NOTICE OF MEETING

TO: Chairperson: Cr Kevin Fischer
    Deputy: Cr David Hughes
    Council Members:
    Mayor Karen Redman
    Deputy Mayor Ian Tooley
    Cr Paul Koch
    Cr Merilyn Nicolson
    Cr Adrian Shackley
    Cr Robin Symes

NOTICE is hereby given pursuant to the provisions of Section 87(4) of the Local Government Act, 1999, that the next meeting of the Town of Gawler Infrastructure & Environmental Services Committee for the will be held in the Conference Room, Town of Gawler Administration Centre, 43 High Street, Gawler East, Tuesday 10 October 2017 at 7.00pm.

A copy of the Agenda for the above meeting is supplied as prescribed by Section 87(8) of the said Act.

Henry Inat
Chief Executive Officer
5 October 2017
Meeting of the Infrastructure & Environmental Services Committee to be held on
Tuesday 10 October 2017 at 7.00pm in the Conference Room, Town of Gawler
Administration Centre, 43 High Street, Gawler East.

A G E N D A

1. Statement of Acknowledgement
Chair – “We would like to acknowledge this land that we meet on today is the traditional
lands for the Kaurna people and that we respect their spiritual relationship with their
country. We also acknowledge the Kaurna people as the custodians of the greater
Adelaide region and that their cultural and heritage beliefs are still as important to the
living Kaurna people today.”

2. Attendance Record
   2.1 Roll Call
   2.2 Apologies
   2.3 Motions to grant Leave of Absence
   2.4 Leave of Absence
   2.5 Non-attendance

3. Deputations / Public Open Forum

4. Petitions
   Nil

5. Confirmation of Minutes –
   5.1 Committee Meeting held 8 August 2017
   5.2 Special Committee Meeting held 19 September 2017

6. Business Arising from Minutes

7. Officer Reports
   Page No.
   7.1 Non-Conforming Building Products 19
   7.2 Gawler Town Centre 2017-2020 Car Parking Strategy 24
   7.3 Dog Park 31
   7.4 On and Off Leash Areas 37
   7.5 Gawler Central Urban Precinct – Stage 1 – Update – Walker Place 45
   7.6 Open Space Grant 52
   7.7 Local Government (Mobile Food Vendors) Amendment Act 2017 58
   7.8 Murray Street Upgrade Stage 6 – Update Decorative Lighting 62
   7.9 Disability Infrastructure in Gawler 69
7.10 Proposed Domestic Hard Waste Collection Service 79
7.11 Evanston Gardens Development Plan Amendment (Privately Funded DPA) – Draft 86

8. Council Members Reports Nil

9. Items Listed for Discussion
   9.1 Control of declared plants by Council – Cr Shackley
   9.2 Energy Efficiency Initiatives – Deputy Mayor I Tooley 95

10. Items for Discussion at Future Meetings

11. Questions on Notice Nil

12. Questions Without Notice

13. Motions on Notice Nil

14. Motions Without Notice

15. Correspondence Nil

16. Confidential Reports Nil

17. Close

18. Next Ordinary Meeting – Tuesday 5 December commencing at 7:00pm
<table>
<thead>
<tr>
<th>Item Number</th>
<th>6.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>BUSINESS ARISING FROM MINUTES</td>
</tr>
<tr>
<td>Date</td>
<td>10 October 2017</td>
</tr>
<tr>
<td>Author(s)</td>
<td>Meagan Jarmyn, Personal Assistant</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action</th>
<th>Status / Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Character Development Plan Guidelines for Character Areas Study</td>
<td>Residential and Character DPA Statement of Intent has been lodged with the Minister.</td>
</tr>
<tr>
<td>(CC13/610)</td>
<td>Advice from the DPTI has been that this DPA will not be supported, and this particular initiative should be progressed in the context of the transitioning from Council Development Plans to the new Planning and Design Code relating to the Town of Gawler as part of the impeding Planning, Development and Infrastructure Act.</td>
</tr>
<tr>
<td>Motion No. 2014:02:032</td>
<td>Still awaiting formal advice from the Minister.</td>
</tr>
<tr>
<td>That the Infrastructure &amp; Environmental Services Committee recommend</td>
<td></td>
</tr>
<tr>
<td>to Council that:</td>
<td></td>
</tr>
<tr>
<td>1. The Town Character Development Plan Guidelines and Character Areas</td>
<td></td>
</tr>
<tr>
<td>Study report be received.</td>
<td></td>
</tr>
<tr>
<td>2. The Town Character Development Plan Guidelines and Character Areas</td>
<td></td>
</tr>
<tr>
<td>Study Brief, as attached, be endorsed.</td>
<td></td>
</tr>
<tr>
<td>(Attachment 1)</td>
<td></td>
</tr>
<tr>
<td>3. That the CEO proceed to release the brief to market and appoint a</td>
<td></td>
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<tr>
<td>preferred consultant. An updated report is to then be presented to</td>
<td></td>
</tr>
<tr>
<td>this Committee early in the investigations and prior to the</td>
<td></td>
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<tr>
<td>commencement of any broad community engagement.</td>
<td></td>
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</tbody>
</table>

| Gawler East Concept Plan Project (CC13/609)                           |                                                                                   |
| Motion No. 2014:02:035 / IES:2014:02:008                               |                                                                                   |
| That the Infrastructure & Environmental Services Committee recommend  |                                                                                   |
| to Council that:                                                      |                                                                                   |
| 1. The Gawler East Concept Plan Project Brief Report be received.     |                                                                                   |
| 2. The Gawler East Concept Plan Project Brief be endorsed, with       |                                                                                   |
| changes identified at the Infrastructure & Environmental Services    |                                                                                   |
| Committee meeting.                                                    |                                                                                   |
| 3. That the CEO proceed to release the brief to market and appoint a  |                                                                                   |
| preferred consultant. An update report is to then be presented to    |                                                                                   |
| this Committee early in the investigations and prior to the          |                                                                                   |
| commencement of any broad community engagement.                       |                                                                                   |

The Gawler East Structure Plan has been released for public and agency consultation.
### Gawler Transport and Traffic Management Plan
**Motion No.** 2014:04:097/IES:2014:04:19
Council resolves in the terms of the recommendation from the Infrastructure and Environmental Services Committee made at item 9.1 Gawler Transport and Traffic Management Plan of the meeting of that Committee meeting held on 8 April 2014 (Motion No. IES:2014:04:19), being:
2. Authorise modifications to the submitted Gawler Transport and Traffic Management Plan report as per the information presented in the amended extended table shown as Attachment to this report and other relevant matters discussed.
3. Permit the release of the appropriately modified Gawler Transport and Traffic Management Plan report as described in item 2 above for the purpose of community consultation.
4. Authorise the Chief Executive Officer to formulate a community consultation program in collaboration with the Mayor and Chair of the IES Committee. The nature and scope of the community consultation program shall be reflective of the strong community interest that will exist in respect to this study.

### Steep Creeklines Management (CC14/23690)
**Motion No:** 2014:08:296 IES:2014:08:46
The Infrastructure and Environmental Services Committee recommends to Council that Council’s administration proceed to update Council’s “Standards and Requirements for Land Development/Land Division Guideline” document to further reflect the requirements to rehabilitate water course environments prior to the vesting of such land in and under the care, control and management of Council.

Report will be provided to Council in the near future as it has recently completed its Gawler East Link Road alignment deliberations.

An Addendum to the Standards and Guidelines has been Completed.

A tour of land development sites was held on 28/11/2016.

A workshop with Elected Members was included as part of the December 2016 IES Committee meeting to discuss Council’s Land Division Standards, which will also address Steep Creek Management.

This matter is also being considered as part of the Gawler Biodiversity Strategy, which has been commenced.
<table>
<thead>
<tr>
<th>Stormwater Management Update</th>
<th>Dog Doorknock Update</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motion No:</strong> 2015:04:144 IES:2015:04:15</td>
<td><strong>Motion No:</strong> 2015:04:147 IES:2015:04:18</td>
</tr>
<tr>
<td><strong>That the Infrastructure and Environmental Services Committee recommends to the Council that:</strong></td>
<td><strong>That the Infrastructure and Environmental Services Committee recommends to Council that:</strong></td>
</tr>
<tr>
<td>1. Funding associated with the design of the Milne Road Drainage Channel upgrade allocated in the 2014-2015 Budget be deferred until such time as the Smith Creek Floodplain and Flood Hazard Study is adopted by the Council.</td>
<td>1. Installation of advisory signage to walking trails and reserves (encouraging responsible dog ownership).</td>
</tr>
<tr>
<td>2. It consider the provision of $30,000 in the 2015/16 Budget for the maintenance of the Milne Road Drainage Channel.</td>
<td>2. Investigate and then construct the establishment of a dog friendly park(s) and “on-off” leash areas.</td>
</tr>
<tr>
<td>3. Further updates will be provided at key milestones on the following plans:</td>
<td></td>
</tr>
<tr>
<td>a. Gawler and Surrounds Stormwater Management Plan</td>
<td></td>
</tr>
<tr>
<td>b. Smith Creek Floodplain and Flood Hazard Study.</td>
<td></td>
</tr>
<tr>
<td><strong>1. Completed</strong></td>
<td><strong>1. Completed</strong></td>
</tr>
<tr>
<td><strong>2. Completed</strong></td>
<td></td>
</tr>
<tr>
<td><strong>This Committee to be kept informed as matters progress.</strong></td>
<td></td>
</tr>
<tr>
<td>An Elected Member workshop update is proposed to be undertaken as part of the preparation of the Gawler Surrounds Stormwater Management Plan later in 2017.</td>
<td>Report is being prepared for discussion for the October 2017 IES.</td>
</tr>
</tbody>
</table>
### Willaston Cemetery Conservation and Management Plan (CC10/2457)

