

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 13 April 2021 at 7.00pm

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 - Nil

5.2 Absent - Nil

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 23 March 2021 be taken as read and confirmed.

Moved Councillor _____, Seconded Councillor _____

Carried

9. PUBLIC PRESENTATIONS

9.1 **Petitions** - Nil

9.2 **Presentations** - Nil

9.3 **Deputations**

- 9.3.1 Holdfast Quays Marina Association Incorporated (HQMA) – Mr Russell Wood
Mayor Wilson has approved a deputation from Mr Russell Wood on behalf of Holdfast Quays Marina Association regarding their ablution facilities.

10. QUESTIONS BY MEMBERS

10.1 **Without Notice**

10.2 **On Notice** - Nil

11. MEMBER'S ACTIVITY REPORTS - Nil

12. MOTIONS ON NOTICE

- 12.1 Art Deco Heritage Review – Councillor Miller (Report No: 109/21)
12.2 Additional Heritage Benches (Partridge House) – Councillor Miller (Report No: 110/21)
12.3 Dry Zone Signage– Councillor Miller (Report No: 111/21)

13. ADJOURNED MATTERS

- 13.1 Adjourned Report – Commercial Road, Brighton – Traffic Investigation (Report No: 85/21)

14. REPORTS OF MANAGEMENT COMMITTEES AND SUBSIDIARIES

- 14.1 Draft Minutes – Alwyndor Management Committee – 25 March 2021 (Report No: 108/21)

15. REPORTS BY OFFICERS

- 15.1 Items in Brief (Report No: 106/21)
15.2 Traffic Investigation – Egress from 42 Jetty Road Brighton (Report No: 51/21)
15.3 Dogs By-Law 2019 – Dover Square Reserve (Report No: 98/21)
15.4 Glenelg Oval – New Change Room Facilities – Licence Agreements with Glenelg Football Club Incorporated and Glenelg District Cricket Club Incorporated (Report No: 103/21)
15.5 Resilient South – Incorporating Climate Resilience into Asset Management Project (ICRAM) (Report No: 104/21)
15.6 Approval of the Draft Gully Masterplans Prior to Public Consultation (Report No: 105/21)
15.7 Council Policy Review (Report No: 107/21)

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. CLOSURE**

ROBERTO BRIA
CHIEF EXECUTIVE OFFICER

Item No: **12.1**

Subject: **MOTION ON NOTICE – ART DECO HERITAGE REVIEW – COUNCILLOR MILLER**

Date: 13 April 2021

PROPOSED MOTION

Councillor Miller proposed the following motion:

That Administration undertake an Art Deco Heritage review to identify buildings of the architectural style within the City not currently locally heritage listed.

BACKGROUND

Holdfast Bay still retains many fine examples of Art Deco built form. The broad use of this style is historically unique to Holdfast Bay, which reflects our progressive development history.

Examples currently without any protection include Retten (8 Giles Avenue, Glenelg), Shoreham (18A South Esplanade, Glenelg South), and Strathmerton (53 Whyte St, Somerton Park) among others.

As the architectural style nears its centenary, it has become apparent that the City lacks a comprehensive plan to protect this significant and well-loved style.

Item No: **12.2**

Subject: **MOTION ON NOTICE – ADDITIONAL HERITAGE BENCHES (PARTRIDGE HOUSE) – COUNCILLOR MILLER**

Date: 13 April 2021

PROPOSED MOTION

Councillor Miller proposed the following motion:

That Administration:

- 1. acquire three (3) additional heritage benches for use at the grounds of Partridge House; and**
 - 2. that two (2) benches be placed on the lawns directly west of Partridge House facing inward toward the grounds and one (1) adjacent to the sun dial at the Northwest of the grounds.**
-

BACKGROUND

Partridge House is a wonderful community asset with well visited grounds. Unfortunately there are not enough park benches to satisfy demand. Somerton Ward Councillors identified locations where park benches were necessary and two benches were subsequently re-instated on the southwest lawns. The other locations identified in this motion were brought up, however it was represented that Council does not have the requisite number of heritage benches to accommodate this and therefore this motion seeks to rectify this.

Item No: **12.3**

Subject: **MOTION ON NOTICE – DRY ZONE SIGNAGE – COUNCILLOR MILLER**

Date: 13 April 2021

PROPOSED MOTION

Councillor Miller proposed the following motion:

That Administration:

- 1. undertake an audit of dry zone signage throughout Holdfast Bay to ensure they are only located where legislated (in Glenelg, Brighton, and Seacliff Dry Zone areas as permitted); and**
 - 2. determine whether any erroneous fines have been administered under misleading dry zone signage and rectify accordingly.**
-

BACKGROUND

Elected Members have noticed beach entrances have been invalidly marked as alcohol prohibited dry zones over the past year and these have been rectified on an ad hoc basis. These include at the beach entrances off the Broadway (6th October 2020 email by Councillor Miller) and South Brighton (Question without Notice by Councillor Fleming, 13th October 2020), as well as temporary dry zone signs for New Year's Eve still being in place in at the east end of Jetty Road Glenelg in March 2021.

Council may only signpost such prohibitions where legislatively allowed and it is beyond our authority to place these prohibitions outside the 3 zones.

It has since been noticed in the past week that 'dry zone' signs have been included on new signs at the Minda Coast Park entrance, which showcases that this is clearly an ongoing issue. Therefore, I ask administration to review all signage that may have been mistakenly posted as an alcohol prohibited zone.

Item No: **13.1**

Subject: **ADJOURNED REPORT – COMMERCIAL ROAD, BRIGHTON – TRAFFIC INVESTIGATION**

Date: 13 April 2021

Written By: Traffic and Transport Lead

A/General Manager: City Assets and Services, Mr M de Heus

SUMMARY

Administration submitted Item 15.10 (Report No: 05/21) Commercial Road, Brighton – Traffic Investigation for consideration by Council at its meeting on 27 January 2021 (refer Attachment 1).

Council subsequently resolved to adjourn consideration of the matter until Administration obtained further information regarding the viability of a Zebra crossing.

Additional recommendation, that Council advise Tutti Arts of the outcomes and provide advice to Tutti Arts to support them to increase safety related to parking and access at pick up and drop off times to the facility.

Based on a detailed assessment, the road environment and pedestrian demand do not meet the warrant to install an On-Street Zebra Crossing or Wombat Crossing along Commercial Road. It is not considered a safe and appropriate location as there is not a high and frequent concentration of pedestrians throughout the week and weekends and during the day and night and the road environment and parking is not conducive to support this type of crossing.

Councillors Bouchee, Lindop, Fleming, Abley, Bradshaw, Clancy and Chabrel have spoken to the motion. Councillor Snewin has the right to speak as mover in reply.

The adjourned motion needs to be considered before any new motions can be considered.

RECOMMENDATIONS AS PER ORIGINAL MOTION

From 27 January 2021 Council Meeting:

That Council:

- 1. approve the upgrade of Council owned “pram” ramps, and local line marking at and adjacent to the Brighton Railway Station and Tutti Arts building; and**

- 2. approve additional funding within the 2020/21 Capital Works Program of \$30,000 to undertake the work.**
-

COMMUNITY PLAN

Placemaking: Creating vibrant and safe places

COUNCIL POLICY

Asset Management Policy
Community Consultation and Engagement Policy
Disability Access and Inclusion Plan

STATUTORY PROVISIONS

Australian Standards (AS) 1742 Manual of uniform traffic control devices (MUTCD) and in particular Part 10: Pedestrian control and protection

Department for Infrastructure and Transport (DIT) Manual of Legal Responsibilities and Technical Requirements for Traffic Controls Devices: Part 2: Code of Technical Requirements

DIT Operational Instruction 10.6 – On-Street Zebra Crossings

DIT Pavement Marking Manual

Austrroads Guide to Road Design Part 4A: Unsignalised and signalised intersections

BACKGROUND

Council at its meeting 8 December 2020 (C091220/2157) requested that:

1. Administration undertake a local traffic study to review issues of speeding and pedestrian safety in Commercial Road Brighton in proximity to Strathmore Avenue;
2. a report be brought back to Council within 3 months setting out any recommended improvements and the likely costs thereof; and
3. the study should specifically address areas of concern raised by families associated with the Tutti Arts Inc.

An adjournment was put at Council meeting 27 January 2021 (C270121/2200):

That the report be adjourned to allow for Administration to obtain further information regarding the viability of a Zebra Crossing.

This report presents the original report (Report No: 05/20) and the additional information requested by Council. The original report is presented in Attachment 1.

Refer Attachment 1

REPORT

The Tutti Arts opening times for the office, artists and exhibitions are Monday to Friday 9am to 5pm and there are some out of hours and weekend events. Currently the facility provides for around 30 artists who arrive and depart at various times of the day. Tutti Arts have indicated that they expect the numbers to grow over time.

Understanding that Tutti Arts caters for artists with disabilities, Council has worked with Tutti Arts and as a result, a number of improvements have been implemented. Council was also informed several of the lower dependency students catch the train and make their own way from Brighton railway station to Tutti Arts, whilst the higher dependent students are assisted by a parent or carer.



Commercial Road view south

Commercial Road view north

The previous traffic investigation considered accessibility from Brighton railway station and found that safety improvements to assist people with disabilities, which include compliant kerb ramps with tactile ground surface indicators are required and will also provide a wider community benefit. **Recommendation Item 1.**

On-Street Zebra Crossing

The DIT Operational Instruction 10.6 specifies the requirements for installing an On-street Zebra Crossing. For reference and context the first On-Street Zebra Crossing in South Australia was installed on Pirie Street in Adelaide.

A zebra crossing allows pedestrians to cross the road with priority over drivers at any time. Drivers are legally required to give way to a pedestrian or rider of a bicycle on or entering the crossing

and must drive at a speed to stop safely before the crossing. There is no requirement for drivers to wait for pedestrians to clear the crossing.

The road environment requirements for the installation of an On-street Zebra Crossing are:

- should be located where concentrations of pedestrians naturally cross the road regularly throughout the day and week, including weekends;
- a low speed environment with mean speeds in the order of 30 km/h or less, occurring 30-50 metres before the crossing on each approach;
- narrow road width and consideration of traffic lane widths 2.7 metres or less; and
- adequate sight distance between approaching driver and pedestrians about to use the crossing.

An On-street Zebra Crossing consists of:

- a row of equally spaced parallel white stripes running lengthwise along the road surface, which are 8.0 metres wide (minimum) and extend across the width of the road;
- pedestrian crossing signs are displayed to both directions of travel;
- at the road edge a 1.8 metre wide kerb ramp with tactile surface indicators to both sides of the crossing and standard footpath provision and connectivity;
- no Stopping anytime restrictions for 20m on approach and 10m on departure from the crossing;
- fencing or other measures on the roadside may be required to guide pedestrians physically to the crossing;
- road lighting complying with the requirements of AS 1158; and
- refer Figure 1 for typical layout.

A Wombat Crossing is a raised Zebra Crossing. An example of this is on the Esplanade at Brighton, at the Brighton Surf Lifesaving Club.

The costs to install a Zebra crossing without flashing lights will be (subject to design) in the order of \$40,000 to \$50,000 including a street lighting upgrade.

Figure 1: DIT Operational Instruction 10.6 – Figure 5.3 Zebra Crossing Details

On-street zebra crossing

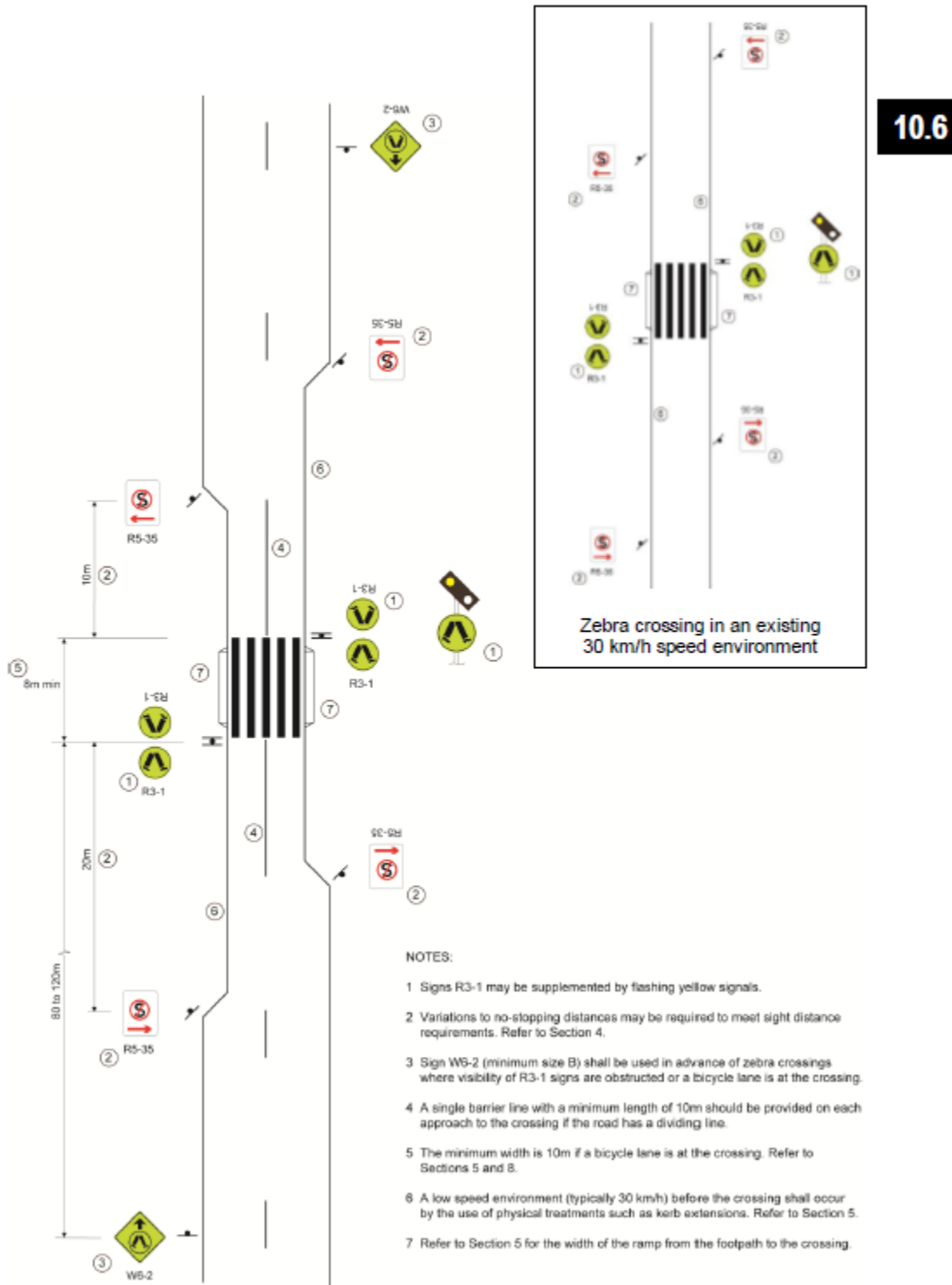


Figure 5.3 Zebra crossing details

A review and site observation has been undertaken into the suitability of a zebra crossing on Commercial Road, located 30-40 metres north of the Strathmore Terrace intersection. This location was identified as the most practical (location of previous school crossing). The review has taken into consideration current pedestrian movements and parking related to Tutti Arts and accessibility in the area between Tutti Arts and the Brighton railway station and how this may facilitate use and direct pedestrians safely to a crossing location. Refer Figure 2 and 3.

Site observation

Commercial Road

- As a direct result of students using the rear access to the Tutti Arts, the majority of pedestrians cross Commercial Road, at the ramp in the indented 15 minute parking zone.
- No pedestrians were observed to the south at potential crossing location.
- Parents and carers typically park directly opposite in the rail car parking – on-street 90 degree parking or in car park and walk through these areas.
- 90 degree parking to Commercial Road and the rail carpark are owned and maintained by the State Government. The parking surface shows deterioration and is impacted by tree roots, resulting in uneven ground and the kerb median separation between the parking makes accessibility difficult.
- Road width through this section is narrow at approximately 6.0m. The 90 degree parking does not meet standard on-street requirements.
- Drivers were observed to be travelling slowly when pedestrians were present, or as a result of drivers reversing from 90 degree parking spaces.

Strathmore Terrace

- Main Tutti Arts entrance is located on Commercial Road closer to the intersection with Strathmore Terrace.
- Has lower traffic volumes 650 vehicles per day and AM peak 8am 125 vehicles per hour and PM peak 3pm, 75 vehicles per hour.
- 15 minute parking zone near intersection on same side of road appears underutilised.
- 2 hour parking along Strathmore provides for short term parking as all day parking is primarily in the rail car parks.
- Strathmore Terrace is considered a safer and more accessible pick-up and drop-off location.

Figure 2: Tutti Arts area review

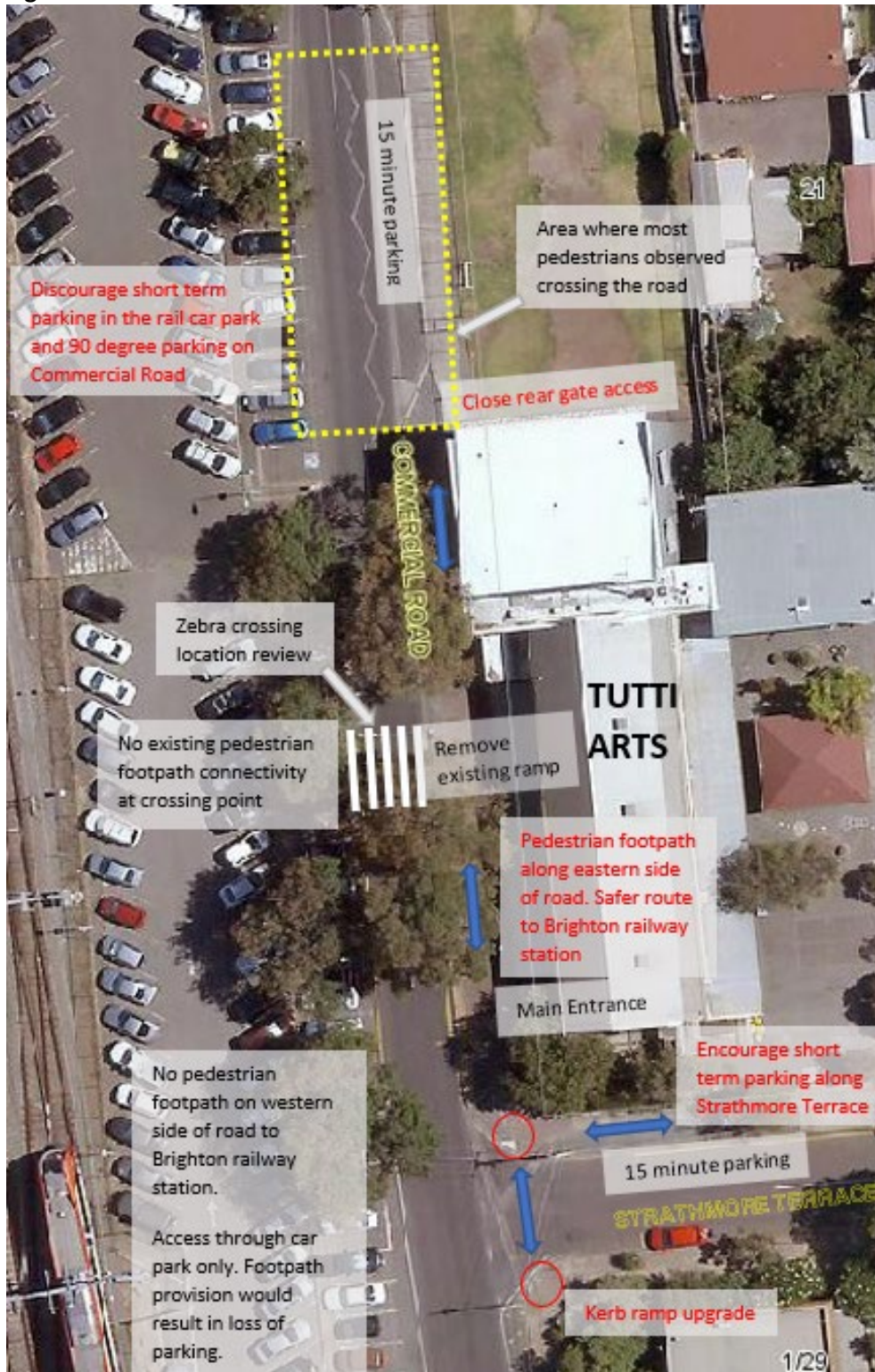


Figure 3: Commercial Road - Brighton railway station access**Warrant to install an On-street Zebra Crossing**

The crossing should be located where concentrations of pedestrians naturally cross the road and are expected. This is difficult in this road environment as there is no formalised footpath along the western side of Commercial Road opposite Tutti Arts and to the south to the Brighton railway station. The western side of the road has the State Government owned and maintained rail car parks and 90 degree parking at the road edge to Commercial Road.

The following numerical guidelines are provided in the Operational Instruction to determine the demand or suitability for an on-street zebra crossing.

- a) In two separate one hour periods of any day (including Saturday and Sunday):
 - (i) 40 or more pedestrians per hour actually cross the road and could reasonably be expected to use the crossing; and
 - (ii) 200 or more vehicles per hour pass the site where the pedestrians cross during the same two hours.

- b) During eight hours of any day:
- (i) An average of 20 or more pedestrians per hour cross the road (a total of 160 or more in eight hours) and could reasonably be expected to use the crossing; and
 - (ii) An average of 200 or more vehicles per hour pass the site during the same eight hours (a total of 1600 or more in eight hours).

Pedestrian Observation

Observations noted that current pedestrian crossing movements along Commercial Road and in the vicinity of Tutti Arts, were directly as a result of where students entered and exited the site to Commercial Road.

No crossing movements were concentrated near the zebra crossing review point and found to be spread out along the road section to the north and associated to the location of parking. With pedestrians crossing opposite their parked vehicle on the western side of Commercial Road or in the railway station carpark. It was observed that all students picked up were accompanied by a parent or carer, from Tutti Arts, either to the 15 minute parking zone or across the road through the parking areas.

The number of pedestrians observed crossing Commercial Road at what is considered to be a peak time between 3-4pm and what could reasonably be expected to cross in a one hour period, or continuing over an 8 hour period did not meet the guidelines.

Road Environment

Commercial Road

- recorded speed is 48 km/h, below the urban speed limit of 50km/h along the road;
- speeds are not near 30km/h 30 to 50 metres on approach for a zebra crossing;
- classified as a local collector road, the traffic volume along the road is 1,544 vehicles per day which is within normal standards for the road function;
- the average traffic per hour throughout the day between 9am and 5pm when Tutti Arts is open is 139 vehicles per hour. This equates to a car every 2.3 minutes which allows more than adequate time to safely cross the road;
- sight distance at the potential crossing location is adequate;
- sight distance where pedestrians are crossing is restricted by parked vehicles on the western side of the road; and
- road width along this section is narrow, allowing for shorter pedestrian crossing distance

The road environment and pedestrian demand do not meet the warrant to install an On-Street Zebra Crossing or Wombat Crossing along Commercial Road. It is not considered a safe and appropriate location as there is not a high and frequent concentration of pedestrians throughout the week and weekends and during the day and night and the road environment and parking is not conducive to support this type of crossing.

A zebra crossing can result in less observation of the road environment given pedestrians have right of way and is not considered a safe type of treatment for the hearing or vision impaired and people with a disability at this location.

It is considered that there is adequate short-term parking available on Strathmore Terrace and to improved safety and accessibility to Tutti Arts access should primarily be from Strathmore Terrace.

Traffic data recorded in December 2020 at the crossing location is outlined in the table below.

Traffic data recorded in December 2020	
Average daily traffic volume	1,544 vehicles per day both directions
85 th percentile speed (the speed at which majority of drivers are travelling at or below)	48 km/h
Average speed	41 km/h
2-hour morning peak 7am-9am	129 vehicles weekday 67 vehicles weekend
2-hour afternoon peak 4pm-6pm	326 vehicles weekday 172 vehicles weekend

Council has recently developed a Disability Access and Inclusion Plan (DAIP). The DAIP represents a commitment to help ensure social inclusion and access for all our residents and visitors and to undertake measured actions to ensure people living with a disability can access mainstream supports, programs and services, access to the built environment, events and facilities, information, communications, and employment.

There are a number of actions in the DAIP that support clear and safe access along footpaths. The recommendation to improve and or install compliant kerb ramps to improve accessibility to and from the Brighton railway station, aligns with actions in the DAIP.

The following considerations are provided to Tutti Arts to increase safety and ease of access at pick up and drop off times and during other peak times.

- Close rear gate to Commercial Road
- Students to enter and exit through main entrance
- Use of short term parking signed 15 minutes on Commercial Road eastern side and Strathmore Terrace northern side. 5 parking spaces, in close proximity and on the same side of the road.
- Encourage parents and carers to park on Strathmore Terrace rather than Commercial Road. Strathmore Terrace has 2 hour parking controls which provides more availability of parking.
- Deter short-term parking in the rail car park as accessibility to and from the car park across Commercial Road does not meet disability access standards.

Separately, Council will make contact with DIT to investigate improvements to the car parking and to increase safety for all users.

BUDGET

Recommendation	Estimated Cost
Local line marking and kerb ramp improvements	\$30,000

LIFE CYCLE COSTS

Ongoing maintenance of the line marking will be funded from future maintenance budgets with the line marking replaced every 4 years at a cost of approximately \$500 (based on works undertaken as part of the overall line marking program). Ongoing depreciation of the kerb ramps would be in the order of \$500 per year.

Attachment 1



Item No: **15.10**

Subject: **COMMERCIAL ROAD, BRIGHTON – TRAFFIC INVESTIGATION**

Date: 27 January 2021

Written By: Traffic Consultant

General Manager: City Assets and Services, Mr H Lacy

SUMMARY

Council, at its meeting 8 December 2020 (C091220/2157) requested that Administration investigate traffic safety on Commercial Road Brighton including and specifically around Tutti Arts.

This investigation has concluded that three options exist to improve pedestrian connectivity and safety including local line marking and kerb ramp improvements, a pedestrian crossing, and localised speed reduction measures. Each option is discussed in detail within this report. The analysis has concluded that the most effective option is to improve kerb ramps and local line marking.

RECOMMENDATIONS

That Council:

- 1. approve the upgrade of Council owned “pram” ramps, and local line marking at and adjacent to the Brighton Railway Station and Tutti Arts building; and**
 - 2. approve additional funding within the 2020/21 Capital Works Program of \$30,000 to undertake the work.**
-

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

Council at its meeting 8 December 2020 (C091220/2157) requested that:

1. Administration undertake a local traffic study to review issues of speeding and pedestrian safety in Commercial Road Brighton in proximity to Strathmore Avenue;
2. a report be brought back to Council within 3 months setting out any recommended improvements and the likely costs thereof; and
3. the study should specifically address areas of concern raised by families associated with the Tutti Arts Inc.

Tutti Arts, a private business and a registered National Disability Insurance Scheme (NDIS) provider works across many art forms to promote the professional development of adult, children and youth artists with a learning or intellectual disability. Currently the facility provides for around 30 artists who arrive and depart at various times of the day and there are some after hours events. Tutti Arts have indicated that they expect the numbers to grow over time.

The current Tutti Arts building was formally St Teresa's Primary School. As part of the decommissioning process, school related traffic management treatments such as the school zones, emu crossings and parking restrictions were removed.

Understanding Tutti Arts cater for artists with disabilities, Council worked with Tutti Art management to determine requirements in regard to pick up and drop off of students. Based on the requests, council installed a taxi zone with a pedestrian access ramp to provide wheelchair access within the indented parking bay. As well as installing two 15 minute parking areas one on Commercial Road and one on Strathmore Terrace to allow parents and carers to walk the students into the building whilst maintaining vehicle turnover.

Pedestrian ramps from the decommissioned emu crossings were maintained including one on Commercial Road which provides access to the railway station car park. Council also installed pedestrian warning signs with a 'DISABLED' supplementary plate on Commercial Road on both approached to Tutti Arts to warn approaching motorist (figure 1).



Figure 1 – works undertaken at the request of Tutti Arts and pedestrian warning signs

A parent of one of the artists raised concerns with the Minister for Transport, local MPs, the Mayor and a number of elected Members regarding safety around Tutti Arts stating;

“There is no safe pedestrian crossing between Tutti Arts Centre and the Brighton Railway Station carpark. As we know Commercial Road can be busy, especially during morning and evening peak hour. I believe it is important to provide a safe crossing for pedestrians on Commercial Road to ensure the safety of all visitors to the Tutti Arts Centre. In addition to installing a pedestrian crossing, reducing traffic speed on Commercial Road outside of the Centre would also provide an important increase in safety for all of the users of the Tutti site. I understand a precedent exists for a reduced speed limit as the area was previously a school zone. Any such traffic treatments should operate 24 hours a day, as Tutti conduct activities both day and night. Creating drop off spaces, that provide adequate wheelchair and disability access, and increased parking for the Centre would further assist with ensuring traffic congestion does not build up on Commercial Road.”

After discussion with Tutti Art management and at the request of Tutti Arts the recently installed Taxi Zone was removed and replaced with additional 15 minute parking.

Council were informed a number of the lower dependency students catch the train and make their own way to Tutti Arts, whilst the higher dependant students are dropped off by a parent or carer. Accordingly, the traffic investigation has considered access from the railway station which also provides a wider community benefit.

At the ordinary council meeting held on Tuesday 8 December 2020, a Motion on Notice was passed to undertake a traffic study of Commercial Road, Brighton, particularly around Tutti Arts.

REPORT

Commercial Road, Brighton is a 600m length of road positioned in a north south direction intersecting with Jetty Road to the north and Edwards Street to the south.

The road intersects with four other roads namely, Old Beach Road, Strathmore Terrace, Marlborough Street and Rutland Avenue which are all terminating roads. Commercial Road is subject to the urban default speed limit of 50km/h.

According to councils road hierarchy Commercial Road is classified as a collector road. A recent traffic study undertaken in front of Tutti Arts identified an average daily traffic count of 1,500 vehicles per day. This is considered low when compared to other roads with the same classification. Though Tutti Arts doesn't have set finish time, council were informed a number of artists finish around 3pm. The average week day traffic volumes for the hour between 3-4pm is 146 vehicles or 2.4 vehicles per minute. This allows ample opportunities to cross the road during this time.

The survey identified a mean speed of 41km/h and an 85th percentile speed of 48km/h. The 85th percentile speed is the speed 85% of motorists were travelling at or less during the seven day survey period and in this case the speed is below the urban default speed limit. Council are currently undertaking a review of speed limits with the possibility of introducing 'Area 40' speed limits. This will include roads within the vicinity of Tutti Arts.

Brighton railway station car park is located on Commercial Road. There is also 90 degree on-street parking in the vicinity of the railway station and Tutti Arts (figure 2). A number of pedestrian ramps are located along Commercial Road including the ramps from the old emu crossing. Some of the ramps do not comply with current standards with regard to being Disability Discrimination Act (DDA) compliant.

A review of sight distance along Commercial Road in the vicinity of the pedestrian ramps noted there is adequate sight of approaching vehicles to safely undertake the crossing.



Figure 2 - Railway carpark and Tutti Arts

There are three options that could be considered to improve pedestrian connectivity and/or safety. These are described in detail below:

1. Option 1 – Local line marking and kerb ramp improvements
2. Option 2 - Pedestrian crossing (subject to DIT approval)
3. Option 3 – Localised speed reduction

Option 1 – Local Line marking and kerb ramp improvements

This option involves upgrading existing pedestrian ramps and installing additional ramps to improve pedestrian connectivity and safety between the eastern side of Commercial Road and the railway station carpark/access. The proposed changes would also provide safer crossing alternatives for people attending Tutti Arts rather than walking through the railway station car park.

Option 1 also proposes installation of a broken centre line to provide delineation of traffic lanes and to reduce corner cutting. This measure will address the small number of motorists who appear to travel at speed along Commercial Road and who failed to keep left and/or cut corners. Figure 8 shows an example of a vehicle driving in the centre of the road and proposed centre line marking.



Figure 8 – Vehicle trajectory and proposed centre lines

Observations also noted vehicles often park opposite the pedestrian ramp where the emu crossing used to be in front of Tutti Arts. It is recommended the space is line marked and a post installed to highlight it not a car space (Figure 9).



Figure 9 – Proposed line marking and post

The estimated cost of option 1 is around \$30,000.

Option 2 - Pedestrian Crossing Facilities

A review of pedestrian crossing options was undertaken. Typically for a pedestrian crossing to be justified, it should meet minimum demand criteria – referred to as a warrant. There are 3 possible pedestrian crossing options, being:

Zebra crossing (at grade linemarked crossing)

- warrants for a zebra crossing are 40 pedestrian crossing movements per hour for two separate one hour periods and 200 or more vehicles pass the site during the same two hours;
- the minimum width of the crossing shall be 8m and minimum 1.8m width of the ramps;
- mean speed environment of 30km/h or less;
- lighting upgrade required;
- would require parking prohibitions for a minimum 38m (6 cars) each side of the road; and
- approximate cost \$30,000 - \$40,000.

Wombat crossing (raised zebra)

- warrants for a Wombat crossing are 40 pedestrian crossing movements per hour for two separate one hour periods and 200 or more vehicles pass the site during the same two hours;
- the minimum width of the crossing shall be 6.6m;
- mean speed environment of 40km/h or less either by creating a low speed environment or reducing the speed limit to 40km/h;
- lighting upgrade required;
- would require parking prohibitions for a minimum 36m (6 cars) each side of the road;

- stormwater assessment required; and
- approximate cost \$50,000 (\$150,000 if flashing lights included)

Pedestrian actuated crossing (PAC)

- warrants for a PAC are 60 pedestrian crossing movements per hour for two separate one hour periods and 600 or more vehicles pass the site during the same two hours;
- speed reduction not required;
- would require parking prohibitions for a minimum 54m (9 cars) each side of the road;
- lighting upgrade required; and
- approximate cost \$120,000 - \$200,000 depending on design

Observations noted that current pedestrian crossing movements along Commercial Road and in particular in the vicinity of Tutti Arts, were well below the required warrant for any crossing type.

Most crossing movements were ad-hoc, with pedestrians crossing opposite their vehicle parked on the western side of Commercial Road or in the railway station carpark.

An approximate location for a pedestrian crossing is shown in Figure 10.



Figure 10 – Approximate location possible Tutti Arts Pedestrian Crossing

From a traffic engineering viewpoint, this location is the best available, but has a major flaw in that it leads pedestrians into the railway station carpark where there is no formal footpath or safe space for pedestrians to be protected. As such, any of the crossing options are not supported as

they potentially lead vulnerable pedestrians into an active carpark with no formalised pedestrian connection to other locations. This is not sound traffic engineering practice.

The linemarking and kerb ramps identified in Option 1 would also need to be implemented as part of this option.

Option 3 – Localised speed limit reduction

Under this option, Council may seek DIT approval to implement a reduced speed limit in the area adjacent to the Tutti Arts precinct. The most likely scenario is a 40kph zone as 25kph School Zone is not applicable for Tutti Arts precinct as Tutti Arts is not a recognised school.

Speed limits are set in accordance with AS1742.2 Speed Controls which states that speed limits should not be reduced for isolated 'hazards' and other treatments should be used such as warning signs. In this case council have installed pedestrian warning signs with supplementary Disabled plates to alert motorists.

To reduce a speed limit, council are required to submit a request to DIT as the approving authority. This request must be accompanied by a Traffic Impact Statement written by an experienced traffic practitioner outlining the justification for the proposed reduction and how this aligns with the standards. Based on the requirements set in the standard, it is highly unlikely an experienced practitioner would support a 40km/h speed limit reduction in Commercial Road in isolation from the surrounding area.

Further, a 40km/h speed limit in isolation sets the precedent within council for residents to request their local street is also reduced to 40. A review of speed limits within the City of Holdfast Bay should be undertaken as a separate project independent of this report.

The linemarking and kerb ramps identified in Option 1 would also need to be implemented as part of this option.

