the side streets;**
 - 3. That Council does not support line marking on the eastern side of Esplanade and North Esplanade; and**
 - 4. That Council allocate a budget to design and undertake line marking of \$7,000.**
-

COMMUNITY PLAN

Community: Providing welcoming and accessible facilities

Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Not Applicable.

STATUTORY PROVISIONS

AS2890.5 – On Street Parking.

Austrroads Guide to Road Design

BACKGROUND

At the 13 October council meeting a motion was passed (C131020/2069) that *administration bring back a report to Council in regard to marking parking bays along Esplanade as well as any roads off the Esplanade where marked parking would increase parks.*

REPORT

Council administration undertook a review of existing formalised parking along Esplanade between Seacliff and Broadway and North Esplanade between Cygnet Court and Anderson

Avenue. The review identified locations where parks are not individually marked and locations along the eastern side of Esplanade and North Esplanade where formalised parking could be installed.

The investigation also identified roads leading off Esplanade that have adequate road width to accommodate marked parking lanes along both sides of the road.

Esplanade

The investigation identified 1.7km of formalised parking along Esplanade that doesn't have transverse lines to define each parking space and 700m along North Esplanade. Based on requirements outlined in Australian Standards 2890.5 On Street Parking, this in theory equates to 377 car parking spaces, however taking into consideration obstructions such as protuberances and other obstructions this number will be slightly less.

Additionally, 350m of eligible unmarked parking is located on the eastern side of North Esplanade and 260m on the eastern side of Esplanade between Seacliff and Broadway equating to approximately 100 spaces. Again, taking into consideration the number of driveway inverts this number would be reduced.

Side Streets

To provide formalised parking on side streets the total road width should be a minimum 10.2m. This width allows for the minimum allowable width of 2.1m for parking lanes and a minimum 3m traffic lane in each direction.

Based on this requirement, the roads that are eligible to accommodate formal parking are Bickford Terrace (11m), Wilkinson Avenue (10.3) between Esplanade and Tarlton Street and College Road (11.7m) and Eton Road (10.4m) between Esplanade and King George Avenue. The combined length of these roads equals 2.46km and provide approximately 800 spaces minus driveways.

In total approximately 1,277 existing parking spaces could be formalised with the use of line marking.

Line marking

Based on the above assessment formalising parking along the side roads would require 4,920m of longitudinal lines and approximately 1,700m of transverse lines. Using the current schedule of rates from council's line marking contractor this equates to a total cost of \$8,250.

To formalise parking on the eastern side of Esplanade and North Esplanade would require 610m of longitudinal lines and 210m of transverse lines costing \$920.

To formalise each park along Esplanade and North Esplanade would require 790m of transverse lines costing \$1,780. With a combined estimate of \$10,950 for line marking.

The works would require a design to ensure each space aligns with Australian standards in regard to spacing. It is estimated the design will cost \$5,000

The pavement marking will require ongoing maintenance typically every two or four years depending on the road. Based on the Schedule of rates for line marking refresh the combined cost would be an average of \$2,000 per year.

Taking into consideration Council's strategy to encourage active transport, the wider roads leading to esplanade should also be considered for alternative treatments to create pedestrian and cycling connectivity to Esplanade.

Advantages of formalising the parks include:

- Formalise parks and optimise parking spaces (noting that this may not be the most cars that can park in the area);
- Reduce of vehicle speeds on adjacent roads due to narrowing of the road and installation of a centre line;
- Could look to sensors to manage turnover in timed areas using marked bays;
- Set bays away from driveways to improve property access;
- Can create permanent bin areas; and
- Can create bays for tree planting in areas where parking bays do not have sufficient room.

Disadvantages of formalising the parks include;

- May reduce parking capacity as parking as bays need meet the standards (6.0 to 6.7m), where a larger number of small cars could park in unmarked bays;
- Need to allow 3m traffic lanes and 2.1m parks so many roads are not suitable for line marked parking bays but a car can still park legally if not line marked (The traffic laws require that a person parking must provide a 3.0m gap to either a continuous centre line or if no centre line exists to the kerb or a parked car on the opposite side);
- Complaints about line marking right up to driveways;
- Formalised parks not always effective – refer screenshot below;



- Cost to design and implement line marking treatment;
- Ongoing maintenance - \$5,500 every 2 to 4 years or an average of \$2,000 per year plus grinding out when changes are required;
- Loss of amenity – lots more line marking, particularly on the side streets where there is currently limited line marking;
- Increased risk for cyclists as the road is visually narrowed through the use of line making;
- Encourages car culture rather than walk; and
- Increase traffic congestion along Esplanade as the road is visually narrowed through the use of line making and drivers will tend to try and reverse park into a vacant bay.

