Reference: AF11/866 SW

8 October 2015

MEMBERS

NOTICE is hereby given that the Operational Services Committee will meet in the following Meeting Room on the day, date and time as follows:

Operational Services Committee
(Conference Room - Level 1):

Tuesday, 13th October 2015 at 7:30 a.m.

An agenda for the meeting is enclosed herewith.

Grant HUMPHRIES
ACTING CHIEF EXECUTIVE OFFICER

City of Mount Gambier
BLUE LAKE CITY

Civic Centre
10 Watson Terrace
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OPERATIONAL SERVICES COMMITTEE

Meeting to be held on Tuesday, 13th October 2015 at 7.30 a.m.

AGENDA

1. COMMITTEES - Internal - Operational Services Committee - re Projects to be undertaken by the Operational Services Department, Engineering Division, during month - Ref. AF11/866

2. CELEBRATIONS AND FESTIVITIES - 2015 Christmas Parade - Street Closure - Ref. AF14/352, AF11/1850

3. ENVIRONMENTAL MANAGEMENT - Environment Protection Authority - Reforming Waste Management - Ref. AF13/42

4. ENVIRONMENTAL MANAGEMENT - Project Management - Solar Systems at Council Facilities - Ref. AF11/407

5. ECONOMIC DEVELOPMENT - Project Management - City Development Framework Project - Natural Step Follow Up Session - Ref. AF13/125

6. HUMAN RESOURCE MANAGEMENT - National Local Roads and Transport Congress - Ref. AF11/1163

7. FINANCIAL MANAGEMENT - Architectural Design Competition - Civic Centre Flytower Facade System - Ref. AF15/406

8. PROPERTY MANAGEMENT - Compliance - Community Land Management - Ref. AF11/1381

9. PROPERTY MANAGEMENT - Naming of Former Hospital Site - Community Consultation - Ref. AF15/327

10. COMMITTEES - Council Development Assessment Panel - Minutes of Meeting held 17th September 2015 - Ref. AF14/354

11. OPERATIONAL SERVICES REPORT NO. 19/2015 - Traffic Management - Pedestrian and School Crossings - Kennedy Avenue and North Terrace - Ref. AF11/1867

OPERATIONAL SERVICES COMMITTEE

Meeting to be held in the Conference Room, Operational Services Area, Level One of Civic Centre, 10 Watson Terrace, Mount Gambier, on Tuesday 13th October 2015 at 7.30 a.m.

AGENDA

PRESENT: Cr I Von Stanke (Presiding Member)
Crs C Greco, P Richardson, F Morello and D Mutton

APOLOGIES: moved the apology received from be accepted.

seconded

COUNCIL OFFICERS: Acting Director - Operational Services, Daryl Morgan
Sally Wilson, Team Leader - Administration (Operational Services)

COUNCIL MEMBERS AS OBSERVERS:

WE ACKNOWLEDGE THE BOANDIK PEOPLES AS THE TRADITIONAL CUSTODIANS OF THE LAND WHERE WE MEET TODAY. WE RESPECT THEIR SPIRITUAL RELATIONSHIP WITH THE LAND AND RECOGNISE THE DEEP FEELINGS OF ATTACHMENT OUR INDIGENOUS PEOPLES HAVE WITH THIS LAND.

MINUTES: moved the minutes of the previous meeting held on Tuesday, 8th September 2015 be taken as read and confirmed.

seconded

QUESTIONS: (a) With Notice - nil submitted.
(b) Without Notice -

1. COMMITTEES - Internal - Operational Services Committee - re Projects to be undertaken by the Operational Services Department, Engineering Division, during month - Ref. AF11/866

The Acting Director - Operational Services reported the following works are to be undertaken/are currently being undertaken by the Operational Services Department, Engineering Division, during the month:

Commenced Tasks	% Completed
• Railway Lands Paving Works	90%
• Caroline Landfill Cell 1 & 2 capping	on hold
• Lake Terrace East road reconstruction	15%
• Holder Street road reconstruction	30%
• Eagle Court drainage improvements	5%
• Commercial Street West road reconstruction (kerbing works)	80%

Completed Tasks

- Pedestrian ramp program

moved the report be received.

seconded

2. <u>CELEBRATIONS AND FESTIVITIES</u> - 2015 Christmas Parade - Street Closure - Ref. AF14/352, AF11/1850

Goal: *Building Communities*
Strategic Objective: *(i) Recognise and support our volunteers, community organisations and their sustainability as they continue to be the foundation of the community*

The Director - Operational Services reported:

(a) Since the introduction of the Australian Road Rules in late 1999, the power to close roads for special events is now contained within the Road Traffic Act 1961 (Section 33);

(b) the Minister for Transport has delegated the powers of Section 33 to Council, and Council should make an appropriate order to close Commercial Street for the Christmas Parade on 21st November 2015;

(c) the order should:

(i) close the required section of Commercial Street for the required period of the Christmas parade (including any adjacent or adjoining road); <u>and</u>

(ii) exempt the persons taking part in the parade on the closed portion of the road/s from a duty to observe an enactment, regulation or by-law prescribing a rule to be observed on roads by pedestrians or drivers of vehicles;

(d) Police Officers are given wide ranging powers by the order (as set out in Section 33 of the Road Traffic Act 1961) to ensure orderly conduct;

(e) a copy of the order is to be published in a local newspaper at least two (2) clear days prior to the event.

moved it be recommended:

(a) the report be received;

(b) Council, being of the opinion that the 2015 Christmas Parade is an event to which Section 33 of the Road Traffic Act applies to, pass the following order in relation to road closures for the purpose of the 2015 Christmas Parade on Saturday, 21st November 2015.

<u>ORDER</u>

Council, pursuant to Section 33 of the Road Traffic Act 1961 and instrument of Delegation from the Minister of Transport makes the following order to close the following roads on Saturday, 21st November 2015:

(a) (i) COMMERCIAL STREET EAST - between East side of Davison Street and Bay Road/Penola Road

Between the hours of 7.00am and 1:00pm.

With the exception of the Ferrers Street/Mitchell Street intersection, north/south traffic will be permitted to cross Commercial Street East until 8.30am.

The portion of Commercial Street East between Crouch Street and East side of Davison Street may remain open to 10:30am.

(b) COMMERCIAL STREET WEST - between Bay Road/Penola Road and Wehl Street.

Between the hours of 8.30am and 1:00pm.

North/South bound vehicles will be permitted to access Commercial Street West intersection until 10:55am.

(c) CROUCH STREET SOUTH - between Commercial Street East and Sturt Street
WEHL STREET NORTH - between Commercial Street West and Wyatt Street/Eglington Terrace.
COMMERCIAL STREET WEST - between Wehl Street and Bertha Street

Between the hours of 10:50am and 1.00pm.

(d) WATSON TERRACE - north south leg adjacent to Jens Hotel/Cave Garden

Between the hours of 6:30am and 5:00pm.

(e) WATSON TERRACE - east west leg off Bay Road adjacent to Elders

Between the hours of 8:30am and 5:00pm.

Council further orders that persons attending and taking part in the event are exempted from the following Road Rules when on roads (or section of road) closed pursuant to this Order:

1. Rule 221 Using hazard warning lights
2. Rule 230 Crossing a road – general
3. Rule 231 Crossing a road at pedestrian lights
4. Rule 232 Crossing a road at traffic lights
5. Rule 234 Crossing a road on or near a crossing for pedestrians
6. Rule 237 Getting on or into a moving vehicle
7. Rule 238 Pedestrians travelling along a road (except in or on a wheeled recreational device or toy)
8. Rule 250 Riding on a footpath or shared path
9. Rule 264 Wearing of seat belts by drivers
10. Rule 265 Wearing of seat belts by passengers 16 years old or older
11. Rule 266 Wearing of seat belts by passengers under 16 years old
12. Rule 268 How persons must travel in or on a motor vehicle
13. Rule 269 Opening doors and getting out of a vehicle etc
14. Rule 298 Driving with a person in a trailer

Conditions on Exemptions from Australian Road Rules

1. Rule 237 Getting on or into a moving vehicle – provided the speed of the vehicle does not exceed 5km/h
2. Rule 264 Wearing of seat belts by drivers – provided the speed of the vehicle does not exceed 25km/h
3. Rule 265 Wearing of seat belts by passengers 16 years old or older – provided the speed of the vehicle does not exceed 25km/h
4. Rule 266 Wearing of seat belts by passengers under 16 years old – provided the speed of the vehicle does not exceed 25km/h

5. Rule 268 How persons must travel in or on a motor vehicle – provided the speed of the vehicle does not exceed 25km/h
6. Rule 269 Opening doors and getting out of a vehicle etc – provided the speed of the vehicle does not exceed 5km/h
7. Rule 298 Driving with a person in a trailer – provided the speed of the vehicle does not exceed 25km/h

seconded

3. <u>ENVIRONMENTAL MANAGEMENT</u> - Environment Protection Authority - Reforming Waste Management - Ref. AF13/42

Goal: *Securing Economic Prosperity*
Strategic Objective: *(i) Provide infrastructure and facilities that contribute to Mount Gambier being able to enhance its economic base and quality of life*

The Director - Operational Services reported:

(a) Members were provided with a copy of the Environment Protection Authority (EPA) discussion paper "Reforming Waste Management - Creating Certainty for an Industry to Grow" in the Friday Edition on Friday, 28th August 2015;

(b) closing dates for submissions was 2nd October 2015 (this document was provided with a very short time to respond) and the Director - Operational Services has made a response (refer attached) which Council is asked to endorse, withdraw or amend as it sees fit;

(c) the document is very lengthy and covers many topics and subjects and the attached submission addresses these issues that are seen as most relevant to the Council. 'Section 5.1 Mass Balance Reporting', if adopted as proposed, will add costs which will have to be met by the community;

(d) references in the response have been made to 'Section 6.1.1 - A Proposal or Suggestion to Assist the Objects of the Environment Protection Act' to address economic matters without apparent reference to environmental issues. Given that the EPA does not report to a Minister (it reports to Parliament), this is a direction that is highly undesirable - the day to day accountability of the EPA on this particular issue will be totally lost!

moved it be recommended:

(a) The report be received;

(b) Council endorse the submission prepared by the Director - Operational Services dated 15th September 2015 (AF13/42) in response to the EPA discussion paper "Reforming Waste Management - Creating Certainty for an Industry to Grow".

seconded

4. <u>ENVIRONMENTAL MANAGEMENT</u> - Project Management - Solar Systems at Council Facilities - Ref. AF11/407

Goal: *Environment*
Strategic Objective: *(i) Systematically build Council as an environmentally sustainable organisation*

The Environmental Sustainability Officer reported:

(a) Following on from the Renewable Energy Options Investigation conducted in 2014, and the successful installation of a solar system on the roof of the Library, at the Council meeting on 17 March 2015 Council resolved to undertake an assessment of Council's other major facilities for their suitability for solar power. This was undertaken by Quark Consulting in June 2015;

(b) Quark's investigation resulted in recommendations for the following Council sites:

	System Size	**GHG Savings**	**Total Capital Cost**	**Electricity Savings**	**Pay Back**
	kw	**T CO2 / pa**			**Years**
Carinya Gardens Cemetery	10.4	9.06	$12,475	$2,516	4.2
Waste Transfer Station	5.2	4.00	$7,941	$1,421	4.8
Council Works Depot	29.9	33.95	$33,032	$8,096	3.5
Aquatic Centre	67.34	38.80	$83,008	$12,104	5.8
Civic Centre	87.62	66.14	$112,635	?	?
Total	200.46	151.95	$249,091	$24,137	4.6
					Average

(c) installing a solar system on each of the first four sites would be relatively straight forward, however, the Civic Centre is more complex. The Civic Centre is shared between the City of Mount Gambier and Country Arts SA. It would not make sense for both organisations to each install a solar power system in isolation of each other. The potential size of the system is also quite large, which may present issues in terms of connecting to the electricity grid. Given this, installing a solar system on the Civic Centre would involve much more background work than the other sites. Also, due to the nature of the current electricity contract it is not possible to ascertain exactly what impact installing a solar system would have on the current electricity costs. However, in simple terms the requirement for electricity in the peak period would be reduced to an estimated 60% of the previous requirement whist the Off-Peak requirement would be reduced to approximately 84%;

(d) with regards to the other sites it is recommended that Council engage Quark Consulting to undertake project management of the installation of the first three solar systems - Carinya Gardens, Waste Transfer Centre, and Council Works Depot. Under this model Quark would coordinate the project, include securing the equipment as part of the process, though Council would pay for the equipment directly (this may involve a subsequent tender for the equipment only, coordinated by the project manager). The advantage of this approach is that Quark will not put a margin on the equipment, thus saving costs. Also, given that virtually all solar system equipment is imported, when solar companies put in a price for a tender they must take into consideration possible import price fluctuations to cover themselves. If the price is lower at the time they purchase the equipment they pocket the difference. With project management, Council would realise these savings instead of the tenderer. This option would maximise potential and could result in savings to Council in the order of 23% of the total coast (in the order of $27,000). Council have built a rapport with Quark Consulting commencing with an independent review of the Library solar tenders. Quark have built up detailed knowledge of Council sites and processes;

(e) in terms of financing the solar systems, the Waste Transfer Centre and Council Works Depot can be funded out of the $50,000 allocated in the 2015-2016 budget for energy efficiency and renewable energy. It is recommended that the Carinya Gardens solar system be financed from capital reserves held by the Mount Gambier Cemetery Trust, though ultimately this is a decision for the Trust;

(f) the Aquatic Centre solar system is not able to be funded at this point in time, as it is not currently budgeted for in the 2015-2016 financial year;

(g) it is recommended to install the three smaller systems as soon as possible, so they are fully functional for the 2015-2016 summer.

moved it be recommended:

(a) The report be received;

(b) Council engage Quark Consulting to undertake project management of two solar systems - Waste Transfer Centre, and Council Works Depot, for an expected cost of $5,600;

(c) Council authorise the Director Operational Services to work with Quark in procuring the capital equipment required for the two solar systems, for an expected cost of $40,973;

(d) Council refer the Carinya Gardens solar system, and associated project management, to the Mount Gambier Cemetery Trust to consider funding from capital reserves held by the Trust, at an expected total cost of $13,875.

seconded

5. <u>ECONOMIC DEVELOPMENT</u> - Project Management - City Development Framework Project - Natural Step Follow Up Session - Ref. AF13/125

Goal: *Building Communities*
Strategic Objective: *(i) Strive for an increase in services and facilities to ensure the community has equitable access and that the identified needs of the community are met*

The Environmental Sustainability Officer reported:

(a) At the Council meeting held on 21st April 2015 Council passed the following resolution:

"*Council invite Dr Steb Fisher to a half day workshop for all Council Members and appropriate staff to revisit the Natural Step Framework and provide a general overview of the framework to Council Members and staff.";*

(b) this workshop occurred on the 30th June 2015, and was well received by those Members and staff who attended. Dr Steb Fisher gave a summary of the Natural Step Framework and how it can be applied at the Council level, as well as a thought-provoking summary of some of the major environmental issues facing us today;