BUDGET

The cost to traffic control options are listed below:

Option	Estimated Cost
Option 1 - Local Line marking and kerb ramp improvements	\$30,000
Option 2 – Pedestrian Crossings (including linemarking and kerb ramp improvements)	
• Zebra	\$70,000
• Raised Zebra	\$80,000
• Pedestrian actuated crossing	\$180,000
Option 3 – Localised speed limit reduction including linemarking and kerb ramp improvements	\$38,000

LIFE CYCLE COSTS

Ongoing maintenance of the line marking will be funded from future maintenance budgets with the line marking replaced every 4 years at a cost of approximately \$500 (based on works undertaken as part of the overall line marking program). Ongoing depreciation of the kerb ramps would be in the order of \$500 per year.

COPY

Item No: **14.1**

Subject: **DRAFT MINUTES – ALWYNDOR MANAGEMENT COMMITTEE – 25 MARCH 2021**

Date: 13 April 2021

Written By: General Manager, Alwyndor, Ms B Davidson-Park

SUMMARY

The draft minutes of the Alwyndor Management Committee meeting held on 25 March 2021 are provided for information.

RECOMMENDATION

- 1. That the draft minutes of the Alwyndor Management Committee meeting held on 25 March 2021 be noted.**
 - 2. That having considered Attachment 2 to Report No: 108/21 Draft Minutes – Alwyndor Management Committee – 25 March 2021 in confidence under section 90(2) and (3)(b) 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

Community: Building a healthy, active and resilient community
Community: Providing welcoming and accessible facilities
Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Not applicable

BACKGROUND

This report is presented following the Alwyndor Management Committee Meetings.

The Alwyndor Management Committee was established to manage the affairs of Alwyndor Aged Care. The Council has endorsed the Committee's Terms of Reference and given the Committee delegated authority to manage the business of Alwyndor Aged Care.

REPORT

The draft minutes of the meeting are attached for Members' information.

Refer Attachment 1 and 2

Attachment 1



CITY OF HOLDFAST BAY

Minutes of the meeting of the Alwyndor Management Committee of the City of Holdfast Bay held in the Boardroom, Alwyndor, 52 Dunrobin Road, Hove, on Thursday 25 March 2021 at 7.00pm.

PRESENT

Elected Members

Councillor Mikki Bouchee
Councillor Phillip Chabrel

Independent Members

Chair – Mr Kim Cheater
Ms Julie Bonnici
Prof Judy Searle
Prof Lorraine Sheppard
Ms Trudy Sutton
Mr Kevin Whitford

Staff

Acting Chief Executive Officer – Ms Pamela Jackson
General Manager Alwyndor – Ms Beth Davidson-Park
Manager Finance – Ms Leisa Humphrey
Manager Projects – Ms Emma Burke
Personal Assistant - Ms Marisa Dinham

1. OPENING

The Chairperson declared the meeting open at 6.30pm.

2. KAURNA ACKNOWLEDGEMENT

With the opening of the meeting the Chair stated:

We acknowledge the Kurna 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 Kurna People today.

3. APOLOGIES

3.1 For Absence - Nil

3.2 Leave of Absence - Nil

4. **DECLARATION OF INTEREST**

Members were reminded to declare any interest before each item.

Nil interests declared.

5. **CONFIRMATION OF MINUTES**

Motion

That the minutes of the Alwyndor Management Committee held on 25 February 2021 be taken as read and confirmed.

Moved by Cr P Chabrel, Seconded by Prof J Searle

Carried

Motion

That the confidential minutes of the Alwyndor Management Committee held on 25 February 2021 be taken as read and confirmed.

Moved by Prof J Searle, Seconded by Ms T Sutton

Carried

6. **REVIEW OF ACTION ITEMS**

6.1 Action Items

Noted

6.2 Confidential Action items

Noted

6.3 Annual Work Plan

Noted

7. **GENERAL MANAGER REPORT**

7.1 General Manager Report (Report No: 13/2021)

7.1.1 Royal Commission into Aged Care Quality and Safety (the Commission) update
Noted.

7.1.2 COVID-19 update
Noted.

7.1.3 Serious Incident Response Scheme (SIRS)
Noted.

Motion

That the Alwyndor Management Committee:

1. Note the update regarding the Royal Commission into Aged Care Quality and Safety.
2. Note the update regarding COVID-19.
3. Note the Serious Incident Response Scheme update.

Moved Mr K Whitford, Seconded Cr P Chabrel

Carried

8. CONFIDENTIAL REPORTS**8.1 General Manager Report – Confidential (Report No: 14/2021)****Exclusion of the Public – Section 90(3)(d) Order**

1. That pursuant to Section 90(2) of the *Local Government Act 1999* Alwyndor Management Committee hereby orders that the public be excluded from attendance at this meeting with the exception of the General Manager and Staff in attendance at the meeting in order to consider Reports and Attachments to Report No. 14/2021 in confidence.
2. That in accordance with Section 90(3) of the *Local Government Act 1999* Alwyndor Management Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 14/2021 on the following grounds:
 - d. pursuant to section 90(3)(d) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to confer a commercial advantage on a third party of Alwyndor, in addition Alwyndor's financial position is reported as part of Council's regular budget updates.

In addition, the disclosure of this information would, on balance, be contrary to the public interest. The public interest in public access to the meeting has been balanced against the public interest in the continued non-disclosure of the information. The benefit to the public at large resulting from withholding the information outweighs the benefit to it of disclosure of the information.

3. The Alwyndor Management Committee is satisfied, the principle that the meeting be conducted in a place open to the public, has been

outweighed by the need to keep the information or discussion confidential.

Moved Cr M Bouchee, Seconded Ms J Bonnici

Carried

RETAIN IN CONFIDENCE - Section 91(7) Order

That having considered Agenda Item 8.1 General Managers Report (Report No: 13/2021) in confidence under section 90(2) and (3)(d) of the *Local Government Act 1999*, the Alwyndor Management Committee, pursuant to section 91(7) of that Act orders that the Attachments and Minutes be retained in confidence for a period of 18 months and that this order be reviewed every 12 months.

Moved Cr M Bouchee, Seconded Cr P Chabrel

Carried

Deferral

That Item 8.2 Alwyndor Corporate Risk Review: RA04 be deferred to the April meeting to allow time for the report to be considered and discussed in detail.

Moved Cr M Bouchee, Seconded Prof L Sheppard

Carried

8.2 Alwyndor Corporate Risk Review: RA04 (Report No: 14/2021)

Exclusion of the Public – Section 90(3)(d) Order

1. That pursuant to Section 90(2) of the *Local Government Act 1999* Alwyndor Management Committee hereby orders that the public be excluded from attendance at this meeting with the exception of the General Manager and Staff in attendance at the meeting in order to consider Report's and Attachments to Report No. 15/2021 in confidence.
2. That in accordance with Section 90(3) of the *Local Government Act 1999* Alwyndor Management Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No.: 15/2021 on the following grounds:
 - d. pursuant to section 90(3)(d) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to confer a commercial advantage on a third party of Alwyndor, in addition Alwyndor's financial position is reported as part of Council's regular budget updates.

In addition, the disclosure of this information would, on balance, be contrary to the public interest. The public interest in public access to the meeting has been balanced against the public interest in the continued non-disclosure of the information. The benefit to the public at large resulting from withholding the information outweighs the benefit to it of disclosure of the information.

3. The Alwyndor Management Committee is satisfied, the principle that the meeting be conducted in a place open to the public, has been outweighed by the need to keep the information or discussion confidential.

8.3 Alwyndor Draft Budget 2021/22 (Report No: 16/2021)

Exclusion of the Public – Section 90(3)(d) Order

1. That pursuant to Section 90(2) of the *Local Government Act 1999* Alwyndor Management Committee hereby orders that the public be excluded from attendance at this meeting with the exception of the General Manager and Staff in attendance at the meeting in order to consider Reports and Attachments to Report No. 16/2021 in confidence.
2. That in accordance with Section 90(3) of the *Local Government Act 1999* Alwyndor Management Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 16/2021 on the following grounds:
 - d. pursuant to section 90(3)(d) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to confer a commercial advantage on a third party of Alwyndor, in addition Alwyndor's financial position is reported as part of Council's regular budget updates.

In addition, the disclosure of this information would, on balance, be contrary to the public interest. The public interest in public access to the meeting has been balanced against the public interest in the continued non-disclosure of the information. The benefit to the public at large resulting from withholding the information outweighs the benefit to it of disclosure of the information.

3. The Alwyndor Management Committee is satisfied, the principle that the meeting be conducted in a place open to the public, has been

outweighed by the need to keep the information or discussion confidential.

Moved Cr M Bouchee, Seconded Cr P Chabrel

Carried

RETAIN IN CONFIDENCE - Section 91(7) Order

That having considered Agenda Item Alwyndor Draft Budget 2021/22 (Report No: 16/2021) in confidence under section 90(2) and (3)(d) of the *Local Government Act 1999*, the Alwyndor Management Committee, pursuant to section 91(7) of that Act orders that the Attachments and Minutes be retained in confidence for a period of 18 months and that this order be reviewed every 12 months.

Moved Prof J Searle, Seconded Ms T Sutton

Carried

9. OTHER BUSINESS – Subject to the leave of the meeting

The Chair noted that this was Mr G Harding’s final meeting, acknowledged his quality contribution to Alwyndor and thanked him for his commitment over the past two years.

10. DATE AND TIME OF NEXT MEETING

The next meeting of the Alwyndor Management Committee will be held on **Thursday 29 April 2021** in the Boardroom, Alwyndor, 52 Dunrobin Road, Hove.

11. CLOSURE

The meeting closed at 9.30pm.

CONFIRMED 29 April 2021

CHAIRPERSON

Item No: **15.1**

Subject: **ITEMS IN BRIEF**

Date: 13 April 2021

Written By: Personal Assistant

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. **Glenelg District Cricket Club – SACA Club Championship winners**
 2. **Creative Holdfast Winter Program**
 3. **E-sports Youth Partnership with the City of Marion**
 4. **HoldUp Committee**
 5. **Glenelg Sunset Markets**
 6. **Local Government Infrastructure Partnership Program – Glenelg Oval Masterplan**
 7. **RAA/Flexicar Car Share Trial in Glenelg**
 8. **Council Meeting Action List**
 9. **Ministerial Letter – Seawall Apartments, 21-25 South Esplanade, Glenelg**
 10. **War Animal Memorial Update**
-

COMMUNITY PLAN

Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Not applicable

REPORT

1. **Glenelg District Cricket Club (GDCC) – SACA Club Championship winners**

The Glenelg District Cricket Club were recently announced as winners of the SACA Club Championship as a result of strong on-field performances across all grades, both in the men's, women's and junior teams. Beating 12 other District Clubs to win the title. All four Men's Senior teams have made the finals and 3 of the 4 junior teams made finals.

The Women's teams were competitive and missed the finals only by 1 point however have been very competitive in their first year. This the first time the club has won this prestigious award since the 2002/03 season, this further supports the growth in female participation in cricket, and with Council currently refurbishing the existing GDCC change rooms to be uni-sex compatible, and constructing the new uni-sex change rooms in partnership with the Glenelg Football Club. These new facilities will be ready for the 2021/22 cricket season. The club has also had several state representatives this season with Alex Carey (also represented Australia at One Day International & T20 level), Chadd Sayers and Liam Scott at first class level for the Redbacks, Issac Higgins and Will Bowering in the State Mens U/19's, Jesse Arthur in the Boys U/17's as well as Paris Crowe and Courtney Webb with the Women's state team, the Scorpions.

2. **Creative Holdfast Winter Program**

In celebration of arts, culture, history and creativity in Holdfast Bay, Council Administration have launched the new Creative Holdfast Winter Program (April – September 2021).

The new program is full of great local events, exhibitions, workshops, talks and tours and promotes some exciting initiatives, performances and events from external creative organisations. The Program is an important promotional resource and promotes a range of opportunities for our community to actively participate in arts and culture.

This is the second Creative Holdfast Program following from the successful Summer Program (October 2020 – March 2021). The delivery of the Creative Holdfast Program aligns with Action 2.3.5 of the Arts & Culture Strategy 2019 – 2024 and acknowledges Council's commitment to supporting and investing in a creative community and a Creative Holdfast.

3. **E-sports Youth Partnership with the City of Marion**

The City of Holdfast Bay and the City of Marion have partnered to deliver a new E-sports Rocket League Tournament and a DIY PC Building workshop for young people. Rocket League is a popular game enjoyed by thousands of people internationally. This event will be run with the support of Meta High School Esports who operate under the umbrella of Legacy Esports, a gaming team owned by the Adelaide

Football Club. The Holdup Youth Committee and the Marion Youth Collective Committee teamed up to address a key interest in the community. The challenges of 2020 highlighted the way young people communicate has changed, a lot of social gathering and key interest group centre around technology and gaming is a large portion of that. Esports is a healthy, challenging and fun activity that can play a formative role in building life skills. Resilience, communication, teamwork and discipline are critical to Esport success.

On the 10 April the PC Building workshop will be held at the Brighton Lacrosse Club, Toby Fogarty, teacher for gaming, film and animation at Northern Adelaide Senior College will take students through the fundamentals of building a good PC. On the 17April, following two days of online qualifiers, the Rocket League Tournament will take place at the Marion Cultural Centre. A gaming and Esport Q&A for the community will also take place on the day. The project attracted sponsors in MSI and Mwave, two tech companies, who have donated prizes for the tournament.

4. HoldUp Youth Committee

Applications for the new HoldUp Youth Committee is now complete with the new committee meeting recently to launch the New Year. The recruitment process was successful, with a committee of 11 members ranging in ages 13 – 23 who are passionate about their City. They are connected to their community in varying forms, with some volunteering for Headspace, the surf lifesavers and the Brighton Big Band. We have representatives from Brighton High School and Sacred Heart College, as well as residents who attend Seaview High and Immanuel College. This is a passionate group of young people, excited to serve their community, represent the voices of young people and take every opportunity to learn more. The new committee are now busy planning an exciting range of events and programs for the whole community in the coming year.

5. Glenelg Sunset Markets

The Glenelg Sunset Markets is now in its fifth year, with 4 dates scheduled through December 2020 till March 2021.

Staged on the Glenelg Foreshore on Sunday afternoons/sunset twilight the highly popular markets saw in excess of 5000 people attend each one session.

The market scheduled 14 February was rescheduled to the following week due to SA Health COVID requirements imposed on the beach concert on the same day. Unfortunately the rescheduled market then had to be abandoned due to high and dangerous winds for safety concerns.

A contingency plan to relocate to market to Colley Reserve in the event of extreme heat or wind has been developed for future events.

15,000 people attended the Glenelg Sunset Markets for the 2020/2021 season.

6. Local Government Infrastructure Partnership Program – Glenelg Oval Masterplan

Presented for the information of Members is correspondence received from Stephen Patterson MP on 30 March 2021 relating to the \$1.4 million grant received for Glenelg Oval Masterplan.

Refer Attachment 1

7. RAA/FlexiCar Car Share Trial in Glenelg

The trial of the RAA/FlexiCar car share service commenced on 30 March 2021. Two cars are now located in the City of Holdfast Bay – one on Durham Street and one in the Dunbar Terrace car park. Further information is available via <https://www.raa.com.au/motor/motoring-services/flexicar-car-sharing/>

8. Council Meeting Action List

A list of outstanding Council Meeting Actions up to and including 31 March 2021, along with a brief explanation of their current status is provided. For brevity, completed actions have not been included.

Refer Attachment 2

9. Ministerial Letter – Seawall Apartments, 21-25 South Esplanade Glenelg

Correspondence was received on 1 April 2021 from the Hon Vickie Chapman MP on behalf of the Premier, the Hon Steven Marshall MP to our letter regarding the Seawall Apartments redevelopment. The response is general and doesn't address our fundamental concerns regarding the disconnect between the government's strategic and statutory roles. The reference to the policy allowance in the Development Plan is selective, in that there are other policies that limit development to 5 storeys (we will discuss this directly with the State Commission Assessment Panel).

Refer Attachment 3

10. War Animal Memorial Update

In 2020, Council allocated a New Initiative (2020/2021) funding to commission the installation of a War Animal Memorial artwork at Glenelg. The memorial was proposed by Councillor Bouchee to recognise and commemorate the deeds and sacrifices of war service animals.

Administration has since selected a suitable site for the artwork in collaboration with Councillor Bouchee and formalised the brief for the proposed memorial which will now feature a vinyl wrap historical image on the western side of the Glenelg Town Hall building.

The selected wall for installation was once part of the original Returned Service Association (RSA) building, which is a nice association for the war animal memorial.

The location is in close proximity to the Glenelg Foreshore Playground and is a main pedestrian access point to Moseley Square. The rubbish bin will be permanently relocated to a nearby location upon commencement of the artwork.



Consultation has been undertaken with the Heritage Consultant to notify him of the proposed vinyl wrap image and they have approved the installation. It is anticipated the final selected image will add to the interest and heritage of the Town Hall building and deter future graffiti vandalism.

Due to the current restoration works on the building the installation of the memorial image has been delayed until the completion of the restoration works in July/ August 2021. The allocated funding for the War Animal Memorial will be carried forward to allow us to fund the project in 2021/2022.

Attachment 1





30th March 2021

Mayor Amanda Wilson
City of Holdfast Bay
Via Email: lgallacher@holdfast.sa.gov.au

Dear Mayor Wilson

Local Government Infrastructure Partnership Program (LGIPP) – Glenelg Oval Masterplan

I was pleased to hear recently that the City of Holdfast Bay was a beneficiary of a grant from the Government of South Australia through the *Local Government Infrastructure Partnership Program*.

The \$1.4 million grant is to be put towards Stages 3 and 4 of the Glenelg Oval Masterplan, or more specifically, for the detailed design of the masterplan, and for the construction phase.

This is an excellent example of Local, and State Government, working together to secure funding for projects that will have a tangible impact on our community.

Including \$106.9 million in State Government funding and a further \$118.5 million of Local Government funding, as well as funding from the Federal Government, the Program is estimated to provide up to around \$290 million in stimulus directly to projects across the State.

This Program is just another facet of the State Government's \$4 billion stimulus program designed to get the post-COVID economy going again after the pandemic-induced recession.

This is an immediate and targeted cash injection that will deliver long-lasting, profound benefits for families and communities across South Australia.

Again, congratulations on receiving this grant, and I cannot wait to see how you put it to use in the future, for the betterment of our community.

Yours sincerely

Stephen Patterson MP
Member for Morphett

Attachment 2



Meeting Date	Item No	Report Title	Resolution Number	Resolution	Department	Confidential	Status
13-Dec-2016	17.4	Motion on Notice - Glenelg Football Club and Cricket Club – Councillor Bouchee	C131216/625	That Administration prepares a report to Council outlining the potential for the Glenelg Football Club and Cricket Club site to employ cost saving environmental initiatives for solar panels and water retention etc. Moved Councillor Bouchee, Seconded Councillor Donaldson Carried Division called A division was called: Those voting for: Councillors Snewin, Aust, Lonie, Donaldson, Charlick, Yates, Smedley, Clancy, Patton, Bradshaw and Bouchee (11) Those voting against: Nil (0). His Worship the Mayor declared the motion Carried	Community Services	N	In progress - Cricket Club includes solar panels, Football Club clubroom design has capacity to bear solar panels but installation is outside the current project scope. To be revisited as part of Stage 5 of the Masterplan
09-Jun-2020	13.1	Adjourned Report – Holdfast Quays Marina – Application for Landowner Consent – Management and Amenities Building	C090620/1921	1. That in its capacity as landowner, Council declines to accede to a request from the Holdfast Marina Quays Association for the installation of a floating facility on a barge to be moored in Berth C2 of Holdfast Quays Marina on the basis that the proposal enables a use that is in contravention of Part 3.4 of the Memorandum of Lease between the parties. Specifically, the area designated for use as a 'First Aid Room and Common Area' on the plan is excessive and disproportionate to the areas allocated for toilets and showers, to a degree that the fully serviced facility lends itself to operate as a meeting place where business can be conducted. 2. That Council Administration investigate options for the provision of unencumbered toilet facilities that are accessible to the general public, including Marina users, to ensure that the amenity of the Marina and surrounding locality is maintained, and that reliable access to toilet facilities are provided in an appropriate location for the broader community's use. 3. The Association be approached to contribute to the construction of the toilets. Moved Councillor Chabrel, Seconded Councillor Fleming Carried	Asset & City Services	N	In progress - Administration met with proponents and alternative arrangements are being investigated by proponents.
28-Jul-2020	15.6	Smoke Free Council Facilities Policy	C280720/1977	That Council: 1. approve the updated draft Smoke Free Council Facilities Policy as presented in Attachment 2; 2. authorise Administration to prepare smoke free plans for Council owned sporting facilities; and 3. submit a further report to Council for approval to refer the proposed draft smoke free areas to community consultation. Moved Councillor Clancy, Seconded Councillor Smedley Carried Unanimously	Community Services	N	In progress - draft is currently being developed
25-Aug-2020	12.1	Motion on Notice – Anti-Discrimination and Social Inclusion Policy - Councillor Abley	C250820/2013	That Administration: 1. bring back to Council a draft Anti-Discrimination and Social Inclusion Policy; and 2. develop a framework for measuring diversity outcomes including, but not limited to, things such as diversity in our print media, education and training. Moved Councillor Abley, Seconded Councillor Clancy Carried Unanimously	Business Services	N	In progress - draft is currently being developed
08-Sep-2020	15.6	Stamford Grand Hotel – Construction of Enclosed Dining Area and Installation of External Lift	C080920/2029	1. That Council note the proposal by The Grand Hotel (S.A.) Pty Ltd to convert an existing 1st floor balcony on the northern end of the western façade of the Stamford Grand Hotel building into an enclosed dining area, including installation of a new external glass lift on the western façade of the building to provide public access from Esplanade to the new balcony dining area (the Works); 2. that in its capacity as landowner and licensor pursuant to the existing Encroachment Permit (effective from 8 March 1990 to 7 March 2032) and the existing Encroachment Licence (effective from 1 July 2013 to 7 March 2032), Council consent to the Works subject to the following conditions: (a) The Grand Hotel (S.A.) obtaining development approval from Council; (b) the proposed lift is located on the western façade of the Stamford Grand Hotel generally in the area shown on drawing Attachment 2 to this report and not extend outside the footprint of the current approved Encroachment Licence Area; (c) final construction plans must be submitted to Council for final approval prior to the commencement of construction; (d) all costs of and incidental to the proposed works must be borne by The Grand Hotel (S.A.) Pty Ltd; (e) all Works must be undertaken by qualified trade persons and in a professional and workman like manner; (f) The Grand Hotel (S.A.) Pty Ltd must indemnify the City of Holdfast Bay against any claims, losses, suits etc. that may arise from the Works; (g) the City of Holdfast Bay is permitted to inspect the Works at any time during construction; (h) no part of the Works are to cause a nuisance or disturbance to any neighbours or visitors to adjoining properties; (i) the cost(s) to rectify any defects, identified during or after construction must be borne in full by The Grand Hotel (S.A.) Pty Ltd; (j) the cost(s) of any variations identified during construction must be borne by The Grand Hotel (S.A.) Pty Ltd; and (k) all Works must comply with the Building Code of Australia, any Development Approval (including any associated conditions) issued in respect of the Works and any applicable legislation. 3. that Council's consent as licensor pursuant to the Encroachment Licence Agreement be documented by way of a Deed of Variation which shall vary the Encroachment Licence Agreement to document the Works; 4. that Council note as the Encroachment Licence Area remains unchanged, no change in the annual Encroachment Licence Fee is proposed; 5. that the Chief Executive Officer and Mayor be authorised to affix the Council Seal and sign the said Deed of Variation of the Encroachment Licence Agreement; and 6. that the legal costs of and incidental to preparing the Deed of Variation of the Encroachment Licence Agreement shall be borne by The Grand Hotel (S.A.) Pty Ltd. Moved Councillor Patton, Seconded Councillor Bouchee Carried Unanimously	Asset & City Services	N	In progress - awaiting application from proponent
27-Oct-2020	12.1	Motion on Notice – Seacliff Plaza - Councillor Lindop	C271020/2087	1. That Administration update the "Master Plan" for the Seacliff plaza area (the area along the Esplanade in front of the Seacliff Hotel from the Wheatland St Roundabout to the proposed new Seacliff Toilets) and bring the proposed plan back in time for Council to consider as part of the 2021/22 budget process. 2. This updated Master Plan to include concepts and elements which could be staged including (but not limited to) options for: • greening the centre of the roundabout; • coastal garden or lawn adjacent to the plaza area adjacent to the roundabout; • new low sign with "Seacliff Beach" and dual Kaurua naming; • steps down from the plaza area to the beach for access and seating; • disability car parking; • improvements to pedestrian crossing points between eastern and western sides of the Esplanade; • planter boxes or other plantings to green, cool and soften the area; and • a way to include reference to the historical old breakwater rotunda. Moved Councillor Lindop, Seconded Councillor Lonie Carried Unanimously	Business Services	N	In progress - part of the Budget process for 2021/22
27-Oct-2020	18.4	Verge Management – Artificial Turf – Update	C271020/2109	Refer to Confidential Minutes	Asset & City Services	Y	Communications to relevant parties in progress
10-Nov-2020	12.4	Motion on Notice – Memorial to Recognise the Mental Health Impacts of War and Conflict on Service Personnel - Councillor Chabrel	C101120/2115	That Administration develop, along with the Veterans Shed and RSL, a proposal for a general memorial to service personnel returning from conflict with mental health trauma with the following considerations: 1. such a memorial may be interactive and feature the stories of these service people; 2. the memorial would seek to recognise the deep impact of conflict on mental health and contribute to de-stigmatising mental ill-health; 3. the memorial would honour service, whilst providing a fuller picture of the impacts of that service and the sacrifice of the servicepersons and their families; and 4. that the proposal be returned to Council for consideration in the 2021/22 budget. Moved Councillor Chabrel, Seconded Councillor Lonie Carried Unanimously	Community Services	N	In progress - part of the budget process for 2021/22
08-Dec-2020	12.3	Motion on Notice – Use of Australia Post Vintage Post Box in front of Cibo, Moseley Square - Councillor Bouchee (Report No: 412/20)	C081220/2158	That the Chief Executive Officer (CEO) arrange for Australia Post to be approached in relation to the approvals and requirements needed for the use / signage of the vintage de-commissioned post box adjacent to Cibo in Moseley Square to be used as a "Santa Post Box" for 2021 season. Moved Councillor Bouchee, Seconded Councillor Miller Carried Unanimously	Community Services	N	In progress

08-Dec-2020	12.5	Motion on Notice – Sturt Linear Park - Councillor Chabrel (Report No: 414/20)	C081220/2160	That: 1.Administration investigates the development of a linear park along the southern side of the Sturt River within Holdfast Bay incorporating but not limited to the following elements; 1.1A biodiversity corridor 1.2A shared bicycle and pedestrian path 2.joint funding be investigated with the State Government from their recent announcement of \$100 million funding under the Local Government Infrastructure Partnership Program and the State Government’s Open Space and Places for People Grants; and 3.the December Quarterly Budget Review allocate \$20,000 to scope, engage, concept design and cost the linear park between Pine Ave and Warren St / Tapleys Hill Rd Glenelg North. Moved Councillor Chabrel, Seconded Councillor LonieCarried Division called A division was called and the previous decision was set aside. Those voting for: Councillors Miller, Smedley, Patton, Abley, Lonie, Fleming, Snewin, Lindop, Clancy, Chabrel and Bradshaw (11) Those voting against: Councillor Bouchee (1) Her Worship the Mayor declared the motion Carried	Community Services	N	In progress - scoping report has been commissioned and is expected to be completed by the end of April. Report to Council will follow.
08-Dec-2020	15.5	Road Closure – Undeveloped Road Reserves – Lynton and Lynmouth Avenues, North Brighton (Report No: 394/20)	C081220/2167	Adjournment That the report and motion be adjourned to allow for additional information in regards to easements and updated valuation to be further investigated. Moved Councillor Smedley, Seconded Councillor Bradshaw Carried	Asset & City Services	N	In progress
08-Dec-2020	18.2	EOI for Café Services at Proposed Kingston Park Kiosk (Report No: 417/20)	C081220/2180	That Council: 1.approves an Expression of Interest be undertaken for a provider to supply café services for the proposed Kiosk at Kingston Park; and 2.notes that interested parties applying will be informed the Kiosk is subject to final approval by Council. Moved Councillor Lindop, Seconded Councillor LonieCarried	Business Services	N	In progress - EOI released 6 April 2021
27-Jan-2021	15.2	Proposed Memorial to Honour Squadron Leader Robert Wilton Bungey	C270121/2185	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 in the 2021/22 to undertake the project; and 3.that Council continue to liaise with the Bungey family and RSL SA to determine the appropriate wording for the plaque. Moved Councillor Patton, Seconded Councillor Bouchee Carried	Community Services	N	In progress
27-Jan-2021	12.2	Motion on Notice – Assessment of Exit Point from 42 Jetty Road Brighton - Councillor Clancy	C270121/2186	That Administration assess the exit point from 42 Jetty Road Brighton onto Jetty Road Brighton and provide a report by 31 March 2021. Moved Councillor Clancy, Seconded Councillor SnewinCarried Unanimously	Asset & City Services	N	Completed - Report to Council scheduled for 13 April 2021
27-Jan-2021	18.2	Beach Activation Agreement	C270121/2205	Refer to Confidential Minutes	Community Services	Y	In progress
27-Jan-2021	15.10	Commercial Road, Brighton – Traffic Investigation	C270121/2200	Adjournment That the report be adjourned to allow for Administration to obtain further information regarding the viability of a Zebra crossing. Moved Councillor Smedley, Seconded Councillor Lonie Carried	Asset & City Services	N	Completed - Report to Council scheduled for 13 April 2021
09-Mar-2021	12.1	Motion on Notice – Installation of Speed Humps on Holder Road, Hove from King George Avenue to Esplanade - Councillor Fleming	C090321/2235	That Administration come back with a report to Council investigating all traffic calming options on Holder Rd Hove from King George Ave to the Esplanade to reduce vehicle speeds. Moved Councillor Fleming, Seconded Councillor SnewinCarried	Asset & City Services	N	In progress
23-Mar-2021	18.2	Proposed Land Purchase and License Agreement	C230321/2252	Refer to Confidential Minutes	Business Services	Y	In progress
23-Mar-2021	10.1.5	Phone Calls to Glenelg Police Station	QWN	Councillor Bouchee asked a question in relation operating times of Glenelg Police Station and issues with phone calls to the Police Station not being answered. Acting Chief Executive Officer took the question on notice.	Community Services	N	In progress

Attachment 3



The Hon Vickie Chapman MP



B961888

18
April 2021

**Government
of South Australia**

Deputy Premier

Attorney-General

Minister for Planning
and Local Government

GPO Exchange
10 Franklin Street
Adelaide SA 5000

GPO Box 464
Adelaide SA 5001
DX 336

Tel 08 8207 1723
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Mayor Amanda Wilson
City of Holdfast Bay

By email: amarroncelli@holdfast.sa.gov.au

Dear Mayor Wilson

I write in response to your letter of 1 March 2021 to the Premier, the Hon Steven Marshall MP regarding the development application lodged with the State Commission Assessment Panel (SCAP) at 21-25 South Esplanade, Glenelg. As the matters you raise fall within my portfolio responsibilities, the Premier has asked me to respond on his behalf.

As you may be aware, SCAP as a sub-committee of the State Planning Commission (the Commission), is comprised of qualified professionals with particular areas of expertise relevant to development assessment including planning, architecture, design, environmental practice, social planning and development. I consider that SCAP has the relevant expertise to assess a development of this nature against the relevant policies and legislation.

In making its determination, I understand SCAP will review (amongst others) Council's submission and the accompanied technical reports provided by the applicant. These include a Planning Report, Traffic and Parking Assessment, Design Statement, Local Heritage Review Landscape Report, Sustainability Report, Waste Management Plan and an Acoustic Report.

Further, as the application was lodged before the State-wide rollout of the Planning and Design Code on 19 March 2021, it will be assessed against the relevant zone and policy area provisions of the Holdfast Bay Council Development Plan. The Residential High Density Zone, Urban Glenelg Policy Area (Precinct 4—Five Storeys) includes policy envisaging buildings of a height greater than five storeys, whereby the development provides a transition down from the taller buildings contemplated in the adjacent Precinct 5—12 Storeys.

Given SCAP's independence, I am unable to provide advice on either its acceptance or assessment of particular development applications. I understand the application is still under assessment with no decision made. I understand the concerns you have raised regarding the precedence this application may establish, however, each development is assessed individually on its merits.

While I appreciate the concerns you have raised on behalf of your residents and Council, I am unable to comment on the decisions of the Commission or SCAP. Accordingly, I recommend you discuss your concerns with SCAP.

Thank you for your correspondence and ongoing interest in planning and design matters throughout your Council area. I trust the information provided is of assistance to you and residents of the City of Holdfast Bay.

Yours sincerely



VICKIE CHAPMAN MP
DEPUTY PREMIER
MINISTER FOR PLANNING AND LOCAL GOVERNMENT

Item No: **15.2**

Subject: **TRAFFIC INVESTIGATION – EGRESS FROM 42 JETTY ROAD BRIGHTON**

Date: 13 April 2021

Written By: Traffic and Transport Lead

A/General Manager: City Assets and Services, Mr M de Heus

SUMMARY

At the Council meeting held on 27 January 2021 a Motion on Notice - Assessment of exit point from 42 Jetty Road, Brighton – Councillor Clancy, Report Number 30/21 and a Petition - 42 Jetty Road, Brighton, impaired vision when existing driveway, left onto Jetty Road, Brighton, Report Number 31/21 were presented and a request that Administration assess the exit point from 42 Jetty Road, Brighton and provide a report by 31 March 2021.

Council staff have met with the head petitioner and another resident on site to discuss the access.

RECOMMENDATION

That Council:

- 1) note the findings of the traffic investigation regarding concerns over egress from community title premises at 42 Jetty Road Brighton;**
 - 2) endorse the finding to apply to Department for Infrastructure and Transport (DIT) to move the Jetty Road 40km/h speed limit eastern extent to east of Elm Street intersection to improve visibility and compliance; and**
 - 3) advise the head petitioner of Council’s decision.**
-

COMMUNITY PLAN

Placemaking: Creating vibrant and safe places

COUNCIL POLICY

N/A

STATUTORY PROVISIONS

Department for Infrastructure and Transport (DIT) Manual of Legal Responsibilities and Technical Requirements for Traffic Controls Devices:

Part 1: Legal Responsibilities (The Instruments)

Part 2: Code of Technical Requirements

DIT Pavement Marking Manual

Australian Standards (AS) 1742 Manual of uniform traffic control devices

Austroroads Guidelines

BACKGROUND

At its meeting held on 27 January 2021, a petition containing 12 signatures (refer Attachment 1) was presented.

Refer Attachment 1

REPORT

A traffic investigation has been undertaken to review the access and egress from 42 Jetty Road, Brighton as requested in the Motion on Notice. (refer Figure 1: Location aerial image)

Road Environment

Jetty Road, Brighton has a 50km/h and 40km/h speed limit.

- 50 km/h between Brighton Road and Elm Street
- 40 km/h between the western side of Elm Street to the Esplanade

Speed data in the vicinity of 42 Jetty Road identified an 85th percentile speed of 39km/h. This speed is the speed at which the majority of drivers are travelling at or less during the survey period.

The access to 42 Jetty Road is located 25 metres east within the 50km/h speed limit and as a driver approaches the 40km/h speed limit. Observation on site recognised that the 40km/h speed limit signs are not clearly visible on approach, due to restrictions on locating the signs due to café outdoor dining area and tree vegetation.

A review of crashes along Jetty Road, Brighton did not identify any reported crashes in front of number 42. There was a rear end and side swipe crash approx. 50m east of the access.

Along this section of Jetty Road parking lanes and spaces are line marked. The location of the parking in proximity to the driveway access on the eastern side is in accordance with the Australian Road Rules which state a vehicle can park up to a driveway or way of access but can't obstruct it.

Figure 1: Location aerial image



Figure 2: 42 Jetty Road driveway access



The driveway crossover at the road edge to access 42 Jetty Road has a width of 5.5m. This meets Australian Standard requirements related to the minimum width of a two-way crossover typically associated with access to multiple properties such as 42 Jetty Road.

Concern has been raised regarding restricted visibility from 42 Jetty Road to the west along Jetty Road to approaching traffic. (refer Figure 3 below showing visibility at the access)

To the western side of the access is a protuberance and pedestrian ramp. There are two on-street parking spaces to the west of the protuberance on Jetty Road, opposite the intersection with Elm Street. These parking spaces meet standards and are positioned 10.0m from the driveway access.