**Motion No:** 2016:02:40 IES:2016:02:04  

**That the Infrastructure and Environmental Services Committee recommends to Council that:**

1. The draft Willaston Cemetery Management Plan Community Consultation Summary as detailed in this report be noted.
2. That the Willaston Cemetery Management Plan be updated having regard of the Community Consultation received and presented to the April Infrastructure and Environmental Services Committee meeting.
3. Council adopt the infrastructure works outlined in the Willaston Cemetery management Plan for 2015/16 implementation.
4. Council further consider the recommended increase in associated fees be considered in the context of preparing Council’s 216/17 Budget.
5. It seek further input into the proposed management and restoration of individual gravesites.

| 1. Completed |
| 2. Report yet to be updated due allocation of resources to other priorities & pending outcome of point 5. |
| 3. Completed |
| 4. Completed |
| 5. Further investigations in this regard are continuing including input being sought from the Friends of Willaston Cemetery at present. |

### Motion Without Notice: Murray Street Pedestrian Refuges Signage

**Motion No:** 2016:04:136 IES:2016:04:25  

**That the Infrastructure and Environmental Services Committee request staff to investigate the effectiveness of the existing signage currently being used for the pedestrian refuges in Murray Street.**

**Refer report being presented in this agenda.**
<table>
<thead>
<tr>
<th>Draft Evanston Gardens Development Plan Amendment (Privately Funded DPA) (CC14/574)</th>
<th>Refer to report in this agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motion No: 2016:06:270 IES:2016:06:28</td>
<td>That the Infrastructure and Environmental Services Committee recommend to Council that the:-</td>
</tr>
</tbody>
</table>

1. Draft Evanston Gardens Development Plan Amendment be released for public consultation in accordance with Council's obligations under Section 25 (8) (b) (ii) of the Development Act 1993.

2. Chief Executive Officer be authorised to make minor amendments to the Development Plan Amendment based on any legal advice or at the request of the Minister/Department of Planning, Transport and Infrastructure before it is released for consultation.

3. Chief Executive Officer be authorised to continue negotiations with the developers in relation of the scope of Consequential Infrastructure Works and Community Infrastructure Contributions to be contained in an Infrastructure Agreement. Such negotiations are to be finalised and endorsed by Council before the draft DPA is presented back to Council for further consideration.

4. Staff provide clarification on:
   a. The rationale of change of land use as it relates to the northern most allotment (adjacent Clifford Road) specifically the change from rural to residential land use.
   b. The wording on page 24 of 66 related to bus routes and bus stops.
   c. On page 61 of 66, the acoustic protection alignment at the corner of Jack Cooper Drive and Angle Vale Road.
   d. Adjustment of maps on page 18 and 20 of 66.
   e. The traffic relation to Coventry Road realignment.
   f. Availability of the supporting documentation when the DPA is released to Public Consultation and possible covering notation regarding updates on document as above.
<table>
<thead>
<tr>
<th>Motion No: IES:2016:06:30</th>
<th>Willaston Local Area Traffic Management Study (CC15/472)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>That the Infrastructure and Environmental Services Committee recommend to Council that:</strong>-</td>
<td>1. Staff have prepared a revised brief and a workshop will be arranged in the coming months to progress this matter.</td>
</tr>
<tr>
<td>1. The matter be deferred pending further refinements to the document. A Council Member Workshop to be held on this matter within the next 3 months.</td>
<td>2. Elected Members will be consulted closer to the Workshop date to seek their feedback.</td>
</tr>
<tr>
<td>2. Issues identified by Council Members be submitted to Manager Infrastructure and Engineering Services.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motion No: 2016:08:338</th>
<th>Gawler becoming an RV Friendly Town</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>That :</strong></td>
<td>Completed.</td>
</tr>
<tr>
<td>1. Based on the further investigations undertaken by Cr Tooley on this matter that Council further consider the merits of Gawler becoming an RV Friendly Town.</td>
<td>A report was presented and motion 2017:08:268 was carried by Council.</td>
</tr>
<tr>
<td>2. Council officers prepare a report to Council on the suitability of sites, in close proximity to the Gawler CBD, for RV parking and the location of a waste dump point. Such sites to be considered in these investigations include the:- the block adjacent to the old SA Water depot site, Goose Island, Dead Man’s Pass parking area, Clonlea Park parking area and the Gawler Sport and Rec parking area.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Motion No: IES:2016:12:63</th>
<th>SA Power Networks Line Clearance Presentation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>That:-</strong></td>
<td>Council staff have met with SA Power Networks to discuss this matter. A report will be presented to a future IES meeting on this matter.</td>
</tr>
<tr>
<td>1. The SA Power Networks Line Clearance presentation report be noted.</td>
<td></td>
</tr>
<tr>
<td>2. Council staff work with SA Power Networks to prepare a partnership agreement for Tree Maintenance. A draft of which is to be presented to this committee for consideration.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motion No: IES:2016:12:66</th>
<th>Unsightly Premises</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>That the Infrastructure and Environmental Services Committee note:</strong>-</td>
<td>1. Completed</td>
</tr>
<tr>
<td>1. The progress in the reduction of the number of properties deemed to be unsightly, from 10 to 8</td>
<td>2. An update report will be presented at the December IES Meeting</td>
</tr>
<tr>
<td>2. An update report be presented to a future Committee meeting regarding the progress of future actions on unsightly properties.</td>
<td></td>
</tr>
</tbody>
</table>
### Council Standards and Requirements for Land Development/Land Division – Update Report

**Motion No: 2017:01:15 IES:2016:12:68**

That the Infrastructure and Environmental Services Committee recommend to Council that:-

1. Feedback received from Elected Members be noted and considered by staff when updating the Standards and Requirements for Land Development/Land Division Guidelines document.
2. The draft updated Standards and Requirements for Land Development/Land Division Guidelines be presented to the Infrastructure and Environmental Services Committee in the near future.

The draft updated Land Development/Land Division Guidelines document will be presented to the IES Committee once the relevant Biodiversity Management Plan inclusions have been finalised.

### Item 8.5 – Murray Street Upgrade Stage 6 Update (CC15/927)

**Motion No: 2017:02:42**

That the matter be deferred to a future Council meeting following a Council Workshop, subject to the following matters being investigated:

1. Retention of the Tenth Street slip lane.
2. Preserving the left turn from Murray Street into Murray Street South.
3. Preserving the left turn travelling North along Murray Street South.
4. Review of the balustrades material options.
5. Review of the position of the pedestrian crossings within any proposed changes.
6. Review of the speed limit of the affected area.

Council workshop undertaken on 20 June 2017

An update report on items 1-6 was presented to the Council at its meeting held on 22 August 2017 and a final position endorsed.

Completed.
### Concordia Urban Framework (CC16/1342)
**Motion No: 2017:02:53 IES:2017:02:02**

That the Infrastructure and Environmental Services Committee recommends to Council that it:-
1. Notes the progress report regarding the Concordia Urban Framework.
2. Provides in principle support for Concordia Land Management to participate as a potential pilot study for the Basic and General Infrastructure Schemes under the new Planning, Development and Infrastructure Act 2016. Council seeks to be a formal partner to investigations undertaken in this regard.
3. Notes that a further update report including amongst other matters resource commitments will be presented to this Committee to appropriately monitor progress.

*Council administration will provide an update report when more information is made available.*

### Dog’s in Gawler (CC15/989)
**Motion No: 2017:04:109 IES:2017:04:08**

That the Infrastructure and Environmental Services Committee:
1. Note the Dog’s in Gawler Report.
4. Request staff to explore further partnership opportunities with neighbouring Councils and new development areas within the Town as it relates to the development of a dog park. Other location options to also be considered.

*Update provided in this agenda.*

### Review of Town Centre Car Parking Strategy (CC15/1149)
**Motion No: 2017:04:109 IES:2017:04:09**

That the Infrastructure and Environmental Services Committee:
3. Requests the updated document, as amended, be forwarded to Elected Members for feedback prior to the public consultation process commencing.