(c) following on from this workshop, Council passed the following resolution at the 21st July 2015 Council meeting:

"*Council provide a further seminar with Dr Steb Fisher for a day session on the Natural Step Framework. Council extend an invitation to District Council of Grant to attend.";*

(d) the purpose of this follow up session was to explore the Natural Step in greater detail, and workshop concrete ideas on how the City of Mount Gambier can further implement it;

(e) in consultation with Elected Members the date set for the workshop was Wednesday, 28th October 2015. Councillors were asked to RSVP to ensure sufficient numbers could attend. In response three Members confirmed their attendance, and two indicated they were unavailable due to prior commitments. As a result the session could not proceed.

moved it be recommended:

(a) The report be received.

seconded

6. <u>HUMAN RESOURCE MANAGEMENT</u> - National Local Roads and Transport Congress - Ref. AF11/1163

Goal: *Governance*
Strategic Objective: *(i) Engage with national, state, regional and local forums and partnerships to provide solutions and options to continually improve Councils service delivery and performance.*

The Director - Operational Services reported:

(a) The National Local Roads and Transport Congress will this year be held in Ballarat, Victoria from 17th to 19th November 2015;

(b) in previous years Council has authorised both the Director - Operational Services and Presiding Member of the Operational Services Committee to attend this conference.

moved it be recommended:

(a) The report be received;

(b) Council authorise the Presiding Member of the Operational Services Committee (or his nominee) and the Director - Operational Services (or his nominee) to attend the National Local Roads and Transport Congress in Ballarat, Victoria from 17th to 19th November 2015, with all costs of registration, travel, meals and accommodation being met by Council.

seconded

7. FINANCIAL MANAGEMENT - Architectural Design Competition - Civic Centre Flytower Facade System - Ref. AF15/406

Goal: *Building Communities*
Strategic Objective: *(ii) The identified needs of the community are met, through implementing Long Term Asset Management Plans and Infrastructure Plans*

The Manager - Regulatory Services reported:

(a) In March 2015 Council and Country Arts SA (as co-tenants) called for Expressions of Interest (EOI) for the Design and Construction of Civic Centre Flytower Façade System at the Civic Centre, 10 Watson Terrace, Mount Gambier;

(b) Three reputable companies submitted tenders by the close of tender, as follows:

Company	Associated Company
Mossop Construction & Interiors mossop@mossop.com.au	Walter Brook & Associates Tonkin Consulting Klek Roofing & Cladding
Michael Watson Architects michaelwatsonarch@bigpond.com	Dr Sean Pickersgill (Uni SA) Robert.Pickersgill@nuisa.edu.au
Chapman Herbert Architects sh@chapmanherbert.com.au	Dycer Constructions

(c) in consultation with Country Arts SA it was determined to invite the three architectural companies who responded to the EOI to compete in an approved Design Competition to produce concepts for a new façade system and options for the lower levels of the Civic Centre building;

(d) The Design Competition concluded on 4th September 2015 and a Jury consisting of Council (Mayor, Presiding Member of Operational Services, Director - Operational Services, Manager - Regulatory Services Finance Manager) and Country Arts SA representatives have decided the following winners;

1. Chapman Herbert Architects
2. Michael Watson Architect
3. Walter Brooke & Associates

(e) it is now recommended that Council and Country Arts SA proceed to engage Chapman Herbert Architects on an approved Client/Architect agreement to carry out the design development phase of the project in consultation with the Key Stakeholders and State Heritage. The final design concept will be reported back to Council prior to engaging Chapman Herbert Architects (or any other architect) to fully document, tender, and project manage the construction in accordance with the approved budget of $900,000.

moved it be recommended:

(a) The report be received;

(b) Council Officers be authorised to engage Chapman Herbert Architects on an approved Client/Architect agreement to carry out the design development phase of the project in consultation with the Key Stakeholders and State Heritage. The final design concept will be reported back to Council prior to engaging Chapman Herbert Architects (or any other architect) to fully document, tender, and project manage the construction in accordance with the approved budget of $900,000.

seconded

8. <u>PROPERTY MANAGEMENT</u> - Compliance - Community Land Management - Ref. AF11/1381

Goal: *Building Communities*

Strategic Objective:
(i) Encourage the development of community facilities and infrastructure, community events, and active and safe community spaces through direct support, seeking funding, facilitation etc
(ii) The identified needs of the community are met, through implementing Long Term Asset Management Plans and Infrastructure Plans

The Director - Operational Services reported:

(a) Section 196 of the Local Government Act 1999 requires Council to have in place Community Land Management Plans for certain lands that it owns and/or controls. Council regularly receives new land holdings by way of "reserves" from new land divisions, and these, by definition are classified as community land;

(b) prior to Council adopting a Community Land Management Plan for a parcel of land it must undertake community consultation on the proposed plan as set out in Section 197 of the Local Government Act 1999;

(c) similarly, if Council wishes to amend an existing plan, this can be done pursuant to Section 198 of the Local Government Act 1999;

(d) attached to the Operational Services Committee agenda is a Schedule of new (and amended) land holdings, that Council must now manage in accordance with an adopted Community Land Management Plan, together with complete copies of the draft Community Land Management Plans.

moved it be recommended:

(a) The report be received;

(b) Council, in accordance with its Consultation Policy, place on public exhibition the draft Community Land Management Plans as listed in the Schedule below:

NEW LAND HOLDINGS		
CT Reference	Reserve Address	General Description
6136/677	Lot 204 Wehl Street North	Open Drainage Reserve
6150/317	Lot 605 St Andrews Drive	Open Reserve (Walkway)
6124/908	Lot 604 Kennedy Avenue	Roadside Screening Reserve
6124/907, 6150/314	Lot 603 St Andrews Drive & Lot 609 Kennedy Avenue	Roadside Screening Reserve
6124/909	Lot 607 St Andrews Drive	Open Reserve (Easement)
6134/665	Lot 900 Lillypilly Court	Open Drainage Reserve
6134/666	Lot 901 Australis Avenue	Roadside Screening Reserve

6129/516	80 Wireless Road East (1 Mickail Court)	Open Drainage Reserve
6129/515	78 Wireless Road East (2 Mickail Court)	Open Drainage Reserve
6146/398	Lot 107 Tecoma Close	Open Reserve
6150/315	Lot 610 St Andrews Drive	Roadside Screening Reserve

LAND HOLDINGS (TO BE AMENDED)			
CT Reference	Reserve Address	General Description	Details
CT5550/453, CT5616/375, CT5616/374, CT5616/373, CT5616/372, CT5616/346, CT5617/256, CT5616/336, CT5616/334, CT5616/333, CT5616/331, CT5710/128, CT5504/27, CT5749/932, CT5756/828, CT5581/298, CR5696/867, CT5539/334, CT5597/131, CR5850/973, CR5850/976, Water, CT5397/856, CT5375/4, CT5398/856, CT5891/900, CT5891/901	Bay Road	Crater Lakes Reserve	Include Lot 50 Shelley Crescent (CR 5947/867)

(c) Council endorse the following minor updates to be made to the Community Land Management Plans listed below (pursuant to Section 198 of the Local Government Act public consultation is <u>not</u> required as these amendments have no impact on the interest of the community, being changes to the legal description - CT references):

LAND HOLDINGS (MINOR UPDATES)			
CT Reference	Reserve Address	General Description	Details
5260/633, 5260/634	Woodlands Drive	Open Linear Reserve	Update CT Reference and Address
5739/826	Kennedy Avenue	Roadside Screening Reserve	Update CT Reference and Address

(d) Council further consider the draft plans together with any public comments received following the closing of the public consultation period.

seconded

9. <u>PROPERTY MANAGEMENT</u> - Naming of Former Hospital Site - Community Consultation - Ref. AF15/327

Goal: *Building Communities*
Strategic Objective: *(i) Strive for an increase in services and facilities to ensure the community has equitable access and that the identified needs of the community are met*

The Director - Operational Services reported:

(a) Council, at its meeting of 21st July 2015 resolved:

"(a) The report be received;

(b) Council now proceed to the second phase of public consultation with the following names:

- *Elizabeth Knight Reserve*
- *Molly Ogden Park*
- *The Old Hospital Reserve*
- *Nurses Park*
- *'Hospital Hill' in Boandik*

(c) Council await a final report summarising the votes lodged for each of the final names."

(b) in accordance with the above a community consultation for the naming of the site of the former Mount Gambier Hospital was completed at 4:00 p.m. on Friday, 28th August 2015;

(c) the community were advised of the concept through the media and provided the opportunity to provide feedback via the following mediums:

- Email via city@mountgambier.sa.gov.au
- 'Have your Say' at www.mountgambier.sa.gov.au
- Feedback from Library foyer display

The consultation was promoted to the community through our regular channels including Border Watch advertisements and email databases. A static display remained in the Library foyer for the duration of the consultation period and a list of the proposed names was detailed at this display and made available online.

(c) a total of 206 votes were counted during the consultation which identified Elizabeth Knight Reserve as the preferred name for the site;

(d) a breakdown of the results is as follows:

	Library voting box	Have your say (online poll)	Email	TOTAL
Elizabeth Knight Reserve	58	16		74
Molly Odgen Park	56	2		58
The Old Hospital Reserve	28	17		45
Nurses Park	7	10	1	18
Maruwangula Bupik	3	9		12
			TOTAL	207

(e) a total of 10 votes were not counted as the were either incomplete or did not meet the voting criteria;

moved it be recommended:

(a) The report be received;

(b) Council proceed to name the Former Mount Gambier Hospital site Elizabeth Knight Reserve.

seconded

10. <u>COMMITTEES</u> - Council Development Assessment Panel - Minutes of Meeting held 17th September 2015 - Ref. AF14/354

Goal: *Governance*
Strategic Objective: *(i) Demonstrate innovative and responsible organisational governance*

moved it be recommended:

(a) Minutes of the Council Development Assessment Panel meeting held on Thursday, 17th September 2015 be received;

(b) the decisions made by the Council Development Assessment Panel be noted.

seconded

11. <u>OPERATIONAL SERVICES REPORT NO. 19/2015</u> - Traffic Management - Pedestrian and School Crossings - Kennedy Avenue and North Terrace - Ref. AF11/1867

Goal: *Building Communities*
Strategic Objective: *(i) The identified needs of the community are met, through implementing Long Term Asset Management Plan and Infrastructure Plans*

moved it be recommended:

(a) Operational Services Report No. 19/2015 be received;

(b) to be determined.

seconded

<u>MOTIONS WITHOUT NOTICE</u> -

<u>The meeting closed at a.m.</u>
AF11/866
SW

City of Mount Gambier
BLUE LAKE CITY

City of Mount Gambier - Email

Reference: AF13/42 SW
Enquiries to: Daryl Sexton

28 September 2015

Waste Reform Project
Environment Protection Authority
GPO Box 2607
ADELAIDE SA 5001

Email: epainfo@epa.sa.gov.au

Dear Sir/ Madam

RE: **REFORMING WASTE MANAGEMENT**

The City of Mount Gambier welcomes, and appreciates the opportunity to make comment on "Reforming Waste Management - Creating Certainty for an Industry to Grow" (the discussion paper).

The discussion paper makes many references to illegal dumping in the context of stockpiling, whereas, in this region the term illegal dumping is more related to the dumping of unwanted household goods in nearby plantations. Understanding the context and scope of this issue is difficult and the discussion paper does not provide a lot of background to substantiate the proposed changes (e.g. mass balance reporting) that will impact on the costs of local communities.

It is also of concern, that the EPA at the holistic level, do not have any overarching philosophy that is used to test proposed strategies. For example, the City of Mount Gambier has adopted the Natural Step Framework (which is an internationally recognised framework for assessing environmental sustainability against four key factors/strategies) as its platform for environmental sustainability. Any proposal that does not meet the principles of the framework is in fact, not sustainable.

If the EPA was to adopt a similar approach, all of the proposed strategies would, and should be assessed against the framework to ensure, and to assure the community, that the direction proposed is environmentally sustainable. One could reasonably assume this would be the fundamental goal for the Environment Protection Act.

Such a framework, and a balanced assessment of a proposal would make the suggestion of 6.1.1 - Amendment to the Objects - Section 10, more understandable. The Environment Protection Act should not be used to control material flows without environmental justification, and based on the information provided in the paper, the City of Mount Gambier does support this proposal.

Section 5.1 - Mass balance reporting

The City of Mount Gambier owns and operates the only engineered landfill in the South East of South Australia and the mass balance reporting proposals are of concern.

Based on our understanding, and knowledge of illegal dumping, mass balance reporting will not address this issue in this region. No evidence has been provided of stockpiling in the South East area and the extra costs involved in providing even more data to the EPA is simply not justified.

Data is expensive to obtain and if more data is required then this should be provided to the EPA through some process that does not involve placing additional costs on the local community.

Civic Centre
10 Watson Terrace
(P O Box 56)
Mount Gambier SA 5290
P 08 8721 2555
F 08 8724 9791

The thought of more personnel approaching Council to interrogate data is some what concerning. As a licensed operator Council is required to supply a range of data to the EPA. The annual audit processes are carried out with a high degree of rigor and enthusiasm by EPA staff to the point where complaints have been made against the EPA staff involved. This is a very undesirable situation and should be addressed if there is to be any further expensive data requests. There is no evidence provided to support any enhanced requirements to provide either Waste Transfer Centre transaction details or Landfill volumetric data and the City of Mount Gambier does not support any such changes with respect to the Caroline Landfill and the City of Mount Gambier waste management operations. There may be justification in other areas, and if appropriate, changes should be made on a site specific basis.

Section 5.5 - Changes to the waste levy

The City of Mount Gambier is seeking to ensure the Waste Levy does not become a tool that distorts market processes and becomes an intolerable cost on communities. The community's ability to pay is not mentioned in the key dot points under 5.5.

One major concern the City of Mount Gambier does have is the discussion in this paper around the issue of material being received at the landfill that can be legitimately used in landfill operations, particularly for daily cover requirements. At some stage, Council will need to import daily cover and weekly cover material to allow compliance with the EPA licence for the site. It is not clear from the discussion paper whether this imported material will attract a levy? Under no circumstances should material received at a landfill that can and will be used for operational purposes be subject to a levy.

The City of Mount Gambier would certainly hope that this is not the case, but would also note the need for such imported fill to be 'clean' and not contaminated 'waste' as defined. This has the potential to be a major cost impact on the local community and provides no enhanced environmental benefit.

Council has previously argued, and will do so again in this response that the levy should be calibrated to achieve a clearly defined and agreed outcome (this is how the value should be determined) and not as a tool to actually drive reforms. In its present form the levy is simply a State Government tax disguised under the term 'levy'. It is noted that significant amounts of monies already paid by the community has not been used for waste management activities.

Whatever the final outcome this paper delivers for the 'value' of 'levy', the City of Mount Gambier urges the EPA to clearly document and circulate the basis for the 'value' and provide sufficient evidence for the wider community to understand how and why the 'value' is set at the adopted rate.