Figure 3: 42 Jetty Road access visibility to the west along Jetty Road



A review of sight distance to and from 42 Jetty Road has been undertaken in accordance with standards. Safe sight distance is related to the speed of approaching traffic and the time it takes to react and stop. This is referred to as the required stopping sight distance and at a domestic driveway the requirement is a distance of 40 metres at a speed of 50km/h and 30 metres at 40km/h.

It is found that there is adequate sight distance and stopping sight distance related to the access at 42 Jetty Road. Whilst it is appreciated that it may feel that visibility is compromised, there is clear visibility for drivers travelling along Jetty Road to react and stop if required.

It is considered, that given a driver can move forward from the driveway access at the road edge, a further 2.0 metres to the edge of the traffic lane, that this does afford better visibility along the road.

In metropolitan areas many streets have on street parking and a mix of road users and common residential driveway accessibility as a result. The public road is a shared environment, and we all have a responsibility to comply with road rules and to drive and ride safely to the conditions of the road environment and this includes observing the roadside.

The South Australian Road Traffic Act including the Australian Road Rules define the rules and responsibilities of all road users, including cyclists.

Site Meeting 16 March 2021

A subsequent site meeting was arranged with the head petitioner and another resident attended with the Acting General Manager, Michael de Heus and Traffic & Transport Lead, Jo Moreau.

The findings of the traffic investigation were discussed and communicated that there is adequate sight distance and stopping sight distance related to the driveway access at 42 Jetty Road. Approaching road users have clear visibility to a vehicle entering the traffic lane from the driveway access. The two on-street parking spaces on Jetty Road to the west opposite the intersection with Elm Street, meet standards and are positioned 10.0 metres from the access. Given the high demand for parking it is not intended to remove these parking spaces.

It was acknowledged that the 40km/h speed limit signs were not clearly present and that the 40km/h signs may be better placed on the eastern side of the intersection with Elm Street. At the time it was considered that this could be enhanced with 40 symbols painted on the road, however this is not permitted under the current State Government guidance and standards.

Council is required to seek approval from the Department for Infrastructure and Transport (DIT) for approval to implement or change the section of road a speed limit applies too. This request must be accompanied by a Traffic Impact Statement written by an experienced traffic practitioner outlining the justification for the proposed change and how this aligns with standards and guidelines. The introduction of the 40km/h speed limit along this section Jetty Road primarily

relates to the road environment, which is different to the eastern section between Elm Street to the railway crossing, which is primarily residential, with no retail or commercial function.

In addition, the previous installation of advertising signage on the fencing in the protuberance will be discouraged, as it is understood this may restrict visibility.

A traffic impact statement will be prepared to seek approval from DIT to move the 40km/h speed limit start/end to 18.0 metres to the east of the current location. (refer Figure 4)

Figure 4: Proposed change to signs for 40km/h speed limit zone



BUDGET

Staff time to prepare Traffic Impact Statement and application to DIT. New signs and post installation \$1,000.

LIFE CYCLE COSTS

Ongoing maintenance of the signs is funded through maintenance budgets.

Attachment 1



Item No: **9.1.2**

Subject: **PETITION – SEASIDE COURT, 42 JETTY ROAD BRIGHTON, IMPAIRED VISION WHEN EXITING DRIVEWAY, LEFT ONTO JETTY ROAD BRIGHTON**

Date: 27 January 2021

Written By: Governance and Risk Officer

General Manager: Strategy and Business Services, Ms P Jackson

SUMMARY

A petition has been received from Ms Karen Donaldson of Seaside Court, 42 Jetty Road Brighton. Ms Donaldson lodged the petition on behalf of all residents at the same address. There are 12 signatories and the petition states:

"I Karen Donaldson of Seaside Court, 42 Jetty Road Brighton, along with the undersigned residents of the same address, request that the City of Holdfast Bay give consideration to placing signage, SMALL CAR ONLY or MOTOR CYCLES ONLY on the first car park on the Western side of Seaside Court to enable clearer vision for drivers when departing the premises. Together with large cars and a large tree, it is extremely difficult to leave the driveway safely with vision being severely obstructed when turning left into Jetty Road, Brighton."

RECOMMENDATION

That Council note the petition from Ms Donaldson regarding obscured vision when exiting left from the driveway at Seaside Court, 42 Jetty Road Brighton.

COMMUNITY PLAN

Culture: Providing customer-centred services
Culture: Supporting excellent, efficient operations

COUNCIL POLICY

City of Holdfast Bay Code of Practice – Meeting Procedures

STATUTORY PROVISIONS

Local Government Act 1999

Local Government (Procedures at Meetings) Regulations 2013

BACKGROUND

On 20 January 2021, Administration received a petition relating to obscured vision upon exiting left from the driveway at 42 Jetty Road, Brighton. Vision is obscured by a large tree and also when large vehicles are parked in the car spaces adjacent the driveway.

The residents are requesting signage to be installed at the first car space on the Western side of the driveway at Seaside Court, 42 Jetty Road, Brighton indicating that the spaces are suitable for either small cars or motorcycles only.

A motion in support of this petition has been submitted by Councillor Clancy and will form part of the agenda on 27 January 2021.

BUDGET

Not Applicable

LIFE CYCLE COSTS

Not Applicable

COPY

Item No: **15.3**

Subject: **DOGS BY-LAW 2019 - DOVER SQUARE RESERVE**

Date: 13 April 2021

Written By: Regulatory Services Manager

A/General Manager: City Assets and Services, Mr M de Heus

SUMMARY

In 2019 Council adopted its new By-laws, including a By-law for dogs. These By-laws allowed greater flexibility for Council to make changes regarding the way certain provisions apply (including defining dog on-leash and dog prohibited areas under the Dogs By-law 2019), by way of resolution rather than by having to amend the By-law. The resolution becomes enforceable once published in the Government Gazette and the local paper.

In response to actioning Motion C101120/2127 (Council Meeting 10 November 2020), 'Improving equity of use at Dover Square Reserve', Council's lawyers identified a deficiency in the wording of the initial resolution. They advised that Council re-endorse, by way of resolution set out in the recommendation below, to the existing dog on-leash arrangements for Dover Square Reserve. Adopting this resolution will enable effective enforcement of the changes to the Dogs By-law.

Specifically, this recommendation will allow dogs to be off-leash on the western section of the reserve, (provided the dog is under effective control by voice command as required by the Dog and Cat Management Act 1995). In addition, it will prohibit dogs on the eastern section of the reserve.

In addition, Council's Animal Management Plan requires an amendment to include this change. A comprehensive review of dog on and off-leash arrangements is planned when the Animal Management Plan is reviewed.

RECOMMENDATION

- 1. That in accordance with Section 246 (3) (e) of the *Local Government Act 1999* and paragraph 5.3 of Council's Dogs By-law 2019, Council hereby resolves that paragraph 9 of Council's Dogs By-law 2019 (Dog Prohibited Areas) shall apply to that part of the local government land comprised in Certificate of Title Register Book Volume 5494 Folio 542 outlined in red on the plan included as Attachment 1 (Dover Square Reserve Stage 1) being the local government land known as Dover Square Reserve, South Brighton South Australia 5048.**

2. **That the Chief Executive Officer be authorised to:**
 - a. **publish notice of making this determination in the South Australian Gazette and the Advertiser; and**
 - b. **erect such notices as the Chief Executive Officer deems necessary setting out the effect of this resolution in a prominent position on the land to which paragraph 9 of Council's Dogs By-law 2019 applies by virtue of this resolution.**
 3. **Amend the City of Holdfast Bay's Animal Management Plan, as per section 26A (5) of the Animal Management Act 1995, to include the prohibited area of Dover Square, and to submit this change to the Manager of the Dog and Cat Management Board for support.**
-

COMMUNITY PLAN

Placemaking: Creating lively and safe places

Placemaking: Developing walkable connected neighbourhoods

Community: Building a healthy, active and resilient community

Community: Providing welcoming and accessible facilities

COUNCIL POLICY

Dog Management Policy

STATUTORY PROVISIONS

Dog and Cat Management Act 1995

Local Government Act 1999

City of Holdfast Bay By-Laws 2019

BACKGROUND

Dover Square Reserve is a popular public space and it is highly used by the local community. Over time Council have received ongoing requests from community members, Council Elected Members and local Members of Parliament to look into opportunities to resolve conflicts between users and improve equity of use for all users at Dover Square Reserve. This resulted in a Council Motion on Notice being endorsed at the meeting on 25 February 2020, for administration to investigate options to achieve equitable use of the reserve by dog owners and other recreational users.

Due to the high level of interest from the community, Council undertook community engagement to seek the community's feedback on four new options that aim to provide safety and achieve equity of use between all recreational users at Dover Square Reserve. Council provided the

community with four potential options that aim to improve equity of use for all reserve users in order to determine the community's preferred option to progress. Participants could choose to suggest a different option to improve equity of use for all users. Based on the feedback received, it was clear that no one option provided equity of use for all users and that a combination of the options would best achieve this.

At a Council meeting on 10 November 2020 it was resolved (Motion C101120/2127):

That Council:

1. *notes the findings from the consultation 'Improving equity of use at Dover Square Reserve;*
2. *endorses the preferred option and proceeds with Stage 1 as per tabled plan, minor fence alterations, landscaping and additional amenities; and*
3. *considers financial support for Stage 2 and maintenance program for turf improvements in 2021-22 budget.*

Following this resolution, administration has proceeded with the implementation of 'Stage 1' reserve upgrades with a combination of Options C and D from the consultation.

The first stage, 'Stage 1' will include minor reserve improvements by amending the fence line separating dog off-leash area from the playspace, adding gates directly to the playspace, undertaking minor landscaping works and the inclusion of additional amenities such as a water fountain and shelter. Works have already commenced and are anticipated to be completed by May 2021, weather permitting.

REPORT

Council has previously resolved to implement Stage 1, which achieves a number of desired outcomes from the community engagement, specifically including:

- Removal of the fence separating the playspace from the rest of the reserve;
- Installing a new fence to enclose the playspace, shelter, bbq area and a small kick about space on the eastern end of the reserve with additional access gates and signage at entry points; and
- Dedicating the western section of the reserve to a dog off-leash area and the eastern section with the playspace to a dog free zone.

The project above requires a resolution from Council, referencing the legislation that applies, to enforce the changes to dog off-leash and dog exclusion areas at Dover Square Reserve.

Refer Attachment 1

Following a resolution by Council, the decision needs to be published in the South Australian Government Gazette, published in the local newspaper and sent to the Dog and Cat Management Board.

BUDGET

Signage will be included in the existing project budget for *'Dover Square Reserve Improvements – to facilitate shared use for dog owners, playground/park users'*. The 2020-2021 budget for this project is \$60,000.

In addition to this project, the estimated cost of publishing this resolution in the Gazette and a local newspaper is \$1500 and is covered by the project scope.

LIFE CYCLE COSTS









Not Applicable.

Attachment 1





Dover Square Reserve – Stage 1

- Key**
-  Bench seating nodes
 -  1 x BBQ and shelter
 -  Fence
 -  Gate
- Improvements**
-  New fence (length 90m)
 -  New water fountain
 -  New turf & landscaping
 -  New shelter

Install new fence. Include gates that access reserve & opening points to remove section of fence for events.

Remove existing playspace fence. New area includes BBQ, seating, pathway, kick-about space within the playspace area

Replace water fountain, & additional paving

Dog exclusion zone

Dog off-leash zone



This map has been created for the purpose of showing basic locality information and is a representation of the data currently held by The City of Holdfast Bay. This information is provided for private use only. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Property Boundary line network data is supplied by State Government.

Stage 1

10/29/2020

1:748



Item No: **15.4**

Subject: **GLENELG OVAL – NEW CHANGE ROOM FACILITIES – LICENCE AGREEMENTS WITH GLENELG FOOTBALL CLUB INCORPORATED AND GLENELG DISTRICT CRICKET CLUB INCORPORATED**

Date: 13 April 2021

Written By: Acting Team Leader Commercial & Leasing

A/General Manager: City Assets & Services, Mr M de Heus

SUMMARY

As part of Stage 2 of the Glenelg Oval Master Plan, a new state level facility comprising two (2) unisex change rooms and associated amenities (**New Facility**) will be constructed within the south-western corner of Glenelg Oval.

As the main occupants of Glenelg Oval, Glenelg Football Club Incorporated (**GFC**) and Glenelg District Cricket Club Incorporated (**GDCC**) (collectively hereinafter referred to as "**Clubs**") will have the primary use of the New Facility. It is proposed that the Clubs each have the use of the New Facility during their respective playing seasons as per their existing individual licence arrangements with Council in respect of Glenelg Oval and its surrounds. This has been discussed and agreed to by both Clubs.

To reflect the new build and to apply the provisions set out in the Sporting and Community Club Leasing Policy, it is recommended that Council grant each club non-exclusive seasonal use rights in respect of the New Facility concurrent with their existing individual licence arrangements with Council in respect of Glenelg Oval and its surrounds. Full details of the proposal are outlined within this report.

RECOMMENDATION

That Council:

- 1. enters into a non-exclusive seasonal licence agreement with Glenelg Football Club Incorporated over that portion of Glenelg Oval comprising the New Facility to be constructed as part of Stage 2 of the Glenelg Oval Master Plan from 1 April to 30 September each year during the term commencing on the date of occupation and expiring on 30 September 2022 and otherwise on terms and conditions generally contained in the Sporting and Community Leasing Policy;**

2. **approves an annual licence fee of \$787.50 (plus GST) payable from the commencement date of the said licence which licence fee will be increased annually thereafter in accordance with the Consumer Price Index (Adelaide – All Groups);**
 3. **enters into a non-exclusive seasonal licence agreement with Glenelg District Cricket Club Incorporated over that portion of Glenelg Oval comprising the New Facility to be constructed as part of Stage 2 of the Glenelg Oval Master Plan from 1 October to 31 March each year during the term commencing on the date of occupation and expiring on 30 September 2022 and otherwise on terms and conditions generally contained in the Sporting and Community Leasing Policy;**
 4. **approves an annual licence fee of \$1,125 (plus GST) payable from the commencement date of the said licence which licence fee will be increased annually thereafter in accordance with the Consumer Price Index (Adelaide – All Groups); and**
 5. **approves the Mayor and Chief Executive Officer be authorised to execute and seal any documents required to give effect to the said licence agreements.**
-

COMMUNITY PLAN

Placemaking: Creating lively and safe places

Community: Providing welcoming and accessible facilities

Community: Fostering an engaged and contributing community

COUNCIL POLICY

Sporting and Community Leasing Policy

STATUTORY PROVISIONS

Local Government Act 1999.

Retail and Commercial Leases Act 1995.

BACKGROUND

Previous Relevant Reports

Council Motion on Notice No. 328/16; Item No. 17.2, “Glenelg Football Club”, 13 December 2016 (Resolution No. C131216/622)

Council Report No. 236/17; Item No. 14.7 “Glenelg Football Club” dated 11 July 2017 (Resolution No. C131216/622)

Adjourned Council Report No. 239/17 – Glenelg District Cricket Club – New Lease and Licence – Report No: 212/17

Current Leases / Licences

- *Lease Agreement dated 14 November 2017 between Council (as lessor) and GFC (as lessee) for a term of five (5) years expiring on 30 September 2022 granting GFC exclusive use rights in respect of the football clubrooms as depicted on the plan attached to the said lease (**GFC Lease**);*
- *Licence Agreement dated 14 November 2017 between Council (as licensor) and GFC (as licensee) for a term of five (5) years expiring on 30 September 2022 granting GFC non-exclusive use rights from 1 April to 30 September each year during the term in respect of that portion of Glenelg Oval and its surrounds as depicted on the plan attached to the said licence (**GFC Oval Licence**);*
- *Lease Agreement dated 14 November 2017 between Council (as lessor) and GDCC (as lessee) for a term of five (5) years expiring on 30 September 2022 granting GDCC exclusive use rights in respect of the cricket clubrooms as depicted on the plan attached to the said lease (**GDCC Lease**); and*
- *Licence Agreement dated 14 November 2017 between Council (as licensor) and GDCC (as licensee) for a term of five (5) years expiring on 30 September 2022 granting GDCC non-exclusive use rights from 1 October to 31 March each year during the term in respect of that portion of Glenelg Oval and its surrounds as depicted on the plan attached to the said licence (**GDCC Oval Licence**),*

(hereinafter collectively referred to as the “Existing Agreements”).

Redevelopment pursuant to Stage 2 of the Glenelg Oval Master Plan

As part of Stage 2 of the Glenelg Oval Master Plan, the building formerly known as Snout’s Bar and located in the south western corner of Glenelg Oval will be relocated to the scoreboard hill for the 2021 football season and the said New Facility constructed in its place comprising:

- two state level, multi-sporting code compliant, female friendly (unisex) change rooms with flexibility to be divided into four smaller change rooms;
- uni-sex umpire amenities;
- storage facilities;
- DDA compliant accessible public toilet;
- training/massage facilities;
- first aid facilities; and
- an improved players race.

The approximate location of the New Facility is delineated in red on the plan annexed hereto as Attachment 1 and the proposed floor plan is annexed hereto as Attachment 2.

Refer Attachments 1 and 2

Once constructed, the New Facility will meet the minimum requirements from the AFL Preferred Facility Guidelines and Cricket Australia's Community Cricket Facility Guidelines for a state level facility.

Construction will commence in early April 2021 and it is anticipated that the New Facility will be completed in August 2021. GFC and GDCC are the main occupants of Glenelg Oval with each club having been granted exclusive use rights over their clubrooms (by way of lease) and non-exclusive use rights in respect of Glenelg Oval and its surrounds (by way of licence) for concurrent terms commencing on 1 October 2017 and expiring on 30 September 2022 as outlined in the Existing Agreements.

Since funding has been secured for the New Facility, Administration have had several meetings with representatives from GFC and GDCC to discuss and agree on the structure of the arrangement and the terms of the occupancy of the New Facility.

It was briefly proposed that the arrangement be structured by way of a lease from Council to GFC granting GFC exclusive possession of the New Facility on the basis that GFC then, in turn, grant a sublicense to GDCC on a seasonal basis. However, it is to be noted that:

- such structure was in place prior to 2017 (whereby Council leased the entirety of the Glenelg Oval (including all clubrooms) to GFC and GFC subleased the cricket clubrooms and sublicensed the oval to GDCC;
- in 2016, an independent report by BRI Ferrier recommended against such approach (see Council Report No. 285/16); and
- Council Resolution No. C131216/622 resolved that Council abandon such structure forthwith and enter into separate agreements according to each club.

As such, it is proposed that Council, by way of separate licence, grant each club non-exclusive use rights in respect of the New Facility on the same seasonal basis as set out in the GFC Oval Licence and the GDCC Oval Licence respectively for a term commencing on the date of occupation of the New Facility and expiring on 30 September 2022 to coincide with the expiry dates of the Existing Agreements.

GFC has applied for and secured grant funding from the Federal Government for the New Facility which will be considered as equity for licence fee / rent calculation purposes effectively reducing the licence fee payable by GFC in accordance with Council's Sporting and Community Leasing Policy.

REPORT**Licence – Glenelg Football Club**

A new licence which reflects GFC's non-exclusive seasonal use of the New Facility is required to formalise the arrangement between Council and GFC prior to GFC's occupation of the New Facility.

It is proposed that the licence include Council's standard terms and conditions as well as the key terms detailed in Table 1 below.

Table 1 – Licence Particulars and Conditions - Glenelg Football Club

Licensor:	City of Holdfast Bay
Licensee:	Glenelg Football Club Incorporated
Licence Area:	That portion of the land in Certificate of Title Volume 5869 Folio 949 comprising the net lettable area of the New Facility once constructed pursuant to Stage 2 of the Glenelg Oval Master Plan (approximate location delineated in red on the plan annexed hereto as Attachment 1 and proposed floor plan annexed hereto as Attachment 2)
Times of Use:	1 April to 30 September (inclusive) each calendar year during the term of the Licence
Term of Licence:	Subject to the commencement date
Commencement Date:	Date of Occupation of the Premises
Expiry Date:	30 September 2022 (same expiry date as the GFC Lease and GFC Oval Licence)
Option to Renew	Nil (to be negotiated at end of licence)
Annual Licence Fee:	\$787.50 (plus GST) as per calculation method discussed below
Payment Terms:	Monthly, in advance
Licence Fee Review:	The rent shall be increased by CPI annually thereafter
Permitted Use:	All proper sporting, recreation, and community activities associated with a facility comprising change rooms, disabled access toilet, storage areas, training / massage facilities, first aid facilities and a players race for the operation of the Glenelg Football Club Incorporated or for such other lawful use to which the Licensor may consent

General Maintenance:	The Club is responsible for the general maintenance, repair and replacement of all fixtures, fittings and chattels in relation to the Licence Area in accordance with the Building Maintenance Schedule annexed to the Licence
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Licence - Glenelg District Cricket Club

A new licence which reflects GDCC's non-exclusive seasonal use of the New Facility is required to formalise the arrangement between Council and GDCC prior to GDCC's occupation of the New Facility.

It is proposed that the licence include Council's standard terms and conditions as well as the key terms detailed in Table 2 below.

Table 2 – Licence Particulars and Conditions – Glenelg District Cricket Club

Licensor:	City of Holdfast Bay
Licensee:	Glenelg District Cricket Club Incorporated
Licence Area:	That portion of the land in Certificate of Title Volume 5869 Folio 949 comprising the net lettable area of the New Facility once constructed pursuant to Stage 2 of the Glenelg Oval Master Plan (approximate location delineated in red on the plan annexed hereto as Attachment 1 and proposed floor plan annexed hereto as Attachment 2)
Times of Use:	1 October to 31 March (inclusive) each calendar year during the term of the Licence
Term of Licence:	Subject to the commencement date
Commencement Date:	Date of Occupation of the Premises
Expiry Date:	30 September 2022 (same expiry date as the GDCC Lease and GDCC Oval Licence)
Option to Renew	Nil (to be negotiated at end of licence)
Annual Licence Fee:	\$1,125 (plus GST) as per calculation method discussed below
Payment Terms:	Monthly, in advance
Licence Fee Review:	The rent shall be increased by CPI annually thereafter
Permitted Use:	All proper sporting, recreation, and community activities associated with a facility comprising change rooms, disabled access toilet, storage areas, training / massage facilities, first aid facilities and a players race for the operation of the Glenelg District Cricket Club

	Incorporated or for such other lawful use to which the Licensor may consent
General Maintenance:	The Club is responsible for the general maintenance, repair and replacement of all fixtures, fittings and chattels in relation to the Licence Area in accordance with the Building Maintenance Schedule annexed to the Licence.

Licence Fee – Glenelg Football Club

The licence fee payable by GFC in respect of its new non-exclusive seasonal licence of the New Facility has been determined on the same basis as rent in accordance with Council's Sporting and Community Leasing Policy 2018.

GFC applied for and has secured funding from the Federal Government (via the Community Development Grants Program) in the amount of \$300,000. This is considered as club equity and is applied as a reduction to the building value for licence fee/rent calculation purposes.

GFC has been offered the standard 70% community club discount plus an additional 70% community incentive discount resulting in the following calculation as outlined in Table 3.

Table 3: Licence Fee/Rent Calculation

Total Building Redevelopment Cost	\$1,000,000
Building Value = Total Building Redevelopment Cost less Equity of \$300,000	\$700,000
Market Rent = 2.5% of Building Value	\$17,500
Less Community Club Discount (70%)	-\$12,250
Less Lease Incentive Discounts (70%)	-\$3,675
Licence Fee for 12 months	\$1,575
Total Licence Fee for 6 month seasonal licence	<u>\$787.50</u>

Licence Fee – Glenelg District Cricket Club

The licence fee payable by GDCC in respect of its new non-exclusive seasonal licence of the New Facility has been determined on the same basis as rent in accordance with Council's Sporting and Community Leasing Policy 2018.

GDCC will have no equity in the New Facility but has also been offered the standard 70% community club discount plus an additional 70% community incentive discount resulting in the following rent calculation as outlined in Table 4.

Table 4: Licence Fee/Rent Calculation

Building Value = Total Building Redevelopment Cost (no equity)	\$1,000,000
Market Rent = 2.5% of Building Value	\$25,000
Less Community Club Discount (70%)	- \$17,500
Less Lease Incentive Discounts (70%)	- \$5,250
Licence Fee for 12 months	\$2,250
Total Licence Fee for 6 month seasonal licence	<u>\$1,125</u>

BUDGET

An annual budget allocation is provided to City Assets & Services for the review and implementation of property leases / licenses and for maintenance responsibilities retained by Council under such agreements. This budget includes the engagement of legal advice and services for the preparation of the proposed licence agreements.

LIFE CYCLE COSTS

Under the terms of the Licence, Council will be responsible for the structural maintenance and depreciation of the New Facility, the costs of which will be included in the Long Term Financial Plan.

Attachment 1





Attachment 2



Item No: **15.5**

Subject: **RESILIENT SOUTH – INCORPORATING CLIMATE RESILIENCE INTO ASSET MANAGEMENT PROJECT (ICRAM)**

Date: 13 April 2021

Written By: Team Leader Asset Management

A/General Manager: City Assets & Services, Mr M de Heus

SUMMARY

This report outlines the Resilient South's 'Incorporating Climate Resilience into Asset Management' (ICRAM) project and requests Council endorse Holdfast's participation in the project.

By participating in the project Council will demonstrate it is addressing the climate risk to our infrastructure portfolio, and safeguard our assets into the future.

It is anticipated the project will generate long-term savings as asset life cycles are extended, functions are improved, and maintenance reduced.

RECOMMENDATION

That Council:

- 1. endorses Holdfast's participation in the Resilient South ICRAM project; and**
 - 2. commit funding totalling \$59,000 spread across the 2022/23 and 2023/24 Financial Years.**
-

COMMUNITY PLAN

Economy: Harnessing emerging technology
Environment: Protecting Biodiversity
Environment: Building an environmentally resilient city
Environment: Using resource efficiently
Culture: Being financially accountable
Culture: Supporting excellent, efficient operations

COUNCIL POLICY

Asset Management Policy

Asset Management Plans

Environment Strategy

STATUTORY PROVISIONS

Local Government Act 1999.

BACKGROUND

The Resilient South pilot project – Incorporating Climate Risk into Asset Management - is a much-needed initiative that will support asset decision making at the City of Holdfast Bay.

Holdfast Bay is an active partner in the Resilient South Regional Climate Partnership, along with neighbouring Marion, Mitcham and Onkaparinga Councils. The group has previously delivered Regional Climate Change Adaptation Plans, as well as Urban Heat Island and Tree Canopy Mapping projects.

Asset Management was a notable gap for all Resilient South Councils in their management of climate risk. As a custodian of \$581M in physical infrastructure, it is essential that the City of Holdfast Bay demonstrates it is appropriately considering and managing its climate risk and working towards a physically and financially resilient future. This needs to be explicitly embedded in Council's Asset Management Plans (AMPs), Policies, Strategies, and LTFP.

To address this gap the Resilient South Asset Management Working Group, in partnership with the LGA, SAFECOM, CSIRO, Institute of Public Works Engineering Australasia (IPWEA) and the Insurance Council of Australia, have initiated the Incorporating Climate Resilience into Asset Management (ICRAM) project. This project is ground breaking both in its cross collaboration, working with all levels of government and with input from inter-regional Council groups, as well as its commitment to deliver results directly to the community through implementation in AMPs and LTFP.

The ICRAM project has secured the following funding:

- National Disaster Risk Reduction Framework \$250,000;
- Local Government Research & Development Scheme \$99,000; and
- Per Council (pending budget bids) \$59,000.

The project will be delivered via a pilot with all four Resilient South councils (Marion, Mitcham, Holdfast Bay, and Onkaparinga) and one regional council, in time to feed into the next round of legislated Asset Management Plans and Long-Term Financial Plans that will be required after the 2022 local government elections.

The project will be delivered in five stages over a four year period:

- Phase 1 – Review and Recommendations – Jan 2021 to Aug 2021
- Phase 2 – Plan Pilot – Sep 2021 to Nov 2021
- Phase 3 – Implement Pilot - Dec 2021 to Oct 2023
- Phase 4 – Dissemination of results - Nov 2023 to April 2024
- Phase 5 – Evaluation – One year after completion

The deliverables of the project are:

- Each council to complete (at least one) risk and vulnerability assessment including
 - Asset risk and vulnerability
 - Financial impacts
 - Resilience and adaption options
 - Funding and value creation options
- Council to embed results of the assessment in their next Asset Management Plan and LTFP review
- The findings to be disseminated to other Council's to improve their asset management practice

A further report to council outlining in detail Holdfast's planned pilot will be submitted to Council for the 2022/23 New Initiative process.

Further details on the project are in Attachment 1.

Refer Attachment 1

REPORT

The ICRAM project will:

- Ensure Council meets its obligations to manage its climate risk to its physical infrastructure portfolio;
- Deliver action on climate change to the community; and
- Result in long-term cost savings to Council as asset life cycles are extended, functions are improved, and maintenance reduced.

It is recommended Council endorses Holdfast's participation in the Resilient South ICRAM project.

It is also recommended Council acknowledges commitment to fund for a total of \$59,000 co-contribution split across the 2022/23 and 2023/24 financial years.

BUDGET

It is proposed that Council would commit funding co-contribution in the 2022/23 and 2023/24 financial years. Funding from other grants will be used to fund the project in the 2021/22 financial year.

LIFE CYCLE COSTS

Using climate resilient materials, processes, and techniques will extend the useful life of council's assets, reduce their required maintenance, and reduce the incidence of insurance claims.

As a result, it is anticipated that Council will achieve a long-term cost saving upon implementing this project. The anticipated savings will be reported to council during the budget bid for Stage 2/3 in 2022/23 FY New Initiative process.

Attachment 1





PROJECT SCOPE

Resilient South Pilot Incorporating Climate Risk and Adaptation into Asset Management

Striding purposefully towards resilience rather than running from risk

Project Summary

The Resilient South Pilot – Incorporating Climate Adaptation into Asset Management - is a much-needed initiative that will support asset decision makers throughout local government in SA.

The project will be delivered via a pilot with all four Resilient South councils (Marion, Mitcham, Holdfast-Bay, Onkaparinga) and one regional council, in time to feed into the next round of legislated Asset Management Plans and Long-Term Financial Plans that will be required after the 2022 local government elections.

Despite widespread agreement about the need to respond to climate change risks, along with the availability of new products, tools and guidelines, none have been rigorously trialled and verified within the local government sector. The result is that they not translating into practice because of limited skills and resourcing available to understand what tools are available, which are fit-for-purpose and how best to apply them.

A significant hurdle for incorporating climate adaptation into asset management processes is the perception of the potentially disruptive consequence to current asset management tools and processes. There is, therefore, an important question to determine the extent of changes required to introduce another 'decision lens' into day-to-day asset management processes.

This project will support better asset management planning and prioritisation of funding in long-term financial plans, thereby optimising council expenditure, addressing asset vulnerabilities, building resilience to climate-related risks and natural disasters and reducing local government exposure to legal and financial liabilities. Working across councils will deliver financial efficiencies and reduce duplication of effort.

When considering the systemic nature of climate change impacts, and the fact that climate risks do not limit themselves to council boundaries, the project has a strong focus upon cross-council collaboration and inter-governmental partnerships. There is a significant opportunity for data

sharing/coordination on a regional basis. For example, it would be more efficient and effective to collect and manage climate hazard exposure data on a regional basis. This will not only promote consistency in risk assessment approaches, but it also ensures that non-traditional data is readily available to all.

The project will be delivered in five phases over a four-year period:

Phase 1– Reviewing the Options and Developing a Best Practice Approach (April 2021 – Aug 2021 = 4 months) Phase 1 lays the groundwork for the pilot process to be undertaken in Phase 3. A consultant will be engaged to review available guidance materials, tools, methodologies, regulatory requirements, commercial products, climate risk data, sustainable financing options and council case studies. A particular focus will be on individual councils' processes and tools to determine the adjustments that will be required when introducing climate adaptation into asset management planning processes. The potential costs and liabilities for SA councils from inaction will be assessed. Economic opportunities from proactive adaptation and disaster resilience initiatives will be considered. Based upon the above, a best practice approach for SA council asset managers to undertake climate change risk assessments and adaptation strategies for their assets and infrastructure will be devised.

Phase 2 – Planning the pilot (Sept 2021 – Nov 2021 = 3 months) Phase 2 identifies the tasks and costs associated with the Phase 3 pilot. The consultant will develop a fully costed action plan for each participating pilot council. Key tasks will be prioritised, costed, and scheduled, and staff and resourcing requirements will be identified. Action plans may vary across councils, dependent upon council priorities, available resourcing and local climate adaptation contexts. It will be important to understand and distinguish between the pilot actions required by individual councils and those activities that should be addressed in a collective manner across the region.

Phase 3 – Pilot (Dec 2021 – Oct 2023 = 23 months) Four Resilient South councils and one regional council will pilot the tasks identified in Phases 1 & 2, subject to council approval. Tasks may include climate change impact, vulnerability and risk assessments for assets and infrastructure. Will May include an assessment of the implications for local businesses and communities from disruptions to asset and infrastructure networks, and the opportunities and benefits arising from proactive investments in disaster risk reduction and climate resilience. Governance models, financing structures, procurement and delivery models and the authorising environment to enable investment will also be considered.

Phase 4 – Sharing the Results (Nov 2023 – April 2024 =) Recommendations and pilot results will be shared with all SA councils, LGA SA, Regional Climate Partnerships, CSIRO, SAFECOM and other relevant State Agencies and stakeholders via a report and interactive workshop/s and other engagement techniques, as negotiated with our funding partners.

Phase 5 - Evaluation (one year after project completion) An independent evaluation will assess the degree to which the project has helped to incorporate climate risk into risk management frameworks, asset management plans and long-term financial planning. It will also assess the degree to which awareness and capacity have been built within councils and how effectively councils can be said to be 'striding purposefully towards resilience rather than running from risk.'

Background and Rationale

With much of South Australia still reeling from the 2019/20 bushfire season, and all levels of government now leading economic recovery from the COVID-19 pandemic, there has never been a more critical time to build the climate resilience of our state.

Councils need to be well-equipped and prepared for supporting our communities and local economies through major disruption and shocks, including pandemics, extreme weather and climate change impacts.

Councils already have an unfunded backlog of infrastructure projects and, as they extend their borrowing levels to stimulate their local economies in response to COVID-19, it will be vital to ensure this funding is not wasted and contributes to building the resilience of communities and built environments to shocks and stresses.

It is critical we ensure Councils' asset management planning and practice, which informs capital spending, considers climate risk and adaptation in a quantifiable way. The decisions councils make today will affect our community's climate resilience, and councils' legal and financial liabilities, tomorrow.

Climate risks are escalating

Climate risks are now manifesting for local governments via escalating bushfire losses, higher temperatures and heatwave related deaths and damage, coastal erosion, sea level rise and storm surge damage, impacts from flooding and storms, drying conditions and changes to the growing season.

These impacts are presenting councils with physical, legal, financial and transitional risks that must be understood and managed. Failure to do so is already having serious implications for some councils.

For example, councils in Australia and overseas are being taken to court over decision-making that does not factor in climate risks. Insurers and lenders are beginning to place obligations on councils to manage climate risks or face financial penalties. Physical impacts on assets and infrastructure are forcing councils to respond and adapt in real-time. As a result, councils are either seeking to change how they invest in infrastructure to avoid or reduce climate-related risks, or going the other way and investing significant sums of ratepayer money in what are destined to become stranded assets.

Climate risk is a recognised and unavoidable priority for councils

The Local Government Research and Development Scheme Annual Business Plan (ABP) identifies 'climate risk and hazard mapping' and 'infrastructure and asset funding and management' as top priorities for good reason.

These priorities have been consistently raised by individual councils, the Greater Adelaide Region of Councils, the LGASA, the LGA Mutual Liability Scheme, the Council Ready Program, Regional Climate Partnerships, South Australian Coastal Councils Alliance, state government agencies (including SAFECOM, SES, Green Adelaide and DEW), IPWEA, and many others for several years.

The National Disaster Resilience Framework aims to 'integrate plausible future scenarios into council asset and financial planning.' South Australia's Disaster Resilience Strategy - Stronger Together identifies climate risk as a major issue that needs to be managed. Likewise, the state government's Directions for a Climate Smart State identifies 'building resilience and adapting' as a key priority for the state, and the recently released South Australian Government Climate Change Action Plan 2021-

25 identifies the importance of understanding and reducing climate change risks to infrastructure and assets.