*Refer to report in this agenda*
<table>
<thead>
<tr>
<th><strong>Information Report – Proposed Domestic Hard Waste Collection Service (CC16/101)</strong></th>
<th><strong>Refer to Report in this Agenda</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>That the Infrastructure and Environmental Services Committee:-</td>
<td></td>
</tr>
<tr>
<td>2. Request Staff to undertake further investigation into the matter and provide a further report back to this Committee. Such consideration being:</td>
<td></td>
</tr>
<tr>
<td>a) Limiting a possible hard waste service to particular community groups eg concession card holders.</td>
<td></td>
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<tr>
<td>b) Community based and/or private business operation options.</td>
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<tr>
<td>c) Increasing recycling levels through a targeted community engagement program.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Gawler Vintage, Veteran and Classic Vehicle Club Inc – 13 Little Paxton Street Lease Proposal</strong></th>
<th><strong>A subsequent report on this matter was presented to 22 August 2017 Council Meeting which superseded this confidential motion. Completed.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Kept in Confidence</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Cat By-Law (CC10/3044)</strong></th>
<th><strong>Currently working on Draft Cat By-Law which will be tabled at a future IES Meeting.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Motion No: 2017:04:110 IES:2017:04:11</td>
<td></td>
</tr>
<tr>
<td>That the Infrastructure and Environmental Services Committee recommends to Council that Staff proceed to prepare a draft Cat By-Law and present to a future Committee meeting for consideration.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Information Report – Sustainability Officer</strong></th>
<th><strong>Short listing of applications and preparing for interviews of applicants.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>That the Infrastructure and Environmental Services Committee recommend to Council that:-</td>
<td></td>
</tr>
<tr>
<td>1. The Information Report – Sustainability Officer be noted.</td>
<td></td>
</tr>
<tr>
<td>2. The Chief Executive Officer proceed to commence a recruitment program to engage a suitably qualified person for the position of Environmental Sustainability Officer. A key expectation of this contract position being that it will drive environmental initiatives to save Council and the community costs. The position is to be self-finding.</td>
<td></td>
</tr>
<tr>
<td>3. Base line data and performance indicators be developed in time relative to the position appointment.</td>
<td></td>
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</tbody>
</table>
**New Land Division Maintenance Management (CC17/447)**

Motion No: 2017:04:115 IES:2017:04:17

That the Infrastructure and Environmental Services Committee recommend to Council that:

1. Council supports the development of New Land Division Open Space Guidelines, and that funding of $30,000 be allocated in the 2016/17 Budget to pursue this as a matter of priority.

2. Council supports a $30,000 be allocated in the 2016/17 Budget to pursue this as a matter of priority for specialist consultancy assistance to develop a maintenance Resourcing Strategy using the principles of workforce planning for the forecast growth in the Town of Gawler.

3. Council uses the existing expertise of Council Staff, Elected Members and Community Members to the maximum extent possible to work out transition plans to equitable and sustainable open space services.

4. The planning required to implement is proposed to include:
   a) Updated land development and land division standards and guidelines.
   b) Review of maintenance operations including Arboriculture operations review and Landscape irrigation management.
   d) Financial Analysis on maintenance costs of new land developments and consideration of overall Town equity including future maintenance costs for projected residential growth beyond 2017/18.

   1. Actioned Funding to be allocated in 2017/18 Budget following first quarter budget review.

   2. Actioned Funding to be allocated in 2017/18 Budget following first quarter budget review.

   3. Refer Motion No IES:2017:06:31 Completed

   4. Various investigations ongoing.

Subsequent reports have been presented to the IES Committee at its meetings held on 13 June 2017, 8 August 2017 and 19 September 2017.

Completed.

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**Little Corellas (CC10/15)**

Motion No: 2017:06:235 IES:2017:06:29

That the:-

1. Infrastructure and Environmental Services Committee note the Information Report – Little Corellas

2. Administration continues to liaise with the Local Government Association and Department of Environment and Natural Resources with respect to developing a management strategy.

   1. Completed

   2. Ongoing
<table>
<thead>
<tr>
<th>Springwood Master Plan</th>
<th>New Land Division Maintenance Management – Update Report</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>That the Infrastructure and Environmental Services Committee:-</strong></td>
<td><strong>That the Infrastructure and Environmental Services Committee recommends to Council that:-</strong></td>
</tr>
<tr>
<td>1. Note the Springwood Master Plan undertaken by Springwood Communities.</td>
<td>1. The New Land Division Maintenance Management Update Report be noted.</td>
</tr>
<tr>
<td>2. Thank Warwick Mittiga from Springwood Communities for his presentation.</td>
<td>2. The report detailing the progress reached in the administration’s further consideration pertaining to open space management be noted.</td>
</tr>
<tr>
<td>3. Seek a further report from staff on its analysis of the Master Plan.</td>
<td>3. Note the brief document and seek feedback from Elected Members prior to the draft being presented to a future IES Meeting.</td>
</tr>
<tr>
<td></td>
<td>4. Council will receive the proposed open space plans for the following developments over the coming months to review the internal design of these spaces and ensure they are to the satisfaction of Council prior to Land Division Consent for Stages in:</td>
</tr>
<tr>
<td></td>
<td>a. Orleana Waters</td>
</tr>
<tr>
<td></td>
<td>b. Woodvale Estate</td>
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<td></td>
<td>c. Aspire</td>
</tr>
<tr>
<td></td>
<td>d. Springwood</td>
</tr>
<tr>
<td></td>
<td>e. 490/D032/2016 – One Tree Hill Road, Evanston Park</td>
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<tr>
<td></td>
<td>f. 490/D004/2017 – Eckerman Ave, Gawler South</td>
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<tr>
<td></td>
<td>g. 490/D008/2017 – Lot 2 Ryde Street, Evanston</td>
</tr>
<tr>
<td></td>
<td>5. It note further financial analysis is to be undertaken relative to the cumulative consequences of new development and the costs impacts of such new growth compared to and ensuring the equitable allocation of Council resources to existing urban areas and communities.</td>
</tr>
<tr>
<td></td>
<td>Subsequent reports have been presented to the IES Committee at its meetings held on 13 June 2017, 8 August 2017 and 19 September 2017.</td>
</tr>
<tr>
<td></td>
<td>Completed.</td>
</tr>
<tr>
<td>Proposed Road Closure – Knight Street Willaston</td>
<td></td>
</tr>
<tr>
<td>That the Infrastructure and Environmental Services Committee recommends to Council that the unformed portion of Knight Street, Willaston is investigated for closure in accordance with Roads Opening and Closing Act.</td>
<td></td>
</tr>
<tr>
<td>Staff have commenced progressing investigations into this matter.</td>
<td></td>
</tr>
</tbody>
</table>

| Gawler Visitor Guide |
| Motion No: 2017:06:238 IES:2017:06:33 |
| That the Infrastructure and Environmental Services Committee recommend to Council that based on feedback received, the Gawler Visitor Guide is deferred to a future Committee Meeting. |
| Final version to be presented to a future meeting of the Corporate and Community Services Committee. |

| Motion Without Notice |
| That the Infrastructure and Environmental Services Committee requests staff to report on the situation with unsightly premises in rural areas and current policies for dealing with these. |
| A report is being prepared for the IES meeting in December 2017. |

| Gawler East Structure Plan Development Plan Amendment (DRAFT) |
| That the Infrastructure and Environmental Services Committee:- |
| 2. Thanks Grazio Maiorano from URPS for his presentation. |
| 3. Revokes the confidentiality order made within motion 2016:12:522 of the Council meeting held on 13 December 2016 for Item 15.2 Gawler East Structure Plan Development Plan Amendment. |
| The Gawler East Structure Plan DPA has been released for public and agency consultation. |

| On and Off Leash Areas (CC15/989) |
| Motion No: 2017:08:284 IES:2017:08:46 |
| That the Infrastructure and Environmental Services Committee recommend that this item be deferred to the October Infrastructure and Environmental Services Committee meeting with further information presented reflecting the discussion had at this meeting. |
| Refer to report in this agenda. |
New Land Division Maintenance Management – Update Report (CC17/830)


That Council:

1. Notes the New Land Division Maintenance Management Update Report.
2. Notes the draft Open Space Guideline Project Brief as detailed in this report be presented back to the committee for further consideration.
3. Revokes part of Motion No: 23017:08:236 (Item 4 only) of the Council meeting held on 27 June 2017, being:

4. Council will receive the proposed open space plans for the following developments over the coming months to review the internal design of these spaces and ensure they are to the satisfaction of Council prior to Land Division Consent for Stages in:
   a. Orleana Waters
   b. Woodvale Estate
   c. Aspire
   d. Springwood
   e. 490/D032/2015 – One Tree Hill Road, Evanston Park
   f. 490/D004/2017 – Eckerman Ave, Gawler South
   g. 490/D008/2017 – Lot 2 Ryde Street, Evanston

4. Will consider the proposed open space plans for the following developments over the coming months to review the internal design of these spaces and assessment of the maintenance consequences and ensure they are to the satisfaction of Council prior to Section 51 Clearance for the relevant land division:
   a. All land division applications within Orleana Waters
   b. All land division applications within Woodvale Estate
   c. All land division applications within Aspire
   d. All land division applications within Springwood
   e. 490/D032/2015 – One Tree Hill Road, Evanston Park
   f. 490/D008/2017 – Lot 2 Ryde Street, Evanston
   g. 490/D004/2017 – Eckerman Ave, Gawler South

1. Complete as noted.
2. Complete as noted.
3. Complete as revoked.
4. On-going. Detailed landscape plans will be presented to future Council Meeting when such plans are received from developers and assessed by Council administration.
5. Notes that a Special Infrastructure and Environmental Services Committee is proposed to be held in early September 2017 where staff will present a further report on the detailed analysis undertaken on the scale and scope of changes required in newly created open space area to then reduce the ongoing maintenance of such areas moving forward.