As a landfill operator, the City of Mount Gambier is often criticised for its waste charges, noting that at least 25% of the charge is for the levy. The community deserves to know the basis of the levy and method by which its value is calculated, in addition to knowing how the proceeds are applied (the full amount, not a partial amount).

Section 5.8 - Proximity principle

The proximity principle is not clearly articulated in the discussion paper and in particular with application to a very large state with a very low population density. It is difficult to align the philosophy to the examples quoted (e.g. Japan, UK). On face value, some areas of South Australia are quite remote and some wastes do need to be transported long distances for processing e.g. ewaste, recyclables. Any application of the proximity principle would, and should, be tailored to suit the particular region rather than a simple blanket rule. Border areas, such as Mount Gambier may well have particular circumstances that, if appropriately assessed, could realise both economic and environmental benefits utilising cross border opportunities. Protecting the environment goes beyond state boundaries and opportunities for regions is just as important as opportunities for the state. A practical, well thought through process is required if the proximity principle is to be applied, but no region should be 'worse off' as a result of its implementation.

Question 86

Council concurs with the view that section 4 should be amended as suggested.

Question 91

Council concurs with this suggestion.

Question 92

Council would like to put forward a suggestion for addressing illegal dumping in plantations. In order to make detection and convictions easier for property owners, Council, Police and/or EPA why not 'declare' plantation areas such that it is an offence to enter areas with a trailer or truck (or the like) with any household materials/ items that are not new and in packaging. In reality there is no need for people to enter such areas and the fact that they are in the "declared" area with materials as defined above could, with legislative changes, establish an offence, and it would then be relatively easy for enforcement officers to actively police. Whilst this approach may have some initial legal difficulties, the current system is all but impossible to police and does little to address the problem.

Section 7.1 - Banning microplastics

The issue of microplastics is not well understood but given the brief description in the discussion paper and world trends it is not unreasonable to support this ban.

As stated at the outset, some strategic reference point (e.g. Natural Step Framework) by which to assess these types of issues would be extremely helpful!

Section 7.2 - Polystyrene

Whilst we all know what polystyrene is, what to do about it is a difficult issue. No doubt if Government puts industry on notice that it will be banned at a future time, then industry will find an alternative - which has to be the best outcome for all.

Industry has proven it can respond to legislative changes (e.g. banning of plastic shopping bags) and Council cannot see why polystyrene cannot be treated similarly - potentially on an Australia wide basis.

Section 7.3 - Save as you throw

City of Mount Gambier suggests that volume, rather than weight, is a more accurate indication of environmental impact (directly affects landfill space) an on-board weighing systems, apart from being very expensive to install, maintain and administer, do not accurately reflect environmental impact. These comments are directed towards kerbside systems rather than commercial operations..

Compulsory bin sizing (i.e. smaller household refuse) would seem more appropriate and affordable in limiting waste volumes, particularly in smaller communities where there are no efficiency gains because of large scale collections (or number of contributors to a particular system) that are common in metropolitan areas. Any solution needs to have regard to the size of the community being serviced.

Variable price charging would be extremely difficult to implement and may not realise any significant environmental benefit.

Again, Council thanks you for the opportunity to comment.

Daryl SEXTON
DIRECTOR - OPERATIONAL SERVICES

Cc. Troy Bell MP, Member for Mount Gambier
Email: mtgambier@parliament.sa.gov.au

Tracy Tzioutziouklaris, Acting Executive Officer, Limestone Coast Local Government Association
Email: eo@selga.sa.gov.au

PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6136/677

Reserve Address: Lot 204 Wehl Street North, Mount Gambier

Reserve No: 384

Asset No: 554

General Description:
Open drainage reserve.

Purpose of Land:
To provide for stormwater retention and discharge.

Objectives of Land:
To provide an area of reserved land that may be utilised for future community needs of a recreational nature.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain recreational equipment and built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 554

Plot Date: 1 September 2015

N

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6150/317

Reserve Address: Lot 605 St Andrews Drive, Worrolong

Reserve No: 555

Asset No: 555

General Description:
Open reserve (walkway).

Purpose of Land:
To provide for passive and active recreation for the benefit of the community.

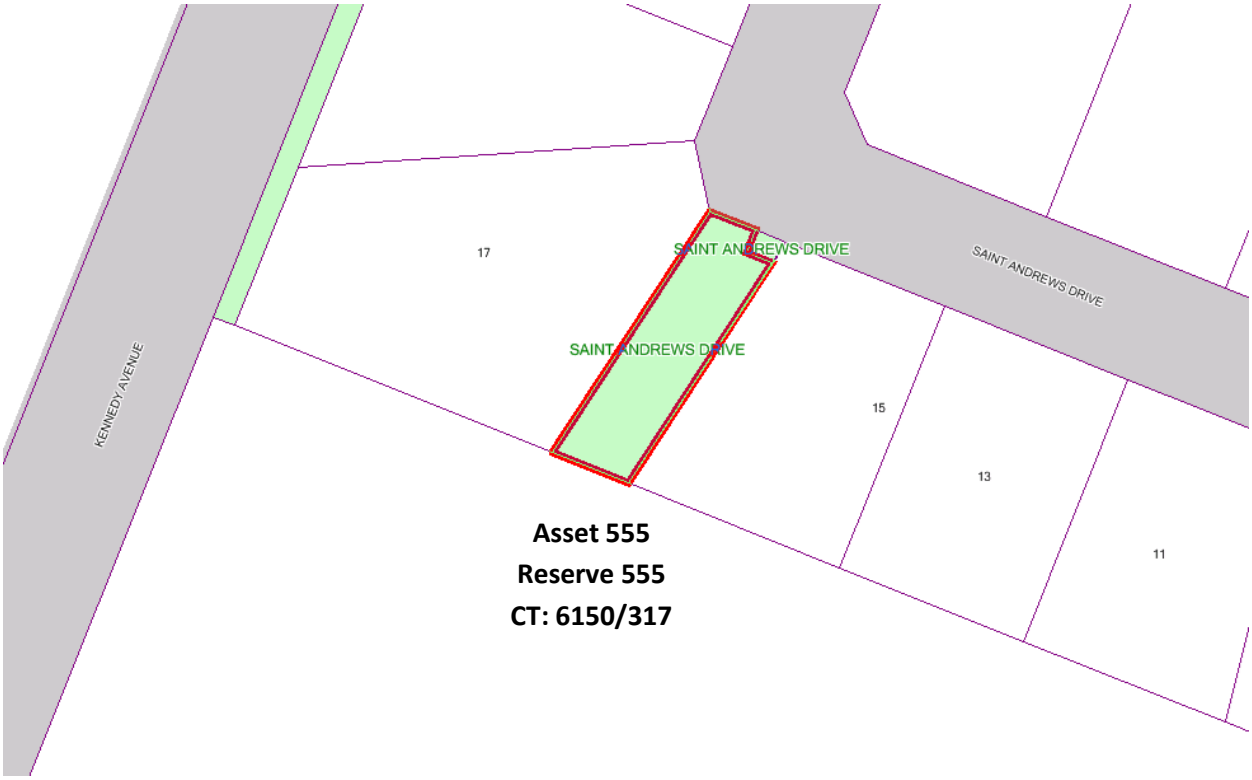
Objectives of Land:
To provide recreational opportunities to the local neighbourhood, both passive and active (e.g. playground, large open play area).
To provide a community reserve area within an area of development.
To provide an area of reserved land that may be utilised for future community needs of a recreational nature.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain recreational equipment and built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dieing vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 555



Plot Date: 1 September 2015

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6124/908

Reserve Address: Lot 604 Kennedy Avenue, Worrolong

Reserve No: 556

Asset No: 556

General Description:
Roadside screening reserve.

Purpose of Land:
To provide a strip of reserve between a road and adjacent development.

Objectives of Land:
To prevent direct access from adjoining private property to road.
In some cases to provide for the planting of vegetation for screening and aesthetic purposes.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain screening reserve in a neat and tidy condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections of grass cutting and general presentation by supervisors.

Asset 556

Plot Date: 1 September 2015

N

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6124/907, 6150/314

Reserve Address: Lot 603 St Andrews Drive, Worrolong & Lot 609 Kennedy Avenue, Worrolong

Reserve No: 557

Asset No: 557, 564

General Description:
Roadside screening reserve.

Purpose of Land:
To provide a strip of reserve between a road and adjacent development.

Objectives of Land:
To prevent direct access from adjoining private property to road.
In some cases to provide for the planting of vegetation for screening and aesthetic purposes.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain screening reserve in a neat and tidy condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections of grass cutting and general presentation by supervisors.

Asset 557, 564

Plot Date: 1 September 2015

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 – SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6124/909

Reserve Address: Lot 607 St Andrews Drive, Worrolong

Reserve No: 555

Asset No: 558

General Description:
Open reserve (easement).

Purpose of Land:
To provide for an easement for electricity services.

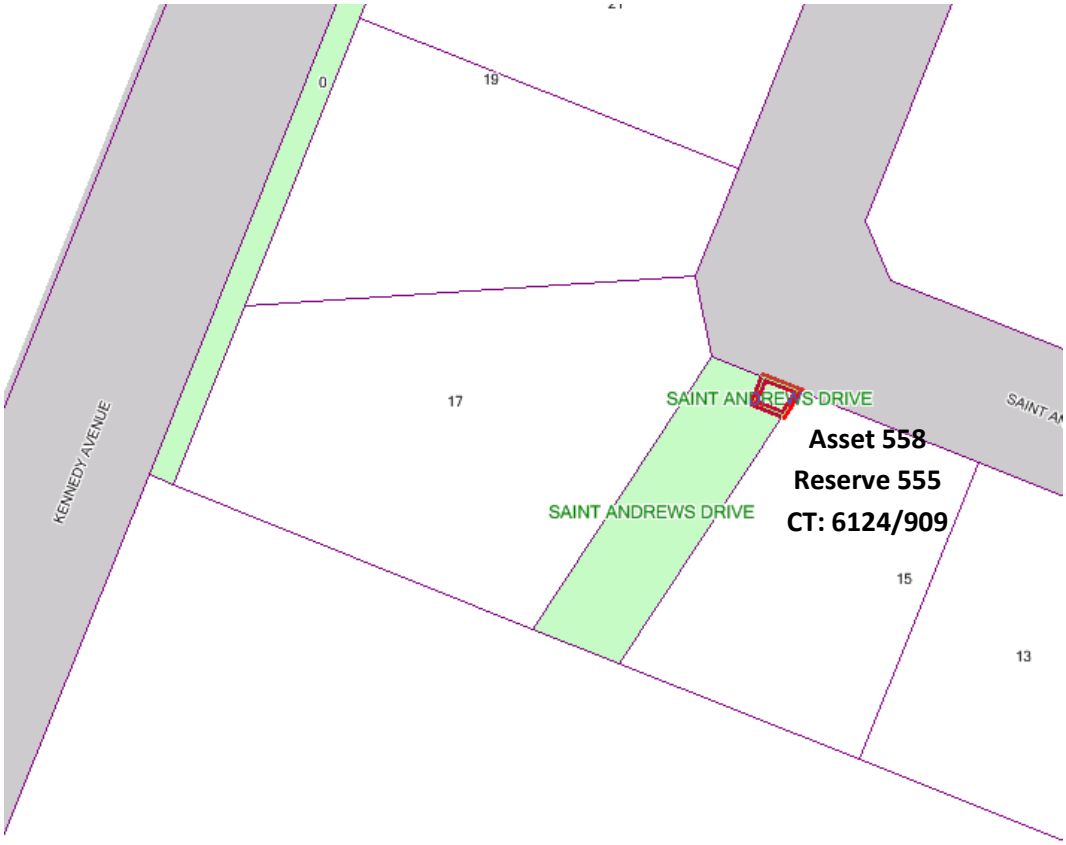
Objectives of Land:
To provide for an easement for electricity services.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain recreational equipment and built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dieing vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 558



Plot Date: 1 September 2015

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6134/665

Reserve Address: Lot 900 Lillypilly Court, Worrolong

Reserve No: 559

Asset No: 559

General Description:
Open drainage reserve, stormwater treatment area and screening reserve.

Purpose of Land:
To provide for passive recreation for the benefit of the community, stormwater treatment disposal and to act as a linear screening reserve.

Objectives of Land:
To provide recreational opportunities to the local neighbourhood.
To provide a community reserve within an area of development.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dieing vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 559

Plot Date: 1 September 2015

N

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6134/666

Reserve Address: Lot 901 Australis Avenue, Worrolong

Reserve No: 560

Asset No: 560

General Description:
Roadside screening reserve.

Purpose of Land:
To provide a strip of reserve between a road and adjacent development.

Objectives of Land:
To prevent direct access from adjoining private property to road.
In some cases to provide for the planting of vegetation for screening and aesthetic purposes.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain screening reserve in a neat and tidy condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections of grass cutting and general presentation by supervisors.

Asset 560

Plot Date: 1 September 2015

N

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6129/516

Reserve Address: 80 Wireless Road East (1 Mickail Court), Mount Gambier

Reserve No: 561

Asset No: 561

General Description:
Open drainage reserve.

Purpose of Land:
To provide for stormwater retention and discharge.

Objectives of Land:
To provide an area of reserved land that may be utilised for future community needs of a recreational nature.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain recreational equipment and built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 561

Plot Date: 1 September 2015

N

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6129/515

Reserve Address: 78 Wireless Road East (2 Mickail Court), Mount Gambier

Reserve No: 562

Asset No: 562

General Description:
Open drainage reserve.

Purpose of Land:
To provide for stormwater retention and discharge.