These priorities concern an identified and agreed need to quantify the impacts of climate change on local government asset networks and the effects these impacts may have on council resourcing and service delivery to our communities. Ultimately, they are concerned with ensuring that our communities and economies are resilient, safe and adaptive in the short and long term, and that we are taking advantage of opportunities from early and proactive investment in resilience building initiatives.

Between the last two asset management planning cycles (following the 2014 and 2018 local government elections), a lot has changed for asset managers:

- Knowledge of the scale and rate of climate impacts has improved, including through development of Regional Climate Change Adaptation Plans (2014-2016) and several spatial data analyses and projection projects which show shifting trends in coastal erosion and inundation, urban heat and peak stormwater flows (among other things).
- Globally, legal and financial risks have emerged and escalated for any organisation not managing the biophysical risks of climate change – as outlined in the Recommendations of the Task Force on Climate-related Financial Disclosures (TCFD, 2017) and the original and updated Hutley Opinions on the exposure of directors to climate change litigation risks (2016 and 2019).
- The concept of ‘like for better’ replacement (or build back better) is beginning to gain traction, which is at odds with the prevailing wisdom of ‘like for like’ replacement. This acknowledges that the climatic context is no longer stable over the lifespan of assets but is shifting.
- Councils are moving towards cross-regional and inter-governmental collaborations to address climate related risks, in recognition of the fact that many climate change risks are so systemic that risk control mechanisms are often outside of the control of individual local government risk managers.
- The state government has made a firm commitment to work with the Regional Climate Change partnerships via the Climate Change Action Plan and Green Adelaide.

Climate adaptation governance assessment

In recognition of the need to manage climate risks, two Resilient South councils piloted the Informed.City Climate Change Adaptation Governance Assessment tool, during 2019. The tool is designed to assesses how well councils and state governments are managing corporate climate change risks - legal, financial and transitional (the tool is not designed to assess on-ground action).

The success of the pilot resulted in the assessment being replicated by 18 other councils (with another 10 in the planning phase), revealing SA councils as the top performing in Australia – Marion was ranked first and Onkaparinga third when compared against over 330 Australian councils.

However, one notable gap for all the councils assessed in SA was in asset management. Our current failure to strategically assess and fund a response to the impacts of climate change on assets and infrastructure was identified in the assessment as exposing councils to serious physical risks and legal and financial liabilities.

Climate risk management is a challenging new skill

Despite widespread agreement about the need to account for climate risks, it is very difficult for asset managers to make the business case for climate ready investments in assets and infrastructure. This is partly because climate risk management is a new skill for asset managers, who face significant hurdles when considering how to address the impacts of climate change when operating, maintaining, renewing or upgrading assets.

The systemic nature of many climate change risks means that many risk control mechanisms are outside of the control of individual local government risk managers, requiring cross-regional and inter-governmental collaborations to effectively address the climate related risks.

In addition to managing 'risks,' councils must also learn how to maximise the 'opportunities' that may arise from the mitigation and adaptation actions being applied. This will support enhanced abilities for governments at all levels to make sound investment decisions that consider vulnerability, uncertainty and resilience in both the short and long term.

Some industry bodies, universities and commercial providers have sought to respond to this challenge by developing tools, methodologies and guidance materials to assist councils to integrate climate risk management into asset and infrastructure management. However, many are in their infancy and none have yet been reviewed, piloted and validated within the South Australian local government sector.

As a result, there is not an agreed, consistent or reliable approach to undertaking climate risk assessments for the SA local government asset management sector.

Additionally, leading councils who have attempted early climate risk assessments are reporting unsatisfactory outcomes – with limited impact upon day-to-day decision making or investments.

Four substantial challenges facing asset managers include:

- Reviewing and selecting appropriate guidance, tools and products to begin climate change risk and vulnerability assessments for an asset network, and incorporation into Asset Management Plans
- Arguing the case for resourcing new climate risk work when councils are already at capacity delivering basic services
- Quantifying the financial impacts on assets to have informed discussions with Elected Members and communities, and accounting for the impacts in long term financial planning
- Identifying mechanisms for managing systemic climate risks that outside the control of individual local government risk managers.

Until the impacts of climate change on both asset performance and financials are factored into Asset Management Plans, Long Term Financial Plans and Risk Management Frameworks, councils are unable to sustainably manage their assets. This is because many climate sensitive asset treatments are perceived to be typically more expensive to construct and maintain than the status quo.

If additional resourcing for responding to climate risks isn't addressed in long term asset and financial plans, it will inevitably lead to either a reduction in service levels provided for the community, creation of an unfunded asset renewal backlog, or both.

The importance of local government collaboration

The need for Councils to work together as a sector on this issue could not be greater. It makes no sense for 68 Councils to be acting alone on an issue that affects all councils equally. Working collaboratively will provide savings, efficiencies, improved capability, accountability and ownership for all SA Councils, both metropolitan and regional.

Councils manage near identical asset networks, so combining effort to quantify the financially material impacts of climate change is an initiative that will benefit all local government. Asset managers are currently tackling this issue individually, and organisations run the risk of re-inventing the wheel instead of leveraging off each other to accelerate the development of this process.

Additionally, effectively addressing the impacts of climate change on assets is expensive and long-term work. When organisations approach this individually, there is an increased risk of resourcing (time, staff and funding) not being available. A coordinated approach between Councils is an opportunity to develop an industry best practice that will lead to tangible and practical outcomes for Asset Managers and Planners, that will benefit the whole sector.

A recent urban heat and vegetation mapping collaboration between all metropolitan councils, facilitated by the Regional Climate Partnerships in partnership with state government, demonstrated the financial benefits of collaboration. Hundreds of thousands of dollars in consulting fees were saved by commissioning the data once, rather than independently for each individual council.

This project is being driven by the four Resilient South partner councils, however, we have willingly accepted the recommendation of our funding partner, the Local Government Research and Development Scheme to seek participation from up to two regional councils to ensure that a range of council contexts, needs and experiences are captured in this project.

The need for strong intergovernmental partnerships

We have built a strong and cohesive team of partners who will work collaboratively to ensure the ongoing sustainability and success of this project.

Resilient South partner councils – Project Lead

Resilient South is widely recognised as a leading region with a strong record of accomplishment for delivering strategic projects, stakeholder engagement and on-ground action. The attached Project Scope provides a list of projects spearheaded by Resilient South that have resulted in widespread adoption by other councils.

Our experience in managing large, multi-stakeholder, interdisciplinary, applied projects; combined with the strong corporate support for this project - see attached CEO letters - places Resilient South in a unique position to deliver a highly effective initiative that will deliver outcomes for the wider local government sector and our communities.

Partner councils have committed to providing:

- Project management via the Resilient South committee and Regional Coordinator
- Staff time and expertise to contribute to risk assessments
- Access to relevant council data and information
- Facilities for conducting interviews, focus groups and workshops
- Funding the Phase 3 pilot, subject to budgetary processes and council approval
- Sharing the results with relevant stakeholders

Key contacts:

Resilient South Program Management Committee members:

- Nina Keath, Senior Strategic Planner, City of Onkaparinga
- Ann Gibbons, Unit Manager Environment and Sustainability, City of Marion
- Ben Leonello, Project Officer Natural Environments, City of Mitcham
- Alex Gaut, Team Leader Environment and Coast, City of Holdfast Bay
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Resilient South Assets Working Group:

- Brendon Lyons, Unit Manager Assets Solutions, City of Marion
- Morgan Ellingham, Manager Assets and Technical Services, City of Onkaparinga
- Caitlin Evans, Team Leader Asset Management, City of Holdfast Bay
- Piers Duggan, Principal Asset Management, City of Mitcham

Regional councils

At the request of one of our funding partners, the Local Government Research and Development Scheme, we have agreed to include a regional council in the project to ensure that a diversity of council experiences, contexts and needs are captured and learned from.

Department for Environment and Water (DEW) / Green Adelaide

DEW and Green Adelaide are state government partners of the Resilient South Regional Climate Partnership - a long and productive inter-governmental collaboration that has been in place since 2011. As Resilient South committee members, DEW and Green Adelaide will actively work to ensure that project outcomes inform state government policies and processes.

This project strongly aligns with existing state government priorities and Di Favier has indicated that the state government, just like councils, needs to embark on climate change risk assessments for their assets and infrastructure. This project will be a useful test case that the state can learn from and apply in their own context.

DEW has committed to providing:

- Provide advice and guidance as needed (e.g. the Guide to Climate Projections for Risk Assessment and Planning in South Australia)
- Participate in workshops and risk assessments, where relevant
- Share the outputs and learnings with government stakeholders.

Key contacts:

- Di Favier, Manager Climate Change Policy and Strategy, DEW (Resilient South committee member)
- Graham Green, Principal Advisor Climate Change Science, DEW
- Sam Philips, Senior Water Projects Engineer, Green Adelaide (Resilient South committee member)

The Local Government Association of SA

The Local Government Research and Development Scheme is a key funding partner of this project and the LGA is a strong supporter, in recognition of the strategic benefit to the entire local government sector.

Working collaboratively across councils will provide savings, efficiencies, improved capability, accountability and ownership for all SA Councils, both metropolitan and regional.

We have a very effective working relationship with the LGA, which is offering:

- Participation in the project steering group
- Access to staff expertise, subject to availability
- Facilities for conducting interviews, focus groups and workshops
- Support recruiting regional councils to participate in this project
- Support disseminating the results of the project to other councils across the state
- Consideration of the project outcomes to inform future advocacy, guidelines, and local government procedures

Key contacts:

- Michael Arman, Director of Strategy
- Lea Bacon, Director of Policy

SAFECOM

SAFECOM is a key funding partner of this project, in recognition of the strategic benefit to the entire government sector and the communities that we serve.

Resilient South has a productive history of working with SAFECOM on shared priorities. For example, we successfully partnered on the multi-award-winning event Feeling Hot Hot Hot! Dealing with Heatwaves, that has since been replicated by other regions and states.

SAFECOM has committed to providing:

- Participation in the steering group
- Staff time and expertise, subject to availability
- Providing access to relevant data or information, where available
- Facilitating involvement from other relevant state agencies or stakeholders
- Supporting the dissemination of the project results

Key contacts:

- Brenton Keen, Director, Emergency Management Office
- Miriam Lumb, Manager Policy and Strategy
- Sue Gould, Disaster Resilience Program Manager

CSIRO

The CSIRO are partnering with us on this project as technical advisors (see letter of support). A CSIRO partnership means that, in addition to the project being able to draw upon their significant technical capabilities, the outcomes can be shared and applied nationally, and will have a greater likelihood of influencing federal policy and funding priorities.

Russ Wise, our key contact at CSIRO, has extensive experience in climate adaptation, economic development and disaster risk reduction. Russ recently ended a 12-month secondment with the National Resilience Taskforce, Department of Home Affairs, where he led the development of best-practice guidance for strategic climate and disaster risk assessment.

CSIRO are currently seeking Federal funding to contribute to this. CSIRO funding would mean that the opportunities and scope for this project could be expanded, in consultation with our funding partners. However, this project is not dependant on CSIRO funding.

CSIRO have made the following commitments to this project:

- participation in the project steering group and/or technical advisory committee,
- providing access to staff time and expertise, subject to availability,
- providing access to climate science and data, subject to approvals and funding,

- support disseminating the results of the project at a national level,
- consideration of the project outcomes to inform future CSIRO climate change priorities, tools and methodologies

Key contact:

- Russ Wise, Principal Research Scientist, CSIRO Land and Water

IPWEA – Institute of Public Works Engineering Australasia

The IPWEA *Practice Note 12.1: Climate Change Impacts on the Useful Life of Infrastructure* provides guidance to local government asset managers about how to consider climate change risks in asset management decisions. However, this is yet to be rigorously applied and tested in the South Australian local government sector. IPWEA are partnering with us, with the goal of using the outcomes of this project to improve and update future guidance materials.

IPWEA have made the following commitments to this project:

- Participation in the project steering group (via Bredon?)
- Access to staff and board member expertise, subject to availability
- Access to the IPWEA Practice Note 12.1: Climate Change Impacts on the Useful Life of Infrastructure
- Support disseminating the results of the project via IPWEA networks
- Consideration of the project outcomes to inform future IPWEA priorities, practice notes and guidance

Key contact:

- Brendon Lyons, Board Member IPWEA SA

The Regional Climate Partnerships

A Central Coordinator for the Regional Climate Partnerships, funded by the state government, works with the LGA SA, Regional LGAs, Regional Development Authorities and state government to facilitate peer-to-peer learning and consistency of approach across the state.

Sharing the results of this project with all SA Councils will be a key priority of this role going forward, as evidenced by the attached letter of support.

The central coordinator role is committed to:

- Advocacy support around local government climate risk priorities and needs
- Support disseminating the results of the project to other Regional Climate Partnerships, councils, and state agencies across the state

Key contacts:

- Matthew Green, Central Coordinator, Regional Climate Partnerships
- Lucy Dodd, Central Coordinator (Regional), Regional Climate Partnerships

Resilient South has a solid track-record

Resilient South is in a strong position to pilot an approach to incorporating climate risk into asset management and financial planning.

One of 11 Regional Climate Partnerships (RCPs) operating across SA, Resilient South is widely recognised as a leading region with a strong track record for delivering strategic projects, stakeholder engagement and on-ground action that is replicated by other councils and regions across the state.

Resilient South partners include:

- City of Holdfast Bay
- City of Marion
- City of Mitcham
- City of Onkaparinga
- Government of SA



Each region has developed a Regional Climate Change Adaptation Plan that guides regional climate change responses.

A Central Coordinator for the Regional Climate Partnerships, funded by the state government, works with the LGA SA, Regional LGAs, Regional Development Authorities and state government to facilitate peer-to-peer learning and consistency of approach across the state.

Recent examples of Resilient South projects that have been adopted by other councils and regions include:

- *Climate Adaptation Governance Assessment Pilot* – as described on page 3, the success of this pilot resulted in councils across SA undertaking the assessment (12 currently completed with another 10 in the planning phase).
- *Regional Adaptation Plan methodology* – Resilient South was the second region in SA to develop a Regional Adaptation Plan. Our innovative and award-winning methodology combined both physical and social science investigations and is credited with influencing all subsequent plans. SA is now globally recognised as a leader in regional adaptation planning.
- *Urban Heat and Tree Canopy Mapping* - Resilient South partner, City of Onkaparinga, was one of the first SA councils to undertake Urban Heat and Tree Canopy Mapping. This influenced all other metropolitan councils and RCPs to collaborate with state government to map temperature hotspots and tree canopy cover across the entire metropolitan Adelaide region. This data is now captured in an interactive online map and is informing tree and vegetation planting, water management, urban planning, and health, resilience and wellbeing initiatives.
- *Coastal Climate Hazard Mapping and Risk Assessments* – Resilient South councils, Marion and Onkaparinga, have piloted Integrated Coast's coastal hazard mapping and risk assessment process developed in partnership with Flinders University and the Coast Protection Board. Resilient South is now working closely with the Coast Protection Board, Metropolitan Seaside Councils Committee and South Australian Coastal Councils Alliance on coastal adaptation strategies and stakeholder engagement.

- *Feeling Hot! Hot! Hot! Heatwave Hypothetical* – Resilient South developed the multi-award-winning community event Feeling Hot! Hot! Hot! The heatwave hypothetical guided community members through a heatwave scenario to improve preparedness and response to heatwaves. The community and service providers were engaged in a lively, interactive event that built knowledge and capacity and showcased best practice responses. The concept for this event has been replicated by other RCPs and interstate organisations and the event resources are publicly available at www.resilientsouth.com.
- *Climate Ready Schools Pilot* – City of Onkaparinga and Resilient South conceived and piloted the Climate Ready Schools program in partnership with the state government’s NRM Education program (now Green Adelaide Education). The program teaches students about climate change risks and utilises STEM and Design Thinking to support them to develop adaptation solutions for their schools. The program is now being rolled out in schools across the state in partnership with a range of councils and RCPs.
- *Climate Ready Communities Pilot* – Resilient South co-designed and piloted the Climate Ready Communities program in partnership with the Red Cross and state government. The program supports Climate Champions to lead conversations and take climate action in their communities. The program is now being rolled out across other RCPs and councils.

Relevant Policy and Legislation

This project contributes to the fulfillment of council obligations in a range of legislation, plans and policies at both state and local government level.

Legislation:

- Local Government Act 1999 (Sections 6, 7, 8, 48, 122)
- Public Health Act 2011
- Planning, Development and Infrastructure Act 2016
- Climate Change and Greenhouse Emissions Reduction Act 2007

National plans and policies:

- National Disaster Resilience Framework

State plans and policies:

- South Australian Government Climate Change Action Plan 2021-25
- Directions for a Climate Smart South Australia
- Climate Change Science and Knowledge Plan for South Australia
- Stronger Together: SA’s Disaster Resilience Strategy
- Public Health Plan 2019-2024
- Zone Emergency Management Plans
- Planning and Design Code

Council plans and policies:

- Community and Strategic Plans
- Emergency Management Frameworks
- Asset Management Plans
- Long Term Financial Plans
- Public Health Plans
- Climate Change Response Plans (adaptation and mitigation)
- Development Plans

Project Plan

Project Goals

- Understand the risks to our assets and infrastructure (including cross-dependencies)
- Identify the features of a resilient and adaptive southern Adelaide
- Increase council staff confidence and capability to respond
- Build resilience and adaptive capacity within councils (and our communities)
- Identify the economic and social opportunities from investments in climate resilient assets and infrastructure
- Achieve efficiencies and cost savings via collaborative effort and reduce duplication of effort
- Embed a response within our governance processes (e.g. asset management, financial planning, risk and emergency frameworks etc)
- Provide a consistent, shared approach across councils and other levels of government

Project Objectives

- Review and pilot methods that quantify the impacts of climate change on local government asset networks and the effects these impacts may have on service delivery for our communities.
- Identify the costs and timeframes required for assessing climate risks to assets and service delivery.
- Undertake detailed, localised risk assessments for Resilient South partner council assets and infrastructure.
- Consider the potential cost implications of climate impacts on assets and service delivery and identify methods for accounting for these financially.
- Find opportunities for cost savings via shared collaborative projects.
- Identify options for incorporating climate risk and adaptation considerations into Asset Planning Software Systems, Asset Management Plans, Long Term Financial Plans, risk frameworks and budgeting processes.
- Undertake visioning about what a 'Resilient Southern Adelaide' would look like and develop decision-making process for ensuring our infrastructure asset investments are contributing to this vision.
- Identify economic and social opportunities from investments in disaster risk reduction and climate resilience.
- Determine the most effective mechanisms for funding a response through a Sustainable Financing Strategy.
- Develop best practice guidelines and decision-making frameworks for use by the South Australian councils

Project Outputs

This project will be delivered over a four-year period in five phases:

- Phase 1 – Reviewing the Options and Developing a Best Practice Approach (Jan 2021 – Aug 2021)
- Phase 2 – Planning the pilot (Sept 2021 – Nov 2021)
- Phase 3 – Pilot (Dec 2021 – Oct 2023)
- Phase 4 – Sharing the Results (Nov 2023 – April 2024)
- Phase 5 - Evaluation – (One year after project completion)

Phase 1: Reviewing the Options and Developing a Best Practice Approach (Jan 2021 – Aug 2021)

Phase 1 provides the information required for councils and asset managers to confidently commit funds and resources towards climate risk management obligations. Recommendations are provided around the key tasks and resources required for asset managers to consider climate risks and adaptation in their planning, resourcing and execution.

A consultant or academic will be engaged to:

- Review available guidance materials, methodologies, tools, commercial products, services and climate hazard data.
- Provide a summary of available options that includes a cost-benefit analysis, indicative costs and timeframes for piloting each of the available methodologies, tools, products etc
- Review local government climate risk regulatory requirements
- Undertake a full review of asset management planning enablers: People, tools and processes to understand the impact of introducing climate adaptation as another ‘decision lens’ into the planning process. For example, what needs to be changed in order to incorporate climate hazard data into the data and management software systems, processes and human resources to manage that? What are stakeholders’ existing skills, capabilities, needs and priorities?
- Assess the knowledge gap that will inform a training and resource development strategy.
- Assess costs and liabilities from inaction.
- Assess economic and social opportunities from proactive adaptation and disaster resilience initiatives.
- Identify examples of Australian councils incorporating climate risk into asset management and financial planning, and provide case studies.
- Based upon the above, develop a best practice approach for SA council asset managers to undertake climate change risk assessments for their infrastructure assets.
- Recommend priority actions for participating councils to consider in Phase 2 and pilot in Phase 3.

Key outputs for this phase will include:

1. Review and Recommendations Report
2. Results workshop with Resilient South councils, LGASA, SAFECOM, RCP and Technical Advisory Committee representatives
3. Workshop Summary Report

Phase 2 – Planning the Pilot (Sept 2021 – Nov 2021)

In Phase 2, partner councils will be supported to develop an Action Plan for piloting the best practice risk assessment approach that was developed in Phase 1.

The key questions being asked in this phase are:

- What are the priority actions required of each participating council to undertake the best practice climate risk assessment?
- What are the detailed tasks required to deliver these actions?
- What will be the associated costs?
- How many staff hours will be required?

Key outputs for this phase will include:

1. An Action Plan that determines the priority actions for each council to Pilot in Phase 3, including a detailed budget.

Phase 3 – Pilot (Dec 2021 – Oct 2023)

In Phase 3, the four Resilient South councils will pilot the actions identified in the Phase 2 Action Plan, subject to council approval.

The overarching questions being answered in this phase will be:

- What would a 'Resilient Southern Adelaide' look like?
- How can our infrastructure and asset investments contribute to resilience e.g. How can we stride towards resilience rather than run from risk?
- Which assets have the greatest exposure to climate risk?
- What are the treatment options?
- How can the response options be executed and funded?
- How can these risks be incorporated into Asset Planning Software Systems, Asset Management Plans and Long Term Financial Plans?
- What broader institutional changes are required for building resilience?
- What are the costs and benefits from investing in disaster risk reduction and resilience building initiatives?
- What are the social and economic opportunities from proactive investment in resilience building initiatives?
- How can value be optimised from these investments?
- What are the economic implications for local businesses and communities from disruptions to asset and infrastructure networks?
- What support is required to build stakeholder capacity?
- What are the governance models, financing structures, procurement and delivery models and the authorising environments required to enable the required investments?

The specific project elements, methodologies and costs for Phase 3 will be determined in Phases 1 and 2.

While we won't know the exact methodologies and tasks that will be recommended, nor the associated costs and timeframes until Phases 1 & 2 have been completed, it is likely that recommended tasks for this phase will fall into the following broad categories.

1. Exposure, risk and vulnerability assessments –

- I. Climate exposure assessments – a location-based assessment of asset exposure to key climate variables and impacts i.e. flooding, bushfire, heatwaves, storms, drying conditions.
 - II. Climate vulnerability assessment - Following an exposure assessment, the vulnerability of asset elements (e.g. roads, rooftops, stormwater drains etc) assessed across all climate variables.
 - III. Criticality analysis of geographical areas to determine community and environmental vulnerabilities.
 - IV. Detailed climate risk assessment – detailed risk assessments are undertaken for critical assets.
2. Options and opportunities assessments – response options identified and prioritised. Opportunities for value optimisation considered including the economic implications for local businesses and communities from disruptions to asset and infrastructure networks, and the opportunities arising from investments in disaster risk reduction and climate resilience.
 3. Funding mechanisms – approaches for incorporating climate risk into LTFPs and budgetary processes i.e. an indexation that is applied to council LTFP's annually or a fund that is quarantined through the LGA (in a similar fashion to SA's self-insured industry approach). Governance models, financing structures, procurement and delivery models and the authorising environment to enable investment are to be considered.
 4. Planning processes – approaches for incorporating climate risk into Asset Planning Software Systems, Asset Management Plans, Long Term Financial Plans and Risk Management Frameworks.
 5. Visioning – investigating what a resilient southern Adelaide would look like and identifying ways in which our infrastructure and asset decisions can contribute to this vision.

Key outputs for this phase will include:

- Council Pilot process, *subject to council approval*.
- Shared learnings workshop – at which pilot participants come together to share and optimise the learnings arising from each council
- Pilot Results Report including case studies and recommendations

Phase 4 – Sharing the Results (Nov 2023 – April 2024)

Phase 4 will share the pilot results with other SA councils via a report and interactive workshop in collaboration with the LGA SA, SAFECOM, DEW, and other relevant state agencies, CSIRO, the Regional Climate Partnerships, and relevant federal agencies.

Results will be shared as a best practice case study, with the goal of improving practices across the sector and informing future government policy priorities and procedures.

The CSIRO, as a key project partner, will use the results to inform their guidance and methodologies around best practice climate risk assessments for assets and infrastructure at a national level.

Key outputs for this phase will include:

- Local and state government staff and Regional Climate Partnership workshop
- Council and state government Executive and LGA Board briefing
- Elected member workshop
- Final Report including sector wide recommendations and case studies

Phase 5 - Evaluation (one year after completion of the project)

Phase 5 Assesses the degree to which the project has helped to incorporate climate risk into asset management and long term financial planning. The anticipated short, medium, and long-term outcomes of the project that are likely to be assessed (in consultation with our funding partners and Project Steering Group) include:

Anticipated Outcomes	Timeframe	Indicator
Four Resilient South metropolitan councils and one regional council participate in the pilot project	Short Term	Number of councils participating in the pilot
Pilot councils understand the risks posed to their assets and infrastructure from climate change and the adaptation options available.	Short Term	Councils have undertaken climate risk and vulnerability assessments for key assets and infrastructure as Phase 3 of the pilot project.
SA local government asset managers know which tools, methodologies, and products to use when assessing climate risk and adaptation options. Councils have a shared understanding about how to respond to climate risks and adaptation in asset management.	Medium Term	Regional Climate partnerships, the LGA, DEW, Green Adelaide and SAFECOM are collaborating to share the learnings from this project via workshops and events. Project Reports are widely shared and available on LGA, DEW, SAFECOM and Regional Climate Partnership websites and newsletters.
SA Councils have the information they need to embed climate adaptation considerations into standard corporate governance processes.	Medium Term	Climate change impacts on assets are considered in Asset Management Software products, Asset Management Plans, Long Term Financial Plans and Risk Management Frameworks. Note: This indicator will be assessed via the results of the Informed.City Climate Change Adaptation Governance Assessment which is routinely undertaken by Resilient South partner councils.
Pilot councils have invested in adaptation actions and resilience building initiatives to address climate change impacts on assets and infrastructure. Communities and businesses in the Southern Adelaide region that rely on these assets are better placed to manage current and future climate change impacts and emergencies.	Long Term	Financial investment by councils in treatments and adaptation actions to address climate change impacts. Cost spend on climate related emergencies pre- and post-project.
Councils are saving money and reducing duplication of effort by shared projects	Long Term	Councils and state government are collaborating on shared regional adaptation projects. Long-term quantifiable cost savings and efficiencies demonstrated.

Item No: **15.6**

Subject: **APPROVAL OF THE DRAFT GULLY MASTERPLANS PRIOR TO PUBLIC CONSULTATION**

Date: 13 April 2021

Written By: Team Leader Environment and Coast

A/General Manager: City Assets and Services, Mr M de Heus

SUMMARY

The attached three gullies draft masterplans (Pine Gully, Gilbertson Gully and Barton Gully) are submitted to Council for approval to undertake public consultation. In broad terms, the key issues for the three gullies are similar (stormwater erosion, woody weed infestation, degraded infrastructure and poor community access). These masterplans were originally prepared in 2014 and updated during 2018-2020, therefore, some parts of the plans have already been implemented under ongoing management activities. It is proposed that the remaining works are implemented over the next five (5) to ten (10) years depending on the availability of council and grant funds.

The three gullies are immediately downstream of City of Marion stormwater catchments and Administration has been liaising with their Administration during development of the plans.

RECOMMENDATION

That Council:

- 1. endorse the draft masterplans for Barton Gully, Gilbertson Gully and Pine Gully for public consultation; and**
 - 2. endorse the Chief Executive Officer to approve minor changes prior to consultation.**
-

COMMUNITY PLAN

Environment: Protecting Biodiversity

Environment: Building an environmentally resilient city

Environment: Using resource efficiently

Environment: Fostering an environmentally connected community

COUNCIL POLICY

Open Space and Public Realm Strategy 2018-2030

Community Consultation and Engagement Policy

STATUTORY PROVISIONS

Not Applicable.

BACKGROUND

Pine Gully, Gilbertson Gully and Barton Gully have a long history and significant community connections. Over the years, Council and local communities have had various management plans to improve these Gullies.

In 2014, Council developed draft master plans for the three natural areas. Although these plans were not endorsed by the Council or widely consulted, they have been used as a guide for the ongoing works in these areas. These plans were improved after informal consultation with local residents and friends groups in 2018-19. Council undertook biodiversity baseline assessments of these and other natural areas in 2018.

In December 2020, Council was presented with details of the masterplans.

This report provides a summary of the updated draft master plans and seeks Council's approval of the masterplans prior to public consultation.

REPORT

The three gully masterplans provide a detailed vision to a way forward to improve these important natural spaces. The end results will be attractive, safe, engaging spaces that will inspire and help to connect our community with nature.

All three gullies have been assessed for bicycle use and found not to be suitable for any form of bicycle use. All gullies have also been assessed for their potential for stormwater harvesting and reuse and all were found to not be appropriate for this use.

Pine Gully Issues and Plans

Pine Gully would originally have had seasonal water flows but now stormwater runoff from surrounding suburban areas (hard surfaces) are captured and piped to the head of the gully. The increased volume of flows has resulted in soil erosion and potential pollution issues to the beach. The watercourse through the gully is significantly eroded on both bed and creek batters. The masterplan recommends that eroded areas are remediated, and erosion protection measures implemented to minimise future ongoing erosion. The watercourse is dense with introduced vegetation and the steep fall of a neighbouring property boundary is unstable. Installation of rock along the bed of the drainage watercourse is proposed under the plan.

The gully has been planted with a large variety of tree and shrub species over the past 30-40 years with a natural spread of the more adaptable Aleppo pine, the dominant tree species. Removal of a few Aleppo pines is also an action under this plan, which takes into account the needs of the yellow-tailed black cockatoo that use Aleppo pines as a major food source in our area. These

large, charismatic birds are listed as Vulnerable in the National Parks and Wildlife Act 1972, therefore it is important that we support their presence with the some remaining Aleppo pines and supplement these with the cockatoo's native food sources, including *Banksia* and *Hakea* species.

A pedestrian trail linking the Pine Avenue (west) adjacent the coast and Caravan Park with Pine Avenue (East) and Kingston Crescent is also proposed which will improve accessibility and discourage unsocial behaviours in the Gully.

Pine Gully reserve includes land that is currently leased to Council from Mary Trott.

Volunteers play an important part in the care and maintenance of the reserve. Without their ongoing support the reserve would require additional maintenance time from council staff.

Refer Attachment 1

Gilbertson Gully Issues and Plans

Gilbertson Gully has been a reserve since 1923 but has seen various uses over the decades. The reserve is essentially a long, narrow gully with a seasonal watercourse. The increased volume of flows has resulted in soil erosion and potential pollution issues. The main drainage line along the gully shows signs of erosion at several locations and it is recommended that eroded areas be remediated, and erosion protection measures deployed to minimise future ongoing erosion. Two retention basins and a new gross pollutant trap will help to reduce blockages and slow the water flow.

While the reserve contains some areas of remnant native vegetation, they have been extensively modified and now consist of a combination of local and non-local native species. The gully has been planted with a large variety of tree species over the past 30-40 years, some of which are Australian species but not native to this area. Considerable effort has been expended in removing non-native woody weeds although small numbers remain. There are some areas of remnant native vegetation that could readily be rehabilitated but elsewhere woody and non-woody weeds are rampant and are negating revegetation efforts, or at least, requiring far more follow up work than is desirable.

Volunteers have played an important part in the care and maintenance of the reserve. Without their ongoing support the reserve would require additional maintenance time from council staff. If they had not been involved in the past it is highly likely that the extent of weed management, current revegetation activities and the range of species planted would be much reduced.

The redefining of walking trails in the reserve offers the opportunity to improve safety and access, including two new watercourse crossings. A short trail along which plants are identified by signage (as has been used at Barton Gully Reserve) would inform visitors about the native plants in this area.

The focus of the reserve is for passive recreation without any formal picnic areas. The items raised by Mr Ivan Winter and the Gilbertson Gully Preservation Committee have been addressed, and any further items raised by them can be addressed as part of the consultation process.

Refer Attachment 2

Barton Gully Issues and Plans

This gully is situated immediately downstream of the City of Marion stormwater catchments. The main drainage line through the gully shows signs of erosion at several locations and it is recommended that these areas be remediated, and erosion protection measures deployed to minimise any future, ongoing erosion. A steep section of the reserve adjacent to an existing house is badly eroded. Some remediation actions have previously been carried out, including the redirection of stormwater discharge downslope via a flexible pipe and scour matting.

A new bridge is proposed to go over the watercourse and connect two new walking paths on the northern and southern open areas.

The majority of the current vegetation has been planted but some local native plant species remain in the mid-level open grass areas, in a small remnant native patch on Forrest Avenue and in the lower reaches of the gully (to the immediate east of Burnham Road). The main section of the watercourse has been planted with a variety of tree species. Considerable effort has been expended in removing non-native woody weeds although small numbers remain, mainly adjacent to the watercourse.

Refer Attachment 3

It is intended that the Master Plans for all three reserve will provide for improved stormwater management, enhancement and protection of the natural biodiversity values of the area, and identify opportunities for better, safer community use and connection with the reserves.

The Kurna Nation Cultural Heritage Association (KNCHA) have been consulted. They have had hard copies of the plans made available, and a Kurna representative, an archaeologist (David Mott) and three staff visited all three gullies to discuss the works on site. Approval has been granted for the works discussed, subject to the recommendations from KNCHA about cultural monitors and contractor inductions for specific works at specific sites.

Progress of Works

In 2018-20, two pathways have been constructed at Pine Gully, a new log seat was installed at Barton Gully and a segment of the proposed pathway was constructed at Gilbertson Gully. Significant amounts of revegetation and weed control occurred at all gullies. These works cost around \$100,000 by 30 June 2019 and are included in the overall draft master plans. An additional \$50,000 of grant funding was anticipated in 2018/19, but this did not eventuate.

BUDGET

The estimated costs of the planned infrastructure works in the three masterplans are approximately:

- Barton Gully: \$230,000 to \$280,000
- Gilbertson Gully: \$375,000 to \$425,000

- Pine Gully: \$550,000 to \$600,000

These costs are exclusive of any grants or other external funding. Grant funding for path and stormwater works in Pine Gully has been proposed by David Speirs, Minister for the Environment

It is proposed that the works are implemented over the next five (5) to ten (10) years depending on the availability of council and external funding.

LIFE CYCLE COSTS

As improvements and rehabilitation are completed, additional ongoing maintenance costs will be required to ensure the improvement works are properly maintained. These costs will be partially offset by the work of volunteers who can undertake much of the ongoing maintenance works of the vegetation, including weeding and replanting. Council's maintenance costs will be budgeted into future operating budgets. It is estimated that for every \$100,000 spent on the project, an additional \$1000 pa of maintenance costs will be required (net of volunteer time inputs).

Attachment 1



Welcome to Pine Gully

Marni naa pudni
Kaurna yarta-ana



PINE GULLY MASTERPLAN DRAFT

FEBRUARY 2021

Acknowledgement of Country

The City of Holdfast Bay acknowledges the Kaurna People as the traditional owners and custodians of the land. We respect the spiritual relationship with Country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to the Kaurna People today.

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SUMMARY

Pine Gully is one of four designated natural areas in our city. It is a natural space for the community to enjoy and provides habitat for local wildlife.

Pine Gully is located between Kingston Crescent, Myrtle Road and Pine Avenue in Kingston Park.

Managing the gully to ensure sustainable use into the future is a priority of the City of Holdfast Bay. This masterplan has been developed to provide objectives and strategies to manage Pine Gully for the community.

The masterplan for Pine Gully has involved an assessment of opportunities and constraints, together with reviews of the environment, landscape and infrastructure. The recommendations that have been developed from the masterplan process will protect and enhance the local biodiversity, improve access and safety for the community, and improve the amenity and beauty of Pine Gully.