<table>
<thead>
<tr>
<th>Policies for Management of Unsealed Roads (CC11/382)</th>
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<tbody>
<tr>
<td>Motion No: 2017:08:286 IES:2017:08:42</td>
</tr>
<tr>
<td>That the Infrastructure and Environmental Services recommends to Council that Council:-</td>
</tr>
<tr>
<td>1. Adopts the Management of Unsealed Rural Roads Policy.</td>
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<tr>
<td>2. Adopts the Management of Unsealed Urban Roads Policy.</td>
</tr>
<tr>
<td>3. Supports the ongoing use of recycled asphalt products for the stabilisation of unsealed rural roads in accordance with annual budgetary considerations.</td>
</tr>
<tr>
<td>4. Supports the bituminous sealing of transitional zones located at intersections of unsealed rural roads.</td>
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<tr>
<td>5. Endorses the evaluation criteria proposed for the bituminous sealing of unsealed rural roads.</td>
</tr>
<tr>
<td>6. Supports the prioritisation program for the bituminous sealing of unsealed urban roads in accordance with annual budgetary considerations.</td>
</tr>
</tbody>
</table>

5. Completed.
### Sturt Highway Exit Signage (CC17/872)

**Motion No:** 2017:08:287 **IES:**2017:08:43

That the Infrastructure and Environmental Services recommends to Council:-

1. Note the engagement undertaken between the Barossa Regional Development Australia, the Southern Barossa Alliance, the Department of Planning, Transport and Infrastructure and Council staff.
2. Support the proposed Gawler directional signage as shown in Attachment 1 and 3.
3. Support the proposed improved Gawler historic (brown) attractions signage on the Sturt Highway as shown in Attachment 2 and 3 based on the following attractions:
   a. Historic Town
   b. Cultural Heritage Centre
   c. Scenic River Paths
   d. Natural Play Areas
4. The Gawler signage project cost of $26,000 be considered in the preparation of the first quarter budget review for 2017/2018.
5. That staff investigate two additional Heritage (H) signs located on the Southern Entrance Main North Road and Lyndoch Road Entrance.

### Dog Park (CC15/989)

**Motion No:** 2017:08:288 **IES:**2017:08:44

That the Infrastructure and Environmental Services Committee recommends to Council that:-

1. The preferred location for the Gawler Dog Park is the upper section of Clonlea Park.
2. Council proceed with the design of the Dog Park at Clonlea Reserve, to ensure its cost is within the existing 2017/18 budget allocations.
3. Staff investigate the options of a Friends of the Dog Park Group that may be established to assist with the ongoing support of the park.

**Refer to item in this Agenda**
REPORTS BY OFFICERS

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<thead>
<tr>
<th>Item Number</th>
<th>7.1</th>
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<tbody>
<tr>
<td>Title</td>
<td>NON-COMFORMING BUILDING PRODUCTS</td>
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<tr>
<td>Date</td>
<td>10 October 2017</td>
</tr>
<tr>
<td>Author(s)</td>
<td>Grant Hewitt, Senior Building Inspector</td>
</tr>
<tr>
<td>Reference</td>
<td>CC15/427; CR17/45343; CR17/36597; CR17/48209; CR17/48213; CR17/46947</td>
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</tbody>
</table>
| Attachment/s Under Separate Cover | 1. Initial letter from John Rau MP – 13-07-2017  
3. DPTI – Building Audit Phases  
4. Town of Gawler ACP Audit spreadsheet |

OFFICER’S RECOMMENDATION

Item 7.1 – Non-conforming Building Products (CC15/427)

That the Infrastructure and Environmental Services Committee note the Non-conforming Building Products report.

BACKGROUND

In response to the tragic Grenfell Tower fire which occurred on 14 June 2017 at the 24-storey Grenfell Tower block of public housing flats in North Kensington, West London the issue of non-compliant combustible Aluminium Composite Panels (ACP) has been raised globally.

On the 25 November 2014, the 23-storey mixed-use building at 673 La Trobe Street Docklands, Melbourne, Victoria had a similar fire but fortunately there were no fatalities or serious injuries.

Since then, Federal and State Governments have meet to discuss the situation of non-complying building products and implement action plans for the future, of which this report will highlight.

Incidents like the above reinforce the fact that buildings must be safe for people to live and work in. Discussion by the Australian Institute of Building Surveyors (AIBS) recommended that it is the responsibility of governments and all building industry professionals to ensure the safety of the public is protected, through effective building regulatory systems and the need to constantly review these systems to ensure that they keep up with modern technology and to be fire safe.
COMMENTS/DISCUSSION

As stated by the Senate Enquiry: interim report on non-conforming building products:

“Since the 1990’s, there has been a significant decline in Australian’s manufacturing base. The effect of this decline has been a transition where the majority of products used in the Australian domestic building market are now imported from overseas.”

Non-conforming or Non-complying building products is not only limited to Aluminium Composite Panel (ACP) products but other products or materials being used incorrectly or of a quality not meeting Australian Standards.

Polyethylene (PE) core cladding products, which were originally developed for signage, were initially a major product imported into Australia. Aluminium Composite Panel (ACP) began to be imported in the late 1970’s and quickly became popular with architects because of its versatility, lightweight and modern look.

ACP’s are manufactured with various cores ranging from highly combustible PE core to the non-combustible Aluminium honeycomb core. It is important to note that there is a difference in price and weight between the flammable PE cored materials and the fire retardant and fire-proof cored materials.

Below is a graphic component breakdown of the individual layers of an Aluminium Composite Cladding (ACP) product.

It is not illegal to import PE cladding products or use them in certain situations, which is a major area for confusion or misinterpretation.
Due to the tragic deaths in London, an emphasis or the escalation of *How did it happen?* and *What to do?* is now at the forefront of concern by all levels of Government in Australia and Internationally.

**Federal Level**

The Federal Government Senate Enquiry ‘Economics Reference Committee’ on Non-conforming building products interim report into aluminium composite cladding dated September 2017, stated the following definition to highlight the two problems arising out of the tragic fires.

**Definition of non-conforming and non-complying building products.**

1.10 Although the terms of reference relate to non-conforming building products, the committee also received evidence relating to non-compliant building products.

- Non-conforming building products are ‘products and materials that claim to be something they are not; do not meet required Australian Standards for their intended use; or are marked or supplied with the intent to deceive those who use them.
- Non-compliant building products are products that are ‘used in situations where they do not comply with the requirements of the National Construction Code (NCC). A building product can be both non-conforming and non-compliant.

The following are extracts from the Senate Enquiry “Economics Reference Committee’ on Non-conforming building products interim report highlights what the Federal Government has done.

*Under the Australian Constitution, governance of the built environment is the responsibility of state and territory governments. While the Australian Government does not have a formal role in the administration of building, plumbing and construction works, it assists at the policy level, in particular through the Council of Australian Governments (COAG) to facilitate agreement and adoption of nationally consistent building regulations expressed primarily through the National Construction Code (NCC).*

*The Australian Government also convenes a body of Commonwealth, state and territory Ministers responsible for building and plumbing policy and regulation referred to as the Building Ministers’ Forum (BMF).*

*To address the issue of non-complying building products, the BMF established a Senior Officers’ Group (SOG). The SOG comprises two senior officers from each state and territory as well as the Commonwealth.*

All committees are continually meeting to formulate the future of the built environment in Australia, through changes to the following but not limited to:

- National licensing scheme for building practitioners
- Total ban and importation of PE core aluminium composite panels
- National register of building products including third party certification
- Nationally consistent measures to increase accountability for participants across the supply chain
- Making all Australian Standards and codes freely available
- Imposing a penalties regime for non-compliance with the National Construction Code (NCC)
- Nationally consistent statutory duty of care protection for end users.
The next step for the committee as highlighted in the Senate Enquiry interim report:

*The committee anticipates that significant changes will arise from the reforms that the Commonwealth, state and territory governments will undertake as a result of the serious issue. The committee intends to keep a close eye on how these reforms are developed and the eventual timelines of their implementation as this continues to be a significant shortcoming across all governments.*

State Level

An initial correspondence was directed to all local Council Chief Executive Officers dated 13 July 2017 advising of the steps the SA Government was about to undertake. *(Attachment 1)*

Since the initial correspondence, the Department of Planning, Transport and Infrastructure (DPTI) SA Planning Portal has created a detailed *three phase audit* process which has been instigated by the Minister for Planning the Deputy Premier John Rau MP. *(Attachment 2)*

**Phase One: Identification**

**Phase Two: Investigation**

**Phase Three: Respond.**

A News Release from the Minister for Planning the Deputy Premier John Rau MP dated Friday 25 August 2017 advised that *Phase 2* of the cladding audit on CBD buildings containing ACP was about to commence. *(Attachment 3)*

The Town of Gawler Building Fire Safety Committee and Building Department have undergone a desk top audit of appropriate buildings as listed in the Phase 1 stage of the cladding audit. The result of the desk top audit has compiled an ACP Audit spreadsheet *(Attachment 4)*. The result from the Phase 1 audit was lodged on the agenda for the Town of Gawler Building Fire Safety Committee at the meeting on the 12th September 2017.