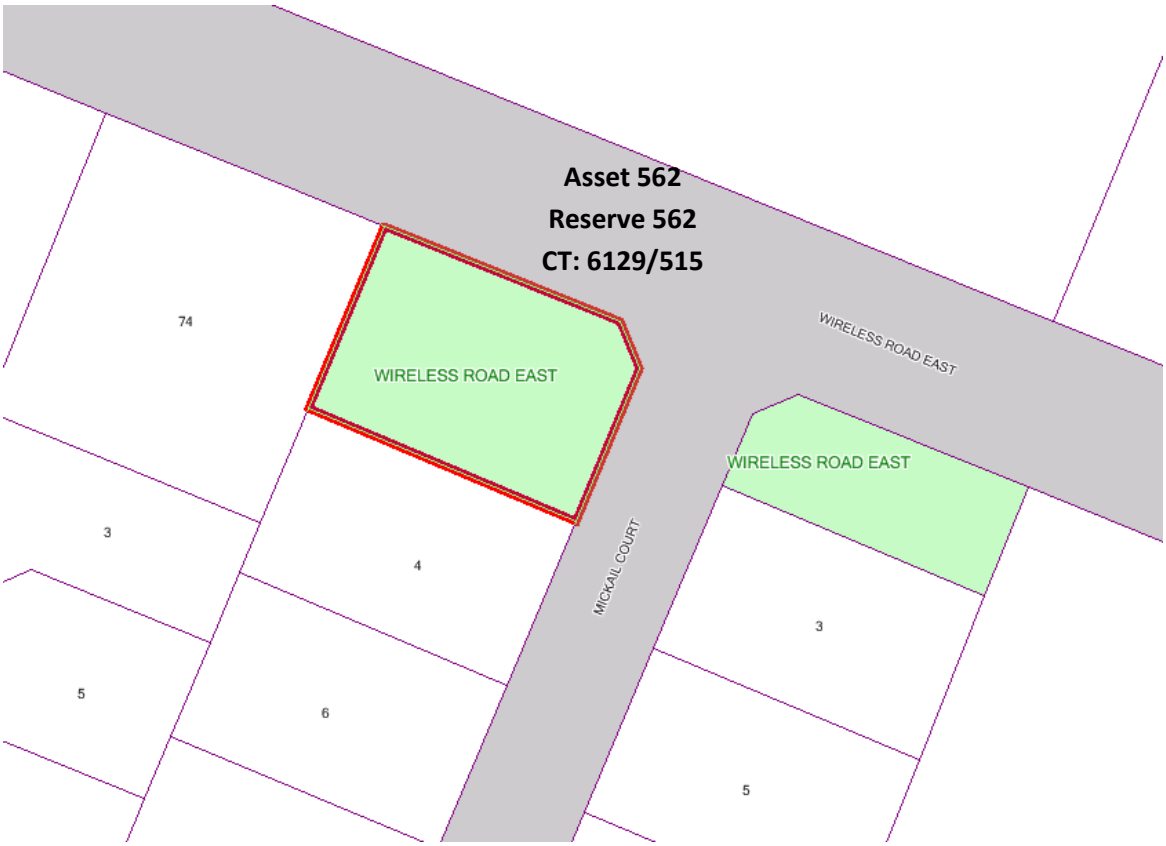
Objectives of Land:
To provide an area of reserved land that may be utilised for future community needs of a recreational nature.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain recreational equipment and built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 562



Plot Date: 1 September 2015

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 – SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier.

Reserve Title Description: CT 6146/398

Reserve Address: Lot 107 Tecoma Close, Mount Gambier

Reserve No: 563

Asset No: 563

General Description:
Open reserve.

Purpose of Land:
To provide for passive and active recreation for the benefit of the community.

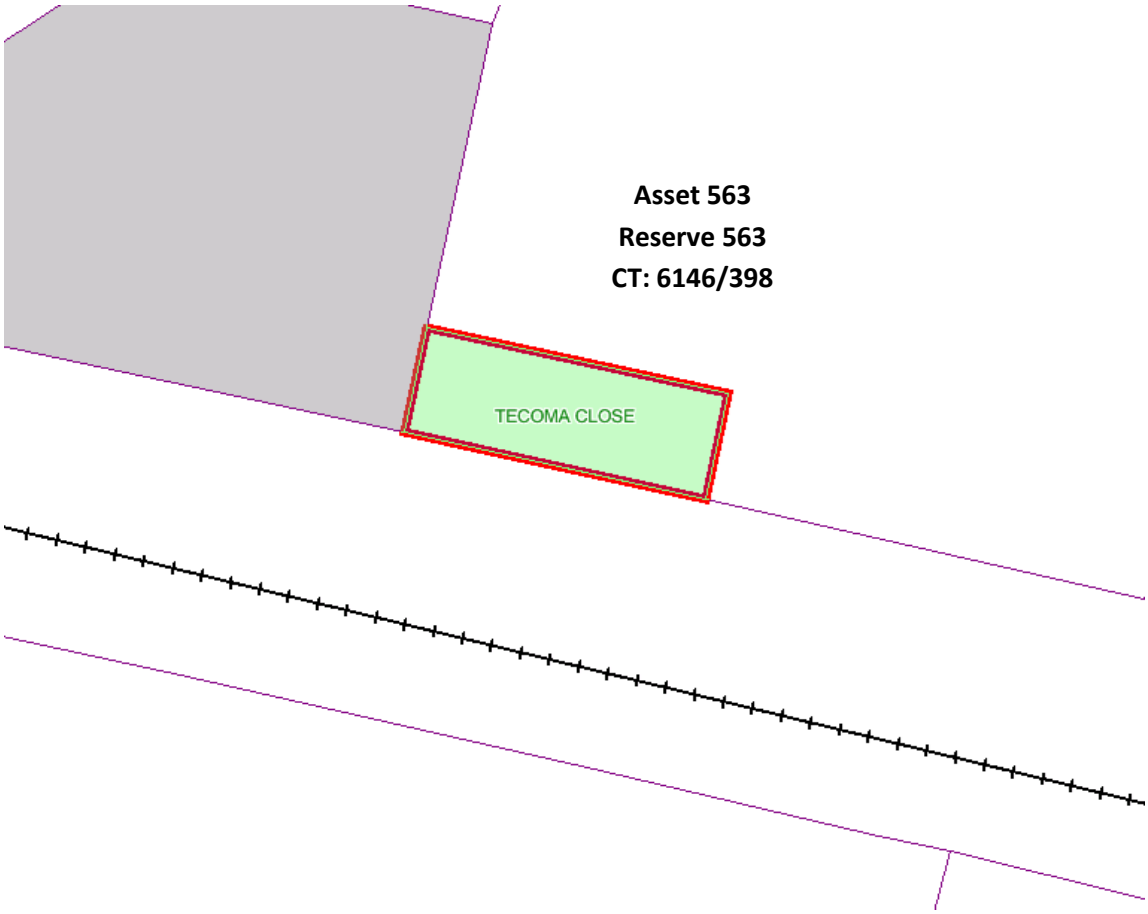
Objectives of Land:
To provide recreational opportunities to the local neighbourhood, both passive and active.
To provide a community reserve area within an area of development.
To provide an area of reserved land that may be utilised for future community needs of a recreational nature.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain recreational equipment and built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dieing vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 563



Plot Date: 1 September 2015

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PROPOSED NEW

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: CT 6150/315

Reserve Address: Lot 610 St Andrews Drive, Worrolong

Reserve No: 564

Asset No: 565

General Description:
Roadside screening reserve.

Purpose of Land:
To provide a strip of reserve between a road and adjacent development.

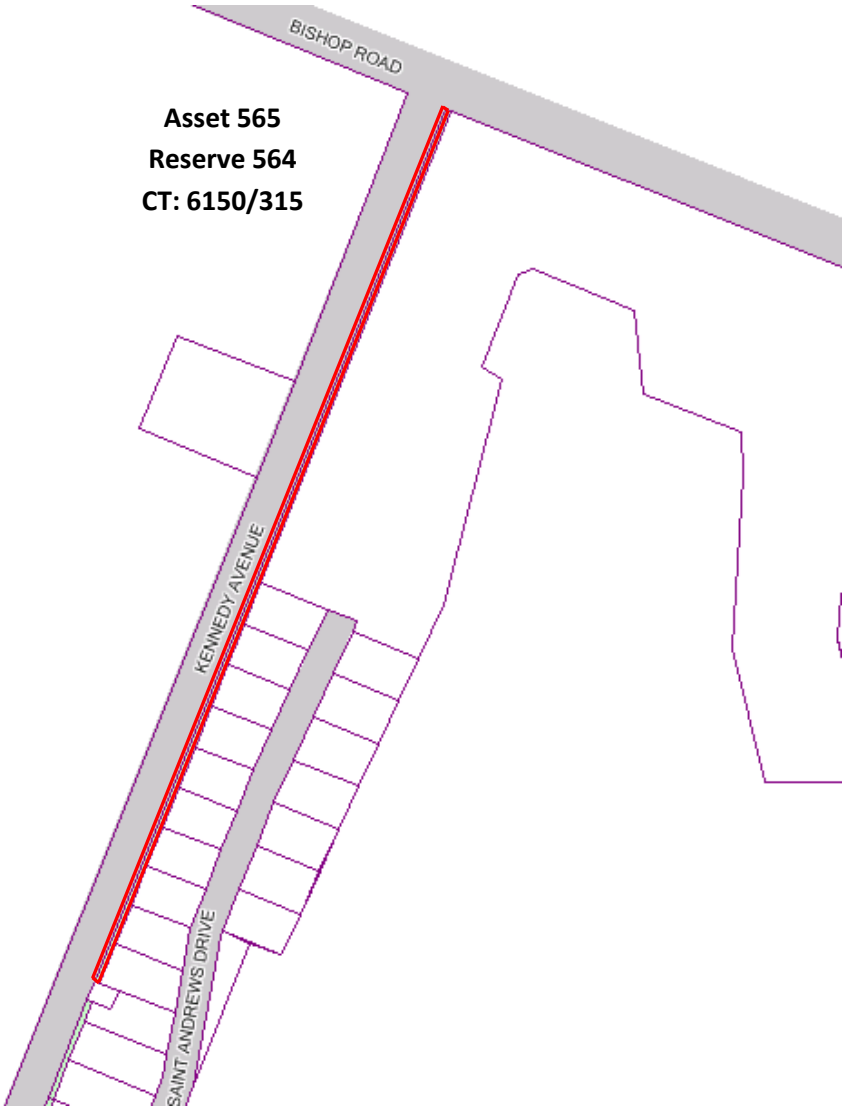
Objectives of Land:
To prevent direct access from adjoining private property to road.
In some cases to provide for the planting of vegetation for screening and aesthetic purposes.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain screening reserve in a neat and tidy condition.

Performance Targets:
Replace dead and dying vegetation.
Grass to be generally less than 100 mm in length.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections of grass cutting and general presentation by supervisors.

Asset 565



Plot Date: 1 September 2015

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PROPOSED AMENDED

LOCAL GOVERNMENT ACT 1999 – SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: Minister for Environment and Heritage

Care, Control and Management: City of Mount Gambier

Reserve Title Description: CT5550/453, CT5616/375, CT5616/374, CT5616/373, CT5616/372, CT5616/346, CT5617/256, CT5616/336, CT5616/334, CT5616/333, CT5616/331, CT5710/128, CT5504/27, CT5749/932, CT5756/828, CT5581/298, CR5696/867, CT5539/334, CT5597/131, CR5850/973, CR5850/976, Water, CT5397/856, CT5375/4, CT5398/856, CT5891/900, CT5891/901, **CR5947/867**

Reserve Address: Crater Lakes - Bay Road

Reserve No: 2, 122, 67, 155, 3, 12

Asset No: 2, 122, 123, 124, 125, 126, 127, 129, 130, 131, 132, 136, 137, 138, 139, 140, 146, 155, 220, 221, 3, 12, 190, 191, 486, 487, **550**

General Description:
Crater Lakes Reserve containing volcanic craters, wildlife park, public recreation areas, playgrounds, grassland areas, sporting areas, trees and significant public buildings, monuments and leased facilities (caravan/tourist park, golf links, club house).

Purpose of Land:
Crown Land under the care, control and management of the City of Mount Gambier.
State Heritage Area of significant historical and cultural significance.
To provide for passive and active recreation (including caravan park and golf links).
To provide for the interpretation of natural, cultural and built environment within the Crater Lakes Complex.
To provide a nationally significant tourism attraction.

Objectives of Land:
To retain, and if possible enhance the area as a significant cultural and historical area.
Preserve and conserve the significant history of the area in accordance with principles established in the "Crater Lakes Conservation Management Plan" of May 2004, with particular emphasis on historical and cultural details.
Provide and use the area for significant events, including events of ceremonial nature.
To provide for a wide range of Community uses including passive and active recreation, structured sporting and recreation events, interpretation of natural, cultural and built environment.
Provide a playground of regional significance including an emphasis on access for the disabled.
Provide a Wildlife Park.
Provide physical infrastructure as appropriate to enhance the use of the area as a prime tourism attraction of national significance.
Provide for privately operated infrastructure including caravan park, golf links and associated facilities under long term leases and sub-leases for business purposes.
Control vegetation within the scope of the objectives set out in the Crater Lakes Conservation Management Plan in May 2004 and within the financial ability and limitations of Council.

Allow specified areas to be leased to Community based organisations (including the ability for such organisations to sub-lease to private interests for business purposes).

Proposal for Management:
Maintain (and enhance), all public buildings and public monuments to reflect and conserve their historical significance.
Maintain the landscaped area to a high level of presentation at all times.
Maintain built infrastructure to a high standard.
Ensure all tenants/occupiers of Council properties at the site understand and respect the history of the area and maintain buildings appropriately.

Performance Targets:
Grass in formalised areas to be generally less than 100 mm in length.
Formal areas to be maintained to a high level of presentation.
Built infrastructure to be maintained to a high level of presentation and functionality.
Infrastructure enhancements to be of a high standard and in accordance with State Heritage requirements.

Measure of Performance Targets:
Biannual inspection of trees in formal areas.
Regular inspections of all buildings and public monuments (including buildings occupied by lessees/tenants) and provide scheduled maintenance as required.
Random inspections by supervisors of grass cutting and good presentation.
Maintain (and action) complaints received in relation to the Crater Lakes.

Asset 550

Plot Date: 1 September 2015

N

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PROPOSED MINOR UPDATE

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Owner: City of Mount Gambier

Reserve Title Description: **CT 6011/369, CT 6011/370**

Reserve Address: **Lot 1017 & 1018** Woodlands Drive, Mount Gambier

Reserve No: 35, 36

Asset No: 35, 36

General Description:
Open linear reserve, stormwater treatment area and screening reserve.

Purpose of Land:
To provide for passive recreation for the benefit of the community, stormwater treatment disposal and to act as a linear screening reserve.