Pine Gully is a natural, steeply sloped space that follows an ancient watercourse and it is likely that the area was visited by the Kaurna People. After European settlement, the gully had some of the native vegetation cleared. Non-native plants, such as Aleppo pines, were replanted in some areas to stabilise the steep slopes. There is the opportunity to improve the local biodiversity by selectively removing non-native plants and planting appropriate local native species.

The gully has a number of informal trails throughout, including in some steeply sloped areas, which contribute to erosion. There is the opportunity to formalise some of the trails in the flatter sections of the gully and improve access points to the area for the community. Access to unsafe trails in steep areas will be restricted to allow revegetation to occur. This will assist with reducing erosion, improving revegetation efforts and enhancing the visitor experience.

Stormwater harvesting and reuse opportunities have been considered for Pine Gully, however the implementation of any reuse scheme is unlikely to be viable. The recommendations from the masterplan focus on reducing erosion and improving water quality, through appropriate revegetation, bank stability and trail improvements, and some stormwater infrastructure upgrades.

Pine Gully is already a natural space that is enjoyed by the local community. Implementing the masterplan recommendations will increase the appeal of the area and contribute to enhancing the enjoyment that residents and others gain from using the gully. This masterplan provides the direction to ensure the sustainable use of Pine Gully for future generations.

ABOUT THE MASTERPLAN

PURPOSE

This document is a high-level plan that sets the objectives and strategies to manage Pine Gully for the community of the City of Holdfast Bay.

VISION

Our vision for Pine Gully is to:

- Protect and enhance local biodiversity
- Provide a natural space for the community to enjoy
- Improve amenity and beauty
- Connect people with nature in different settings
- Encourage appropriate use of the natural space
- Manage stormwater in a sustainable way

MASTERPLAN PROCESS

The masterplan for Pine Gully has involved the assessment of the opportunities and constraints of the area, as well as reviews of the existing environment, landscape, and infrastructure. Recommendations for stormwater management, landscape and vegetation have been developed and are outlined in this document.

INTEGRATION WITH OTHER STRATEGIES AND PLANS

This masterplan has been considered in conjunction with a number of Council's existing strategies and plans, including:

- Environment Strategy 2020
- Open Space and Public Realm Strategy 2018 - 2030
- Masterplans for Barton Gully and Gilbertson Gully.



Figure 1. Location of Pine Gully (outlined in red); area in orange is owned by Mrs Mary Trott. The portion of orange inside the red line is the area under care and control of the City of Holdfast Bay.

ABOUT PINE GULLY

Pine Gully is located between Kingston Crescent, Myrtle Road and Pine Avenue in Kingston Park, and is one of four designated natural areas in our city. Pine Gully is a significant natural space that follows an ancient seasonal watercourse through a residential area.

The Gully does not currently allow for defined access to the beach but there is an informal trail network that does provide access to the beach.

Pine Gully ownership is complex and includes land under the care and control of the City of Holdfast Bay (donated by Mrs Mary Trott), portions owned by the City of Holdfast Bay and portions owned by a number of private owners but unfenced due to the steep slope of the land. The area shown as orange is land owned by Mrs Mary Trott of which a portion in the gully is under the care and control of the City of Holdfast Bay

HISTORY

Prior to European settlement, Pine Gully was a place where the Kaurna People of the Adelaide Plains would frequent and camp during the summer months. The gully would have supported local native wildlife and been vegetated with local species which would have provided important food resources and shelter. Pine Gully is also located close to the sacred Tjillbruke Springs.

After Europeans settled in South Australia, clearing of some of the native vegetation occurred. Following a natural watercourse with increased flow as a result of urbanisation, the gully is prone to erosion during rainfall, particularly with the removal of native vegetation.

ACTIVITIES UNDERTAKEN

Revegetation was undertaken in the 1970s by community groups, using mainly pine trees and other species that were considered to be appropriate at the time. This included Aleppo pines, which now provide a valuable food source for the native yellow-tailed black cockatoo, which is listed as Vulnerable under the National Parks and Wildlife Act.

The main pathway through the gully, in the southern area, was recently upgraded, along with new location signs.

Careful removal of some non-native trees and recent revegetation has been undertaken by Council and volunteers consistent with this masterplan's recommendations.

Some temporary fencing has been installed to discourage bicycle access, which was uncontrolled and causing significant erosion.

Some of the upstream areas of the gully appear to have been filled with material from unknown sources, possibly from local house construction. This fill is unlikely to have been compacted and accordingly has a high risk of erosion.

Council has undertaken an on-site consultation with the Kaurna Nation and received advice about the proposed works.

OPPORTUNITIES AND CONSTRAINTS



Figure 2. Opportunities and constraints.

KEY

1. Sediment removal upstream of headwall and reprofiling channel upstream with revegetation. High energy environment with moderate sediment loads. Insufficient area for secondary or tertiary water quality treatment reduce blockage risk at headwall.
2. Removal of selected Aleppo Pines to reduce fire risk and help increase light penetration to bottom of gully to support revegetation
3. Reprofile channel and rock armour base. Revegetation along the channel. Rock size to be confirmed based on design velocity. Reconfigure stormwater outlets from adjacent properties into the rock armouring. Remove exotic trees progressively and revegetate with natives
4. Remove section of fence spanning the channel or replace with more appropriate structure. Confirm boundary location and fencing with property owner.
5. Extend existing pipe with drop structure to reduce energy at stormwater outlets to open channel in Pine Gully.

The various opportunities and constraints presented by the site have been evaluated in terms of stormwater management, landscape and vegetation. A summary of the evaluation is provided below, with the locations of the opportunities and constraints shown in the attached plan (refer to Figure 2). It is also important given the cultural significance of the site that any planned works carried out in the area be planned in consultation with Kaurna. A review of Pine Gully was undertaken with Kaurna Representatives in September 2019.

STORMWATER MANAGEMENT

Pine Gully is quite steep in places, with a large, steep upstream catchment and therefore when it rains, water flows quickly through the gully, causing erosion and carrying vegetative material and sediment out of the gully into Gulf St Vincent.



Figure 3. Erosion on steep embankment.

There is the opportunity to improve the management of stormwater within the gully by implementing measures that reduce erosion and improve the quality of the water before it leaves the gully.

Additional stormwater infrastructure improvements such as installing new underground stormwater pipes, rock lining segments of the watercourse, rock check dams along the bed of the drainage watercourse together with revegetation of eroded sections of the watercourse with native species and reshaping of embankments to provide increased bank stability need to be implemented to reduce erosion. In addition, collecting gross pollutants prior to discharge to the ocean is an integral part of the stormwater solution and this may include a gross pollutant trap between the gully and the outfall to the coast.

In addition to the watercourse improvements, a number of property drainage outlets create localised erosion and are unsightly. These will need to be addressed as part of the masterplan works.

Access to undertake watercourse rehabilitation will be a significant challenge due to the steep slopes and existing vegetation and accordingly it will need to be completed as an early task to allow revegetation of disturbed surfaces.

Refer to Appendix A for further information on the identified stormwater improvements.

The viability of harvesting stormwater from Pine Gully for reuse (such as irrigation) was evaluated, refer to Appendix B for details. The evaluation determined that the opportunity for stormwater harvesting and reuse is limited due to factors such as the steepness of the gully and lack of suitable areas for stormwater capture and storage. There may be the opportunity to utilise a storage tank located on the adjacent caravan park for some stormwater capture, however additional water treatment would be required before reuse.

LANDSCAPE

Pine Gully is constrained by the steep embankments that are significantly eroded in areas, whilst the remaining embankments and watercourse, particularly on the southern slopes, are heavily infested with weed species making much of the gully inaccessible.

Plants suitable for the sloping site will help to maintain the integrity of the soil and mitigate further erosion. Currently the Aleppo pines drop significant pine needles that, in combination with the low light from the extensive tree canopy, reduce opportunity for understorey revegetation. Maintaining soil stability whilst revegetating will also be important, to ensure that additional erosion does not occur before new plantings are established.

There are a number of informal trails that traverse the southern and flatter part of the gully, with some native vegetation. Multiple narrow, unformed trails currently traverse the steep slopes of the gully causing erosion, particularly those that have been utilised by mountain and BMX bike riders (refer Figure 4). There is the opportunity to formalise existing sections of the trail network within the flatter sections of the gully and close off access to the unsafe steeper trails. This includes a short new path through the flat section of the upper southern part of the gully.



Figure 4. Informal bike trail.

Paths are proposed to be low key unsealed trails constructed from materials such as cement treated sands or cement treated rubble. The paths would be typically 1.0 to 1.5 m wide. Where possible, the paths will be designed so that they are accessible for all ambulant users. Small sections of paths to vantage points will be prioritised for wheelchair access where possible.

Educational signage could be provided throughout the site to coincide with the restoration and revegetation works. Interpretative signage could include information about:

- Weed control
- Kurna and European history
- Native flora and fauna
- Water management and treatment
- The role of volunteers and friends groups, providing contact details to encourage involvement.

The gully has been assessed for recreational use by BMX and mountain bikes and found that it is not an appropriate location for either of these uses. Use by cyclists on trails within the gully is not recommended due to conflicts with pedestrians on the narrow trails. The proposed educational signage at entry points to the gully could incorporate information about appropriate use.

There are a number of old fences that may be on current or former property title alignments. One in particular crosses the watercourse and has created a drop step in the watercourse. Removal or management of the fences is considered highly desirable.

VEGETATION

There are several areas of revegetation already on the site, however, additional areas would benefit from rehabilitation and planting of indigenous vegetation. There are many established Aleppo pines (*Pinus halepensis*) across the site. These trees create a carpet of pine needles that inhibit understorey growing conditions, with a large part of the site underneath the pine trees devoid of any other vegetation. They are a declared weed in South Australia and present a significant fire hazard.



Figure 5. Aleppo pine.

Slopes that currently do not have any indigenous vegetation could be revegetated to stabilise and encourage water infiltration. This would need to be carefully staged with uplifting of the Aleppo pine canopy to allow more light to the understorey area. The watercourse is currently inundated with large woody weeds and weed tree species due to garden escapees and seeds that have been introduced through the stormwater systems as well as via wind and birds. These will all need to be removed to enable the stormwater infrastructure to be installed. However, two river red gums have been identified in the watercourse and these are proposed to remain.



Figure 6. Steep slope.



Figure 7. Pine Gully revegetation.

Control of weeds and establishment of new (appropriate) vegetation can be challenging due to the steep site and restricted access in some areas. A biodiversity management plan, including weed control and management recommendations, will be prepared and implemented, to protect the revegetated areas and reduce re-infestation by unwanted plants.

The control of any potential bushfires in the gully is also a consideration, given the limited access and steep slopes. The bushfire risk can be reduced through careful selection of appropriate plants for revegetation and removal of fire-prone plant species, such as Aleppo pines. Improved access and more formal trails within the gully will also improve bushfire control. Where tree removal is proposed, stumps and root structure will remain to maintain slope and soil stability.

The opportunity to improve the existing biodiversity within the gully by continuing to revegetate areas and remove unwanted plant species will also increase the bank stability. In addition, this will enhance the natural beauty of the area and encourage native animal and bird species. Revegetation activities are planned progressively in the future.

VEGETATION ZONES



Figure 8. Vegetation zones.

KEY

ZONE 1 - HIGH WIND EXPOSURE

- Very shallow topsoil, lack of soil moisture, exposure to foot traffic and coastal wind.
- Encourage better coverage of *Themeda triandra* (Kangaroo Grass).
- Mulch exposed soils and balanced fertiliser
- Water during first year

ZONE 2 - ROADSIDE GRASSES

- Hand removal of young seedling regrowth from introduced shrubs
- Control annual grasses with foliar application of sugar solution
- Mow/slash in August to reduce annual grass setting seed.
- Slow release fertiliser to assist native grass

ZONE 3 - BETTER NATIVE STRUCTURE AND FEWER WOODY WEEDS

- Continue low impact approach
- Replant clumps of *Allocasuarina verticillata*

ZONE 4 - WOODY WEEDS, SOME UNDERSTORY AND OPEN AREA

- Area of introduced species such as Athel Pines
- Replant open areas to a coastal woodland

ZONE 5 - OPEN AREA

- Remove Olive species, retain Athol Pine and Pepper Trees.
- Replant batter with Native pines
- Planting of *Lomandra effusa*, *Dianella revoluta* and *Atriplex semibaccata* near property boundary

ZONE 6 - SOUTHERN EDGE OF DRAINAGE LINE

- Remove woody weeds
- Control soil erosion
- Replanting of *Lomandra effusa*, *Dianella revoluta* and *Atriplex semibaccata*, *Themeda triandra* and overstorey planting of *Allocasuarina verticillata*
- Include irrigation, mulch and fertilizers in revegetation actions

ZONE 7 - DRAINAGE LINE (WATERCOURSE)

- Clearing of a path for water and light along drainage line
- Planting of watercourse with *Facinia nodosa* and *Cyperus sp* to control silt movement
- Continuous control of woody weed seedlings
- Improve water quality through further investigations and design

ZONE 8 - STEEP BANKS

- Remove trees near drainage line
- Remove new growth of weed species seedlings annually
- Staged removal actions carefully to minimise visual impact

Pine Gully has been divided into nine distinct vegetation zones, based on the existing vegetation and landscape features. These vegetation zones will be used to assist with revegetation and weed control. The following vegetation zones are shown in Figure 8:

- Zone A: High wind exposure
- Zone B: Roadside grasses
- Zone C: Better native structures and fewer woody weeds
- Zone D: Woody weeds, some understorey and open area
- Zone E: Open area
- Zone F: Open grassland area
- Zone G: Watercourse
- Zone H: Steep banks
- Zone I: Private access trails area

A description of each zone and proposed management actions for each of the zones are provided in Appendix C. The list of plant species to be removed or controlled is provided in Appendix D and plants to be used for revegetation are provided in Appendix E.

MASTERPLAN RECOMMENDATIONS



Figure 9. Pine Gully masterplan recommendations.

KEY

1. Define entry
2. Revegetate to define entry and demolish existing plinth and reinstall seat with inground footings, and align with trail.
3. Relocated rock/signage to highlight trail into gully
4. Trail link to coast trail
5. Existing Pine Gully steps
6. New tree planting along steep embankments. Selective removal of Allepo Pines
7. Retain link to Pine Avenue
8. Define existing access into site
9. Lower head wall and modify pipework to accommodate new compacted gravel area, to provide access for trailer and maintenance vehicles to gpt. Improve access to and around existing headwall
10. Possible location for gpt
11. Informal trails upgraded
12. Watercourse with rock check dams
13. Undertake pest plant removal and re-vegetate embankment.
14. Realign trail
15. Earthworks, lay back top of embankment.

The masterplan for Pine Gully has been based on findings from assessment of the opportunities and constraints, existing environment, landscape, and infrastructure.

The recommendations outlined in this section provide direction to enhance the existing biodiversity, improve stormwater management and improve access for the community to enjoy the natural environment provided by Pine Gully. Figure 9 shows the location for each of the recommendations.

STORMWATER MANAGEMENT

Stormwater management within the gully will focus on stabilising embankments, reducing erosion, and improving water quality. Landscaping elements and vegetation will be used to assist with achieving these goals, in addition to the repair/remediation and installation of new stormwater infrastructure. An assessment of stormwater capture and reuse opportunities has indicated that based on economics, aesthetics and low water demand for revegetation species, it is not viable to capture water for reuse within the gully.

LANDSCAPE

Trails will be formalised to reduce erosion and improve establishment of revegetated areas. Access to unsafe trails will be prevented in steeper areas, allowing revegetation and bank stabilisation to occur. A new trail is proposed to link Pine Avenue east with the coast. Educational signage will be installed to highlight the key features of the area such as the vegetation, water management, Kauria and European history and local volunteer groups.

VEGETATION

A biodiversity management plan will be developed and implemented, including removal and treatment of priority weeds. Revegetation will continue in the identified vegetation zones with appropriate plant species as described in Appendix E.

CONCLUSION

Pine Gully is a natural space that is enjoyed by the local community. Implementing the masterplan recommendations will increase the appeal of the area, improve the biodiversity and contribute to enhancing the enjoyment that residents and others gain from using the gully. The masterplan provides direction to ensure the sustainable use of Pine Gully for future generations.

IMPLEMENTATION AND FUNDING

The proposed works are planned to be coordinated and funded by Council with work completed by contractors with support of local volunteers. External grant funding would be actively sought as available.

Major works such as watercourse rehabilitation would be implemented initially, and other works undertaken in stages over a number of years.

It is expected that the capital works within Pine Gully would cost in the order of \$550,000 - \$600,000.

A draft implementation plan is included in Appendix F.

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APPENDICES

Appendix A – Identified stormwater improvements

Appendix B – Stormwater reuse assessment

Appendix C – Vegetation zone management actions

Appendix D – Vegetation for removal

Appendix E – Vegetation to be used for revegetation and biodiversity improvement

Appendix F – Draft implementation plan

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APPENDIX A IDENTIFIED STORMWATER IMPROVEMENTS

GROSS POLLUTANT TRAP

A Gross Pollutant Trap (GPT) downstream of Pine Gully could reduce the gross pollutant load from all contributing catchments entering the coastal catchment. Management of pollution from the upstream catchment (refer following figures) will assist in maintaining the watercourse in good condition.

The gully and creek generate sediment and vegetation loads that should reduce with uptake through vegetation and other watercourse stabilisation measures.



Figure 10. Downstream of upstream outfall.



Figure 11. Upstream outfall.

DROP PITS

An engineering survey of the watercourse bed profile in the reserve indicates a steep bed grade (approximately 17%) immediately downstream of the 750 mm Reinforced Concrete Pipe (RCP) drain outlet into the reserve. This grade, in combination with high flows leads to severe scour issues as evidenced on site. In order to mitigate this problem, it is proposed to have 3 drop pits with a 1050 mm diameter pipe entering the gully in a 2100x600 mm culvert. This will reduce velocities of the discharge flows as well as transition flows onto a flatter downstream grade of the watercourse. This extension of the stormwater pipe will allow a particularly steep and unstable section of the gully to be filled to improve the overall amenity and access.

GULLY WATERCOURSE EROSION

The watercourse through the gully shows signs of erosion at several locations of both bed and creek batters (refer Figure 10). It is recommended that eroded areas be remediated, and erosion protection measures implemented to minimise future ongoing erosion. The following solutions are proposed:

- Rock beaching upstream and downstream
- Turf reinforcement mat with vegetation.

APPENDIX B – STORMWATER REUSE ASSESSMENT

CATCHMENT SIZE

Approximately 99 hectares.

CATCHMENT TYPE

- 89 hectares rural, relatively steep with rainfall runoff discharging quickly once catchment is wet
- 10 hectares urban, relatively steep, with rainfall runoff discharging quickly Potential runoff for capture
- 50ML per year

PEAK FLOW

- The peak flow within Pine Gully at the downstream end of the gully in a 5 year ARI is around 2 m³/s and 3 m³/s in a 100 year event limited by the upstream pipe capacity.

Implementing a viable stormwater harvesting and reuse scheme requires a balance between engineering feasibility and the economics of the scheme.

The determination of harvestable volumes of stormwater for reuse schemes includes an engineering assessment of a range of implementation and practicality factors, including:

- Total catchment runoff, and importantly the flow profile (ie proportion of low base flows versus peak flows)
- Size and capacity of wetlands/retardation basins to capture and treat runoff (land availability considering site constraints)
- Diversion weir capacity
- Wetland abstraction rates (i.e. diversion from the wetland to either storage or directly to demand)
- Storage of the harvested volumes for a time when demand requires
- Overall demand.

Based on this assessment of the Pine Gully site, a range of factors were identified that would limit the potential for stormwater harvesting including:

- Catchments are generally steep and responsive, meaning runoff will pass through the site quickly and over a short period, limiting opportunities for harvesting.

- Site constraints such as topography and shape, and existing and desired aesthetic appeal of the site including re-vegetation during community programs, mean that provision of retardation/storage of surface water and wetland treatment will be substantially constrained without wholesale landscape changes and /or increased risk of flooding impacts on adjacent properties.
- Geological profiles in these locations would mean any Managed Aquifer Recharge (MAR) Schemes to provide a longer-term storage would be in fractured rock, which traditionally are less suited to MAR schemes. With the gully in an elevated position and so close to the coast, this substantially increases the likelihood that any stored water would dissipate to the coast and be lost. Furthermore, hydrogeological investigations would be costly relative to the relatively small volumes of water that could be captured. It is understood that several springs exist along this section of the coast, one of which has cultural significance, and a fractured rock MAR scheme may impact on these springs.

Further high-level catchment and site assessments to investigate the potential and practicality of stormwater harvesting at the sites is summarised below:

SITE CONSTRAINTS AND OPPORTUNITIES

- Constrained site with existing community plantings and aesthetic appeal
- Limited space for storage and treatment of stormwater
- 100kL underground storage tank located in the adjacent caravan park may provide stormwater storage opportunities but would require treatment of any harvested

CONCLUSION

As the gully is currently not irrigated and revegetation is proposed with drought tolerant native species, the conclusion from this high-level assessment is that based on economics, aesthetics and water for irrigation, it is not viable to capture water for reuse within the gully.

APPENDIX C – VEGETATION ZONES MANAGEMENT ACTIONS

ZONE 1 – HIGH WIND EXPOSURE

The most significant management issue here is the shallowness of the topsoil, coastal wind and lack of soil moisture. The condition of the site suggests the following:

- High loss of overstory species
- Few restoration actions in the past.

Recommended management actions:

- Encourage better coverage of *Themeda triandra* (Kangaroo Grass) that still grows in this Zone
- Control foot traffic and public access off-paths
- Mulch exposed soils with a soil conditioner
- Consider watering during the first year after planting



Figure 12. Zone 1 high wind exposure.

ZONE 2 – ROADSIDE GRASSES

The site is weed infested with mostly annual grasses. However, it also has a very good mix of native grass species that can be improved with appropriate management.

Recommended management actions:

- Hand remove any young seedling regrowth from introduced shrubs
- Consider the use of non-chemical methods to control annual grasses
- Mow/slash the site in early spring to reduce annual grass seeding



Figure 13. Zone 2 roadside grasses.

ZONE 3 – BETTER NATIVE STRUCTURE AND FEWER WOODY WEEDS

Recent restoration works have been undertaken at this site by removing introduced trees and replacing with native species. This zone demonstrates what is achievable - the rest of the site requires similar treatments.

Recommended management actions:

- Continue with methods used, that is, a low impact approach allowing nature to recover before large areas of introduced species are removed
- Consider replanting clumps of Drooping Sheoak (*Allocasuarina verticillata*)
- Mulch any replanting to conserve soil moisture



Figure 14. Zone 3 native vegetation.

ZONE 4 – WOODY WEEDS, SOME UNDERSTOREY AND OPEN AREA

This Zone contains a few large Aleppo Pines that are naturally seeding. It also has open areas where new plantings could easily occur and there is a walking trail that passes through this Zone.

Recommended management actions:

- Consider replanting open areas to a coastal woodland



Figure 15. Zone 4 revegetation.

ZONE 5 – OPEN AREA

This Zone is next to neighbouring properties; it is relatively open and has been used as a play area for BMX bikes. Significant replanting has occurred in this Zone (see Figure 7)

Recommended management actions:

- Undertake re-vegetation to the batter to native pines (*Callitris gracilis*)
- Use *Lomandra effusa*, *Dianella revoluta* and *Atriplex semibaccata* as smaller species near houses to reduce bushfire risk.



Figure 16. Zone 5 revegetation.

ZONE 6 – ALONG SOUTHERN EDGE OF DRAINAGE LINE

The condition varies along the length of this drain that consists largely of a steep embankment. Various woody weeds occur and should be selectively removed including olives, pepper trees, aloe, athel pines and Aleppo pines. Localised locations of batter erosion are also evident. This is a Zone that could be treated and replanted prior to attempting the northern side batter.

Recommended management actions:

- Carefully remove woody weeds in a staged approach
- Control any possible soil erosion
- Replant to species including *Lomandra effusa*, *Dianella revoluta*, *Atriplex semibaccata*, *Rhytidosperra caespitosa*, *Themeda triandra* and *Allocasuarina verticillata* as the overstorey species.



Figure 17. Zone 6 vegetation on batter and drainage line.

ZONE 7 – DRAINAGE LINE

This Zone consists of a highly modified drainage line containing a significant level of introduced tree species including desert ash, red gum (planted), Aleppo pine, olives, silver poplar, and others. There is also a quantity of rubble/mortar that has been dumped here, which is affecting water flow. High level of shading is apparent. Water comes from a drainage pipe entering at the eastern end of the gully where the velocity of the water has caused erosion.

Recommended management actions:

- Clear vegetation to allow light into the drainage line to enable regrowth of any sedges
- Plant with watercourse plants such as *Ficinia nodosa*, *Juncus pallidus* and *Cyperus spp.* to assist with control of silt movement down the watercourse. These plants should be integrated into the scour protection works proposed.
- Continuous control of woody weed seedlings is important



Figure 18. Zone 7 drainage line.

ZONE 8 – NORTHERN STEEP BANK

This area is overgrown by olives and Aleppo pines and the removal and control of these, whilst possible, may reduce wind protection and visual screening to adjoining properties. Removal of the Aleppo pines here would also significantly reduce the food load available to the yellow-tailed black cockatoos who are known to feed here. The trees are both large and numerous and any removal will be a significant undertaking. Other areas of the reserve should be treated to provide wind shelter before the removal of these trees is considered.

Recommended management actions:

- Remove only those trees near to the drainage line in order to fulfil the concept of improving water quality discharging into the ocean
- Remove new growth of seedlings annually
- Stage any removal actions carefully to minimise visual impact
- Thin out Aleppo pines to reduce fire risk whilst maintaining root structure to minimise erosion
- Uplift the canopy to approximately 2.5 metres off the ground to reduce fire hazard
- Maintain sufficient trees to provide food for yellow-tailed black cockatoos.



Figure 19. Zone 8 dense Aleppo pines.

APPENDIX D – VEGETATION FOR REMOVAL OR CONTROL

The following trees and shrubs are invasive and/or non-native. They will be gradually replaced with more appropriate species (refer Appendix E) or controlled.

COMMON NAME	BOTANICAL NAME	COMMENT	STATUS
Western Coastal Wattle	<i>Acacia cyclops</i>	Sleeper woody weed. Becomes dominant. Needs checking for seedlings.	
Aloe	<i>Agave americana</i>	Requires careful removal due to thorns and caustic sap	
Galenia	<i>Aizoon (Galenia) pubescens</i>	Can assist in reducing soil erosion	
Bridal Creeper	<i>Asparagus asparagoides</i>	Potentially highly invasive climber	WONS* and SA declared weed
Mustard weed	<i>Brassica sp.</i>	Spreads by seed	
Boxthorn	<i>Lycium ferocissimum</i>	Seeds poisonous to people	WONS* and SA declared weed
Olive	<i>Olea europaea</i>		SA declared weed
Carrion flower	<i>Orbea variegata</i>		SA declared weed
Sour sobs	<i>Oxalis pes-caprae</i>		
Date palm	<i>Phoenix dactylifera</i>		
Aleppo pine	<i>Pinus halepensis</i>		SA declared weed
Rice Millet	<i>Piptatherum milliaceum</i>	Spreads in clumps on moist soils, prolific seed production	
Castor Oil Plant	<i>Ricinus communis</i>	Seeds poisonous to people	
Peppertree	<i>Schinus molle</i>	Becomes dominant	
Athel Pine	<i>Tamarix aphylla</i>	SA declared weed	WONS* and SA declared weed

* WONS = Weed of National Significance

APPENDIX E – VEGETATION FOR REVEGETATION AND BIODIVERSITY IMPROVEMENT

The following plant species present a mix of trees, shrubs and groundcovers that are suitable for use in revegetating Pine Gully.

TYPE	COMMON NAME	BOTANICAL NAME
Trees	Golden Wattle	<i>Acacia pycnantha</i>
	Drooping Sheoak	<i>Allocasuarina verticillata</i>
	Southern Cypress Pine	<i>Callitris gracilis</i>
	Dryland Teatree	<i>Melaleuca lanceolata</i>
	Native Apricot	<i>Pittosporum angustifolium</i>
Large to medium shrubs	Sweet bursaria	<i>Bursaria spinosa</i>
	Sticky Hop-bush	<i>Dodonaea viscosa ssp spatulata</i>
	Dwarf Hakea	<i>Hakea rugosa</i>
	Nitre bush	<i>Nitraria billardierei</i>
	Seaberry saltbush	<i>Rhagodia candolleana ssp candolleana</i>
Small shrubs	Ruby saltbush	<i>Enchylaena tomentosa</i>
	Mallee Bush-pea	<i>Eutaxia microphylla</i>
	White Goodenia	<i>Goodenia albiflora</i>
	Clasping Goodenia	<i>Goodenia amplexans</i>
	Small-leaf bluebush	<i>Maireana brevifolia</i>
	Wingless Bluebush	<i>Maireana enchylaenoides</i>
	Twiggy Daisy-bush	<i>Olearia ramulosa</i>
	Mallee Pomaderris	<i>Pomaderris paniculosa ssp. paniculosa</i>
	White fanflower	<i>Scaevola albida</i>

TYPE	COMMON NAME	BOTANICAL NAME
Groundcovers/climbers/ sedges/grasses/forbs	<i>Prickly groundberry</i>	<i>Acrotriche patula</i>
	<i>Berry Saltbush</i>	<i>Atriplex semibaccata</i>
	<i>Feather Spear-grass</i>	<i>Austrostipa elegantissima</i>
	<i>Rusty Spear-grass</i>	<i>Austrostipa eremophila</i>
	<i>Tall Spear-grass</i>	<i>Austrostipa nodosa</i>
	<i>Bulbine-lily</i>	<i>Bulbine bulbosa</i>
	<i>Lemon beauty-heads</i>	<i>Calocephalus citreus</i>
	<i>Pink Garland-lily</i>	<i>Calostemma purpureum</i>
	<i>Common fringe-myrtle</i>	<i>Calytrix tetragona</i>
	<i>Spiny Flatsedge</i>	<i>Cyperus gymnocaulos*</i>
	<i>Stiff Flatsedge</i>	<i>Cyperus vaginatus*</i>
	<i>Black-anther Flax-lily</i>	<i>Dianella revoluta var. revoluta</i>
	<i>Climbing Saltbush</i>	<i>Einadia nutans spp. nutans</i>
	<i>Club Rush</i>	<i>Ficinia nodosa*</i>
	<i>Scrambled eggs</i>	<i>Goodenia pinnatifida</i>
	<i>Pale rush</i>	<i>Juncus pallidus*</i>
	<i>Scented Mat-rush</i>	<i>Lomandra effusa</i>
	<i>Austral trefoil</i>	<i>Lotus australis</i>
	<i>Coast tussock-grass</i>	<i>Poa poiformis</i>
	<i>Yellow tails</i>	<i>Ptilotus nobilis</i>
<i>Pussy tails</i>	<i>Ptilotus spathulatus</i>	
<i>Wallaby Grass</i>	<i>Rhytidosperma caespitosa</i>	
<i>Kangaroo Grass</i>	<i>Themeda triandra</i>	
<i>Coast bonefruit</i>	<i>Threlkeldia diffusa</i>	
<i>Narrow-leaf New Holland daisy</i>	<i>Vittadinia blackii</i>	
<i>Pale twinleaf</i>	<i>Zygophyllum glaucum</i>	

APPENDIX F – DRAFT IMPLEMENTATION PLAN

ITEM	SCOPE	PROGRAM	BUDGET ESTIMATE
Watercourse rehabilitation	<i>Complete rehabilitation of the watercourse including tree removal, pipe extension and rock lining.</i>	2020/2021 and 2021/2022 FY	\$250,000 - \$300,000
Removal of Aleppo pines and other weed species	<i>Removal of some Aleppo pines and other weeds for fire safety and understorey improvement. Lift the canopy of the remaining Aleppo pines.</i>	2020/2021 and ongoing	\$100,000
Revegetation	<i>Revegetation of the gully based on the zones.</i>	2020/2021 and ongoing	\$100,000
Informative and Interpretative signage	<i>Supply and install signage</i>	2020/2021 and ongoing	\$50,000
Paths	<i>Construct improved trails within the gully.</i>	2021/2022 and ongoing	\$50,000
Ongoing maintenance	<i>Weed management and revegetation</i>	2022/2023 ongoing	\$20,000 / year increase in operational budget

Note:

- Budget is subject to annual Council approval and is a total budget exclusive of any grant or other external funding.
- The above costs are capital costs for new works. Existing assets will be renewed as part of Council's asset management planning.

DRAFT



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Attachment 2



Welcome to Gilbertson Gully

Marni naa pudni
Kaurna yarta-ana



GILBERTSON GULLY MASTERPLAN DRAFT

FEBRUARY 2021

Acknowledgement of Country

The City of Holdfast Bay acknowledges the Kaurna People as the traditional owners and custodians of the land. We respect the spiritual relationship with Country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to the Kaurna People today.

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SUMMARY

Gilbertson Gully is one of four designated natural areas in our city. It is a natural space for the community to enjoy and provides habitat for local wildlife.

Gilbertson Gully is located adjacent Gilbertson Road at Seacliff Park. It has an area of around 3.3 hectares. Gilbertson Gully is immediately downstream of Gully Road North Reserve in the City of Marion.

Managing the gully to ensure sustainable use into the future is a priority for the City of Holdfast Bay. This masterplan has been developed to provide objectives and strategies to manage Gilbertson Gully for the community.

The masterplan for Gilbertson Gully has involved an assessment of opportunities and constraints, together with reviews of the environment, landscape and infrastructure. The recommendations that have been developed from the masterplan process will protect and enhance the local biodiversity, improve access and safety for the community, and improve the amenity of Gilbertson Gully.

Gilbertson Gully is a long, narrow natural space that follows an ancient watercourse. After European settlement, the gully was progressively cleared and much of the original native vegetation has gone. In the last 50 years, efforts by the local community and Council have helped to revegetate the gully, but there is still the opportunity to improve the biodiversity by removing weeds and planting appropriate local native species.

The gully has a number of informal trails, some of which have contributed to erosion of the steep slopes. There is the opportunity to formalise some of these trails, linking them to the existing path network and improve access points to the area. This will assist with reducing erosion, improving safety and enhancing the visitor experience.

Stormwater harvesting and reuse opportunities have been considered for Gilbertson Gully, however the implementation of any reuse scheme is unlikely to be viable. The recommendations from the masterplan focus on reducing erosion and improving water quality, through appropriate revegetation, bank stability and trail improvements and some stormwater infrastructure upgrades.

Gilbertson Gully is already a natural space that is enjoyed by the local community. Implementing the masterplan recommendations will increase the area's appeal and contribute to enhancing the enjoyment that residents and others gain from using the gully. This masterplan provides the direction to ensure the sustainable use of Gilbertson Gully for future generations.

ABOUT THE MASTERPLAN

PURPOSE

This document is a high-level plan that sets the objectives and strategies to manage Gilbertson Gully for the community of the City of Holdfast Bay.

VISION

Our vision for Gilbertson Gully is to:

- Protect and enhance local biodiversity
- Provide a safe, natural space for the community to enjoy
- Improve amenity and enhance beauty
- Connect people with nature in different settings
- Encourage appropriate and safe use of the natural space
- Manage stormwater sustainably

MASTERPLAN PROCESS

The masterplan for Gilbertson Gully has involved the assessment of the opportunities and constraints of the area, as well as reviews of the existing environment, landscape, and infrastructure. Recommendations for stormwater management, landscaping and vegetation have been developed and are outlined in this document.

INTEGRATION WITH OTHER STRATEGIES AND PLANS

This masterplan has been considered in conjunction with a number of Council's existing strategies and plans, including:

- Environment Strategy 2020
- Open Space and Public Realm Strategy 2018 - 2030
- Masterplans for Pine Gully and Barton Gully.



Figure 1. Location of Gilbertson Gully.

ABOUT GILBERTSON GULLY

Gilbertson Gully is located on Gilbertson Road in Seacliff Park and is one of the four designated natural areas in our city. Gilbertson Gully is a significant natural open space that follows an ephemeral watercourse. Upstream and downstream of Gilbertson Gully the watercourse has been piped and the channel in Gilbertson Gully is highly modified.

The long, narrow gully is currently used for low key, unstructured passive activity (such as walking) and provides connections between local streets for residents adjacent to the gully.

HISTORY

In pre-European times, the gully would have supported local native wildlife and been vegetated with local species. Over time, clearing from the mid-late 1800s removed many of the native plants and the area was used for livestock grazing. In the early 1900s the gully was used as a shooting range and a centre for annual military exercises until 1929. It finally became a reserve in the 1930s.