The Building Fire Safety Committee (BFSC) which consists of Mr Peter Harmer (external Building Surveyor and Presiding Member), Mr Phil Evans (SA Metropolitan Fire Brigade) and Mr Grant Hewitt (Senior Building Inspector and Council Representative) performed an inspection of documents and a visual inspection of the one potential building highlighted in the Phase 1 desk top audit of ACP cladding in the Town of Gawler council area.

With the Phase One Building Audit, it was discovered that the only one building that has used Aluminium Composite Panel is the new Martindale Nursing Home located at 6 Duffield Street, Gawler East. In this particular case, the product has been used in two small sections at the upper most part of the building height, as a cladding to the box gutter external to the main envelope. Also, the subject building is fire sprinklered and has 3 fire exit stair wells. In respect of other buildings throughout South Australia, it would appear to the Building Fire Safety Committee that the product usage, location and height would probably be deemed a *low* priority to the State Government.

Field inspections of the Town of Gawler Council area to confirm the desk top audit information to be correct was completed 21 September 2017.
Where to from here?

A formal response will be sent to the Minister for Planning, Deputy Premier John Rau MP advising outcome of Phase 1 audit as detailed above.

Mr Stephen Smith, Director Policy at the Local Government Association (LGA) is regularly advising of State Government requirements and has made arrangements with DPTI to hold regular forums. The Town of Gawler Council’s Mr Grant Hewitt (Senior Building Officer and Building Fire Safety Committee member) has been enrolled and will be attending the first forum being the 12th October 2017 followed by a forum on the 30th November 2017.

Upon further information received from the DPTI/LGA forums and direction from the Minister for Planning, the Town of Gawler Council will then be able to adopt a consistent state wide approach to an issue which has never been tackled before.

COMMUNICATION (INTERNAL TO COUNCIL)

Consultation internally has been with the Development Services Department, Manager of Development and Regulatory Services and Chief Executive Officer.

Council’s Building Fire Safety Committee and Building Department are incurring additional hours required to meet the State Governments Phased auditing and reporting existing buildings.

CONSULTATION (EXTERNAL TO COUNCIL)

External Consultation with State Government Minister for Planning (Deputy Premier Mr John Rau MP), Local Government Association (Mr Stephen Smith – Director Policy) and State Government Department (DPTI – Building Branch).

POLICY IMPLICATIONS

No current effect on Council policies.

STATUTORY REQUIREMENTS

On the 13 July 2017 a letter from the Deputy Premier John Rau MP was addressed to all Chief Executive Officers of Local Councils highlight the State Governments position and requirements from Councils. This directive has been replaced now with a Three (3) Phase Building Audit as per Attachment 2.

FINANCIAL/BUDGET IMPLICATIONS

No financial implications to Council, except for the time required for auditing of buildings within the Town of Gawler Council area and attendance at special forums.

COMMUNITY PLAN

Objective 3.7: Create a safe community environment
REPORTS BY OFFICERS

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<tr>
<th>Item Number</th>
<th>7.2</th>
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<tbody>
<tr>
<td>Title</td>
<td>GAWLER TOWN CENTRE 2017-2020 CAR PARKING STRATEGY</td>
</tr>
<tr>
<td>Date</td>
<td>10 October 2017</td>
</tr>
<tr>
<td>Author(s)</td>
<td>David Petruzzella, Strategic Planner</td>
</tr>
<tr>
<td>Reference</td>
<td>CC15/1149; CR17/38699; CR17/38088; CR17/39803</td>
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OFFICER’S RECOMMENDATION

Item 7.2 – Gawler Town Centre 2017-2020 Car Parking Strategy (CC15/1149)

That the Infrastructure & Environmental Services Committee recommends to Council that the Gawler Town Centre 2017-2020 Car Parking Strategy be adopted.

BACKGROUND

On 20 January 2016 and, in accordance with the 2015/16 budget allocation, Council staff released a project brief to the market via select tender for a ‘Review of Town Centre Car Parking Strategy’. Six consultancies were approached to make submissions. Council received 3 formal responses/quotes in return, with GTA Consultants being considered the most competitive and being awarded the contract.

At the April 2016 Infrastructure and Environmental Services Committee (IES) meeting Paul Froggatt from GTA Consultants gave a brief presentation on the project, the community consultation plan and the works scheduled for the completion of the strategy review. As a result the following motion was adopted:

Moved by Deputy Mayor David Hughes  
Seconded by Cr Merilyn Nicolson  
Motion No: 2016:04:127

That Council notes the adopted Motions from the Infrastructure and Environmental Services Committee made under Delegated Authority at the meeting held on 12 April 2016, being:

Motion No: IES: 2016:04:08  
That the Infrastructure and Environmental Services Committee, under delegated authority note:-


2. An update of the investigations is to be undertaken and be presented back to this Committee prior to the finalisation of the study.
As scheduled in the Community Consultation Plan, an initial round of community consultation took place between 20 April and 4 May 2016. This preliminary round of community consultation was primarily electronically based, however hardcopies of a specific survey were located in the library and at the IES service desk. The survey endeavoured to extract general information from the community regarding their experiences and general movements when visiting the Town Centre.

A total of 58 responses were submitted during this period. The findings generally highlighted that the majority of respondents:

1. Visit the town centre 2-3 time a week
2. Live in Gawler
3. Travel to the Town Centre by car
4. Utilise the Jacob Street, Woolworths/Big W parking area regularly
5. When in the Town Centre visit 2-3 shops
6. Park in one location and then walk to each shop of choice
7. Spend approximately 1-2 hours when visiting
8. At times have to wait and/or drive around to find a park in an area of choice
9. Believe walking routes between parking areas and the Town Centre are adequate but could do with minor improvements

The community feedback went on to be examined in detail in the Key Findings Report. The Key Findings Report goes on to also examine:

1. Background documents (Literature Review)
2. Existing car parking provision
3. Existing and future demand
4. Alternative travel options
5. The car parking fund
6. Car parking rates
7. Best practice case studies

The Key Findings Report provides an overall summary which highlights the following findings from the investigations undertaken:

1. The existing supply of approximately 4,000 spaces is typically around 50% occupied in normal trading and operating conditions, although there are a number of areas which experience much higher parking demand.

2. Parking was generally perceived as available, accessible and of a reasonable quality through the responses received from the community survey, although localised vehicle and pedestrian access, car parking quality and parking availability issues were acknowledged.

3. The existing parking supply in the Town Centre is likely to provide sufficient capacity for existing and future development growth, however some localised increases in supply will be required in locations of high demand, reflecting that some of the parking is poorly located for some of the popular town centre destinations.

4. Improvements to local walking and cycling connections in the town centre for local residents is likely to provide viable opportunities to change travel patterns and reduce parking demand. Public transport services are generally at a frequency that is not attractive to achieve modal change and are unlikely to
generate a demand that will result in significant frequency enhancements. Notwithstanding this, some mode change could be achieved by improving connections to Gawler Central Station, improving bus stop provision and better promoting of the services.

5. The car parking fund has generated a regular income over the last few years, sufficient to fund a number of parking improvement projects. The operation of the fund in its current format should consequently continue and could be utilised to continue to enhance the quality and access of existing car parking provision and improve alternative transport options to reduce parking demand, notably bike parking in the town centre and pedestrian connections between existing car parks and the wider town centre.

6. A number of councils in SA and interstate operate car parking funds that are being successfully used to improve car parking and in some cases wider transport facilities within the town centre.

Following the October 2016 IES meeting where the Key Findings Report was presented to this Committee, the following motion was adopted.

Moved by Cr A Shackley
Seconded by Cr R Symes
Motion No: IES:2016:10:60

That the Infrastructure and Environmental Services Committee:-
1. Notes the Key Findings and background Report completed by GTA Consultants.
2. Requests the Town Centre Car Parking Strategy report be prepared based on the findings from the Key Findings and Background Report. The draft strategy report is to be presented to this Committee for consideration.