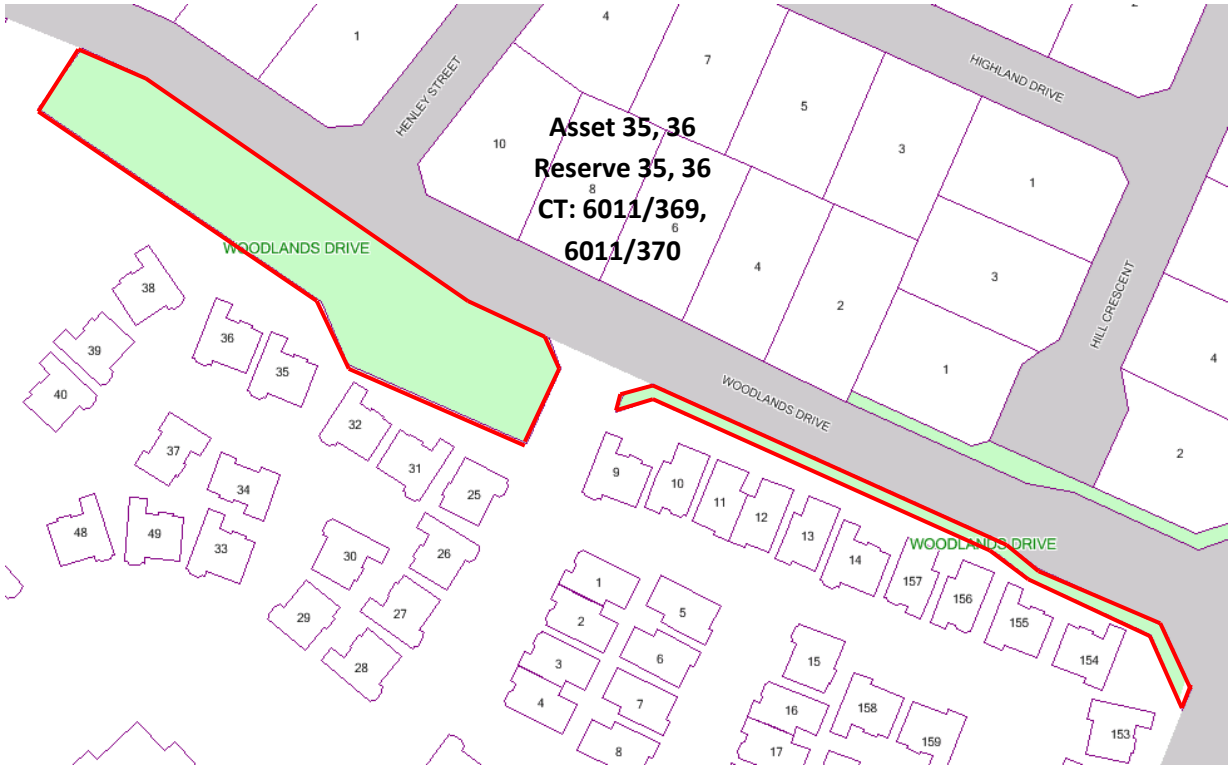
Objectives of Land:
To provide recreational opportunities to the local neighbourhood.
To provide a community reserve within an area of development.
To provide a mix of trees/shrubs and open grass land.
To provide for stormwater drainage, including open Swale drains.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain reserve in a neat and tidy condition.
Maintain built infrastructure in a safe and presentable condition.

Performance Targets:
Replace dead and dieing vegetation.
Grass to be generally less than 100 mm in length.
Regular inspections and maintenance of all built infrastructure.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections by supervisors of grass cutting and general presentation.
Regular maintenance inspections of built infrastructure.

Asset 35, 36



Plot Date: 1 September 2015

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PROPOSED MINOR UPDATE

LOCAL GOVERNMENT ACT 1999 - SECTION 196

COMMUNITY LAND MANAGEMENT PLAN

Reserve Title Description: CT 5861/802

Reserve Address: Lot 653 Red Oak Place, Mount Gambier

Reserve No: 18

Asset No: 18

General Description:
Roadside screening reserve.

Purpose of Land:
To provide a strip of reserve between a road and adjacent development.

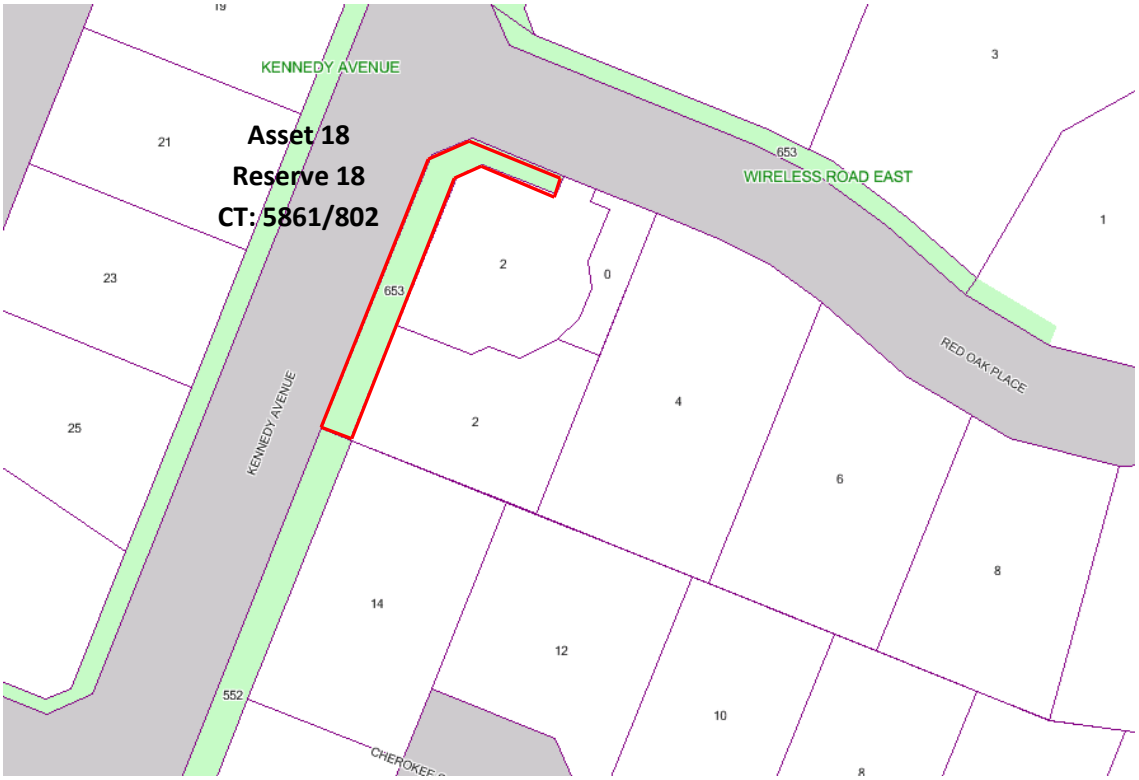
Objectives of Land:
To prevent direct access from adjoining private property to road.
In some cases to provide for the planting of vegetation for screening and aesthetic purposes.

Proposal for Management:
Maintain vegetation in a healthy state.
Maintain screening reserve in a neat and tidy condition.

Performance Targets:
Replace dead and dieing vegetation.
Grass to be generally less than 100 mm in length.

Measure of Performance Targets:
Biannual inspection of vegetation.
Maintain (and action) complaints received in relation to the reserve.
Random inspections of grass cutting and general presentation by supervisors.

Asset 18



Plot Date: 1 September 2015

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COUNCIL DEVELOPMENT ASSESSMENT PANEL

Meeting held on Thursday, 17th September 2015 at 5.45 p.m. in the Conference Room, Level One - Operational Services, Civic Centre

MINUTES

PRESENT: Cr C Greco, Cr I Von Stanke, Ms E Finnigan, Mrs M Trotter and Mr P Seebohm

APPOINTMENT OF ACTING PRESIDING MEMBER: Nominations were invited for the position of Acting Presiding Member for this meeting of the Council Development Assessment Panel due to the absence of Mrs E Travers.

Cr Von Stanke nominated Ms Finnigan to be Acting Presiding Member of this meeting.

There being no further nominations, Ms Finnigan was elected as Acting Presiding Member of the Council Development Assessment Panel for this meeting only.

APOLOGY/IES: Cr Von Stanke moved the apology received from Ms E Travers be accepted.

Mrs Trotter seconded Carried

NOT PRESENT: Cr M Lovett

COUNCIL OFFICERS: Director - Operational Services, Daryl Sexton
Senior Planner, Simon Wiseman
Project Officer, Josh Wilson
Team Leader - Administration (Operational Services), Sally Wilson

WE ACKNOWLEDGE THE BOANDIK PEOPLES AS THE TRADITIONAL CUSTODIANS OF LAND WHERE WE MEET TODAY. WE RESPECT THEIR SPIRITUAL RELATIONSHIP WITH THE LAND AND RECOGNISE THE DEEP FEELINGS OF ATTACHMENT OUR INDIGENOUS PEOPLES HAVE WITH THE LAND.

MINUTES: Cr Von Stanke moved that the minutes of the Meeting held on Thursday, 16th July 2015 be taken as read and confirmed.

Cr C Greco seconded Carried

1. Development Number: 381/0286/2015
   Applicant: S V Bartholomew
   Owner: S V & M J Bartholomew
   Description: To demolish existing outbuildings and to construct dwelling additions and associated pergola and to construct a garage 11.5 metres along the northern property boundary with a total wall height of 3 metres
   Address: 8 Eustace Street, Mount Gambier
   Nature of Development: Consent / Category 1
   Zoning: Residential
   Report: Council Development Assessment Panel Report No. 16 / 2015

   The Council Development Assessment Panel moved it be recommended:

   (a) Council Development Assessment Panel Report No. 16 / 2015 be received;

   (b) The Applicant and Owner be advised that having regard to the Development Plan and all supporting documentation, the proposed development is considered not to be seriously at variance with Councils Development Plan and be granted Development Plan Consent subject to the following Conditions:

1. The development shall be carried out in accordance with the Plan/s as approved by Council and with the conditions of approval.

2. The garage shall only be used for purposes associated with the existing residential land use of the subject property.

(c) The Applicant and Owner be advised that the reasons for the Council Development Assessment Panel's decision are:

1. It is not at serious variance with Councils Development Plan.

Carried

2.

Development Number:	381/0263/2015
Applicant:	Thomson Bilt
Owner:	A C Maddern
Description:	To demolish existing outbuildings and construct a garage with a floor area of 128 square metres
Address:	8 Shepherdson Road, Mount Gambier
Nature of Development:	Consent/ Category 1
Zoning:	Residential / Contributory Place / Wehl Street South Local Heritage Policy Area
Report:	Council Development Assessment Panel Report No. 17 / 2015
Correspondence:	Correspondence from the Applicant (Thomson Bilt) L.28 and Correspondence from Richard Woods (Heritage Advisor) L.29

The Council Development Assessment Panel moved it be recommended:

(a) Council Development Assessment Panel Report No. 17 / 2015 be received;

(b) The Applicant and Owner be advised that having regard to the Development Plan and all supporting documentation, the proposed development is considered not to be seriously at variance with Councils Development Plan and be granted Development Plan Consent subject to the following Conditions:

1. The development shall be carried out in accordance with the Plan/s as approved by Council and with the Conditions of Approval.

2. The garage shall only be used for purposes associated with the existing residential land use of the subject property.

3. The use of the property shall not create a nuisance and/or disturbance for any person/s and/or property in the immediate area.

4. 300 mm verge overhangs shall be provided to the east and west gable ends to reduce the bulkiness of the gable ends.

5. The screen trees on the subject land be retained, or replaced with screen trees to the south and east of the garage to reduce visual impact to neighbouring properties.

6. Landscaping shall be undertaken and maintained at all times.

(c) The Applicant and Owner be advised that the reasons for Councils approval are:

1. It is not at serious variance with Councils Development Plan.

2. It is to be used for residential use/ storage and by no means Commercial use/ storage.

Carried

MOTION WITHOUT NOTICE

1. Development Number: 381/0184/2015
Applicant: D R Spencer
Owner: D R & N M Spencer
Description: To construct a garage (7.45m x 7.88m x 3.5m) along the north western property boundary and a total wall height of 3.5 metres
Address: 8 Pearce Crescent, Mount Gambier
Nature of Development: Consent / Category 2
Zoning: Residential Regeneration

The Council Development Assessment Panel, at its meeting of 16th July 2015 resolved:

"(a) Council Development Assessment Panel Report No. 14 / 2015 be received;

(b) The matter be let lie on the table to allow further discussion regarding the application."

The Council Development Assessment Panel moved it be recommended:

(a) Development Application 381/0184/2015 (Applicant - D R Spencer) be lifted from the table.

Carried

2. Development Number: 381/0184/2015
Applicant: D R Spencer
Owner: D R & N M Spencer
Description: To construct a garage (7.45m x 7.88m x 3.5m) along the north western property boundary and a total wall height of 3.5 metres
Address: 8 Pearce Crescent, Mount Gambier
Nature of Development: Consent / Category 2
Zoning: Residential Regeneration
Report: Council Development Assessment Panel Report No. 18 / 2015

The Council Development Assessment Panel moved it be recommended:

(a) Council Development Assessment Panel Report No. 18 / 2015 be received;

(b) The Applicant and Owner be advised that having regard to the Development Plan and all supporting documentation, whilst the proposed development is considered not to be at serious variance with Council's Development Plan, the application be refused Development Plan Consent for the following reasons:

1. The wall height of the proposed outbuilding exceeds 3.0 metres;

2. The width of the proposed outbuilding exceeds 6.0 metres and 33% of the allotment frontage;

3. The scale of proposed outbuilding is not sympathetic to the scale of development in the locality, or with the context of its setting, in relation to shape and size;

4. The proposed outbuilding will create an extensive area of uninterrupted walling along the north western property boundary and due to the height and length of the outbuilding will visually impact upon the adjoining property;

5. The proposed development will visually dominate the dwelling and will diminish the attractiveness of the streetscape.

Carried

The meeting closed at 5:55p.m.

OPERATIONAL SERVICES REPORT NO. 19/2015

SUBJECT: TRAFFIC MANAGMENT - Pedestrian and School Crossings - Kennedy Avenue and North Terrace - Ref. AF11/1867

Goal: *Building Communities*

Strategic Objective: *(i) The identified needs of the community are met, through implementing Long Term Asset Management Plan and Infrastructure Plans*

Council at its meeting of 18th August 2015 resolved as follows:

"(a) The report be received;

(b) Council investigate the options for a monitored school crossing (including the most appropriate location) at the intersection of Kennedy Avenue and North Terrace;

(c) as part of the investigation referenced in (b) above, the schools involved in this initial approach to Council be requested to provide comment with respect to their school providing crossing monitors for any installed school crossing."

In addressing part (b) of Councils resolution of 18th August 2015 the following comments are provided for Members information and consideration:

- There are two types of monitored school crossings, the Koala Crossing and the Emu Crossing, that can be installed in South Australia.
  - A Koala Crossing is a yellow flashing light school crossing that is located on a road adjacent to a school and is normally supervised by trained crossing monitors;
  - these types of crossings operate at certain times of the day when children are likely to use the crossing i.e. (8:00a.m. – 9:00a.m.) (3:00p.m. – 4:00p.m.). Examples of these types of crossings are McDonald Park Primary School on North Terrace, Reidy Park Primary School on Wehl Street South and Melalueca Park Primary School on Boandik Terrace;
  - the other type of monitored school crossing is the Emu Crossing which is a flagged crossing supervised by monitors. These types of crossings are to be located within an existing school zone on roads adjacent to, or near to schools. The crossing is only operational when the children crossing flags are being displayed. An example of this type of crossing is located on Dutton Street which is adjacent to the Melalueca Park Primary School and adjacent Mulga Street Primary School.

- Both the Koala Crossing and Emu Crossing are most effective if supervised by trained crossing monitors and are mostly located on roads adjacent to schools, in particular the Emu Crossing must be located in an existing school zone and given there is no school zone on Kennedy Avenue, this type of crossing is not really suitable for this particular location under current arrangements. Refer to attachment regarding details for these two crossing types.