Following a natural watercourse, the gully has been prone to erosion during rainfall and in the last 50 years, efforts to revegetate the area have resulted in a mix of non-native and native species, some of which have become weeds.

ACTIVITIES UNDERTAKEN

Informal tracks have steadily been replaced by Council with more formal paths and steps in steep areas to encourage appropriate use and reduce erosion.

Weeding and revegetation have been undertaken over the past 50 years, much of this by the local community. Some weeds have been successfully eradicated from the gully, including Albizia, boxthorn, broom and pepper trees.

Most recently, 4,155 new plants including local native grasses, ground covers, wildflowers, climbers, shrubs and small trees were planted in the winter of 2020. The recent revegetation of the gully is consistent with this masterplan's recommendations.

Some stormwater works have been undertaken to create a detention basin although this has been largely unsuccessful due to the design and constant blockage by vegetation debris. Some erosion protection has also been installed although this also has been only partially successful due to the fast flowing stormwater.

The local community has installed makeshift bridges over the creek in some locations.

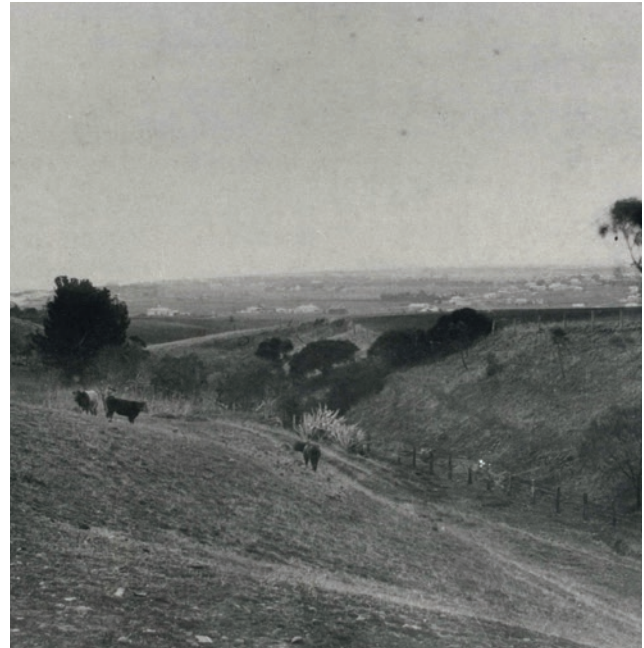


Figure 2. Gilbertson Gully in the early 1900s (Credit: Holdfast Bay History Collection).



Figure 3. Winter 2020 revegetation plantings.



Figure 4. Makeshift bridge over creek line.

OPPORTUNITIES AND CONSTRAINTS

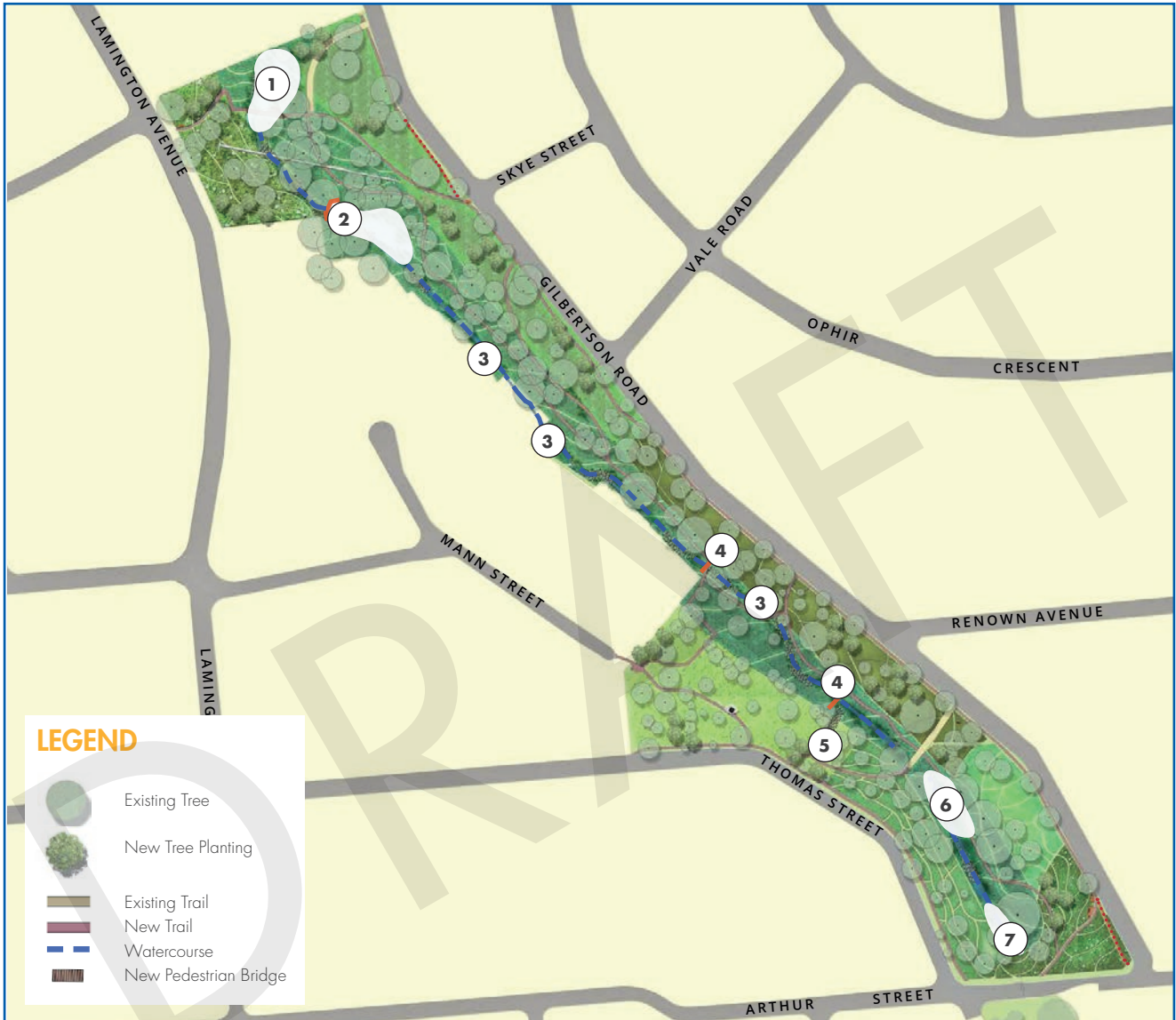


Figure 5. Opportunities and constraints.

KEY

1. Potential basin for increased infiltration and to be planted to improve water quality. Formalise outlet structure to downstream property.
2. Modify basin outlet structure to formalise the overflow weir and bund adjustment to the weir to reduce outflanking. Basins to increase infiltration and to be planted to improve water quality.
3. Reprofile channel and construct small rock chutes. Lay back and revegetate banks.
4. Pool and riffle system at crossing locations.
5. Stabilise stormwater outlet with level spreader.
6. Frequent blockage of heawall. Construct screening arrangement/sediment trap upstream of inlet headwall to minimise frequency of blockage.
7. Sediment accumulation between headwall and top of rock chute. May lead to outflanking of rock chute. Desilting and construction of sediment trap to be considered.

The various opportunities and constraints presented by the site have been evaluated in terms of stormwater management, landscape and vegetation. A summary of the evaluation is provided below, with the locations of the opportunities and constraints shown in the attached plan (refer to Figure 5).

STORMWATER MANAGEMENT

Gilbertson Gully is quite steep in places and therefore when it rains, water flows quickly through the gully, causing erosion and carrying sediment out of the gully.



Figure 6. Watercourse erosion.

There is an opportunity to improve the management of stormwater within the gully by implementing measures that slow the speed of water flow, reduce erosion and improve the quality of the water before it leaves the gully. These measures include rock stabilisation and revegetation of eroded sections of the watercourse with native species as well as reshaping of embankments to provide increased bank stability. Refer to Appendix A for further information on the identified stormwater improvements.

The viability of harvesting stormwater from Gilbertson Gully for re-use (such as irrigation) was evaluated, refer to Appendix B for details. The evaluation determined that the opportunity for stormwater harvesting and reuse is limited due to factors such as the steepness of the gully and lack of suitable areas for stormwater capture and storage.

LANDSCAPE

The steep nature of the gully restricts access in some areas and informal tracks have been created by people in other areas, sometimes causing additional erosion of the slopes. The steep slopes of the embankments may also cause difficulties in establishing revegetated areas because movement around the site is challenging and because of the need to maintain bank stability. Plants suitable for the sloping site will help to maintain the integrity of the soil and mitigate further erosion. Maintaining ground cover while revegetating will also be important, to ensure that additional erosion does not occur before new plantings are established.

There is the opportunity to formalise existing sections of the trail network around key entry points into the gully. This is particularly important along the steeper sections of the gully, where informal paths have contributed to erosion. New trail alignments and linkages can be created that will provide safer access to visitors and create a sustainable trail network that reduces annual maintenance.



Figure 7. Informal entry trail at downstream end of gully.

Creation of paths that follow the natural contours of the sloping site together with a trail along the creek line will also improve access and provide opportunities for views across the site. Formal crossing points such as pedestrian footbridges across the watercourse will allow visitors to gain improved visibility and maintain a higher level of safety.



Figure 8. Existing creek crossing point.

There is the opportunity to upgrade the northern steps (near Lamington Avenue) to provide safety and an improved alignment, linking to a new footbridge (as above comment). The degraded steps in the south of the gully (near the entry off Mann Street) could also be replaced with a trail that descends the embankment gently and links to a new footbridge (as above comment) across the watercourse.

Paths are proposed to be low key unsealed trails constructed from natural materials such as stabilised sands or stabilised rubble to provide a firm surface. The paths would be typically 1.0 to 1.5 m wide. Where possible the paths will be designed so that they are accessible for all ambulant users. Small sections of path to vantage points will be prioritised for wheelchair access where possible.

The existing educational signage could be continued throughout the site to coincide with the restoration and revegetation works. Additional interpretative signage could include information about:

- Weed control
- Native grasses
- Water management and treatment
- Viewing areas
- Trail linkages
- The role of volunteers, providing the contact number to call to get involved.

The gully has been assessed for recreational use by BMX and mountain bikes and found that it is not an appropriate location for either of these uses. Use by cyclists on other trails within the gully is not recommended due to conflicts with pedestrians on the narrow trails. As the trails along the creek in particular are quite narrow, there is no safe area for a pedestrian to take evasive action from a cyclist using the path at speed. The educational signage could be updated to indicate appropriate use of the various trails.

VEGETATION

Gilbertson Gully has little remnant vegetation from pre-European times, with most of the revegetation occurring after a prolonged period of clearing. In the last 50 years, there have been successive replantings that have occurred, with a variety of native and non-native species.

Control of weeds and establishment of new (appropriate) vegetation can be challenging due to the steep site and restricted access in some areas. A biodiversity management plan, including weed control and management recommendations, will be prepared and implemented, to protect the revegetated areas and reduce re-infestation by unwanted plants.

The control of any potential bushfires in the gully is also a consideration, given the limited access, steep slopes and close proximity of homes. The bushfire risk can be reduced through the following actions:

- careful selection of appropriate plants for revegetation
- removal of bushfire-prone plant species
- removal of very fine (less than 6 mm) dead plant material
- removal of shrubs around the base of trees to create a gap between the ground and the canopy

Improved access and more formal trails within the gully will also improve bushfire control.

The opportunity to improve the existing biodiversity within the gully by removing unwanted plant species and continuing to revegetate areas will also increase the bank stability. In addition, this will enhance the natural beauty of the area and encourage native animal species.



VEGETATION ZONES



Figure 9. Vegetation zones.

KEY

ZONE A - REVEGETATION AT HIGHLY VISIBLE ROAD CORNER

This planting will provide an entry statement into the precinct.

- Weed control followed by revegetation with higher density to enhance existing revegetation and prevent weeds.
- Control infestation of weeds before further revegetation planting.
- Test nutrient levels
- Ameliorate soil in order to deal with high levels of nitrogen and phosphorus which is currently responsible for the increase in weeds in this area.
- Encourage slash/weed/spray prior to seed set.

ZONE B - EAST-FACING EMBANKMENT ABOVE THE WATERCOURSE

- Control weed species (soursob) with spray to control
- Slow release fertiliser and organic mulch to assist replanting
- Planting of *Bursaria spinosa*, *Calytrix tetragona* and *Pomaderris paniculata*
- Christmas bush in clumps of 10, at 1.5m spacings.

ZONE C - WATERCOURSE

- Removal of woody weeds and weed tree species
- Control of weed grasses such as kikuyu and annual veldt grass
- New planting of *Cyperus sp.*, *Juncus pallidus* in areas of inundation at 300mm spacings to assist with erosion control
- New planting of *Dianella revoluta* var. *revoluta* and *Austrostipa elegantissima* in ephemeral areas

ZONE D - WEST-FACING EMBANKMENT ABOVE THE WATERCOURSE

- Removal of weed species
- Selected planting of low shrubs, grasses and sedges such as *Acacia acinacea*, *Maireana enchylaenoides*, *Atriplex semibaccata*, *Kennedia prostrata*

ZONE E - SECTION OF THE WEST-FACING EMBANKMENT

- Infested with *Fumaria sp.* Bank is dry,
- Planting of the following species: *Maireana enchylaenoides*, *Atriplex semibaccata*, *Austrodanthonia caespitosa*, *Kennedia prostrate* and *Lomandra multiflora*.
- Selected removal of *Allocasuarina sp.*

ZONE F - ROCKY OUTCROP AND TOP OF THE RISE

- Remnant vegetation of native pine, peppermint box, native apricot. along with and understorey of native grasses, sedges, lilies.
- Priority area for selective weed control to encourage natural regeneration.

ZONE G - RIDGETOP EASTERN SIDE OF GULLY

- Remnant vegetation in moderate-good condition.
- Open woodland with an understorey of grasses, sedges, low herbs and lilies.
- Maintain grassland and brushcut at appropriate times.
- Additional planting limited to native grasses, sedges and lilies to enhance native vegetation.

ZONE H - NORTH-WESTERN END STEEP SLOPE SHADED BY PLANTED TREES.

- A dry area where current vegetation not well-suited to the site.
- Removal of specific weed species including *Fumatory* and *Boxthorn*.
- Leave for 1 year before revegetation
- Plant with species such as *Maireana sp.*, *Atriplex sp.*, *Austrodanthonia sp.*, *Kennedia sp.*, *Lomandra sp.*, and larger shrubs such as *Acacia pycnantha*, *Pittosporum angustifolium* and *Melaleuca lanceolata*.

Gilbertson Gully has been divided into eight distinct vegetation zones, based on the existing vegetation and landscape features. These vegetation zones will be used to assist with revegetation and weed control. The following vegetation zones are shown in Figure 9:

- Zone A: Revegetation site located at highly visible road corner
- Zone B: East facing embankment above the watercourse
- Zone C: Watercourse (identified as a single unit)
- Zone D: West facing embankment above the watercourse
- Zone E: Section of the west facing embankment
- Zone F: Rocky outcrop on and the top of the rise
- Zone G: Ridgetop on the eastern side of the gully
- Zone H: Steep slope at north-western end shaded by planted trees.

In the past the gully was planted with a range of non-local species, some of which have become weeds and others are nearing the end of their useful lives. A description of each zone and proposed management actions for each of the zones are provided in Appendix C. The list of plant species to be removed or controlled is provided in Appendix D and plants to be used for revegetation are provided in Appendix E.

MASTERPLAN RECOMMENDATIONS



Figure 10. Gilbertson Gully masterplan recommendations.

KEY

1. Repair headwall apron, remediate and revegetate. Consideration of upstream GPT possible in future years.
2. Stabilise embankment.
3. Consider upgrade and possible/minor realignment of steps for improved access and reduced grades and erosion.
4. New trail higher on bank, away from watercourse (as well as maintaining path along watercourse).
5. Formalised and enhanced trail network.
6. Installation of new trash rack or WSUD treatment to reduce blockages.
7. Undertake watercourse improvements: clean out of existing basin and create new low flow channel, various locations.
8. Vehicle access for basin/ trash rack maintenance.
9. Remediation of channel.
10. Rocky outcrop maintained.
11. Improve stormwater outlet.
12. Creekline in private property. Assess options.
13. Location of new water quality basin.
14. Improve vehicle access for maintenance to water quality improvement basins.
15. Liaise with SA Water to repair pipe headwalls.
16. New informal seating.
17. New watercourse crossing - location to be determined on site.
18. Existing monuments and signage retained.
19. Existing revegetation.
20. New watercourse crossing and informal seating.
21. Lookout point at edge of basin.
22. Improve downstream outlet arrangement.

The masterplan for Gilbertson Gully has been based on findings from assessment of the opportunities and constraints, existing environment, landscape, and infrastructure.

The recommendations outlined in this section provide direction to enhance the existing biodiversity, reduce erosion, and improve access and amenity for the community to enjoy the natural environment of the gully. Figure 10 shows the location for each of the recommendations.

STORMWATER MANAGEMENT

Stormwater management within the gully will focus on stabilising embankments, reducing erosion and improving water quality. Landscaping elements and vegetation will be used to assist with achieving these goals, in addition to the repair/remediation and installation of new stormwater infrastructure. An assessment of stormwater capture and reuse opportunities has indicated that based on economics, aesthetics, and low water demand for revegetation species, it is not viable to capture water for reuse within the gully.

LANDSCAPE

Access points to the gully, watercourse crossings and trails will be improved and formalised, to reduce erosion and improve safety for the local community. Informal seating and viewing areas will also be installed, providing the opportunity for the community to enjoy the natural surrounds and views across the gully. Additional interpretive signage will be installed to highlight the key features of the area such as local volunteering and trail linkages.

Treatments to discourage inappropriate and damaging activities, including mountain bike / BMX usage, will be implemented.

VEGETATION

A biodiversity management plan will be developed and implemented, including removal and treatment of priority weeds. Revegetation will continue in the identified vegetation zones with appropriate plant species as described in Appendix E. Bushfire risk will be managed through the careful pruning and/or removal of selected shrubs and fine dead material, while still maintaining sufficient ground cover to reduce erosion and also provide food sources and habitat for the local wildlife.

CONCLUSION

Gilbertson Gully is a natural space that is enjoyed by the local community. Implementing the masterplan recommendations will increase the area's appeal, improve biodiversity and contribute to enhancing the enjoyment that residents and others gain from using the gully. The masterplan provides direction to ensure the sustainable use of Gilbertson Gully for future generations.

IMPLEMENTATION AND FUNDING

The proposed works are planned to be coordinated and funded by Council with work completed by contractors with support of local volunteers. External grant funding would be actively sought as available.

Major works such as watercourse rehabilitation would be implemented initially and other works undertaken in stages over a number of years.

It is expected that the capital works within the Gilbertson Gully will cost in the order of \$400,000, excluding any gross pollutant traps.

A draft implementation plan is included in Appendix F.

DRAFT

APPENDICES

Appendix A – Identified stormwater improvements

Appendix B – Stormwater reuse assessment

Appendix C – Vegetation zone management actions

Appendix D – Vegetation for removal or control

Appendix E – Vegetation to be used for revegetation and biodiversity improvement

Appendix F – Draft implementation plan

DRAFT

APPENDIX A

IDENTIFIED STORMWATER IMPROVEMENTS



Figure 11. Upstream drainage infrastructure.

UPSTREAM INLET

The 825 mm diameter outlet headwall currently looks unsightly and whilst the concrete benching is crumbling away, the structure currently appears stable. Generally, at outlet headwalls, scour protection is required immediately downstream, and a concrete toe on the headwall structure also helps stabilise to prevent undermining. Such works may be considered in a longer-term plan if erosion increases in this area.

DETENTION AREA

An embankment currently crosses the gully, with low flow culverts projecting through it, effectively forming a detention basin in large stormwater events. Whilst the detention has no significant impact to downstream flood flows, it provides an opportunity to create a small wetland. The culvert entry has trash screens installed; however, these are observed to be regularly clogged with debris, and significantly restrict drainage into the culverts. This should be reviewed and an alternative solution developed that does not require

significant maintenance and can retain small amounts of water to create a small wetland. The installation of an upstream GPT near Arthur Street could also help to reduce loadings of leaf litter.

There is also an opportunity to excavate in front of the embankment, within this detention area, to allow for additional ponding, water retention and sedimentation, which will improve water quality and assist in mitigating culvert blockages.



Figure 12. Downstream outlet detention basin.



Figure 13. Upstream of existing detention basin.

LOCAL DRAINAGE PIPE OUTLET

A 300 mm pipe outlet currently discharges into the reserve from Thomas Street. The area immediately downstream of the outlet is showing signs of scour. It is recommended that a headwall be fitted to the existing pipe outlet, and scour protection be provided at the outlet.

GULLY DRAINAGE LINE EROSION

The main drainage line along the gully shows sign of erosion at several locations and it is recommended that any eroded areas be remediated, and erosion protection measures deployed to minimise future ongoing erosion. There are several options that may be considered for erosion protection, including:

- Rock lining along incised sections of the gully invert
- Rock “leaky” check-dams
- Turf reinforcement mat with vegetation.



Figure 14. Erosion along drainage line.

GROSS POLLUTANT TRAP

A Gross Pollutant Trap (GPT) upstream of Gilbertson Gully could reduce the gross pollutant load entering the reserve from the upstream drainage network. The installation of a GPT at the upstream Arthur Street embankment would reduce the gross pollutant load to the reserve, mitigate the entry of general rubbish and the quantity of leaf litter from the urban catchment upstream, whilst recognising that the reserve itself will also generate a sediment and vegetation load. A GPT would also assist with reducing the maintenance interval to the downstream detention area and water quality basins and remove general litter from a semi-natural environment.

It should be noted that the location of a proposed GPT would be in the adjoining Council area of the City of Marion. It is not currently identified in their stormwater management plan and would be subject to a cost / benefit assessment.

ABOVE GROUND WATER SUPPLY PIPELINE HEADWALL

The headwall surrounds and the exposed structure to the above ground water supply pipeline crossing near Gilbertson Road has deteriorated and it is recommended that Council liaise with SA Water to assess and remedy if required.



Figure 15. Water supply crossing.

APPENDIX B – STORMWATER REUSE ASSESSMENT

CATCHMENT SIZE

Approximately 145 hectares.

CATCHMENT TYPE

- 100 hectares rural, relatively steep with rainfall runoff discharging quickly once catchment is wet
- 45 hectares urban, relatively steep, with rainfall runoff discharging quickly
- Potential runoff for capture
- 130ML total
- Approximately 60ML from rural type area and 70ML from urban type area

PEAK FLOW

Location	5 Year ARI	100 Year ARI
Arthur Street	1.6 m ³ /s	6.8 m ³ /s
Seacombe Road	1.7 m ³ /s	6.9 m ³ /s

Implementing a viable stormwater harvesting and reuse scheme requires a balance between engineering feasibility and the economics of the scheme.

The determination of harvestable volumes of stormwater for re-use schemes includes an engineering assessment of a range of implementation and practicality factors, including:

- Total catchment runoff, and importantly the flow profile (ie proportion of low base flows versus peak flows)
- Size and capacity of wetlands/retardation basins to capture and treat runoff (land availability considering site constraints)
- Diversion weir capacity
- Wetland abstraction rates (i.e. diversion from the wetland to either storage or directly to demand)
- Storage of the harvested volumes for a time when demand requires
- Overall demand.

Based on these factors of assessment of the Gilbertson Gully site, a range of factors were identified that would limit the potential for stormwater harvesting including:

- Catchments are generally steep and responsive, meaning runoff will pass through the site quickly and over a short period, limiting opportunities for harvesting.
- Site constraints such as topography and shape, and existing and desired aesthetic appeal of the site including re-vegetation during community programs, mean that provision of retardation/storage of surface water and wetland treatment will be substantially constrained without wholesale landscape changes and /or increased risk of flooding impacts on adjacent properties.

Geological profiles in these locations would mean any Managed Aquifer Recharge (MAR) Schemes to provide a longer-term storage would be in fractured rock, which traditionally are less suited to MAR schemes. Furthermore, hydrogeological investigations would be costly relative to the relatively small volumes of water that could be captured.

SITE CONSTRAINTS AND OPPORTUNITIES

- Long narrow site with approximate grade of 5% and existing native vegetation and aesthetic appeal.
- Multiple small storages/retardation basins could be constructed along the reserve, however this would have significant construction, environmental and aesthetic impacts and storage volume would be limited to approximately 2ML in total (assuming 6, 2.5m high with 0.5m freeboard embankments that would store water over a length upstream of approximately 40m).
- Harvestable volume would be limited (estimated max of 30ML/annum, based on 15 fill events per year), and heavily dependent on potential to divert stored water to MAR (not likely to be feasible) or direct demand (not required after rainfall).

CONCLUSION

As the gully is currently not irrigated and revegetation is proposed with drought tolerant native species, the conclusion from this high-level assessment is that based on economics, aesthetics and water for irrigation, it is not viable to capture water for reuse within the gully.

APPENDIX C – VEGETATION ZONES MANAGEMENT ACTIONS

ZONE A – REVEGETATION SITE LOCATED AT A HIGHLY VISIBLE ROAD CORNER

The most significant management issue here is weed infestation. A wood chip mulch has previously been used that has probably raised soil nitrogen and phosphorous levels, resulting in prolific weed growth. The condition of the site suggests the following:

- Inadequate weed control was undertaken prior to planting
- Most of the species selected have not competed well with the weeds
- Planting density has not been high enough to compete with the weeds
- Soil introduced for use in the raised zone on the South-East corner has introduced weeds, notably soursob and sow thistle
- Inadequate maintenance, particularly relating to weed control in late winter-early spring resulting in plants setting seed and proliferating over ensuing seasons.

Recommended management actions:

- Test nutrient levels in the soil/mulch – may need to be ameliorated by application of other materials or by growing a cereal grain to use up excessive nutrients.
- Engage contractors to slash/weed/spray the site prior to seed set each growing season.
- Once weeds are better controlled, replace poorly performing plants (e.g. *Enchylaena tomentosa*) and plant open spaces at a density of 2 plants/m².
- Re-evaluate the use of herbicides as part of the management program. The whole of the gully is weed infested and this is negating the revegetation efforts. A controlled use of herbicides to control the weeds is suggested as the present attempts to control weeds are not efficient. The herbicide use should be able to be tailored off after 3-5 seasons.

ZONE B – EAST-FACING EMBANKMENT ABOVE THE WATERCOURSE

The site is weed infested, especially by soursobs and grasses. Also, it is too shady for shrubs such as *Olearia ramulosa* and *Dodonaea viscosa*. Other species, such as Christmas bush (*Bursaria spinosa*), common fringe-myrtle (*Calytrix tetragona*) and mallee Pomaderris (*Pomaderris paniculata*), are more appropriate to the site and should be included.

Recommended management actions:

- Although chemicals have not been used on this site recently, spraying soursob with herbicide to control it should be undertaken. Two years of weed control by spraying will significantly reduce the growth of this species, enabling plantings to take place.
- Christmas bush is especially recommended for the site and provides valuable food for nectar-feeding birds and insects in early summer. Planting this species in clumps of 10 at 1.5 m spacing will also assist to reduce weed infestations.
- The use of organic mulch will assist with successful replanting.

ZONE C – WATERCOURSE (IDENTIFIED AS A SINGLE UNIT)

The condition varies very little along its length. Various woody weeds occur and should be removed. Various Eucalypts currently grow in the watercourse.

The watercourse is also infested with grasses (couch, kikuyu, rice millet, annual veldt grass) and bulb species (e.g. three-cornered garlic), some of which will be very difficult to eradicate. Some other weed species occur in small, discreet patches and should be controlled. These include giant reed (*Arundo donax*), African cornflag (*Chasmanthe*), periwinkle (*Vinca major*), and chives (*Allium schoenoprasum*).

Recommended management actions:

- The level of erosion control will depend on the actions required to deliver a successful outcome. If the erosion control strategy is implemented there is likely to be disturbance of the site, an ideal time to treat woody and perennial weeds.
- To further stabilize the site, after stormwater works, mass planting of *Cyperus gymnocaulos*, *Cyperus vaginatus*, *Juncus pallidus* in the wetter locations, where water flows and *Dianella revoluta* var. *revoluta* and *Austrostipa elegantissima* where there is slightly less water flow should be undertaken. These plantings should be at 30 cm spacings to assist to control further erosion, to improve water quality and reduce weed impacts.
- Follow-up hand weeding will be required.

ZONE D - WEST FACING EMBANKMENT ABOVE THE WATERCOURSE

This Zone is weed infested, though species do vary from the opposite side of the gully, but management considerations are the same.

Recommended management actions:

- The embankment is a dry site and should be planted with low shrubs, grasses and sedges, not more trees and large shrubs.
- Plants such as *Acacia acinacea*, *Maireana enchylaenoides*, *Atriplex semibaccata*, *Rhytidosperra caespitosa*, *Kennedia prostrata*, *Acacia pycnantha* and *Lomandra multiflora var dura* should be considered.
- Mulching at time of planting is essential.
- Follow-up summer watering is required here.

ZONE E – ANOTHER SECTION OF THE WEST FACING EMBANKMENT

Much of this site is infested by *Fumaria sp.*, an annual scrambling species that smothers other plants. Replanting these zones should be deferred until the *Fumaria sp.* is controlled. African cornflag (*Chasmanthe*) also occurs in this zone.

Recommended management actions:

- The embankment is a dry site and should be planted with low shrubs, grasses and sedges, not more trees and large shrubs.
- Plants such as *Maireana enchylaenoides*, *Atriplex semibaccata*, *Rhytidosperra caespitosa*, *Kennedia prostrata*, and *Lomandra multiflora var dura* should be considered away from the roots of the trees.
- Mulching at time of planting is essential.
- Follow-up summer watering is required here.

ZONE F – ROCKY OUTCROP AND THE TOP OF THE RISE

Remnant vegetation comprises native pine, peppermint box, native apricot (*Pittosporum angustifolium*) with an understorey of native grasses, sedges and lilies. The remnant native vegetation is in reasonable condition.

Recommended management actions:

- This is a priority zone for selective weed control to encourage natural regeneration.

ZONE G – RIDGETOP ON THE EASTERN SIDE OF THE GULLY

This zone also has remnant native vegetation in moderate-good condition. The vegetation was originally an open woodland with an understorey dominated by grasses, sedges, low herbs and lilies (similar to Zone F).

Recommended management actions:

- This grassland should be maintained and managed by appropriately timed brush cutting (that is, avoiding the period of flowering and seed set, i.e. spring into early summer).
- Plantings should be restricted to grassland species, that is, native grasses, sedges and lilies, and exclude any further planting of shrubs.
- It may be possible to establish some orchid species in this zone, such as the pink fairy orchid (*Caladenia latifolia*)

ZONE H – STEEP SLOPE AT NORTH-WESTERN END SHADED BY PLANTED TREES

This is a dry zone and current plantings are not well-suited to the site. The zone has established plants of Eucalyptus platypus, athel pine and Aleppo pines. There is a dense area of Fumitory (*Fumaria sp.*) at the southern end of the zone.

Recommended management actions:

- Some of the trees, Eucalyptus platypus and athel pine, should be selectively removed prior to replanting.
- Aleppo pines on Lamington Avenue should be removed.
- Once removal has taken place the site should be left for 1 year prior to replanting
- Plants such as *Maireana enchylaenoides*, *Atriplex semibaccata*, *Rhytidosperra caespitosa*, *Kennedia prostrata*, *Austrostipa nodosa*, *Grevillea ilicifolia*, *Lomandra multiflora ssp. dura*, *L. densiflora*, *Olearia ramulosa* and *Dodonaea viscosa* as the understorey layer. Overstorey species such as *Eucalyptus odorata*, *E. leucoxylon*, *E. porosa*, *Callitris graciis*, *Acacia pycnantha*, *Pittosporum angustifolium* and *Melaleuca lanceolata* should be considered.
- Mulching at time of planting is essential.
- Follow-up summer watering will be required here.

APPENDIX D – VEGETATION FOR REMOVAL OR CONTROL

The following trees and shrubs are invasive and/or non-native. They will be gradually replaced with more appropriate species (refer Appendix E).

COMMON NAME	BOTANICAL NAME	COMMENT	STATUS
Western coastal wattle	<i>Acacia cyclops</i>	Sleeper woody weed of coastal area. Becomes dominant. Needs checking for new seedlings.	
Flinders Ranges wattle	<i>Acacia iteaphylla</i>	Spreads by seeds in dry environs.	
Golden wreath wattle	<i>Acacia saligna</i>	Sleeper woody weed. Becomes dominant. Needs checking for new seedlings.	
Giant reed	<i>Arundo donax</i>	Spreads by runners	SA declared weed
Bridal creeper and bridal veil	<i>Asparagus asparagoides</i> and <i>A. declinatus</i>		WONS*
SA declared weed			
Swamp casuarina	<i>Casuarina cunninghamiana</i>	Spreads easily by seed in wet environs to become dominant	
Platypus gum	<i>Eucalyptus platypus</i>	Little value, easily blows over	
False caper	<i>Euphorbia terracina</i>	Spreads by seed	SA declared weed
Fumitory	<i>Fumaria sp.</i>	Smothers other plants	
Common (or desert) ash	<i>Fraxinus angustifolia</i>	Spreads easily by seed in wet environs to become dominant. Needs checking for new seedlings.	SA declared weed
Unknown large Melaleuca species	<i>Melaleuca sp.</i>	Presents fire hazard	
Olive	<i>Olea europaea</i>	Spreads by seed	SA declared weed
Sour sobs	<i>Oxalis pes-caprae</i>	Spreads by bulbs	
Aleppo pine+	<i>Pinus halapensis</i>	Spreads by seed to become dominant overstorey blocking out light. Presents fire hazard.	SA declared weed
Rice millet	<i>Piptatherum milliaceum</i>	Spreads in clumps across moist soils	
Rhamnus (Italian buckthorn)	<i>Rhamnus alaternus</i>	Sleeper woody weed of coastal Southern Australia. Becomes dominant.	SA declared weed
Castor oil plant	<i>Ricinus communis</i>	Toxic to humans. Spreads via prolific seeding.	
Athel pine	<i>Tamarix aphylla</i>	Spreads by suckers and seeds. Uses huge amounts of water, drying areas around it.	WONS SA declared weed
Watsonia	<i>Watsonia meriana</i> var. <i>bulbillifera</i>		SA declared weed

* WONS = Weed of National Significance

+ It should be noted that the three large Aleppo pines behind 31 Lamington Avenue cannot be removed due to logistical difficulties.

APPENDIX E – VEGETATION FOR REVEGETATION AND BIODIVERSITY IMPROVEMENT

The following plant species present a mix of trees, shrubs and groundcovers that are suitable for use in revegetating Gilbertson Gully.