BUDGET

Based on the schedule of fees provided by council's line marking contractor and approximate cost of design the installation of the transverse white lines will cost approximately \$10,000. A line marking design will be required costing approximately \$5,000.

LIFE CYCLE COSTS

Based on our schedule of fees provided by council's line marking contractor the ongoing additional annual maintenance will cost \$2,000 to repaint the lines.

Item No: **15.10**

Subject: **ELECTED MEMBER APPOINTMENT TO THE COUNCIL ASSESSMENT PANEL**

Date: 24 November 2020

Written By: Manager Development Services

General Manager: City Assets & Services, Mr H Lacy

SUMMARY

The tenure of the single Elected Member appointed to the City of Holdfast Bay Council Assessment Panel expires on 14 December 2020. This report recommends that Council appoint one (1) Elected Member to serve on the Council Assessment Panel for a maximum period of one (1) year, and one (1) Elected Member to be appointed as the deputy to serve on the Council Assessment Panel for a maximum period of one (1) year as the need arises should the incumbent either be unable or unavailable to participate.

RECOMMENDATION

That Council:

- 1. Appoint Councillor _____ to serve as the Elected Member on the City of Holdfast Bay Council Assessment Panel for the period commencing 15 December 2020 and ending 14 December 2021; and**
 - 2. Appoint Councillor _____ to serve as the deputy Elected Member on the City of Holdfast Bay Council Assessment Panel and to be authorised to attend during the incumbent Elected Member's absence for the period commencing 15 December 2020 and ending 14 December 2021.**
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COMMUNITY PLAN

Placemaking: Creating lively and safe places

Placemaking: Building character and celebrating history

COUNCIL POLICY

Council Assessment Panel Operating Procedures

STATUTORY PROVISIONS

Planning, Development & Infrastructure Act 2016

BACKGROUND

State legislation dictates that no more than one (1) Elected Member can be represented on a Council Assessment Panel (CAP). Councillor Bouchee was appointed to the City of Holdfast Bay CAP as the sole Elected Member representative by resolution of Council on 26 November 2019 (C261119/1689), with her one (1) year tenure expiring on 14 December 2020.

REPORT

The City of Holdfast Bay CAP is a five member panel consisting of one Elected Member and four non-Council Members, which meets monthly to hear representations and consider the merits of specific development applications. Whilst the four non-Council Members are required to have prescribed qualifications and formal accreditation, the Elected Member is not.

Recent changes to legislation now also make it possible for Council to appoint a deputy Elected Member to the CAP in a stand-by role to ensure that Elected Member representation is maintained should the incumbent be either unavailable to attend a scheduled meeting or unable to partake in the determination of a matter due to a declared conflict of interest. Given the already limited representation of Elected Members to the CAP, it is recommended that the option to appoint a deputy Elected Member is taken to ensure that Elected Member representation is maintained at each CAP meeting. Furthermore, the appointment of a deputy also ensures ongoing Elected Member representation in circumstances where the incumbent Elected Member cannot partake in discussion on a particular matter due to a declared conflict of interest. It should be noted that the deputy Elected Member will not receive a sitting fee unless their formal attendance at a meeting is required, which is the case for all CAP members.

BUDGET

The payment of sitting fees to the Elected Members and non-Council Members serving on the Council Assessment Panel is factored into the 2020/21 Budget. At the time of writing this report, each of the four ordinary non-Council Members and the single Elected Member serving on the Panel receive a payment of \$433 per monthly meeting, with the Presiding Member receiving \$562. There is also a budget allocation for training new Members appointed on the Panel. The budget is sufficient to cover the additional cost of the deputy Elected Member attending CAP meetings as required.

LIFE CYCLE COSTS

There are no life cycle costs associated with the appointment of Elected Members to the Council Assessment Panel.