In addressing the "most appropriate location" requirement of part (b) of Council's resolution the following comments are provided:

- The location of any form of crossing should be suitably located to maximize the use by pedestrians and should be located in the most visible location;
- crossings should not be located near intersections as this is likely to cause increased safety issues;

- in looking at the Kennedy Avenue/ North Terrace arrangement, the most appropriate and safest location for any type of crossing on Kennedy Avenue would be approximately 50 metres south of the southern leg of North Terrace (i.e. midblock between Berrigan Court and North Terrace). This location would maximize sight distance for approaching motorists travelling on Kennedy Avenue and locate it a sufficient distance away from the North Terrace intersection to avoid any conflict with turning vehicles;
- however, the location of a formalised crossing some 50 metres south of the current median island break (where pedestrians now currently cross) would require pedestrians (school children) to walk an additional 100 metres to use this crossing, as most of the pedestrian movements observed as part of the recent pedestrian survey were observed travelling to or from the Conroe Heights area. This raises the question as to whether pedestrians would be encouraged to not use the crossing facility due to the additional distance to be walked. In addition, if the crossing was not monitored there is likely to be more children crossing Kennedy Avenue outside of the crossing location which will likely increase the potential for an accident to occur as motorists would expect that pedestrians would be using the crossing;
- the attached plan 1516-02 shows the location of a typical 'zebra' crossing on Kennedy Avenue at the most suitable location. The layout of a Koala Crossing requires a similar arrangement to that of a zebra crossing and for this location would require the following infrastructure works:
  - Extension of kerbing to narrow the roadway (approximately 80 metres of kerbing);
  - construction of 60 metres of concrete footpath;
  - construction of a retaining wall on west side of property boundary;
  - improved street lighting at the crossing and approaches; and
  - removal of on street parking for 20 metres before and 10 metres after the crossing.

It is also suggested that if Council does decide to install a pedestrian crossing on Kennedy Avenue then the existing boundary fence on the eastern side that abuts the reserve area be removed. Whilst it may seem sensible to leave this fence in place to force pedestrians to use the crossing, it is also likely to increase the risk to those pedestrians who choose to walk between the fence and the roadway. This practice has already been observed and as there is no room between the fence and the road kerbing, this is a very dangerous situation, when a pedestrian is forced to get out of the road of an approaching vehicle.

In addressing part (c) of Council's resolution, Council Officer's have written to both McDonald Park Primary School and St Martins Lutheran College and the following responses have been received (refer to attached correspondence). A summary of these responses is as follows.

St Martins Lutheran College (AR15/35723)
- Unable to provide monitors;
- suggest monitors be engaged via Work for the Dole Scheme;
- suggest improved signage and traffic control devices.

McDonald Park Primary School
- No response received by time of preparing report.

Given that there is a reluctance from the schools to provide crossing monitors to any installed children's crossing on Kennedy Avenue, then it is questioned as to the likelihood of children using a crossing located midway between Berrigan Court and North Terrace (some 50 metres further south than the current median island break).

It is the opinion of the Engineering Manager that locating a crossing on Kennedy Avenue not at the location where pedestrians are most likely to cross, will cause pedestrians (school children) to cross outside the crossing and they will create a more dangerous situation than currently exists.

As previously stated, locating a pedestrian crossing on or near an intersection is not recommended for reasons outlined in the previous report to Council on this matter.

In summarising the Council's resolution of 18th August 2015:

(b)
- There are two options for monitored school crossings in SA, Koala Crossing and Emu Crossing. An Emu Crossing is not suitable as it needs to be located within an existing school zone;
- the most appropriate (safest) location for a crossing on Kennedy Avenue is midway between Berrigan Court and North Terrace.

(c) St Martins Lutheran College have responded to Councils letter that they are not prepared to provide crossing monitors and no response was received from McDonald Park Primary School at the time of preparing this report.

RECOMMENDATION

(a) Operational Services Report No. 19/2015 be received;

(b) to be determined.

Daryl MORGAN
ENGINEERING MANAGER

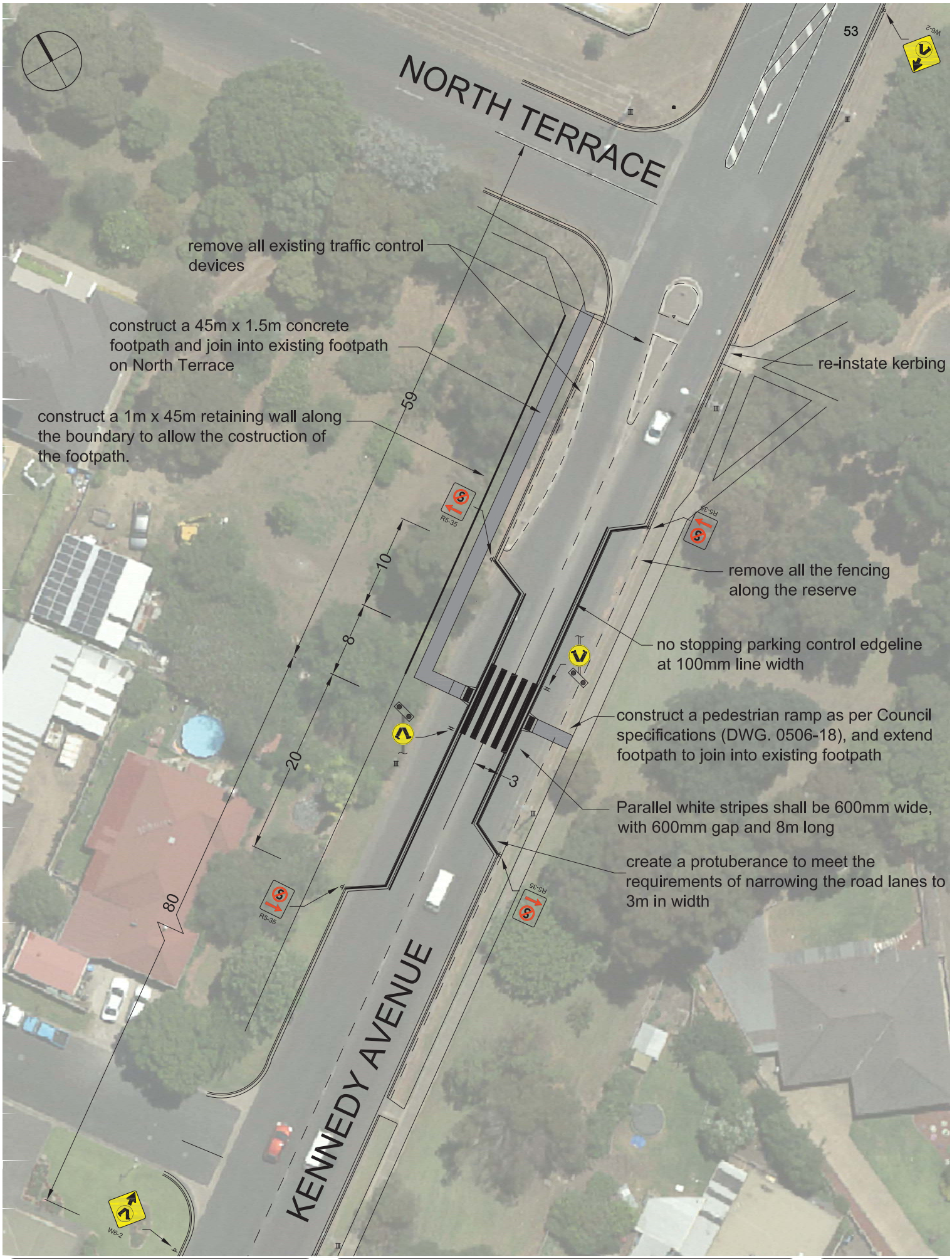
sighted:

Grant HUMPHRIES
ACTING CHIEF EXECUTIVE OFFICER

6 October 2015
LM

Attachment: Pedestrian Crossings - Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices

(Refer Item of Operational Services Committee Minutes)



City of Mount Gambier
BLUE LAKE CITY

Approved by	
Co-ordinates	
Height Datum	
Level book	
Drawn by SG SEP 2015	CAD ref 1516-02
Designed by SG SEP 2015	Survey ref

CITY OF MOUNT GAMBIER

KENNEDY AVENUE

PROPOSED ZEBRA CROSSING

Scale	Sheet No
1:250	1 OF 1

Plan No

1516-02

St Martins Lutheran College
Grow in Christ | Growing the Future

St Martins Drive
Mount Gambier
South Australia 5290
Phone 08 8725 1430
Fax 08 8723 2550
Email office@stmartins.sa.edu.au
ABN 58 872 763 811
www.stmartins.sa.edu.au

29th September 2015

Daryl Morgan
Engineering Manager
City of Mt Gambier

Dear Daryl

I would like to thank you for taking the time and resources to investigate the possibility of a school crossing at Kennedy Avenue/North Terrace to improve pedestrian and cyclist safety for members of our school community who may walk or ride to school. We certainly encourage our students to walk or ride if they possibly can and obviously weather permitting. Our involvement in Way2Go Bike Education and education about being healthy, active and environmentally friendly are curriculum foci for us also.

In response to your key question about whether we could provide crossing monitors at the site, unfortunately we feel that the distance is too great to use students to perform this duty. However after taking the response from City Council to our Governing Council and Parents and Friends Committee for some feedback, they did suggest that this monitor duty could perhaps be fulfilled by volunteers in the community or even those committed to work for the DOLE programs.

Further suggestion and one that we feel is necessary in the least, and that is to generate more signage and/or road markings to warn drivers that there is potentially children crossing in the area and most likely unaccompanied by an adult. Currently there is no signage except a small sign showing riders or pedestrians where to cross. In addition the installation of reflective barricades on the roadsides and central island as seen on Jubilee Highway also seems like a practical protective measure for the pedestrians and cyclists. One of our Governing Council members who travels that way daily also suggested whether the installation of a set of speed humps on approach to the intersection at North Terrace and along Kennedy Avenue, or a raised zebra crossing would be a possibility to raise driver awareness of pedestrians and cyclists crossing.

I understand there is an onus on all road users to use caution and give consideration to safety, but we would like to keep encouraging our students to walk or ride to school knowing that there is a raised driver awareness for pedestrian and cyclist safety. We therefore ask that City Council keeps this issue very much at the forefront of future planning and that the City Council continues to explore the less expensive and yet viable options to raise that awareness of pedestrian and cyclists for the drivers through the use of signage, barricades and road markings.

Regards

Robyn Teakle
Acting Principal

Pedestrian Crossings

8.6.1. Emu crossing

An emu crossing, as shown in Figure 8.3, shall be installed in accordance with Figure 8.5 and this section.

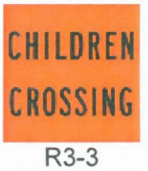
It is similar to a Type 1 children's crossing in *AS 1742.10 MUTCD Part 10: Pedestrian control and protection (2009)* clause 7.2, except that:

(a) An emu crossing shall be located within a school zone (see Section 4.2);

(b) An emu crossing shall have crosswalk lines and 1.2 m high red and white posts to channelise the pedestrians;

(c) All red and white posts shall be nominally 100 mm diameter and frangible.

(d) The CHILDREN CROSSING flag (R3-3) shall be displayed to be legally effective. The flags shall be displayed only during periods when school children are likely to be proceeding to or from school within normal school hours and not at other times.



R3-3

(e) The carriageway shall be constrained to only one lane in each direction at the crossing, each with a width no greater than 4 m, unless the carriageway incorporates a bicycle lane. Where the carriageway incorporates a bicycle lane, the width in each direction shall not exceed 4.5 m, comprising a 1.2 m to 1.5 m bicycle lane and a vehicle lane of 3.3 m to 3 m respectively. A bicycle stop line shall be provided in advance of the vehicular stop line in accordance with the *DPTI Pavement Marking Manual* (http://www.dpti.sa.gov.au/?a=40257) for the bicycle lane at the crossing.

(f) Kerb extensions (see Section 10.1.2) installed on one or both sides of the road may be required to reduce the road width. If this is impractical, a raised median or painted median supplemented with pavement bars, may be installed.

(g) An emu crossing shall not be installed on an unsealed road.

(h) A pedestrian survey in accordance with Appendix F shall be conducted to determine the most appropriate location of an emu crossing.

(i) If an emu crossing is to be monitored during periods of high concentration of use by children, it shall be operated by Police trained monitors. Refer to Appendix G for details.

(j) The double-sided hand-held stop banners (R6-7) used at monitored emu crossings shall be 375 mm in diameter and mounted on a handle 2.2 metres in length.

R6-7

Pedestrian Crossings

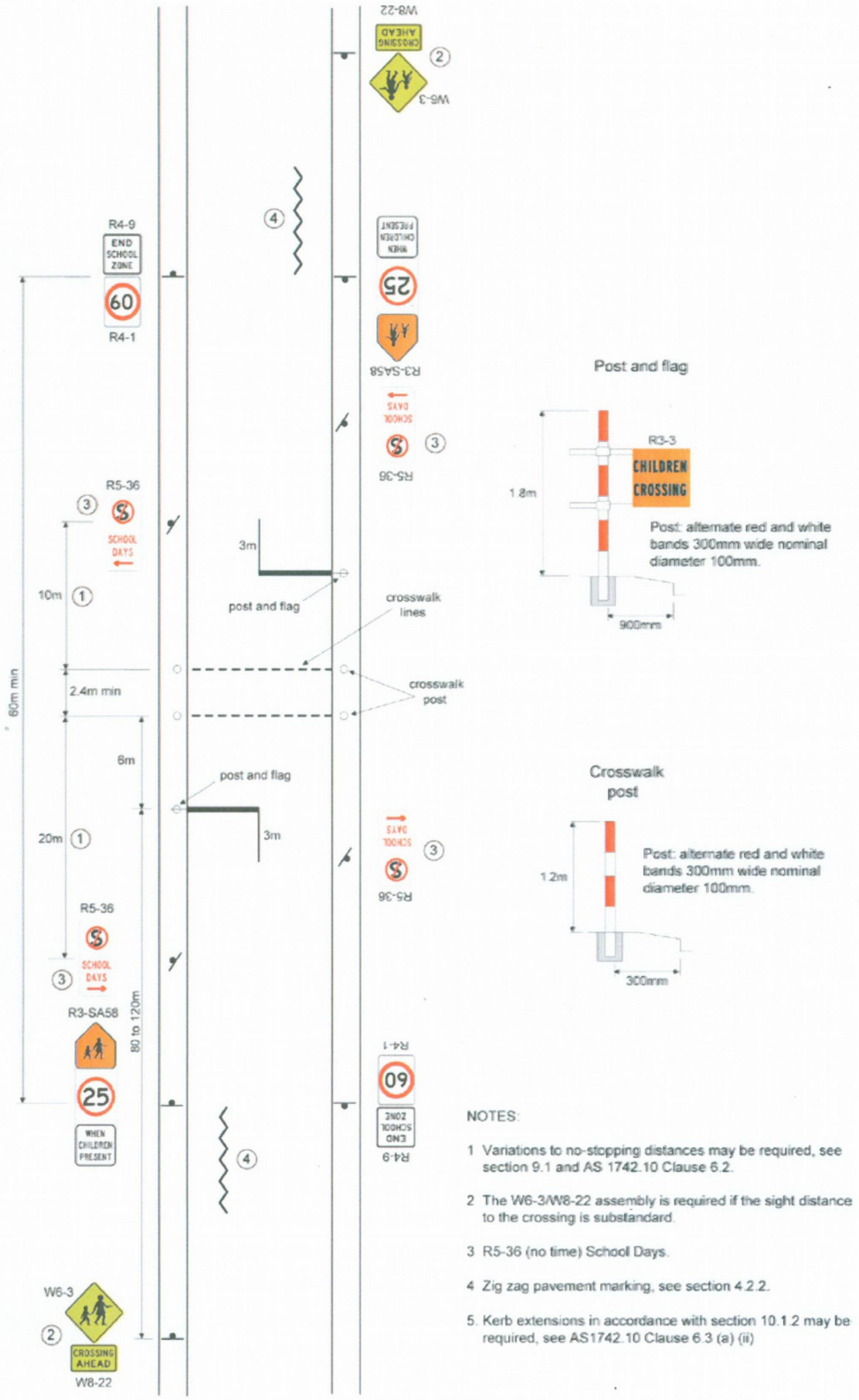


Figure 8.5 Emu crossing details

Pedestrian Crossings

8.6.2. Koala crossing

A koala crossing, as shown in Figure 8.4, shall be installed in accordance with Figure 8.6 and this section.
It is similar to a Type 2 children's crossing in *AS 1742.10 MUTCD Part 10: Pedestrian control and protection (2009)* clause 7.2, except that:

(a) A speed limit of 25km/h is applied when the lights are flashing

(b) A Speed Restriction sign indicating 25 km/h supplemented with a CHILDREN CROSSING / WHEN LIGHTS FLASHING sign (R3-SA56) shall be located 30 m to 50 m before the crosswalk lines on each approach.