TYPE	COMMON NAME	BOTANICAL NAME
Trees	Golden wattle	<i>Acacia pycnantha</i>
	Drooping she-oak	<i>Allocasuarina verticillata</i>
	Silver Banksia	<i>Banksia marginata</i>
	Southern cypress pine	<i>Callitris gracilis</i>
	River red gum	<i>Eucalyptus camaldulensis</i> var <i>camaldulensis</i>
	Blue gum	<i>Eucalyptus leucoxylon</i>
	Peppermint box	<i>Eucalyptus odorata</i>
	Mallee box	<i>Eucalyptus porosa</i>
Large to medium shrubs	Dryland tea tree	<i>Melaleuca lanceolata</i>
	Wreath wattle	<i>Acacia acinacea</i>
	Umbrella bush	<i>Acacia ligulata</i>
	Sweet Bursaria	<i>Bursaria spinosa</i>
	Common fringe-myrtle	<i>Calytrix tetragona</i>
Small shrubs	Sticky hop-bush	<i>Dodonaea viscosa</i> ssp <i>spatulata</i>
	Ruby saltbush	<i>Enchylaena tomentosa</i>
	Mallee bush-pea	<i>Eutaxia microphylla</i>
	White goodenia	<i>Goodenia albiflora</i>
	Clasping goodenia	<i>Goodenia amplexans</i>
	Holly Grevillea	<i>Grevillea ilicifolia</i>
	Lavender Grevillea	<i>Grevillea lavandulacea</i>
	Small-leaf bluebush	<i>Maireana brevifolia</i>
	Wingless bluebush	<i>Maireana enchylaenoides</i>
	Twiggy daisy-bush	<i>Olearia ramulosa</i>
White fan-flower	<i>Scaevola albida</i>	

TYPE	COMMON NAME	BOTANICAL NAME
Groundcovers/climbers/ sedges/grasses/forbs	Chocolate lily	<i>Arthropodium strictum</i>
	Berry saltbush	<i>Atriplex semibaccata</i>
	Feather spear-grass	<i>Austrostipa elegantissima</i>
	Rusty spear-grass	<i>Austrostipa eremophila</i>
	Tall spear-grass	<i>Austrostipa nodosa</i>
	Sweet apple-berry	<i>Billardiera cymosa</i>
	Bulbine-lily	<i>Bulbine bulbosa</i>
	Lemon beauty-heads	<i>Calocephalus citreus</i>
	Pink garland-lily	<i>Calostemma purpureum</i>
	Clammy goosefoot	<i>Chenopodium pumilio</i>
	Grassland everlasting	<i>Chrysocephalum semipapposum</i>
	Small-leaved clematis	<i>Clematis microphylla</i>
	Australian bindweed	<i>Convolvulus erubescens</i>
	Tall scurf pea	<i>Cullen australasicum</i>
	Spiny flat-sedge	<i>Cyperus gymnocaulos</i>
	Stiff flat-sedge	<i>Cyperus vaginatus</i>
	Black-anther flax-lily	<i>Dianella revoluta</i> var. <i>revoluta</i>
	Climbing saltbush	<i>Einadia nutans</i> spp. <i>nutans</i>
	Scrambled eggs	<i>Goodenia pinnatifida</i>
	Native lilac	<i>Hardenbergia violacea</i>
	Pale rush	<i>Juncus pallidus</i>
	Running postman	<i>Kennedia prostrata</i>
	Native flax	<i>Linum marginale</i>
	Soft tussock mat-rush	<i>Lomandra densiflora</i>
	Scented mat-rush	<i>Lomandra effusa</i>
	Hard mat-rush	<i>Lomandra multiflora</i> var. <i>dura</i>
	Austral trefoil	<i>Lotus australia</i>
	Creeping boobialla	<i>Myoporum parvifolium</i>
	Native soursob/sorrel	<i>Oxalis perennans</i>
	Slender bush-pea	<i>Pultenaea tenuifolia</i>
	Variable plantain	<i>Plantago varia</i>
	Wallaby grass	<i>Rhynchospora caespitosa</i>
	Creamy candles	<i>Stackhousia monogyna</i>
	Kangaroo grass	<i>Themeda triandra</i>
	Rush fringe-lily	<i>Thysanotus juncifolius</i>
	Toothed velleia	<i>Velleia arguta</i>
	Narrow-leaf new Holland daisy	<i>Vittadinia blackii</i>
	Wedge new Holland daisy	<i>Vittadinia cuneata</i> var. <i>cuneata</i>
	Coastal bluebell	<i>Wahlenbergia gracilentia</i>
	Early Nancy	<i>Wurmbea dioica</i>
Pale twinleaf	<i>Zygophyllum glaucum</i>	

APPENDIX F – DRAFT IMPLEMENTATION PLAN

ITEM	SCOPE	PROGRAM	BUDGET ESTIMATE
Watercourse rehabilitation	<i>Complete rehabilitation of the watercourse including scour protection</i>	2020/2021 and 2021/2022 FY	\$100,000 - \$125,000
Revegetation, woody weed removal and fire prevention	<i>Revegetation of the gully based on the zones and removal of fire hazards</i>	2020/2021 and ongoing	\$150,000
Interpretative signage	<i>Supply and Install signage</i>	2021/2022 and ongoing	\$50,000
Paths	<i>Construct improved trails within the gully and two bridges</i>	2021/2022 and ongoing	\$75,000-\$100,000
Ongoing maintenance	<i>Weed management, revegetation</i>	2022/2023 ongoing	Operational budget

Note:

- Budget is subject to annual Council approval and is a total budget exclusive of any grant or other external funding.
- The above costs are capital costs for new works. Existing assets will be renewed as part of Council's asset management planning.

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Attachment 3





BARTON GULLY MASTERPLAN DRAFT

FEBRUARY 2021

Acknowledgement of Country

The City of Holdfast Bay acknowledges the Kaurna People as the traditional owners and custodians of the land. We respect the spiritual relationship with Country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to the Kaurna People today.

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SUMMARY

Barton Gully is one of four designated natural areas in our city. It is a natural space for the community to enjoy and provides habitat for local wildlife.

Barton Gully is located in Kingston Park between Barton Avenue, Forrest Avenue and Burnham Road (see Figure 1). A small portion of the southern edge of Barton Gully is within the City of Marion. The gully has an area of approximately 1.3 hectares. Managing the gully to ensure sustainable use into the future is a priority for the City of Holdfast Bay. This masterplan has been developed to provide objectives and strategies to manage Barton Gully for the community.

The masterplan for Barton Gully has involved an assessment of opportunities and constraints, together with reviews of the environment, landscape and infrastructure. The recommendations that have been developed from the masterplan process will protect and enhance the local biodiversity, improve access and safety for the community, and improve the amenity and beauty of Barton Gully.

Barton Gully is a natural space that follows an ancient watercourse, providing linkages between the coastal reserve and the beach. The area was significant to the Kaurna People, who would camp in the region particularly during summer months. After European settlement, the gully has had some native vegetation cleared, but there are still areas with native species, such as the rare groundcover, native soursob, and one area with a small but important patch of remnant vegetation. Efforts by the local community and Council have helped to revegetate the gully, but there is still the opportunity to improve the local biodiversity by removing weeds and planting appropriate local native species.

The gully has some informal and formal trails throughout. This includes a set of stairs in the steeper portion of the gully leading to Burnham Road and the coast, enabling access from Barton Terrace to the coast. There is the opportunity to continue to improve some of these trails, linking them to the existing path network and improve access points to the area for the community. This will assist with reducing erosion, improving revegetation efforts and enhance the visitor experience.

Stormwater harvesting and reuse opportunities have been considered for Barton Gully, however the implementation of any reuse scheme is unlikely to be viable. The recommendations from the masterplan focus on reducing erosion and improving water quality, through appropriate revegetation, bank stability and trail improvements, and some stormwater infrastructure upgrades.

Barton Gully is already a natural space that is enjoyed by the local community. Implementing the masterplan recommendations will increase the appeal of the area and contribute to enhancing the enjoyment that residents and others gain from the gully. This masterplan provides the direction to ensure the sustainable use of Barton Gully for future generations.

ABOUT THE MASTERPLAN

PURPOSE

This document is a high-level plan that sets the objectives and strategies to manage Barton Gully for the community of the City of Holdfast Bay.

VISION

Our vision for Barton Gully is to:

- Protect and enhance local biodiversity
- Provide a natural space for the community to enjoy
- Improve amenity and enhance beauty
- Connect people with nature in different settings
- Encourage appropriate use of the natural space
- Manage stormwater sustainably

MASTERPLAN PROCESS

The masterplan for Barton Gully has involved the assessment of the opportunities and constraints of the area, as well as reviews of the existing environment, landscape, and infrastructure. Recommendations for stormwater management, landscape and vegetation have been developed and are outlined in this document.

INTEGRATION WITH OTHER STRATEGIES AND PLANS

This masterplan has been considered in conjunction with a number of Council's existing strategies and plans, including:

- Environment Strategy 2020
- Open Space and Public Realm Strategy 2018 - 2030
- Masterplans for Pine Gully and Gilbertson Gully.



Figure 1. Location of Barton Gully.

ABOUT BARTON GULLY

Barton Gully is located on Barton Avenue in Kingston Park and is one of the four designated natural areas in our city. Barton Gully is a significant natural open space that follows an ancient seasonal watercourse through a residential area.

The gully is currently used for low key, unstructured passive recreation (such as walking) and provides an important connection between the urban area and the coast.

Barton Gully is owned by the City of Holdfast Bay.

HISTORY

Prior to European settlement, Barton Gully was a place where the Kurna People of the Adelaide Plains would frequent and camp during the summer months. The gully would have supported local native wildlife and vegetation that would have provided important food and shelter resources. After Europeans settled in South Australia, clearing of some of the native vegetation occurred. Following a natural watercourse, the gully has been prone to erosion during rainfall, particularly with the removal of native vegetation.

ACTIVITIES UNDERTAKEN

Informal tracks have steadily been replaced by Council with more formal trails and steps in steep areas to encourage appropriate use and reduce erosion. An example of this is the composite fibre and recycled plastic staircase and boardwalk installed by Council in 2012. The boardwalk and staircase have an expected life of over 40 years and will require little maintenance. In addition, two log benches have been installed in the eastern and southern areas of the gully.

The local community has undertaken a significant amount of environmental restoration works in the gully and several beds of indigenous plants have been established.

Additional revegetation is planned by Council for the gully consistent with this masterplan's recommendations.

Council has undertaken an on-site consultation with the Kurna Nation and received advice about the proposed works.



Figure 2. Composite fibre and recycled plastic staircase.



Figure 3. Log bench.



Figure 4. Barton Gully revegetation.

OPPORTUNITIES AND CONSTRAINTS

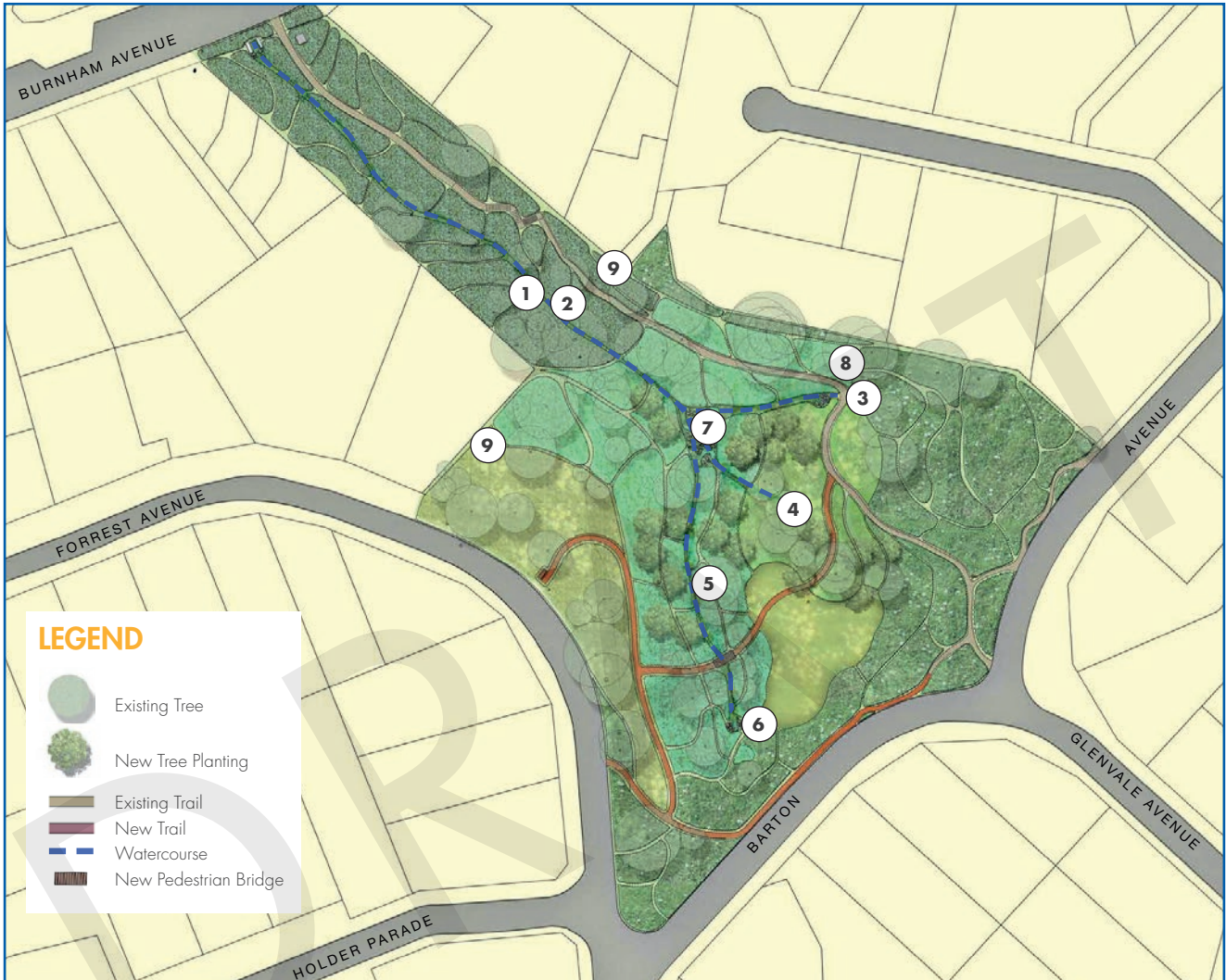


Figure 5. Opportunities and constraints.

KEY

1. Small erosion head progressing upstream of larger bed drop near the stairs. Area covered in kikuyu and difficult to see. Minor erosion protection works required.
2. Stormwater outlet from the road. Poor scour protection with some undercutting. Stabilise outlet with rock armouring to tie in with remediation of erosion head.
3. Small flow path from pipe outlet. Crosses walking track with a small pipe. Upgrade the culvert beneath the track to reduce flow frequency across the track.
4. Small gully but no identified inflow point. Substantial rock armour with minimal vegetation. Rock armouring unnecessary and could be removed and used locally within the reserve.
5. Rock armoured channel. Excessive rock extent with most flows likely to be along the soil/rock interface. Barren sight line up gully with minimal revegetation within channel or adjacent banks. Rock weirs present but poorly formed and would be outflanked if flows high enough to flow across rock surface. Recommend to reprofile the rock armoured section to retain more stormwater and improve vegetation cover.
6. Sediment removal around stormwater outlet. Increase grade directly at outlet to avoid ongoing accumulation that may block pipe opening.
7. Gully water retention.
8. Existing gully trail link to foreshore. Limited access with current trail width and steep embankments.
9. Unstable steep grades. Increase stabilisation through revegetation.

The various opportunities and constraints presented by the site have been evaluated in terms of stormwater management, landscape and vegetation. A summary of the evaluation is provided below, with the locations of the opportunities and constraints shown in the attached plan (refer to Figure 5). It is also important given the cultural significance of the site that any planned works carried out in the area be planned in consultation with Kaurna. A review of Barton Gully was undertaken with Kaurna Representatives in September 2019.

STORMWATER MANAGEMENT

Barton Gully is quite steep in places and therefore when it rains, water flows quickly through the gully, causing erosion and carrying sediment out of the gully.



Figure 6. Erosion caused by stormwater flows.

Significant rock lining of watercourses has been completed and whilst preventing erosion, it is considered excessive leading to reduced revegetation of the watercourses (refer Figure 6). This rock lining can be improved to reduce the visual extent of the rock work and allow planting in between rocks to improve water quality, assist in slowing the water and reduce the heat load created by the rocks. In addition, the rock weirs can be improved to create local ephemeral ponds (temporary ponds that slow the water down) for vegetation and to capture silt.



Figure 7. Excessive watercourse rock lining.

There is the opportunity to improve the management of stormwater within the steeper section of the gully by implementing measures that slow the speed of water flow, reduce erosion and improve the quality of the water before it leaves the gully. These measures include stopping the scouring that is active, revegetation of eroded sections of the watercourse with native species and reshaping of the bed and banks to provide increased bank stability.

Refer to Appendix A for further information on the identified stormwater improvements.

The viability of harvesting stormwater from Barton Gully for reuse (such as irrigation) was evaluated, refer to Appendix B for details. The evaluation determined that the opportunity for stormwater harvesting and reuse is limited due to factors such as the steepness of the gully and lack of suitable areas for stormwater capture and storage.

LANDSCAPE

The steep nature of the lower gully restricts access in some areas and erosion along the watercourse has also occurred. Plants suitable for the sloping site will help to maintain the integrity of the soil and mitigate further erosion. Maintaining ground cover while revegetating will also be important, to ensure that additional erosion does not occur before new plantings are established.

There is the opportunity to further formalise existing sections of the trail network within the gully, including a bridge over the creek. Council has already installed access steps and a boardwalk in the steepest section of the gully.

Paths are proposed to be low key unsealed trails constructed from materials such as cement treated sands or cement treated rubble. The paths would be typically 1.0 to 1.5 m wide. Where possible the paths will be designed so that they are accessible for all ambulant users.

The existing educational signage could be continued throughout the site to coincide with the restoration and revegetation works.



Figure 8. Existing signage at Burnham Road entry.

Additional interpretative signage could include information about:

- Weed control
- Native grasses
- Water management and treatment
- The role of volunteers providing the contact number to call to get involved.

The gully has been assessed for recreational use by BMX and mountain bikes and found that it is not an appropriate location for either of these uses. It is also not suitable as a thoroughfare for bicycles due to the boardwalk and steps to the coast.

VEGETATION

The site has one patch of remnant native vegetation and areas where native plants have been re-established. The sloping site does present challenges for revegetation because of restricted access in some areas. Some of the replantings used species that are not local or suitable to the gully environment and these should be gradually replaced with appropriate species. This is especially the case with some of the larger trees that line the narrow path to the coast.



Figure 9. Steeply sloped section of the gully.

A significant patch of native soursob (*Oxalis perennans*) was previously identified as present in the south-western corner of the site, near an existing stormwater discharge point. The native soursob requires an environment that provides periods of wetting and drying (such as is currently provided by the stormwater discharge point). There are also other areas within the gully that would be suitable for establishing additional native soursob beds.

Control of weeds and establishment of new (appropriate) vegetation can be challenging due to the steep site and restricted access in some areas. A biodiversity management plan, including weed control and management recommendations, will be prepared and implemented, to protect the revegetated areas and reduce re-infestation by unwanted plants.

The opportunity to improve the existing biodiversity within the gully by continuing to revegetate areas and remove unwanted plant species will also increase the bank stability. In addition, this will enhance the natural beauty of the area and encourage native animal species. Revegetation activities are planned progressively in the future.

VEGETATION ZONES



Figure 10. Vegetation zones.

KEY

ZONE A - REVEGETATION

- Weeding/slashing before each growing season
- Planting of open areas at density of 2 plants/m²

ZONE B - DRYLAND SLOPE

- Maintain openness
- Removal of non-native species
- Planting of native grasses, sedges and herbs i.e. *Dianella revoluta*, *Austrostipa* spp.

ZONE C - GULLY DRAINAGE LINE

- Planting of tree species *Melaleuca lanceolata*
- Removal of non-native *Melaleuca* species
- New planting of *Cyperus* sp, *Austrostipa* sp, *Juncus* sp and *Lomandra* sp.

ZONE D - LOWER WATERCOURSE

- Removal of weed species
- Selected planting of coastal species
- Groundcover planting of *Myoporum parvifolium* to suppress weeds
- Replace non-native trees with appropriate native tree species

ZONE E - OPEN SPACE AREA

- Maintain open grassland
- Planting of more grassland species eg. *Lomandra* sp., *Themeda* sp., *Austrostipa* sp.
- Encourage grassland species by periodic brush cutting
- Remove large shrubs to maintain grassland habitat

ZONE F - OPEN GRASSLAND AREA

- Maintain open grassland
- Encourage grassland species regeneration by periodic brush cutting
- Remove large shrubs to maintain grassland habitat

Barton Gully has been divided into six distinct vegetation zones, based on the existing vegetation and landscape features. These vegetation zones will be used to assist with revegetation and weed control. The following vegetation zones are shown in Figure 10:

- Zone A: Revegetation area
- Zone B: North facing slope on southern side of gully
- Zone C: gully drainage
- Zone D: Lower watercourse
- Zone E: Open area with some remnant vegetation
- Zone F: Open area with some remnant vegetation

The gully has been planted with a range of non-local species, some of which have become weeds and others are nearing the end of their useful lives. A description of each zone and proposed management actions for each of the zones are provided in Appendix C. The list of plant species to be removed or controlled is provided in Appendix D and plants to be used for revegetation are provided in Appendix E.

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MASTERPLAN RECOMMENDATIONS



Figure 11. Barton Gully masterplan recommendations.

KEY

- | | | |
|---|---|---|
| 1. Existing trail linking foreshore with gully. | 5. Steep grades revegetated and stabilised. | 10. Install new log seat at viewpoint at end of new path. |
| 2. Open grassed area. | 6. Existing signage. | 11. Revegetation to slow water and mitigate erosion within channel. |
| 3. Potential water retention opportunity and Oxalis perennans propagation site. | 7. Stabilise embankments. | |
| 4. Existing trail widened and benched into embankment to improve access. | 8. Existing trail link. | |
| | 9. Limit tree planting to maintain residents views. | |

The masterplan for Barton Gully has been based on findings from assessments of the opportunities and constraints, existing environment, landscape, and infrastructure.

The recommendations outlined in this section provide direction to enhance the existing biodiversity and improve access for the community to enjoy the natural environment provided by Barton Gully. Figure 11 shows the location for each of the recommendations.

STORMWATER MANAGEMENT

Stormwater management within the gully will focus on stabilising embankments, reducing erosion, and improving water quality. Landscaping elements and vegetation will be used to assist with achieving these goals, in addition to the repair/remediation and installation of new stormwater infrastructure.

LANDSCAPE

Existing trails will be improved, and new trails will be installed to reduce erosion and improve establishment of revegetated areas. Additional interpretive signage will be installed to highlight the key features of the area such as the vegetation, water management and local volunteer groups.

VEGETATION

A biodiversity management plan will be developed and implemented, including removal and treatment of priority weeds. Revegetation will continue in the identified vegetation zones with appropriate plant species as described in Appendix E.

CONCLUSION

Barton Gully is a natural space that is enjoyed by the local community. Implementing the masterplan recommendations will improve both the biodiversity and appeal of the area and contribute to enhancing the enjoyment that residents and others gain from using the gully. The masterplan provides direction to ensure the sustainable use of Barton Gully for future generations.

IMPLEMENTATION AND FUNDING

The proposed works are proposed to be coordinated and funded by Council and work completed by contractors with support of local volunteers. External grant funding would be actively sought as available.

Major works such as path and bridge works would be implemented initially, and other works undertaken in stages over a number of years.

It is expected that the capital works within Barton Gully would cost in the order of \$250,000 - \$300,000.

A draft implementation plan is included in Appendix F.

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APPENDICES

Appendix A – Identified Stormwater Improvements

Appendix B – Stormwater Reuse Assessment

Appendix C – Vegetation Zones Management Actions

Appendix D – Vegetation for Removal or Control

Appendix E – Vegetation for Revegetation and Biodiversity Improvement

Appendix F – Draft Implementation Plan

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APPENDIX A IDENTIFIED STORMWATER IMPROVEMENTS

UPSTREAM INLET

The inlet has recently been upgraded to minimise erosion. The placement of informal stepping stones across the riffle will improve the safety for people crossing at that location.



Figure 12. Barton Road stormwater discharge into Barton Gully.

GULLY DRAINAGE

The main drainage lines through the upstream gully have been rock armoured and are in good condition. Some improvement to create check dams and planting pockets is recommended. The downstream gully shows signs of erosion at several locations and it is recommended that these areas be remediated, and erosion protection measures deployed to minimise any future or ongoing erosion. The following solutions will be considered for erosion protection, including:

- Rock lining along incised sections of the gully invert
- Rock “leaky” check-dams
- Turf reinforcement mat with vegetation



Figure 13. Erosion in Barton Gully.

ERODED SLOPE

A steep section of the reserve adjacent to an existing house is badly eroded. Some remediation actions have previously been carried out, including the redirection of stormwater discharge downslope via a flexible pipe and scour matting. Further slope remediation and stabilisation options should be investigated as part of geotechnical investigation.

Stormwater discharge points from Seaview Avenue are also causing some scour and this should be improved with a formal headwall and suitable scour protection.

APPENDIX B – STORMWATER REUSE ASSESSMENT

CATCHMENT SIZE

Approximately 14 hectares.

CATCHMENT TYPE

- 3 hectares rural, relatively steep with rainfall runoff discharging quickly once catchment is wet
- 11 hectares urban, relatively steep, with rainfall runoff discharging quickly.

POTENTIAL RUNOFF FOR CAPTURE

- 17ML total

PEAK FLOW

Location	5 Year ARI	100 Year ARI
Outlet	0.5 m ³ /s	1.2 m ³ /s
North Branch	0.2 m ³ /s	0.3 m ³ /s
South Branch	0.16 m ³ /s	0.45 m ³ /s

Implementing a viable stormwater harvesting and reuse scheme requires a balance between engineering feasibility and the economics of the scheme.

The determination of harvestable volumes of stormwater for reuse schemes includes an engineering assessment of a range of implementation and practicality factors, including:

- Total catchment runoff, and importantly the flow profile (ie proportion of low base flows versus peak flows)
- Size and capacity of wetlands/retardation basins to capture and treat runoff (land availability considering site constraints)
- Diversion weir capacity
- Wetland abstraction rates (i.e. diversion from the wetland to either storage or directly to demand)
- Storage of the harvested volumes for a time when demand requires
- Overall demand.

Based on these factors of assessment of the Barton Gully site, a range of factors were identified that would limit the potential for stormwater harvesting including:

- Catchments are generally steep and responsive, meaning runoff will pass through the site quickly and over a short period, limiting opportunities for harvesting.
- Site constraints such as topography and shape, and existing and desired aesthetic appeal of the site including re-vegetation during community programs, mean that provision of retardation/storage of surface water and wetland treatment will be substantially constrained without wholesale landscape changes and /or increased risk of flooding impacts on adjacent properties.
- Geological profiles in these locations would mean any Managed Aquifer Recharge (MAR) Schemes to provide a longer-term storage would be in fractured rock, which traditionally are less suited to MAR schemes. With the gully in an elevated position and so close to the coast, this substantially increases the likelihood that any stored water would dissipate to the coast and be lost. Furthermore, hydrogeological investigations would be costly relative to the fairly small volumes of water that could be captured. It is understood that several springs exist along this section of the coast, one of which has cultural significance, and a fractured rock MAR scheme may impact on these springs.

Further high-level catchment and site assessments to investigate the potential and practicality of stormwater harvesting at the sites is summarised below:

SITE CONSTRAINTS AND OPPORTUNITIES

- Constrained site with existing community plantings and aesthetic appeal
- Limited space for storage and treatment of stormwater
- Minimal potential harvestable volume.

CONCLUSION

As the gully is currently not irrigated and revegetation is proposed with drought tolerant native species, the conclusion from this high-level assessment is that based on economics, aesthetics and water for irrigation, it would be better to integrate any potential non-potable water demand in these areas with supply from the proposed Holdfast Bay Recycled Water pipeline.

APPENDIX C – VEGETATION ZONES MANAGEMENT ACTIONS

ZONE A – REVEGETATION AREA

Condition is good with a selection of native plants that have been used to revegetate this zone. Weed control is an ongoing issue.

Recommended management actions:

- Engage contractors to slash/weed/spray the site prior to seed set each growing season.
- Once weeds are better controlled, replace poorly performing plants and replant open spaces at a density of 2 plants/m².
- Re-evaluate the use of herbicides as part of the management program. The inability to 'get on top of' the weed problem is adversely affecting the revegetation efforts. The present attempts to control weeds are not efficient/effective.
- Remove the *Eriocephalus africanus* in this zone, this is a garden escape.
- Do not further extend replanting until the management of the present area is under control.

ZONE B – NORTH FACING SLOPE ON SOUTHERN SIDE OF GULLY

This is a dry site and includes a patch of remnant native vegetation and should be enhanced. Native species include native grasses such as spear grass (*Austrostipa* sp.) and kangaroo grass (*Themeda triandra*), black-anther flax-lily (*Dianella revoluta*), pale twinleaf (*Zygophyllum glaucum*), yellow tails (*Ptilotus nobilis*), Australian bindweed (*Convolvulus erubescens*), and soft tussock mat-rush (*Lomandra densiflora*).

Recommended management actions:

- The area would naturally have been quite open, and this type of landscape should be maintained with the use of plants such as herbs, grasses, sedges, and very few larger shrubs.
- Remove local non-native species, such as *Melaleuca brevifolia* (the latter are dying out due to the unfavourable dry conditions).
- Increase levels of native grasses, smaller species, *Acacia acinacea*, *Hakea rugose*, *Bursaria spinose* and *Convolvulus erubescens*.

ZONE C – GULLY DRAINAGE LINE

The gully is largely fed via street runoff water – flow is seasonal or after large rain events. It has been planted to a variety of species, mainly *Melaleucas* – *M. brevifolia*, *M. nesophila*, *M. lanceolata* and *M. halmaturorum*. Of these species, only dryland teatree (*M. lanceolata*) is native to the area. The area is too dry for short-leaf honey-myrtle (*M. brevifolia*) and they are gradually dying out.

In the recent past there was a patch of the rare native soursob (*Oxalis perennans*) near the stormwater outlet below Barton Avenue. Repeated searches have been unable to locate this patch. However, the opportunity should be taken to plant this species in other suitable locations within this and other zones in the reserve.

Recommended management actions:

- Remove *Melaleuca nesophila* and *M. brevifolia* and replace with *M. lanceolata*, which is native to the area.
- Increase plantings of *Cyperus* sp., *Austrostipa* sp., *Dianella* sp., *Juncus* sp. and *Lomandra* sp. depending on soil type, slope and local condition requirements for the plants.

ZONE D – LOWER WATERCOURSE

This Zone is quite weedy – weeds include giant reed (*Arundo donax*), nasturtium, castor oil plant, soursob, and various grasses. Some planting has been undertaken, both in the watercourse and on the banks, but site preparation has been inadequate, especially regarding weed control. This section has been planted with swamp paperbark (*Melaleuca halmaturorum*) and native juniper (*Myoporum insulare*); also, non-native eucalypts, tuart gum (*Eucalyptus gomphocephalus*) and platypus gum (*Eucalyptus platypus*), which should be removed.

Recent plantings of *Atriplex cinerea*, a local frontline coastal species, seem to confuse the theme of the area.

Recommended management actions:

- Remove those plants that are poisonous to humans and those that are declared SA weeds.
- Carefully select replanting species as this section is a transition to much more environmentally hostile coastal environs.
- Planting of highly adaptable species such as *Myoporum insulare* will provide protection to more fragile understorey species planted after successful establishment of the stronger species.
- A site-specific replanting plan is required for this area.

ZONE E – OPEN AREA WITH SOME REMNANT VEGETATION

An open, grassy site that should be maintained and managed as such. Native species include spear-grass, silky blue-grass, kangaroo grass, black-anther flax-lily, mat-rush (*Lomandra sp.*), chocolate lily, and grassland everlasting (*Chrysocephalum semipapposum*). Some non-local native species that have been planted should be removed.

Recommended management actions:

- Maintain area by periodic brushcutting; this will encourage the spread of native grasses if cut other than when the plants are flowering and setting seed.
- Remove some of the inappropriate large shrub species to maintain the grassland habitat.
- Increase the level of grassland species without planting large shrubs, including more *Austrostipa* species, *Calostemma purpureum*, *Lomandra* species, *Themeda triandra* and *Dianella revoluta*

ZONE F – OPEN AREA WITH SOME REMNANT VEGETATION

An open, grassy site that should be maintained and managed as such. Native species are similar to Zone E but weeds are more apparent. Some non-local native species have recently been planted here including some shrubs (e.g. *Dodonaea viscosa*), which are inappropriate in a grassland. In addition, extending plantings into this area is premature given the weedy state of earlier plantings on the slope above.

Recommended management actions:

- If practical, maintain this area by periodic brush cutting, as this will encourage the spread of native grasses if cut other than when the plants are flowering and setting seed.
- Consider removal of some of the inappropriate large shrubs.
- Only a small amount of revegetation is required, using species as in Zone E, as natural regeneration should occur.

APPENDIX D – VEGETATION FOR REMOVAL OR CONTROL

The following trees and shrubs are invasive and/or non-native. They will be controlled or gradually replaced with more appropriate species (refer Appendix E).

COMMON NAME	BOTANICAL NAME	COMMENT	STATUS
Western coastal wattle	<i>Acacia cyclops</i>	Sleeper woody weed. Becomes dominant. Needs checking for seedlings.	
Galenia	<i>Aizoon (Galenia) pubescens</i>		
Giant reed	<i>Arundo donax</i>	Spreads by runners	SA declared weed
Bridal creeper / bridal veil	<i>Asparagus asparagoides</i> and <i>A. declinatus</i>		WONS* and SA declared weed
Onion weed	<i>Asphodelus fistulosus</i>		
Swamp casuarina	<i>Casuarina cunninghamiana</i>	Spreads easily by seed in wet environs to become dominant	
Diosma	<i>Coleonema sp.</i>	Garden escape	
Field bindweed	<i>Convolvulus arvensis</i>		SA declared weed
Kapokbossie	<i>Eriocephalus africanus</i>	Garden escape	
Tuart gum	<i>Eucalyptus gomphocephalus</i>		
Platypus gum	<i>Eucalyptus platypus</i>	Little value, easily blows over	
Freesia	<i>Freesia sp.</i>	Spreads by seeds, corms and bulbils. Garden escape	
Gazania	<i>Gazania spp.</i>	Garden escape	SA declared weed
Melaleuca	<i>Melaleuca nesophila</i>	Non-native to this area	
Olive	<i>Olea europaea</i>		SA declared weed
Soursobs	<i>Oxalis pes-caprae</i>		
Kikuyu	<i>Pennisetum clandestinum</i>		
Date palm	<i>Phoenix dactylifera</i>		
Rice millet	<i>Piptatherum milliaceum</i>		
Buckthorn	<i>Rhamnus alaternus</i>	Sleeper woody weed and garden escape. Becomes dominant.	SA declared weed
Castor oil plant	<i>Ricinus communis</i>	Seeds poisonous to people	
Cockies tongue	<i>Templetonia retusa</i>		
Caltrop	<i>Tribulus terrestris</i>	Spreads by burrs	SA declared weed

* WONS = Weed of National Significance

APPENDIX E – VEGETATION FOR REVEGETATION AND BIODIVERSITY IMPROVEMENT

The following plant species present a mix of trees, shrubs and groundcovers that are suitable for use in revegetating Barton Gully.