As per Motion No: IES:2016:10:60 a draft Town Centre Car Parking Strategy was then prepared based on the outcomes of the Key Findings Report and presented to the IES Committee in April 2017 where the following motion was adopted:

Moved by Cr A Shackley
Seconded by Mayor K Redman
Motion No: IES:2017:04:09

That the Infrastructure and Environmental Services Committee:
3. Requests the updated document, as amended, be forwarded to Elected Members for feedback prior to the public consultation process commencing.
In accordance with the above motion the document was refined and forwarded to Elected Members in late April for comment and agreement prior to releasing the draft document for community consultation. The nature of these amendments were in relation to wording regarding the car parking fund rate and providing clarity around the fact that it is only somewhat comparable to construction costs and not including the cost of associated land.

**COMMENTS/DISCUSSION**

In accordance with Motion No: IES:2017:04:09, a Draft 2017-2020 Town Centre Car Parking Strategy was released for community consultation on 24 May 2017. Originally it was anticipated that the strategy would be out for a four week community consultation period, however after internal discussions and deliberations with the Gawler Business Development Group (GBDG) it was considered beneficial to host a local business forum to present the strategy and extract greater feedback from the business community. As a result and after working with the GBDG to establish a date for the forum the consultation period was extended until COB 17 July 2017, the same day as the forum, a total of almost eight weeks.

Council staff in association with the GBDG endeavoured to notify the local business community about the forum via the following avenues:

1. 200 flyers printed by Council and distributed by GBDG
2. Direct E-mail to 1300 businesses
3. Social media presence by both GBDG (FB & Twitter) and Council (FB)
4. Public notice in the Bunyip
5. Radio Interview on the 15th July with GBDG
6. Notification on GBDG website

Despite efforts made by staff and the GBDG, no business owners attended the forum on 17 July 2017.

A total of three surveys were completed, all electronically, a summary of which is attached (Attachment 1). Feedback from the submissions is considered generally positive albeit not in any significant quantity. As a result no changes of any significance have been made to the strategy.

The strategy has since had some minor amendments made (Attachment 2), these reflect the beginning of the new financial year (updated figures relating to the car parking fund), as well as provides some general guidance in terms of disabled parking.

The report is considered comprehensive and as identified by staff in previous reports provides up-to-date guidance to Council in regards to the following:

1. Car Parking Provision
2. The Development Plan
3. Land Use Parcels
4. The Car Parking Fund
5. Car Parking Management
6. Alternative Travel Options
The following are key recommendations from the strategy:

1. Council continues to seek appropriate town centre car parking associated with new developments in the core town centre where is feasible. Opportunities to integrate new parking with existing car parks should be encouraged.

2. Council updates the Development Plan parking rates in line with Parking Spaces for Urban Places rates and the identified discounts to support the reuse of buildings within the Main Street and town centre without compromising the overall transport access to the town centre. Additional discounts that can be shown to support the town centre and utilise existing spare car parking capacity should be considered on their individual merit.

3. It is recommended that the Development Plan makes further reference to the provision of safe and convenient pedestrian access into and within car parks for all references to ensure ease of pedestrian access for all car parks is improved.

4. The Council owned land use parcels that provide public car parking are recommended to be retained, although improvements have been identified for some of the car parks.

5. It is recommended that the Car Parking Fund be maintained and that appropriate contributions are sourced from developments when this can be mutually agreed at an appropriate level. A number of recommendations of future uses of the car parking fund monies have been identified.

6. Recommendations on parking management include changes to time restrictions for some on-street and off-street car parks, appropriate enforcement of existing car parking restrictions and Council seeking to agree wider enforcement of parking limits through agreement with private car park owners.

7. To support the upgrades to car parks, improved driver and pedestrian signage is recommended as well as improved walking access routes to and from car parks and general amenity upgrades within the town centre.

8. Disabled car parking provision should be upgraded to comply with the current standard.

9. Disabled car parking provision should be upgraded to comply to the current standard in Council car parks, with private car park owners encouraged by Council to upgrade their disabled parking provision. Signage to the most convenient disabled parking for Murray Street (currently in the Tod Street car park and on Walker Place) should be implemented.

10. Wider improvement of footpath conditions and pedestrian provisions as specified in the Walking and Cycling plan and upgrades to public transport are recommended to provide more viable alternatives to car travel for access to Gawler town centre.

It is recommended that the Gawler Town Centre 2017-2020 Car Parking Strategy be adopted to assist with future planning in the Town Centre pertinent to car parking.

If adopted by Council, staff will utilise this strategy as a tool and pursue to action the above recommendations as well as seek budget bids where considered appropriate to undertake required works.

COMMUNICATION (INTERNAL TO COUNCIL)

All relevant staff have been consulted with on the review and its intentions.
CONSULTATION (EXTERNAL TO COUNCIL)

The Community consultation period was open between 24 May 2017 and 17 July 2017 (a total of almost eight weeks). A survey was developed which was available electronically via Council’s website or in hardcopy at the Gawler Administration Centre. Copies of the draft strategy were also available in these same formats and at the same locations. Staff promoted the community consultation period via the following means:

1. Public notices in the Bunyip
2. Social media presence
3. Council website

In addition to this, Council staff in association with the GBDG organised a forum for the local business community to discuss the draft strategy and car parking matters in general. Council and the GBDG endeavoured to notify the local business community about the forum via the following:

1. 200 flyers printed by Council and distributed by GBDG
2. Direct E-mail to 1300 businesses
3. Social media presence by both GBDG (FB & Twitter) and Council (FB)
4. Public notice in the Bunyip
5. Radio Interview on the 15th July with GBDG
6. Notification on GBDG website

POLICY IMPLICATIONS

The strategy will provide Council administration with up to date information to contribute to the development of the Planning and Design Code as a part of the implementation of the new Planning, Development and Infrastructure Act 2016 as and when appropriate.

STATUTORY REQUIREMENTS

Council has delegated authority under Section 122(6) of the Local Government Act 1999 to the Infrastructure & Environmental Services Committee to ensure that members of the public are given a reasonable opportunity to be involved in the Council’s development and review of its strategic management plans.

FINANCIAL/BUDGET IMPLICATIONS

The project is expected to be delivered within associated budget allocations across the 2015/16 (Budget Bid #182 - $20k) and 2016/17 financial years ($5k).

Developer contributions received towards carparks are allocated to the Carparking Equity Reserve Fund, the purpose of which is to provide funding towards the provision of carpark facilities.

The balance of the Carparking Equity Reserve Fund, as at 30 June 2017, is $439k.

Pending future utilisation of the Fund towards carpark facilities, Council has internally borrowed from the Fund consistent with its Treasury Management Policy.

Interest that would otherwise be earned on the unspent funds is allocated to the Equity Reserve on an annual basis.
COMMUNITY PLAN

Objective 1.3: Protect and promote Gawler’s unique heritage
Objective 1.4: Create a vibrant and active, event filled council area
Objective 2.3: Urban growth to be sustainably managed
Objective 2.5: Manage growth through the real connection of people and places
REPORTS BY OFFICERS

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<td>Date</td>
<td>10 October 2017</td>
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<tr>
<td>Author(s)</td>
<td>Jack Darzanos – Team Leader Environment and Regulatory Services</td>
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<td>Council Meeting, 22/08/2017, Motion No: 2017:08:288, Motion No: IES:2017:04:08</td>
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<tr>
<td>Attachment/s Under Separate Cover</td>
<td>1. Revised Concept of Proposed Dog Park – Clonlea Reserve</td>
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<td>2. Advice to Mayor – Light Regional Council</td>
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OFFICER’S RECOMMENDATION

Item 7.5 – Dog Park (CC15/989)

That the Infrastructure & Environmental Services Committee:-
1. Note the Dog Park Report.
2. Endorses the release of the draft Gawler Dog Park Concept Plan, including ancillary external works, for community consultation as detailed in this report and in accordance with the Town of Gawler Community Consultation Policy.
3. Notes that a further report will be presented back to the Infrastructure & Environmental Services Committee at a future meeting detailing the outcomes of the community consultation process.

BACKGROUND

The Town of Gawler, Animal Management Plan 2014-17 (Plan), which was developed by a reference group comprising of both staff and Council Members was adopted by Council on 22 April 2014 following extensive public consultation. This Plan was subsequently endorsed by the Dog and Cat Management Board, as required by legislation.

A key animal management theme identified in the Animal Management Plan, which is reflected in the Community Plan 2014-2024, is for Council to provide dog friendly parks and dog ‘on and off’ leash areas within the Council.

In addition, a key strategy of this Animal Management Plan (Strategy 2.8) was to specifically investigate the feasibility of designated dog park, including design, cost and location and make recommendation to Council. As a result, Balance Act Pty Ltd (consultant) was engaged to undertake this feasibility study.

The findings of this investigation (Dogs in Gawler Report) was presented to Infrastructure and Environmental Services (IES) Committee on 11 April 2017. In particular, the proposed design and location of a possible Dog Park. As a result, the following motion was endorsed:
Moved by Mayor K Redman
Seconded by Cr D Hughes
Motion No: IES:2017:04:08

*That the Infrastructure & Environmental Services Committee:*
1. Note the Dogs in Gawler Report.
4. Request staff to explore further partnership opportunities with neighbouring Councils and new development areas within the Town as it relates to the development of a dog park. Other location options to also be considered.