(c) A Speed Restriction sign (R4-1) showing the speed limit applying beyond the koala crossing speed zone shall be placed on the opposite side of the road to the 25 km/h speed limit sign.

R3-SA56

(d) A koala crossing shall not be installed on a road with a speed limit greater than 60 km/h.

(e) A koala crossing typically consists of a minimum of two signals. Each signal has two lanterns with two yellow alternating flashing aspects on a matt black backing plate. Operation of signals shall be in accordance with Appendix H.

(f) A Children sign (W6-3) supplemented with a CROSSING AHEAD sign (W8-22) is used where sight distance to the crossing is substandard.

(g) Crosswalk lines, comprising two parallel lines, shall be marked 2.4 m to 6 m apart.

(h) Crosswalk posts painted in red and white alternate bands are optional.

W6-3
W8-22

(i) A koala crossing shall not be installed on an unsealed road.

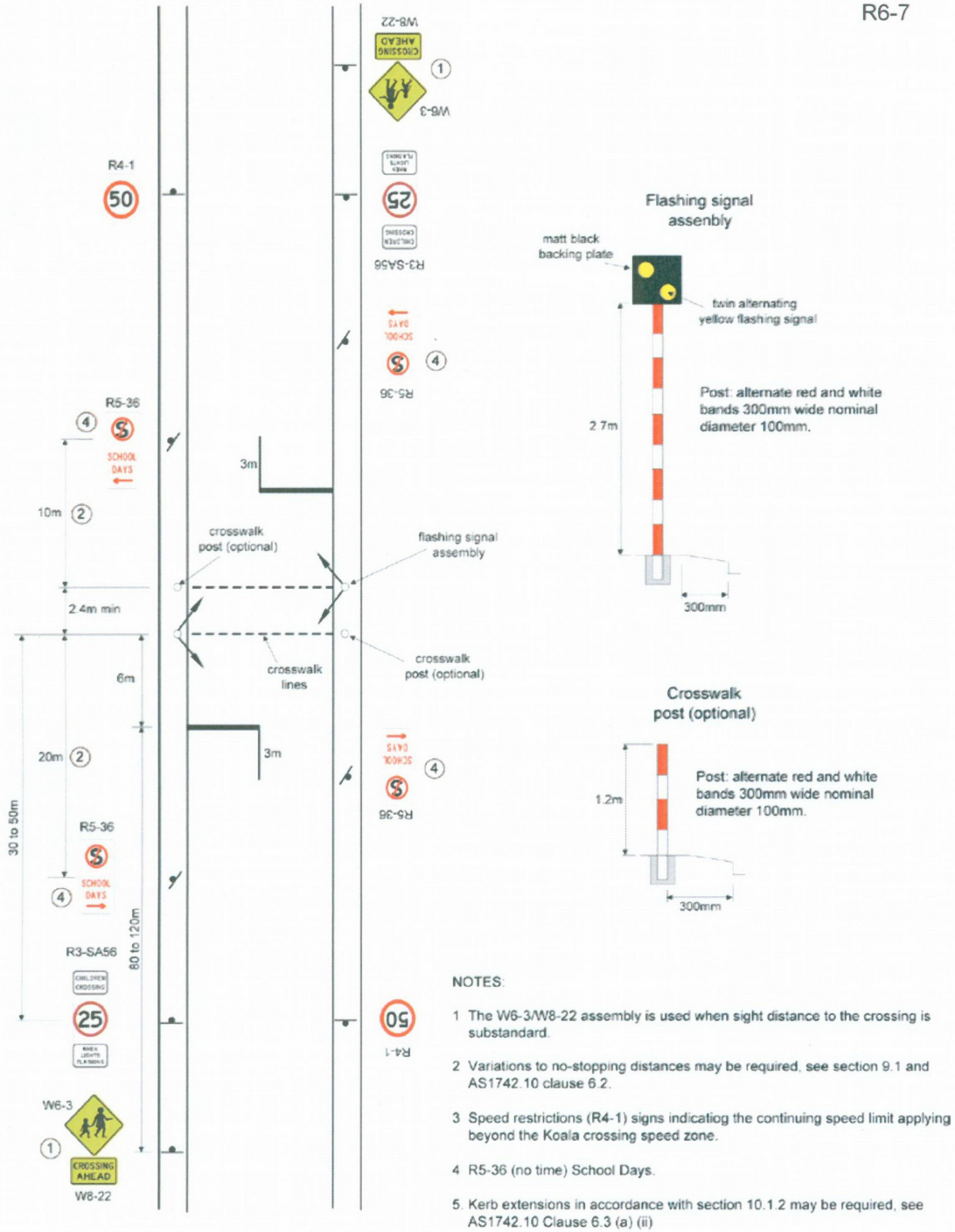
(j) The carriageway shall be constrained to only one lane in each direction at the crossing, each with a width no greater than 4 m, unless the carriageway incorporates a bicycle lane. Where the carriageway incorporates a bicycle lane, the width in each direction shall not exceed 4.5 m, comprising a 1.2 m to 1.5 m bicycle lane and a vehicle lane of 3.3 m to 3 m respectively. A bicycle stop line shall be provided in advance of the vehicular stop line in accordance with the *DPTI Pavement Marking Manual* (http://www.dpti.sa.gov.au/?a=40257) for the bicycle lane at the crossing.

(k) If a koala crossing is to be monitored during periods of high concentration of use by children, it shall be operated by police trained monitors. Refer to Appendix G for details.

Pedestrian Crossings

(l) The double-sided hand-held stop banners (R6-7) used at monitored koala crossings shall be 375 mm in diameter and mounted on a handle 2.2 metres in length.

R6-7



NOTES:

1. The W6-3/W8-22 assembly is used when sight distance to the crossing is substandard.
2. Variations to no-stopping distances may be required, see section 9.1 and AS1742.10 clause 6.2.
3. Speed restrictions (R4-1) signs indicatiog the continuing speed limit applying beyond the Koala crossing speed zone.
4. R5-36 (no time) School Days.
5. Kerb extensions in accordance with section 10.1.2 may be required, see AS1742.10 Clause 6.3 (a) (ii)

Figure 8.6 Koala crossing

Appendix B: School zone guidelines

B1. Introduction

School zones are used in South Australia where, in the opinion of the road authority, controlling the speed of traffic may improve the safety for children travelling to or from school, particularly when children are crossing the road at a number of locations around a school. The following guidelines are provided to assist in the appropriate use and location of school zones.

B2. Assessing the suitability of a school zone

Prior to the installation of a school zone it is necessary to ensure that it is an appropriate treatment for the location. It is also important that existing school zones are periodically reviewed to ensure each is still the most appropriate treatment for the circumstances and location where it is installed.

A school zone is typically used on a road where there is a concentration of school children adjacent to motor vehicle activity but there is no justification for a pedestrian crossing (refer to Section 8). A school zone may also be used where school children cross a road at many places making a pedestrian crossing an ineffective treatment.

In some cases, a school zone may need to be supplemented with other treatments, such as an emu crossing (refer to Section 8.5.1) or additional warning devices (refer to Section 4.2.1.3 for School Zone Warning signs, and the *DPTI Pavement Marking Manual* (http://www.dpti.sa.gov.au/?a=40257) for 'School' pavement message).

B2.1. Movement of children near the road

Rather than simply installing school zones as a standard treatment for the protection of school children moving around schools it is more desirable to minimise or preferably eliminate the need for children to cross or be near a road. Any possibility of moving activity away from the road should be investigated in liaison with the school before deciding that a school zone is the most appropriate treatment. Actions that may assist in eliminating the need for a school zone include:

- Imposing parking prohibitions on the side of the road opposite to the school while improving set down areas nearer the school to encourage pedestrian movement to and from vehicles on the school side of the road.
- Establishing off-street short term set down and pick up areas on the school side, separating the faster through traffic on the road from the pedestrian activity near the vehicle creating a lower speed environment for child pedestrians. This should be done so that vehicle access to and from the road does not pose an unreasonable degree of hazard to the children or drivers.
- Ensuring school buses always stop on the school side of the road or within the school grounds so children do not have to cross the road.
- Installing a pedestrian crossing where regular road crossings occur in accordance with Section 8.

Appendix B

- Relocating the entrance to the school grounds which may promote pedestrian movement to a safer area, away from any concentrated vehicular activity near the school.
- Installing pedestrian fences to keep children away from the road.
- Improving on-street and off-street bicycle facilities which may encourage cyclists to cross the road at safer locations.
- Avoiding where possible the need for children to wait near the road (eg, when waiting for a bus) on higher speed roads or in potentially hazardous locations. Where a roadside waiting area is used and is considered hazardous for children the waiting area should be improved to provide a safe area appropriate for the anticipated numbers of children with restricted access to the road. If this is not practical, the waiting area should be relocated to a safer place.

B2.2. School Zone Placement

If a school zone has been determined to be the most suitable treatment for the circumstances it needs to be appropriately located. Traditionally, school zones were located at the outer boundaries of the school property to designate the school grounds. However, to be more effective a school zone should be:

- centred around the area where children mainly cross the road;
- kept as short as practicable for drivers to associate the school zone with the movement of children;
- located approximately 30 m on each approach to the school gate, giving a minimum school zone length of approximately 60 m. The number of gates at a school should be rationalised to keep the zone length as short as is practicable.
- merged with another school zone if both are located very close together on the same road. Ideally the overall length of the new school zone should be shortened.
- used in conjunction with a pedestrian refuge on wider or busier roads, such as major traffic routes. The narrowing of the road and the facility to duplicate the School Zone sign (R3-SA58) on the pedestrian refuge will reinforce the requirement for drivers to reduce their speed to 25 km/h.

Kerb extensions may also be considered where there is sufficient road width. However, care must be taken to ensure the site does not mislead pedestrians by looking like a pedestrian crossing where drivers are expected to stop and give way to pedestrians.

B2.3. Inappropriate locations for school zones

There are instances where the road and traffic conditions mean that a school zone may not provide a reasonable degree of safety to children. For example, roads which:

- function as a major traffic route, especially high volume arterial roads;

Appendix B

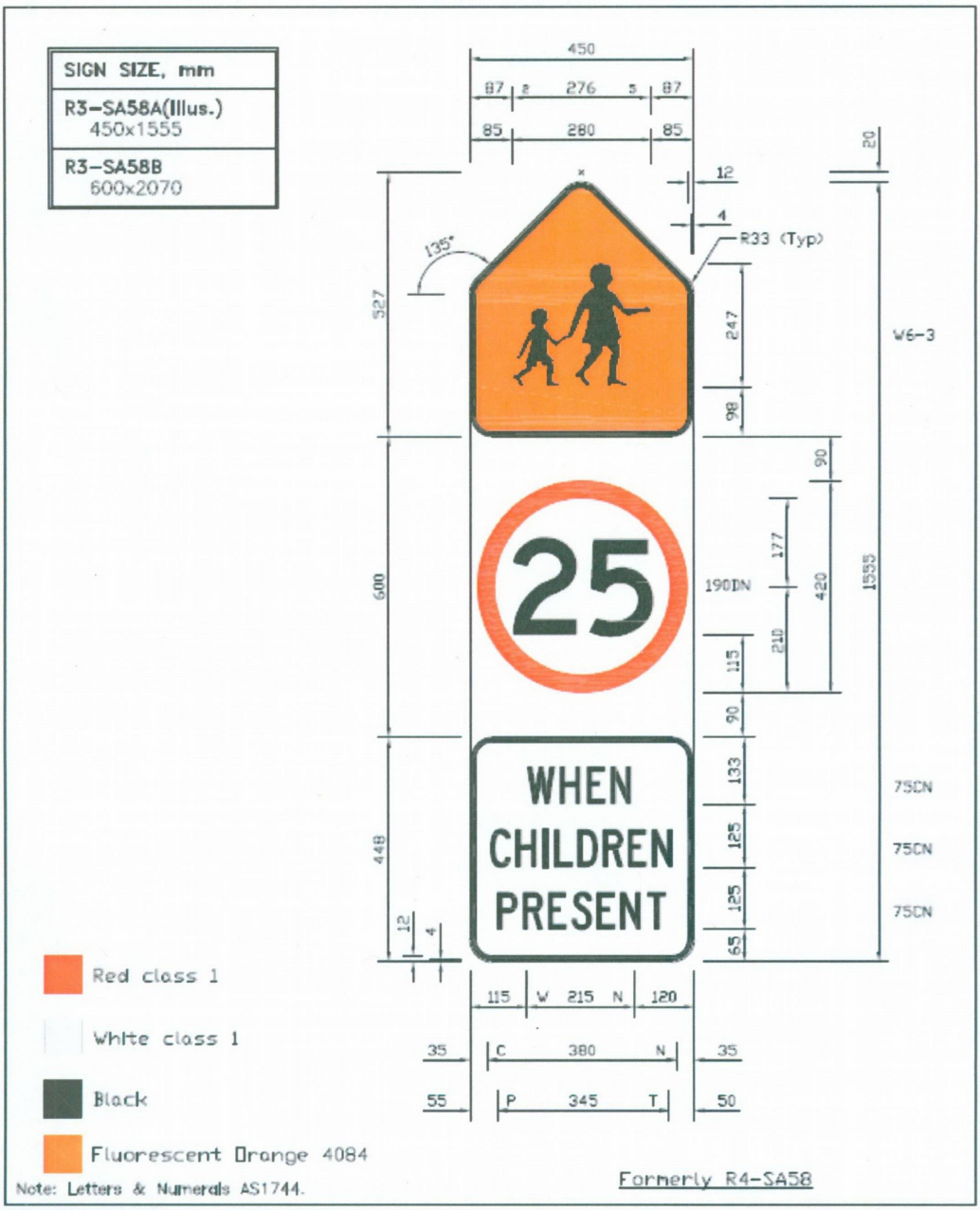
- are multi-lane;
- have a speed limit in excess of 60 km/h;
- are wide and kerb extensions, medians, median islands or pedestrian refuges are not installed;
- are near a signalised intersection;
- are near a koala crossing, wombat crossing or pedestrian actuated crossing;
- have a grade separated pedestrian crossing; or
- meet the criteria for a koala crossing or pedestrian actuated crossing, as per Section 8 and Appendix E.