TYPE	COMMON NAME	BOTANICAL NAME	UPPER SECTION	LOWER SECTION
Trees	Golden wattle	<i>Acacia pycnantha</i>	✓	
	Drooping she-oak	<i>Allocasuarina verticillata</i>		✓
	Southern cypress pine	<i>Callitris gracilis</i>	✓	
	Peppermint box	<i>Eucalyptus odorata</i>	✓	✓
	Blue gum	<i>Eucalyptus leucoxylon</i>	✓	
	Dryland tea tree	<i>Melaleuca lanceolata</i>	✓	✓
	Native apricot	<i>Pittosporum angustifolium</i>	✓	
Large to medium shrubs	Wreath wattle	<i>Acacia acinacea</i>	✓	
	Umbrella bush	<i>Acacia ligulata</i>	✓	✓
	Sweet Bursaria	<i>Bursaria spinosa</i>	✓	✓
	Common fringe-myrtle	<i>Calytrix tetragona</i>	✓	
	Sticky hop-bush	<i>Dodonaea viscosa ssp spatulata</i>	✓	✓
	Mallee Pomaderris	<i>Pomaderris paniculosa</i>		✓
Small shrubs	Mallee bush-pea	<i>Eutaxia microphylla</i>	✓	
	Clasping Goodenia	<i>Goodenia amplexans</i>	✓	
	Twiggy daisy-bush	<i>Olearia ramulosa</i>	✓	✓
	Coast twinleaf	<i>Zygophyllum billardierei</i>		✓

TYPE	COMMON NAME	BOTANICAL NAME	UPPER SECTION	LOWER SECTION
Groundcovers/ climbers/ sedges/grasses/forbs	Chocolate lily	<i>Arthropodium strictum</i>	✓	
	Feather spear-grass	<i>Austrostipa elegantissima</i>	✓	
	Rusty spear-grass	<i>Austrostipa eremophila</i>	✓	
	Coastal spear-grass	<i>Austrostipa flavens</i>		✓
	Tall spear-grass	<i>Austrostipa nodosa</i>	✓	
	Bulbine-lily	<i>Bulbine bulbosa</i>	✓	
	Lemon beauty-heads	<i>Calocephalus citreus</i>	✓	
	Pink garland-lily	<i>Calostemma purpureum</i>	✓	✓
	Clammy goosefoot	<i>Chenopodium pumilio</i>	✓	✓
	Grassland everlasting	<i>Chrysocephalum semipapposum</i>	✓	
	Australian bindweed	<i>Convolvulus erubescens</i>	✓	✓
	Tall scurf pea	<i>Cullen australasicum</i>	✓	
	Spiny flat-sedge	<i>Cyperus gymnocaulos</i>	✓	✓
	Stiff flat-sedge	<i>Cyperus vaginatus</i>	✓	✓
	Black-anther flax-lily	<i>Dianella revoluta</i> var. <i>revoluta</i>	✓	✓
	Climbing saltbush	<i>Einadia nutans</i> spp. <i>nutans</i>	✓	✓
	Native lilac	<i>Hardenbergia violacea</i>	✓	✓
	Pale rush	<i>Juncus pallidus</i>	✓	✓
	Running postman	<i>Kennedia prostrata</i>	✓	✓
	Native flax	<i>Linum marginale</i>	✓	
	Soft tussock mat-rush	<i>Lomandra densiflora</i>	✓	✓
	Scented mat-rush	<i>Lomandra effusa</i>	✓	
	Hard mat-rush	<i>Lomandra multiflora</i> var. <i>dura</i>	✓	✓
	Creeping boobialla	<i>Myoporum parvifolium</i>	✓	✓
	Native soursob	<i>Oxalis perennans</i>	✓	
	Native Pelargonium	<i>Pelargonium littorale</i>		✓
	Variable plantain	<i>Plantago varia</i>	✓	✓
	Yellow tails	<i>Ptilotus nobilis</i>	✓	✓
	Wallaby grass	<i>Rhytidosperra caespitosa</i>	✓	✓
	Creamy candles	<i>Stackhousia monogyna</i>	✓	
	Rush fringe-lily	<i>Thysanotus juncifolius</i>	✓	
	Toothed Velleia	<i>Velleia arguta</i>	✓	✓
	Narrow-leaf new Holland daisy	<i>Vittadinia blackii</i>	✓	✓
	Wedge new Holland daisy	<i>Vittadinia cuneata</i> var. <i>cuneata</i>	✓	✓
Coastal bluebell	<i>Wahlenbergia gracilentia</i>		✓	
Pale twinleaf	<i>Zygophyllum glaucum</i>	✓	✓	

* WONS = Weed of National Significance

APPENDIX F – DRAFT IMPLEMENTATION PLAN

ITEM	SCOPE	PROGRAM	BUDGET ESTIMATE
Watercourse rehabilitation	<i>Scour protection at stormwater outlet, scour protection in lower portion of the gully, improve existing rock lining of the drains in the upper gully.</i>	2020/2021 and 2021/2022 FY	\$50,000-\$75,000
New pedestrian bridge and path upgrades	<i>Improve existing paths, install new paths and construct new bridge over the drainage channel.</i>	2020/2021 and ongoing	\$75,000- \$100,000
Interpretive signage	<i>Supply and install interpretative signage</i>	2020/2021 and ongoing	\$30,000
Revegetation and weed management	<i>Revegetation of the gully based on the zones.</i>	2020/2021 and ongoing	\$75,000
Ongoing maintenance	<i>Weed management, revegetation.</i>	2022/2023 ongoing	Operational budget

Note:

- Budget is subject to annual Council approval and is a total budget exclusive of any grant or other external funding.
- The above costs are capital costs for new works. Existing assets will be renewed as part of Council's asset management planning.



DRAFT

DRAFT



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Item No: **15.7**

Subject: **COUNCIL POLICY REVIEW**

Date: 13 April 2021

Written By: Team Leader Governance

General Manager: Strategy and Business Services, Ms P Jackson

SUMMARY

A selection of Council policies have been reviewed and are now presented to Council for adoption:

- Encroachments - Section 202 and 221 *Local Government Act 1999*;
- Election Signs Policy; and
- Hoarding Scaffolding or Other Equipment and Damage Policy.

A tracked changes copy marked with proposed changes and a final version is attached for each policy.

As these policies do not require substantive changes or public consultation, they are presented as a collective for administrative efficiency.

RECOMMENDATION

That Council:

- 1. endorse the Encroachments Policy - Section 202 and 221 *Local Government Act 1999* (*Attachment 2*) as amended, and approve it to be published;**
 - 2. endorse the Election Signs Policy (*Attachment 4*) as amended, and approve it to be published; and**
 - 3. endorse the Hoarding, Scaffolding or Other Equipment and Damage Policy (*Attachment 6*) as amended, and approve it to be published.**
-

COMMUNITY PLAN

Culture: Providing customer-centred services

Culture: Enabling high performance

Culture: Being financially accountable

Culture: Supporting excellent, efficient operations
Placemaking: Creating lively and safe places

COUNCIL POLICY

Refer to attachments.

STATUTORY PROVISIONS

Development Act 1993

Local Government Act 1999

Planning, Development and Infrastructure Act 2016

BACKGROUND

Section 59 of the *Local Government Act 1999* requires councils to keep council policies under review to ensure they are appropriate and effective.

Policies are an important part of good governance, providing guidance for day to day operations, ensuring compliance with relevant laws and providing parameters for decision-making. They protect the organisation and provide our community with confidence that we will undertake operations in a consistent, fair and equitable way.

REPORT

The three policies which are the subject of this Report have been reviewed in line with existing review schedules and are presented to Council for consideration.

The amendments are detailed below (and also shown through tracked changes on the 'proposed changes' version), however none of the proposed changes are substantive, nor change the meaning or intent of the policy.

1. Encroachments Policy- Section 202 and 201 Local Government Act 1999

- Additional reference to airspace above public land, is now included in the definition of 'Encroachment'. This reference was added following Council's initial consideration of the Policy at the Council meeting on 8 December 2020, where it was resolved that the Encroachment policy be brought back to Council following clarification in regards to air space and encroachments (resolution number C081220/2164- Item 15.2 Council Policy Review (Report No: 410/20).

Refer Attachments 1-2

2. Election Signs Policy

- Minor administrative changes have been made upon review, including updating references and removing duplicate wording.

Refer Attachments 3-4

3. Hoarding, Scaffolding or Other Equipment and Damage Policy

- Administrative changes to improve clarity and inserting reference to the application process.

Refer Attachments 5-6

There is no legislative requirement to undertake community consultation on these policies. Additionally, as these changes are not material, consultation is not deemed necessary.

The next review period for each policy is identified on the front of the policy. Policies may be reviewed at an earlier date if deemed necessary due to legislative or other changes.

BUDGET

Not applicable.

LIFE CYCLE COSTS

Not applicable.

Attachment 1



Trim Container ECM DSID:	FOU/17/1000.....
First Issued / Approved:	09/05/2017
Last Reviewed:	— /...../..... CC.....
Next Review:	07/12/2023 .../...../2024
Responsible Officer:	Manager Development Services
Date Placed on Webpage/ Intranet:	.../...../.....

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1. PREAMBLE

This policy provides a set of principles to be used when Council considers whether it will permit activity to occur on land over which it has responsibility.

1.1 Background

The use of public footpaths and the like for urban activities including for the purposes of outdoor dining, cafes ~~or~~, retailing has become increasingly popular in the City of Holdfast Bay. ~~There are also circumstances where~~ ~~From time to time~~ structures built ~~primarily~~ on private land need to encroach on public land, ~~including the airspace above public land~~. In recognition of these events, Council has adopted a policy according to which it will assess and consider the use of public land for these activities. Councils have the authority under Sections 202 and 221 of the *Local Government Act 1999* to seek a permit and associated fee for any structure located over, under or across public land.

1.2 Purpose

~~Theis Encroachments~~-Policy provides criteria for managing the different types of encroachments over public land to ensure that they contribute positively but do not impinge on public ~~use~~, safety or amenity. In doing ~~so~~, ~~this~~e Policy seeks to provide a fair and balanced approach to the use of public space.

1.3 Scope

The ~~P~~olicy covers any structure erected or installed in, on, across, under or over Council land, ~~including the airspace above public land~~. This includes structures that straddle the title boundary from private land on to public land (including roads and Community Land).

The ~~p~~Policy provides the basis for the Council's assessment and decision making on encroachments as land owner. The Policy sets out both the criteria to guide the assessment and the processes for applying for a permit.

1.4 Definitions

Encroachment – means any structure erected or installed in, on, across, under or over Council land, ~~including the airspace above public land~~. This includes

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

structures that straddle the title boundary from private land on to public land (including roads and Community Land).

~~Structure – includes- any fence, wall, fixture or fitting, whether temporary or permanent, moveable or immovablexxxx.~~

1.5 Strategic Reference

Placemaking: Creating vibrant and safe places
Culture: Supporting excellent, efficient operations

2. PRINCIPLES

The following principles shall apply to assessments:

2.1 Cornices, sunscreens, hoods and other such projections

- Encroach no more than 1500mm into public space ~~and not extend along more than with a width not exceeding beyond~~ 10 metres of site frontage;
- Have a minimum height of 3 metres above the level of the footpath and a minimum clearance of 600mm from the kerb or a minimum height of 5.0 metres above the level of a vehicular carriageway~~;~~
- Do not narrow the width of a footpath or public space~~;~~
- Do not preclude street tree planting in a location previously designated for such a purpose~~;~~
- Are not considered to pose a hazard, particularly to pedestrians or other users of public space, for example is not below head height ~~and/ or, is~~ not at risk of detaching from the building~~;~~
- Are replacing an existing encroachment of the same dimensions~~;~~
- Do not interrupt pedestrian movement or public space~~;~~
- Are constructed so as to prevent water dripping or discharging onto Council land~~;~~ and
- Do not cause any interference to public services~~;~~

2.2 Awnings, verandahs, pergolas and freestanding shade structures

- ~~H~~ave a minimum height of 3 metres and not more than 3.7 metres above the level of the footpath measured to the underside of the awning, verandah or pergola, except in the case of retractable awnings which, when fully lowered, shall be at a height above the level of the footpath to provide a clearance of not less than 2.5 metres measured to the lowest part of the awning and a clearance of not less than 3 metres when fully retracted~~;~~
- ~~H~~ave a minimum setback of 600mm from the kerb face~~;~~
- Not restrict pedestrian access to less than 1.8m (or greater if in a high pedestrian area) on any side other than that adjacent to the kerb; and
- ~~B~~e constructed so as to prevent water from dripping or discharging onto a footpath~~;~~

2.3 Signs

2

The electronic version on the ~~I~~nternet/~~I~~ntranet is the controlled version of this document.
Printed copies are considered uncontrolled. Before using a printed copy, verify that it is the controlled version.

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

- ~~B~~be at a height above the level of the footpath of not less than 2.5 metres for permanent and rigid material advertisements and 2.3 metres for temporary advertisements made of a flexible or yielding material measured to the lowest part of the sign; and
- ~~B~~be located such that no part is set back less than 600mm from the kerb face.

2.4 Sundry and Minor

- Applied finishes (i.e. painted lines or stencilled areas) ~~shall extend no further more~~ than 50mm onto the surface of the public space.

2.5 Infrastructure

- cables, communications and other services
- access pits and hatches
- electricity service connections
- mechanical and plant equipment
- pipes and services
- flagpoles.

2.6 Non-Minor

- balconies
- freestanding signs
- underground car parking
- fully or predominantly enclosed parts of any building which encroach over public space (e.g. increased leasable floor area, at below or above ground level) and
- enclosed balconies and any structures that exclude access to areas of public space.

2.7 Development Approval

Encroachments generally involve building work, which constitutes ‘development’ under the *Development Act 1993* ~~or *Planning, Development and Infrastructure Act 2016*~~. As a result, a proposed encroachment will generally require both an Encroachment Permit (under the *Local Government Act 1999*) and a Development Approval (under the *Development Act 1993* ~~or *Planning, Development and Infrastructure Act 2016*~~) before construction can commence.

‘In principle’ support for an Encroachment Permit is a requirement prior to a development application proceeding to assessment. If a development application is received that includes an ~~and~~ encroachment, ~~and that encroachment that~~ does not have ‘in principle’ ~~decision support, then the development assessment cannot proceed until a decision~~ on the Encroachment Permit is made. If an Encroachment Permit is refused, the development application ~~will~~ must be:

- ~~M~~odified to meet the requirements of the Policy;
- ~~W~~ithdrawn; or

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

- ~~R~~efused on the basis that it does not have approval of the Council in its role as landlord for the elements that encroach.

— Once an encroachment has both an Encroachment Permit and a Development Approval, these will be issued and construction can commence. Applicants should contact Council's Development Assessment Unit to discuss the requirements for lodging a development application.

proposed changes

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

2.8 Fees

Fees associated with an Encroachment Permit are detailed and set in the Council's Schedule of Fees and Charges. The fees will vary according to the type of encroachment and be set according to the following principles:

- Reflecting the extent and impact of the encroachment on public space;
- Reflecting the potential for public benefit to be gained from the encroachment; and
- Reflecting the potential for private benefit and/or commercial gain, unless of a major public benefit.

2.9 Permit Renewal and Cancellation

2.9.1 An Encroachment Permit is valid for 12 months upon approval, and may be cancelled or amended if:

- The owner/occupier fails to comply with the permit conditions (including payment of fees); or
- There are changed conditions affecting the encroachment, such as increased risk to health and safety; or
- Other valid reasons require cancellation, such as streetscape upgrades or refurbishment.

2.9.2 Council will issue annual renewal notices to permit holders. It is the responsibility of the permit holder to ensure the permit is renewed annually, including the payment of fees and the currency of public liability insurance.

2.9.3 If a permit lapses or is cancelled (for example due to non-payment of fees), Council will require the land owner to renew the permit or remove the encroachment and reinstate the public realm and any adjacent structure to Council's satisfaction.

2.9.4 Council may at its discretion, will advise recipients of an Encroachment Permit that it may review the health and safety of the encroachment, whether the encroachment complies its compliance with any conditions, and/or request a copy of the owner/occupiers public liability Certificate of Currency at any time. Council will advise recipients of an Encroachment Permit review in writing if it proposes to undertake any review.

2.10 Public Liability Insurance

2.10.1 Permit holders must take out and keep current a public liability insurance policy noting specifically the interest of the Council as an insured party.

2.10.2 The policy must insure for the amount of at least twenty million dollars (\$20,000,000), unless otherwise negotiated by Council, and must cover injury, loss or damage to persons or property arising out of the activity

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

carried out under ~~this any~~ Permit or ~~the~~ granting of the Permit by the Council.

- 2.10.3 A certificate of Currency for the policy must accompany the application for the annual renewal of an Encroachment Permit or be presented to Council upon request.

3. REFERENCES

3.1 Legislation

- ~~Local Government Act 1999~~ Development Act 1993
- ~~Development Act 1993~~ Local Government Act 1999
- Planning, Development and Infrastructure Act 2016

3.2 Other References

- ~~NH~~ Hoarding Permits and Builder Damage Policy
- Outdoor Dining Policy
- Verge Management Policy

Attachment 2



ECM DSID:
First Issued / Approved:	09/05/2017
Last Reviewed:/...../..... C.....
Next Review:	.../...../2024
Responsible Officer:	Manager Development Services
Date Placed on Webpage/ Intranet:/...../.....

1. PREAMBLE

This policy provides a set of principles to be used when Council considers whether it will permit activity to occur on land over which it has responsibility.

1.1 Background

The use of public footpaths and the like for urban activities including for the purposes of outdoor dining, cafes or retailing has become increasingly popular in the City of Holdfast Bay. There are also circumstances where structures built primarily on private land need to encroach on public land, including the airspace above public land. In recognition of these events, Council has adopted a policy according to which it will assess and consider the use of public land for these activities. Councils have the authority under Sections 202 and 221 of the *Local Government Act 1999* to seek a permit and associated fee for any structure located over, under or across public land.

1.2 Purpose

This Policy provides criteria for managing the different types of encroachments over public land to ensure that they contribute positively but do not impinge on public use, safety or amenity. In doing so, this Policy seeks to provide a fair and balanced approach to the use of public space.

1.3 Scope

The Policy covers any structure erected or installed in, on, across, under or over Council land, including the airspace above public land. This includes structures that straddle the title boundary from private land on to public land (including roads and Community Land).

The Policy provides the basis for the Council’s assessment and decision making on encroachments as land owner. The Policy sets out both the criteria to guide the assessment and the processes for applying for a permit.

1.4 Definitions

Encroachment – means any structure erected or installed in, on, across, under or over Council land, including the airspace above public land. This includes

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

structures that straddle the title boundary from private land on to public land (including roads and Community Land).

Structure – includes any fence, wall, fixture or fitting, whether temporary or permanent, moveable or immovable.

1.5 Strategic Reference

Placemaking: Creating vibrant and safe places

Culture: Supporting excellent, efficient operations

2. PRINCIPLES

The following principles shall apply to assessments:

2.1 Cornices, sunscreens, hoods and other such projections

- Encroach no more than 1500mm into public space and not extend along more than 10 metres of site frontage;
- Have a minimum height of 3 metres above the level of the footpath and a minimum clearance of 600mm from the kerb or a minimum height of 5.0 metres above the level of a vehicular carriageway;
- Do not narrow the width of a footpath or public space;
- Do not preclude street tree planting in a location previously designated for such a purpose;
- Are not considered to pose a hazard, particularly to pedestrians or other users of public space, for example is not below head height and/ or not at risk of detaching from the building;
- Are replacing an existing encroachment of the same dimensions;
- Do not interrupt pedestrian movement or public space;
- Are constructed so as to prevent water dripping or discharging onto Council land; and
- Do not cause any interference to public services.

2.2 Awnings, verandahs, pergolas and freestanding shade structures

- Have a minimum height of 3 metres and not more than 3.7 metres above the level of the footpath measured to the underside of the awning, verandah or pergola, except in the case of retractable awnings which, when fully lowered, shall be at a height above the level of the footpath to provide a clearance of not less than 2.5 metres measured to the lowest part of the awning and a clearance of not less than 3 metres when fully retracted;
- Have a minimum setback of 600mm from the kerb face;
- Not restrict pedestrian access to less than 1.8m (or greater if in a high pedestrian area) on any side other than that adjacent to the kerb; and
- Be constructed so as to prevent water from dripping or discharging onto a footpath.

2.3 Signs

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

- Be at a height above the level of the footpath of not less than 2.5 metres for permanent and rigid material advertisements and 2.3 metres for temporary advertisements made of a flexible or yielding material measured to the lowest part of the sign; and
- Be located such that no part is set back less than 600mm from the kerb face.

2.4 Sundry and Minor

- Applied finishes (i.e. painted lines or stencilled areas) shall extend no further than 50mm onto the surface of the public space.

2.5 Infrastructure

- cables, communications and other services
- access pits and hatches
- electricity service connections
- mechanical and plant equipment
- pipes and services
- flagpoles.

2.6 Non-Minor

- balconies
- freestanding signs
- underground car parking
- fully or predominantly enclosed parts of any building which encroach over public space (e.g. increased leasable floor area, at below or above ground level) and
- enclosed balconies and any structures that exclude access to areas of public space.

2.7 Development Approval

Encroachments generally involve building work, which constitutes 'development' under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016*. As a result, a proposed encroachment will generally require both an Encroachment Permit (under the *Local Government Act 1999*) and a Development Approval (under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016*) before construction can commence.

'In principle' support for an Encroachment Permit is a requirement prior to a development application proceeding to assessment. If a development application is received that includes an encroachment, and that encroachment does not have 'in principle' support, then the development assessment cannot proceed until a decision on the Encroachment Permit is made. If an Encroachment Permit is refused, the development application must be:

- Modified to meet the requirements of the Policy;
- Withdrawn; or

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

- Refused on the basis that it does not have approval of the Council in its role as landlord for the elements that encroach.

Once an encroachment has both an Encroachment Permit and a Development Approval, these will be issued and construction can commence. Applicants should contact Council's Development Assessment Unit to discuss the requirements for lodging a development application.

2.8 Fees

Fees associated with an Encroachment Permit are detailed and set in the Council's Schedule of Fees and Charges. The fees will vary according to the type of encroachment and be set according to the following principles:

- Reflecting the extent and impact of the encroachment on public space;
- Reflecting the potential for public benefit to be gained from the encroachment; and
- Reflecting the potential for private benefit and/or commercial gain, unless of a major public benefit.

2.9 Permit Renewal and Cancellation

2.9.1 An Encroachment Permit is valid for 12 months upon approval, and may be cancelled or amended if:

- The owner/occupier fails to comply with the permit conditions (including payment of fees); or
- There are changed conditions affecting the encroachment, such as increased risk to health and safety; or
- Other valid reasons require cancellation, such as streetscape upgrades or refurbishment.

2.9.2 Council will issue annual renewal notices to permit holders. It is the responsibility of the permit holder to ensure the permit is renewed annually, including the payment of fees and the currency of public liability insurance.

2.9.3 If a permit lapses or is cancelled (for example due to non-payment of fees), Council will require the land owner to renew the permit or remove the encroachment and reinstate the public realm and any adjacent structure to Council's satisfaction.

2.9.4 Council may at its discretion, review the health and safety of the encroachment, whether the encroachment complies with any conditions, and/or request a copy of the owner/occupiers public liability Certificate of Currency at any time. Council will advise recipients of an Encroachment Permit review in writing if it proposes to undertake any review.

2.10 Public Liability Insurance

ENCROACHMENTS – SECTION 202 & 221 LOCAL GOVERNMENT ACT 1999

- 2.10.1 Permit holders must take out and keep current a public liability insurance policy noting specifically the interest of the Council as an insured party.
- 2.10.2 The policy must insure for the amount of at least twenty million dollars (\$20,000,000), unless otherwise negotiated by Council, and must cover injury, loss or damage to persons or property arising out of the activity carried out under any Permit or the granting of the Permit by the Council.
- 2.10.3 A certificate of Currency for the policy must accompany the application for the annual renewal of an Encroachment Permit or be presented to Council upon request.

3. REFERENCES

3.1 Legislation

- *Development Act 1993*
- *Local Government Act 1999*
- *Planning, Development and Infrastructure Act 2016*

3.2 Other References

- Hoarding Permits and Builder Damage Policy
- Outdoor Dining Policy
- Verge Management Policy

Attachment 3



<u>ECM DSID: Trim Container</u>	<u>FOL/17/999.....</u>
First Issued / Approved:	22/06/2010
Last Reviewed:	<u>09/05/2017/...../.....</u> <u>C090517/747 C.....</u>
Next Review:	<u>30/06/2020...../...../2024</u>
<u>Responsible Officer:</u>	<u>Manager Regulatory Services</u>
<u>Date Placed on Webpage/ Intranet:</u>	<u>...../...../2021</u>

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1. PREAMBLE

This policy establishes the Council’s position in relation to election signs for Federal, State and Local Government ~~e~~Elections.

~~From time to time~~ Commonwealth, State and Local Government elections are held periodically, and candidates may choose to exercise their option to place signs across the City of Holdfast Bay (the Council).

The City of Holdfast Bay Council recognises the need to balance its support for the election processes, while at the same time providing oversight to ensure the ongoing safety and public amenity of the City Council area.

1.1 Background

~~An election sign is considered to be a candidate corflute sign, usually affixed to a structure on a road such as a stobie pole with wire or cable ties. This sign is a ‘moveable sign’ under the Local Government Act 1999 (the Act).~~

Sections 226 and 227 of the Act set out the legislative framework for the control of moveable signs, including election signs. Election signs are ‘moveable signs’ under the Local Government Act 1999 (the Act).

The Act contains an exemption for election signs displayed during election periods. Specifically, ~~the Act provides at~~ Section 226(3) of the Act says that a person may place and maintain a moveable sign on a road without a permit or authorisation from the Council if the sign is related to a State or Commonwealth election and is displayed during ~~the an election period commencing on the issue of the writ or writs for the election and ending at the close of polls on polling day.~~

There is a similar provision in the case of local government elections.

~~The City of Holdfast Bay does not have the power to regulate election signs in the same way it can regulate other moveable signs. Specifically, it cannot require a person to obtain permission from the council before erecting and maintaining an election sign on a road during the periods specified above.~~

1.2 Purpose

ELECTION SIGNS POLICY

This policy sets out the approach that the ~~City of Holdfast Bay Council~~ will take in regard to candidate election signs during an election period.

1.3 Scope

This policy applies to all candidate signs which are posted during an election period. It does not apply to any signs which are posted outside of this period.

1.4 Definitions

~~Election p~~**Period means**– ~~for the purposes of this policy, this is~~ the period commencing from the time the writ(s) are issued for a Commonwealth or State election until the close of polls on election day. This period for a local government election refers to the period four weeks from the day the election is set until the end of voting on polling day.

~~Election S~~**sign means**– a candidate corflute (or similar) sign, usually attached to a pole or similar by plastic or metal ties.

1.5 Strategic Reference

Culture: Supporting excellent, efficient operations

2. PRINCIPLES

2.1 ~~Council does not have the power to regulate election signs in the same way it can regulate other moveable signs. Specifically, it cannot require a person to obtain permission from the Council before erecting and maintaining an election sign on a road during the periods specified above.~~

2.2 ~~The Council City of Holdfast Bay will provide all candidates upon request with a copy of the LGA Election Signs Guidelines and General Approval Guidelines for the Placement or Affixation of Election Signs and endeavour to ensure that all candidates are aware of their responsibilities.~~

2.3 ~~Any person wishing to make application for the consent of Council to allow electoral signs to be posted, affixed or erected on land under the care and control of Council (e.g. reserves), should request an application form from the Council.~~

2.2 Should complaints be received that ~~individual a sign owner has signs~~ breached the ~~LGA~~ guidelines, the ~~person authorising the sign~~ owner will be contacted and advised.

2.3 If an ~~election~~ sign is considered to unreasonably endanger the safety of members of the public, or restrict the use of a road, ~~or has been vandalised (including offensive language)~~ Council's authorised officer-s' will instruct the ~~sign~~ owner of ~~the sign~~ to remove ~~the sign~~ it from the road.

2.4 If the owner of the ~~election~~ sign fails to comply immediately (within 24 hours), the authorised officer will remove and dispose of the sign.

2

ELECTION SIGNS POLICY

~~2.5~~ Any direct costs incurred by Council in relation to the removal of the sign will be charged to the owner of the sign.

~~2.5~~ Any inconsistency between this Policy and the LGA Election Signs - General Approval Guidelines, the Guidelines will prevail.

~~2.6~~ Any person wishing to make application for the consent of Council to allow electoral signs to be posted, affixed or erected on property under the care and control of Council, not including a public road, should request an application form from the Council.

3. REFERENCES

3.1 Legislation

- ~~Local Government Act 1999~~

3.2 Other References

~~LGA-LGA Election Signs- General Approval Guidelines and General Approval for the Placement or Affixation of Election Signs – Guidelines – For Federal, State and Local Government Elections (April 2019)~~

Attachment 4



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Last Reviewed:	.../.../..... C.....
Next Review:	.../...../2024
Responsible Officer:	Manager Regulatory Services
Date Placed on Webpage/ Intranet:/...../2021

1. PREAMBLE

This policy establishes the Council’s position in relation to election signs for Federal, State and Local Government elections.

Commonwealth, State and Local Government elections are held periodically, and candidates may choose to exercise their option to place signs across the City of Holdfast Bay (the Council).

The Council recognises the need to balance its support for the election processes, while at the same time providing oversight to ensure the ongoing safety and public amenity of the Council area.

1.1 Background

Sections 226 and 227 of the Act set out the legislative framework for the control of moveable signs, including election signs. Election signs are ‘moveable signs’ under the *Local Government Act 1999* (the Act).

The Act contains an exemption for election signs displayed during election periods. Specifically, Section 226(3) of the Act says that a person may place and maintain a moveable sign on a road without a permit or authorisation from the Council if the sign is related to a State or Commonwealth election and is displayed during an election period. There is a similar provision in the case of local government elections.

1.2 Purpose

This policy sets out the approach that the Council will take in regard to candidate election signs during an election period.

1.3 Scope

This policy applies to all candidate signs which are posted during an election period. It does not apply to any signs which are posted outside of this period.

1.4 Definitions

Election period means the period commencing from the time the writ(s) are issued for a Commonwealth or State election until the close of polls on election

ELECTION SIGNS POLICY

day. This period for a local government election refers to the period four weeks from the day the election is set until the end of voting on polling day.

Election sign means a candidate corflute (or similar) sign, usually attached to a pole or similar by plastic or metal ties.

1.5 Strategic Reference

Culture: Supporting excellent, efficient operations

2. PRINCIPLES

- 2.1 Council does not have the power to regulate election signs in the same way it can regulate other moveable signs. Specifically, it cannot require a person to obtain permission from the Council before erecting and maintaining an election sign on a road during the periods specified above.
- 2.2 Council will provide all candidates upon request with a copy of the LGA Election Signs - General Approval Guidelines and endeavour to ensure that all candidates are aware of their responsibilities.
- 2.3 Any person wishing to make application for the consent of Council to allow electoral signs to be posted, affixed or erected on land under the care and control of Council (e.g. reserves), should request an application form from the Council.
- 2.2 Should complaints be received that a sign owner has breached the LGA guidelines, the owner will be contacted and advised.
- 2.3 If an election sign is considered to unreasonably endanger the safety of members of the public, or restrict the use of a road, or has been vandalised (including offensive language) Council's authorised officers' will instruct the sign owner to remove it from the road.
- 2.4 If the owner of the election sign fails to comply immediately (within 24 hours), the authorised officer will remove and dispose of the sign. Any direct costs incurred by Council in relation to the removal of the sign will be charged to the owner of the sign.
- 2.5 Any inconsistency between this Policy and the LGA Election Signs - General Approval Guidelines, the Guidelines will prevail.

3. REFERENCES

3.1 Legislation

- *Local Government Act 1999*

3.2 Other References

LGA Election Signs- General Approval Guidelines – For Federal, State and Local Government Elections (April 2019)

Attachment 5



**HOARDING, SCAFFOLDING OR OTHER
EQUIPMENT PERMITS AND BUILDER
DAMAGE POLICY**

ECM DSID: Trim Container	FOL/17/1004
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Last Reviewed:	09/05/2017/...../.....
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Responsible Officer:	Manager Regulatory Services
Date Placed on Webpage/ Intranet:/...../2021

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1. PREAMBLE

1.1 Background

Councils need to keep public infrastructure in good repair, maintaining public safety and ensuring maximum public use and value.

The *Local Government Act 1999 (the Act)* specifies legal obligations placed on councils in this regard and sets a framework for management of public infrastructure.

~~Builders Works to properties maybe undertaken which involve often erecting~~ hoardings, ~~scaffolding~~ or ~~other equipment struct~~(other structures) ~~ures~~ that encroach on public infrastructure. These hoardings may affect both the community's access to and use of the public infrastructure as well as their safety when in the vicinity of the ~~hoarding structures~~.

From time to time ~~builders these works~~ may cause damage to Council owned public infrastructure.

~~City of Holdfast Bay Report 590/05 provides legal advice and direction on how the City of Holdfast Bay (Council) should manage these issues.~~

1.2 Purpose

This policy provides a framework whereby the City of Holdfast Bay (Council):

- a. ~~M~~aintains general public access to public infrastructure while allowing ~~works to be undertaken such as~~ the construction of ~~ordinary~~ ~~houses buildings and unit s including~~ renovations and maintenance that may otherwise encroach on that public infrastructure; ~~and~~
- b. ~~m~~ay seek ~~restitution or reparation remediation~~ for ~~builder~~ damage to public infrastructure.

1.3 Scope

HOARDING PERMITS AND BUILDER DAMAGE POLICY

This policy refers to all ~~building activities-works~~ that may encroach upon or cause damage to any Council owned public infrastructure by any person, organisation, business or other entity undertaking ~~works such as building, or~~ construction or ~~maintenance~~ works ~~which may also involve hoarding~~ within the ~~municipality~~Council area.

1.4 Definitions

~~Building W~~works means any ~~construction~~ activity ~~including construction or maintenance activities~~ undertaken by an individual, business, company or other entity including owner builder activities.

~~H~~Hoarding means temporary fencing or other barriers set up or erected by the management of ~~building /~~ construction sites.

~~Scaffolding~~ means a temporary structure on the outside of a building made of wooden planks and metal poles.

Public Infrastructure means infrastructure owned by the Council that is located in a public place for general use and includes (but is not limited to):

- a. ~~k~~Kerbs and footpaths
- b. ~~r~~Roads
- c. ~~s~~Street trees
- d. ~~s~~Street furniture

1.5 Strategic Reference

[A Place that is Well Planned Placemaking: Creating Lively and Safe Places](#)

2. PRINCIPLES

2.1 ~~Council will ensure through its planning process that construction activities do not encroach unnecessarily on public infrastructure.~~

~~2.2~~ Where ~~building activities-works and/or hoarding~~ do have to encroach on or affect public infrastructure, Council will seek to minimise impact through the issuing and enforcing of specific permits or licences ~~to applicants. Applicants wishing to place hoarding, scaffolding or equipment on a public road or footpath must complete Council's application form (pursuant to section 221 of the Act).~~ W-

~~Where such activities are permitted specific time frames and conditions are will be specified~~specified in any permission.

~~b.~~ Council may levy a fee ~~where hoardingsfor~~ encroaching on public infrastructure.

HOARDING PERMITS AND BUILDER DAMAGE POLICY

- 2.23 Council will encourage ~~builders-applicants~~ to comply with ~~approvals-permits or licences given issued~~ by Council through support and education.
- 2.34 Where ~~builders-applicants~~ fail to comply with ~~approvals-permits, licences or conditions~~, Council will take ~~such~~ action deemed appropriate to the circumstances and conditions.

3. REFERENCES

3.1 Legislation

- *Local Government Act 1999*

3.2 Other References

- ~~Application to Place Hoarding, Scaffolding or Equipment on a Public Road or Footpath—Nil~~

Attachment 6



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First Issued / Approved:	13/10/2009
Last Reviewed:	.../.../.....
	C.....
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Responsible Officer:	Manager Regulatory Services
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1. PREAMBLE

1.1 Background

Councils need to keep public infrastructure in good repair, maintaining public safety and ensuring maximum public use and value.

The *Local Government Act* 1999 (the Act) specifies legal obligations placed on councils in this regard and sets a framework for management of public infrastructure.

Works to properties maybe undertaken which involve erecting hoardings, scaffolding or equipment (other structures) that encroach on public infrastructure. These hoardings may affect both the community’s access to and use of the public infrastructure as well as their safety when in the vicinity of the structures. From time to time these works may cause damage to Council owned public infrastructure.

1.2 Purpose

This policy provides a framework whereby the City of Holdfast Bay (Council):

- a. maintains general public access to public infrastructure while allowing works to be undertaken such as the construction of buildings, renovations and maintenance that may otherwise encroach on that public infrastructure; and
- b. may seek remediation for damage to public infrastructure.

1.3 Scope

This policy refers to all works that may encroach upon or cause damage to any Council owned public infrastructure by any person, organisation, business or other entity undertaking works such as, construction or maintenance works which may also involve hoarding within the Council area.

HOARDING PERMITS AND BUILDER DAMAGE POLICY

1.4 Definitions

Works means any activity including construction or maintenance activities undertaken by an individual, business, company or other entity including owner builder activities.

Hoarding means temporary fencing or other barriers set up or erected by the management of construction sites.

Scaffolding means a temporary structure on the outside of a building made of wooden planks and metal poles.

Public Infrastructure means infrastructure owned by the Council that is located in a public place for general use and includes (but is not limited to):

- a. kerbs and footpaths
- b. roads
- c. street trees
- d. street furniture

1.5 Strategic Reference

Placemaking: Creating Lively and Safe Places

2. PRINCIPLES

- 2.1 Where works and/or hoarding do have to encroach on or affect public infrastructure, Council will seek to minimise impact through the issuing and enforcing of specific permits or licences to applicants. Applicants wishing to place hoarding, scaffolding or equipment on a public road or footpath must complete Council's application form (pursuant to section 221 of the Act). Where such activities are permitted specific time frames and conditions will be specified in any permission. Council may levy a fee for encroaching on public infrastructure.
- 2.2 Council will encourage applicants to comply with permits or licences issued by Council through support and education.
- 2.3 Where applicants fail to comply with permits, licences or conditions, Council will take such action deemed appropriate to the circumstances and conditions.

3. REFERENCES

3.1 Legislation

- *Local Government Act 1999*

3.2 Other References

- Application to Place Hoarding, Scaffolding or Equipment on a Public Road or Footpath