A further detailed report was subsequently presented back to the IES Committee on 8 August 2017 in relation to the establishment of a Dog Park in Gawler, including a number of alternative locations for consideration. As a result of this further report the following motion was adopted by Council at its meeting on 22 August 2017.

Moved by Cr D Hughes
Seconded by Deputy Mayor I Tooley
Motion No: 2017:08:288

*That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.5 of the meeting of that Committee meeting held on 8 August 2017, being:*

Motion No: IES:2017:08:44
*That the Infrastructure and Environmental Services Committee recommends to Council that:*-
1. The preferred location for the Gawler Dog Park is the upper section of Clonlea Park.
2. Council proceed with the design of the Dog Park at Clonlea Reserve, to ensure its cost is within the existing 2017/18 budget allocations.
3. Staff investigate the options of a Friends of the Dog Park Group that may be established to assist with the ongoing support of the park.

The purpose of this report to the IES Committee is to provide:
 a. An update on discussions held with the Light Regional Council in relation to the provision of a Dog Park in Gawler
 b. The establishment of Friends of the Dog Park Group
 c. To present a revised Dog Park Concept Plan pursuant to Council Motion No: 2017:08:288, and in association with Elected Member deliberations, seeking its endorsement to release for community consultation.

**COMMENTS/DISCUSSION**

**Light Regional Council**

On 28 June 2017 a letter was sent from the Mayor to the Mayor of the Light Regional Council, requesting consideration for a jointly funded regional dog park for benefit of residents from both respective communities. A response from the Light Regional Council was subsequently received on 5 September 2017 (*Attachment 2*).
In this correspondence the Light Regional Council welcomed and commended the Town of Gawler’s for its initiative in this space, and for the investigative work completed to date.

The Light Regional Council also acknowledged the proximity of the proposed dog park in Clonlea Park to Hewett residents (Light Regional Council), and if established in this locality will likely attract users from this community. As such, the Light Regional Council has offered to have further discussions with Council, and to agree a financial contribution towards the annual maintenance costs of this facility as part of their 2018/19 budget deliberations.

Over the coming months, and following Council’s adoption of the final dog park concept design, staff will seek to engage with the Light Regional Council to determine a formula for quantifying the extent of any possible financial contribution towards maintenance of the dog park by the Light Regional Council.

**Dog Park**

Based on discussions had at the Council meeting on 22 August 2017, and in accordance with Council motion 2017:08:288, staff have been working with the consultants to ensure the dog park concept plan and all associated project costs are within the existing 2017/18 budget allocation. As a result, a revised concept plan and project estimate has been provided by the consultant (Attachment 1).

In summary the original concept plan for Dog Park has been amended in the following ways:

a. Footprint moved 5 metres further north to make better use of existing vegetation and further avoid the helipad
b. Installation of battery powered irrigation system
c. Use of gravel footpaths instead of concrete
d. Reduced landscaping (both size and amount)
e. Use of existing grassed areas
f. Installation of surplus benches and bins currently stored at the depot
g. Installation of a central fence to create separate areas for large and small dogs
h. Additional shelter – one for each area.

As a result, the revised Dog Park concept park, including necessary ancillary works (car parking on Murray Road, access paths, water connections), is now estimated to be approximately $102,885.

While the proposed dog park is considered fit-for-purpose and appropriate, the following items have been identified as possible future improvements that could be either funded by Council via future dog registrations fees, external grants, and/or, via separate funding initiatives coordinated by a possible “Friends of the Dog Park Community Group”:

a. Concrete plinth to perimeter fence.
b. Snake netting.
c. Enhanced landscaping.
d. Additional dog equipment.
e. Additional bins and shade structures.
f. Concrete, paved or sealed paths leading to Dog Park.
g. Lighting
The dog park will also require an ongoing maintenance at a cost to Council. Regular visitation will be required to undertake horticultural landscaping activities such as lawn mowing, turf maintenance, town maintenance services functions and general reserve maintenance. These works have been included into the project scope. A budget for ongoing maintenance of the dog park will be required to be included in the maintenance budget commencing 2018/19 as an annual recurring cost. A preliminary maintenance cost per annum is estimated to be $15,000 to $20,000 per year. A more accurate cost will be determined once the park is completed. This may also be offset by a possible contribution from the Light Regional Council.

If the proposed dog park at Clonlea Park is endorsed the project will be offered through a tender process and project managed by Council’s Technical Engineering Services Section

Friends of the Dog Park

Following recent media coverage, interest from the wider community in the construction of the Dog Park has increased significantly. Some residents and local dog obedience trainers have contacted the administration offering their support or assistance for this project.

The administration will continue to investigate the development of an activation strategy designed to capture this interest and build capacity within the community, via the establishment of a Friends of the Dog Park Community Group. The aim of this group will ultimately be to assist Council with the ongoing maintenance and management of the Dog Park. The group could include both Town of Gawler residents, interest groups and residents from adjoining Councils (Light Regional Council). It is envisaged that Council’s involvement would be limited to assisting with its initial establishment and would seek to diminish its roll over time once established.

It is anticipated that a further report will be presented to Council outlining any proposed activation strategy designed to facilitate the establishment of a Friends of the Dog Park Community Group.

COMMUNICATION (INTERNAL TO COUNCIL)

Communication and consultation has occurred between Council’s Environment and Regulatory Services and the Town of Gawler’s staff including; Engineering Technical Services, Community Development Officer, Operations area, Leadership Group and the Executive Team.

CONSULTATION (EXTERNAL TO COUNCIL)

Consultation has been undertaken with the project consultants, Balancing Act and Aspect Studios who prepared the draft Dogs in Gawler Report and initial Dog Park Concept Plan.

Once the revised Dog Park concept plan has been endorsed for community consultation, it is envisaged that consultation will be held in parallel with consultation pertaining to changes to dog on and off leash areas. This will ultimately be undertaken in accordance with the Town of Gawler Community Consultation Policy over a 21 day period, and involve the following:
• Public Notice in the local papers
• Advertisement via Council Website and Social Media (Facebook)
• Development of an online survey
• Call for written submissions addressed to the CEO

In addition, it is envisaged that Council will write to all residential properties within close proximity (60 metres) to the proposed dog park, notifying them of this proposed development and seeking their comment.

POLICY IMPLICATIONS

The Animal Management Plan was ratified by the Dog and Cat Management Board on 28 May 2014. The review of the current Animal Management Plan will commence in 2019. Introduction of the Code of Conduct and commence the process of amending By-Law No. 5 of 2012 Dogs to reflect adopted changes to on and off leash requirements.

STATUTORY REQUIREMENTS

The Dog and Cat Management Act, 1995, is the primary legislation related to this issue.

FINANCIAL/BUDGET IMPLICATIONS

A budget of $80,000 for the construction of the dog park has been allocated within the 2017/18 budget. However, additional funding of up to $24,000 is available via the Dog & Cat Management Equity Reserve fund – noting that such funds can only be utilised towards Dog Management projects and activities.

Post-construction of the Dog Park, a new recurrent maintenance budget in the order of $15-$20k will be required to maintain the facility. Such costs may be potentially offset by an annual maintenance contribution from Light Regional Council, as outlined in their letter provided as Attachment 2. The letter indicates that Light Regional Council will consider a financial contribution towards the maintenance costs of the proposed park as part of their 2018/19 budget deliberations.

If the construction of the revised Dog Park at Clonlea Reserve is proposed to be more than the current budget allocation, a financial variation will need to be considered by Council as part of the 2017/18 first quarter budget review.
COMMUNITY PLAN

Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.4: The local environment to be respected
Objective 2.5: Manage growth through the real connection of people and places
Objective 3.1: Health and social wellbeing services in Gawler to meet growing regional community needs
Objective 3.3: Provision of sufficient structured and informal recreation facilities
Objective 3.4: Gawler to be recognised internationally as a child and youth friendly community
Objective 5.3: Deliver ongoing effective and efficient services, including support for regional collaboration
Objective 5.4: Create and support community partnerships that contribute to the implementation of this Plan
OFFICER’S RECOMMENDATION

Item 7.4 – On and Off Leash Areas (CC15/989)

That the Infrastructure & Environmental Services Committee
1. Notes the On and Off Leash Areas Report.
2. Releases the proposed “on and off” leash areas initiative for the purpose of community consultation as detailed in this report and in accordance with the Town of Gawler Community Consultation Policy.
3. Notes that a further report will be presented back to the Infrastructure and Environmental Services Committee at a future meeting detailing the outcomes of the community consultation process.

BACKGROUND

The Town of Gawler, Animal Management Plan 2014-17 (the Plan), which was developed by a reference group comprising of both staff and Council Members was adopted by Council on 22 April 2014, following extensive public consultation. This Plan was subsequently endorsed by the Dog and Cat Management Board, as required by legalisation.