In these instances other measures should be investigated with the aim of removing or minimising the danger vehicular traffic poses to children around the school, as outlined in Section B2.1.

The reliance of a school zone to provide protection to children on roads where the speed limit exceeds 60 km/h is unrealistic.

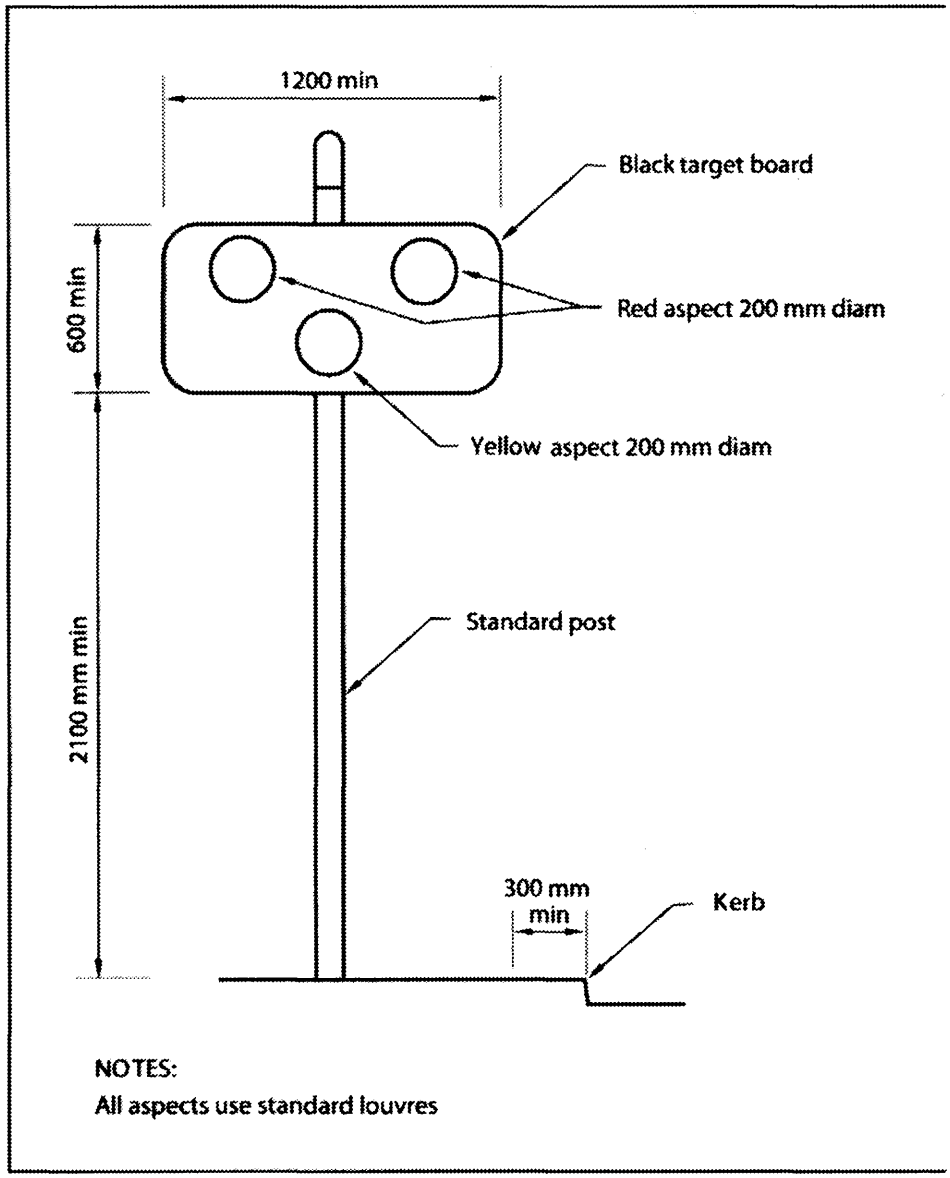
Appendix C: School zone sign

Figure C1 School zone sign R3-SA58



Not to scale

Appendix D: Emergency services traffic signal details



Appendix E: Guidelines for pedestrian crossings

The following numerical guidelines may assist in assessing the demand for pedestrian facilities.

E1. Pedestrian actuated traffic signals (mid-block)

Installation of pedestrian actuated traffic signals may be appropriate where the conditions described below are met:

(a) a pedestrian survey, undertaken in accordance with Appendix F, shows that:
In two separate one hour periods of a typical weekday:

(i) 60 or more pedestrians per hour actually cross the road and could reasonably be expected to use the crossing; and
(ii) 600 or more vehicles per hour pass the site during the same two hours where the pedestrians cross; and
(iii) the product of the number of pedestrians per hour and vehicles in the same hour exceeds 90,000

or

(b) a koala crossing is justified (see E3 below) and:

(i) children frequently cross the road between two sections of a school at other times;
(ii) there is a steady demand for the crossing by adult pedestrians; or
(iii) it is considered desirable to link the crossing with other nearby traffic signals.

E2. Wombat crossing (Raised pedestrian crossing)

An on-street wombat crossing may be provided on a local street where a pedestrian survey undertaken according to Appendix F shows that:

(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;

or

(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 be reasonably be expected to use the crossing; and

Appendix E

(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).

E3. Children's crossing (koala)

A koala crossing may be installed if a pedestrian survey undertaken according to Appendix F shows that:

In two separate one hour periods of a typical school day:

(a) 50 or more children actually cross the road and could reasonably be expected to use the crossing; and
(b) 200 or more vehicles per hour pass the site where the children will cross during the same two hours.

E4. Children's crossing (emu)

An emu crossing has no minimum child/vehicle guide, however a pedestrian survey in accordance with Appendix F should assist in determining the crossing location.

Appendix F: Pedestrian and traffic surveys

A detailed survey of pedestrian and vehicle movements shall be undertaken to justify the installation and to determine the optimum location of a pedestrian crossing.

These surveys are usually conducted for the continuous period from 8.00am to 6.00pm on a typical weekday, but may be extended if the time of peak pedestrian movement is outside that period.

The section of road under consideration is divided into zones of approximately 30 m in length.

The numbers of pedestrians categorised according to type such as 'Adult', 'Adult with bike', 'Child', 'Child with Bike', older people (see (b) below), and people with a disability crossing the road in each zone are counted and the totals recorded for each 15 minute period (it may be sufficient to record in 30 minute periods at other than times of peak pedestrian movements). When the category includes a 'bike', only those who cross the road are counted; not those riding along the road as part of the traffic stream.

Young children, the elderly, and people with a disability should be given greater recognition in the pedestrian surveys by weighting their numbers. The observed numbers of:

(a) children under 10 years old who are not accompanied by an adult;
(b) older people who may exhibit a degree of frailty or difficulty in crossing the road in a timely manner; and
(c) people recognised as having a disability

should be weighted by being multiplied by a factor of 1.5.

Note: the weighting of children does not apply in the case of surveys undertaken for proposed koala crossings.

The number of vehicles travelling along the road is also recorded, by direction of travel, for each period.

In assessing the survey to decide whether a pedestrian crossing is justified and to determine its location, the numbers of pedestrians crossing the road in the same three adjacent zones in each of two separate hours are totalled. The combined two-way vehicle volume in each corresponding hour is used on roads without a median. If there is a median then, subject to engineering judgement, the highest flow in one direction is used.

Appendix G: Children's crossing monitors

Children's crossings shall, except where it is not reasonably practicable, be supervised by monitors during periods of greatest concentration of use by children.

Factors which may render supervision by monitors impracticable include:

(a) Where a crossing is not within reasonable walking distance of the school, taking into account of the need for the monitors to collect hand STOP banners and safety vests from the school.
(b) Where a primary school has no grade higher than year five.
(c) Where a crossing is used only by high school children, and not by primary school children.

Although a children's crossing which is not monitored provides assistance for children crossing a road, the risk is further reduced when the crossing is supervised by properly trained monitors. The presence of monitors also inhibits the particularly risky behaviour of children crossing the road near a crossing but not actually on it. A relatively brief period of supervision by monitors can provide additional protection for most of the children using the crossing.

Pedestrians of any age shall obey the directions of a monitor. Clause C of the Minister's Notice to the Commissioner of Police grants approval for the Commissioner to authorise School Crossing Monitors to use STOP banners, barrier devices and CHILDREN CROSSING flags.

Monitors shall be trained by the SA Police Department and shall wear appropriate safety clothing designed to make them conspicuous and to warn road users of their presence.

Appendix H: Operation of koala crossings

H1. Automatic operation

The times of automatic operation of a koala crossing are tailored to the normal pattern of demand for children crossing the road. Koala crossings shall only operate on school days.

H1.1. Morning operating period

The morning operating period should commence approximately ten minutes earlier than either:

(a) the earliest arrival time permitted by the school; or
(b) the normal first arrivals of children wishing to cross.

Operation should cease approximately five minutes after the school starting time but may cease earlier if the crossing is some distance from the school.

H1.2. Afternoon operating period

The afternoon operating period should commence approximately five minutes before the school finishing time (later if the crossing is some distance away).

Operation should cease approximately ten minutes after the time when sustained use of the crossing by children is normally over.

H1.3. Additional operating periods

Additional operating periods may be justified if different times apply to some parts of the school and there is a significant demand for children to cross the road.

Only rarely will a koala crossing need to operate at lunchtime.

H2. Manual operation

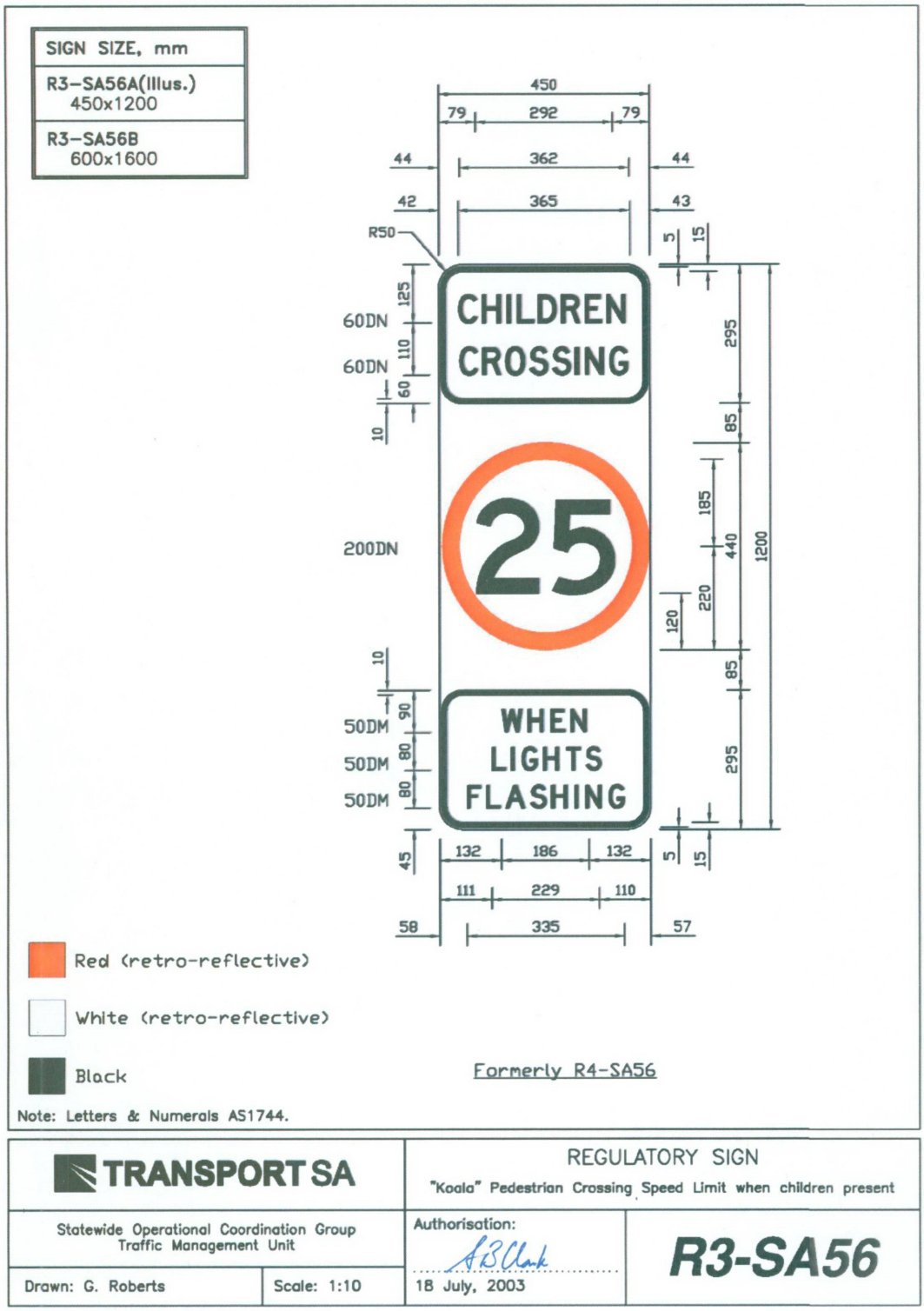
Each koala crossing has a two-position key switch, marked AUTO and MANUAL, for which the school's Principal has a key. With this key, the crossing can be switched from the automatic times preset on the time clock to manual operation. This allows a crossing to be used occasionally such as early dismissal for hot weather or end of term.

A koala crossing operating outside normal times may be confusing to drivers. Consequently, crossings operating at unexpected times are generally less safe than normal, and the following conditions shall be strictly observed whenever a crossing is operated manually:

(a) The period of manual operation shall be within normal school hours.
(b) The period of manual operation shall be as short as is practicable while catering adequately for the crossing needs of the children.
(c) During the entire duration of manual operation, a member of the school staff or other adult person, authorised by and under the direction of the Principal, shall be responsible.

Appendix I: Koala crossing sign details

Figure I1 Koala pedestrian crossing sign R3-SA56



Not to scale