A key animal management issue identified in the Animal Management Plan, which is reflected in the Community Plan 2014-2024, is for Council to provide dog friendly park(s) and dog ‘on-off’ leash areas.

A key strategy of the Animal Management Plan is the need to review the current on and off leash arrangements within the Town of Gawler, with a clear desire of the Plan to make all public parks and reserves on leash areas, with the exception of those specifically designated as off leash.
Council’s Animal Management Plan 2014 - 2017 identifies strategies in this regard:

1. **Strategy 3.1** Recommend to Council that all Town of Gawler parks (as defined by the Act) become areas where dogs must be restrained on a leash and by exception consider some parks where dogs can be off leash.

2. **Strategy 3.2** Investigate Town of Gawler local government land where and when dogs may be prohibited and make a recommendation to Council.

3. **Strategy 3.3** Install advisory signage at all areas identified as ‘dog off leash’ and dog prohibited areas.

Currently the Town of Gawler has no designated “on and off leash” areas. All walking trails, parks and reserves are currently “off-leash”. Off-leash areas are public spaces, which mean that they are open for all to enjoy. It is acknowledged that not all people like dogs and some people can be intimidated by even small dogs running up to them, and balanced approach is required. As other experiences between people and dogs in “off lease” areas are positive, and can contribute significantly to the health and wellbeing of communities.

“On and off leash” areas provide numerous variables to users to the Town of Gawler’s parks and reserves. This includes:

*(Positive)*

1. Dogs can increase the quality of life for elderly people including reduced confusion and increased feelings of interest;
2. Dogs can boost activity levels in older people, helping to improve overall health;
3. Young children with pets are more likely to exercise;
4. Dogs can help people build social bridges in communities, and;
5. People with dogs are more likely to have conversations with other people.

*(Negative)*

1. The risk of injury from free running dogs to people and other dogs and the intimidation free running dogs can present to others using the area;
2. Conflict (verbal) between dog owners and other users;
3. The damage that dogs can cause to natural habitats and turf prepared for sport;
4. The lack of faeces collection as people want to play sport and exercise without having to worry or be concerned about stepping in or sliding through dog faeces;
5. The presence of off-leash dogs changes the nature of open space, and;
6. The role of the Council in undertaking, monitoring, educating and taking enforcement action on dog owners.

In November 2015 a consultant (Balance Act Pty Ltd) was engaged to implement aspects of the Animal Management Plan, including investigations into suitable locations for dog friendly park(s) and dog “on-off leash” areas. The project was entitled “Dog’s in Gawler” and involved an extensive community engagement process, which introduced the notion of “on/off leash” areas within the Town of Gawler (walking trails, parks and reserves).

The Dog’s in Gawler study identified the importance of “off leash” areas throughout Gawler. It also went on to suggest that enclosed dog parks should not be the only option for “off leash” areas. Providing dog off leash areas is an important part of the park system, as well as the broader open space planning process. Particularly the provision of dog off leash areas where people can walk to and from home, supporting healthy and active communities (linear walking trails etc.).
On 11 April 2017 the Dogs in Gawler Report was presented to the Infrastructure and Environmental Services Committee for consideration, were the following Motion was adopted.

Moved by Mayor K Redman
Seconded by Cr D Hughes
Motion No: IES:2017:04:08

That the Infrastructure & Environmental Services Committee:
1. Note the Dog’s in Gawler Report.
4. Request staff to explore further partnership opportunities with neighbouring Councils and new development areas within the Town as it relates to the development of a dog park. Other location options to also be considered.

As noted in the above resolution of the IES Committee there was some notable inconsistencies between the Animal Management Plan adopted by Council, and the draft Dogs in Gawler Report prepared by Balance Act Pty Ltd. Most notably, the fact that this report was recommending that all parks and reserves should be off leash apart from those specifically designed to be on leash. This effectively contradicted the policy position adopted by Council in the Animal Management Plan that all reserves should be on leash with the exception of those designated off leash.

The Dog’s in Gawler Report recommendations for off-leash, on-leash and prohibited areas are as follows;

1. Retain the existing provision for dogs to be on-leash in the public realm (plus this is a requirement under the Dog and Cat Management Act 1995);
2. Retain the existing distribution of off-leash parks and reserves so dog owners can walk to local parks from their home;
3. Retain the existing provision for dogs to be prohibited in all enclosed children’s playgrounds;
4. Vary the existing provision for dogs to be prohibited within 3 metres of an unfenced children’s playground by increasing the distance to 5 metres;
5. Adopt a new provision where dogs are to be on-leash within 5 metres of, and on the designated walkway/bikeway (shared path);
6. Introduce a Code of Conduct for good dog etiquette in public places in particular the 5-metre on-leash safety zone around outdoor gym equipment, BBQ eating areas, skate park and scooter trail.

In accordance with Motion No: 2017:04:08 above, and Council Members deliberations associated with this matter, staff presented a report to the IES Committee at its meeting on 8 August 2017. This report presented a list of parks and reserves within the Town of Gawler that sought to designate them as either on leash or off leash areas.
As a result, the IES Committee at its August meeting adopted the following motion:

Moved by Deputy Mayor I Tooley  
Seconded by Cr A Shackley  
Motion No: IES:2017:08:46

*That the Infrastructure and Environmental Services Committee recommend that this item be deferred to the October Infrastructure and Environmental Services Committee meeting with further information presented reflecting the discussion had at this meeting.*

The purpose of this report is to provide a series of revised maps/options for all parks and reserves (dog on/off leash and shared use areas) based on deliberations had at the previous IES Committee meeting.

**COMMENTS/DISCUSSION**

Following the August meeting of the IES Committee the administration reflected on the discussions had by the Council Members and re-examined the DRAFT maps and newly identified open space areas throughout Gawler. The areas were looked at for their suitability as either “on or off leash” areas, or as possible “shared use” areas based on competing demand by various user groups.

As a general rule, and as a precautionary measure, staff have sought to designate parks and reserves with playgrounds or that are either small or within heavily populated areas as on leash areas. Larger open space areas and areas on the periphery of urban development may be designated as off leash areas. As for linear parks and trails, staff are proposing a potential shared use arrangement, in which at certain times of the day will either be on leash or off leash. Staff, where possible, have also sought to provide an even distribution of both on and off leash areas across the Council area.

**Current Legislative Requirements for dog’s on and off leash.**

As per the current requirements under the *Dog and Cat Management Act 1995*, dogs are to be on leash at all times in the public realm, including roads, footpaths, nature strips, parking areas and shopping centres.

Dogs are also prohibited in all enclosed children’s playgrounds or within three metres of any unenclosed Children’s Playground (*Town of Gawler Dog By-Law No.5*) (*Attachment 1*). It is proposed to increase the three metre rule to five metres if dog’s off leash are permitted near or in the vicinity of playgrounds. However, staff have sought to limit this potential by designating all parks with a playground on leash.

*Town of Gawler By-Law No. 5* outlines limits on dog numbers, kennel establishment, dog off and on leash areas, dog prohibited areas, playgrounds and lawful disposal of dog faeces. It also provides Council with the authority for the creation of on and off leash areas for dogs. Under Section 9 of the By-law Council may by resolution direct a portion or portions of the area as “Dog Off Leash Areas” or “Dog On Leash Areas”.
As identified on the Town of Gawler Map which shows proposed on and off leash areas, there are numerous parks and reserves throughout the Town of Gawler (Attachment 2). The reserve specific maps attached to this report also show ovals, trails and open space areas with suggested “on and off leash” and “shared timed use” conditions (Attachment 3). Some locations have been designated shared use that is for dog owners and other users. These open spaces prohibit dogs off leash when formal or organised sport is being undertaken. The proposed conditions and changes are recommendations only and are provided in the form of maps for ease of identification and discussion. It should be noted that all public road reserves and any other park and/or reserves not specifically mentioned in these maps would default to an on leash area consistent with the Animal Management Plan adopted by Council and under the requirement of By-Law No. 5 of 2012 Dogs.

Areas that have a high mixed use such as Dead Man’s Pass and other linear park walking, jogging and cycling trails may require the introduction of a shared use arrangement. Shared timed use arrangements provide for areas to be used at certain times for different types of activities. This could assist in preventing any issues arising from competing uses. As an example some of these timed options and other conditions could include the following:

1. 6:00pm – 9:00am off leash
2. 9:00am - 6:00pm on leash
3. On leash at all times.
4. Off leash at all times

If on and off leash areas are adopted a transition period will be required for the installation of signage and an education campaign, prior to any potential enforcement action under the Dog and Cat Management Act and the By-Law by Councils General Inspectors.

Depending on the outcome of the community engagement process and the recommendation by Council approximately 150-180 signs may be required to be installed throughout the Town of Gawler’s open space areas. Examples of existing signs in other Council areas are provided (Attachments 4, 5 and 6).

The draft table below outlines the proposed on and off leash areas and shared timed areas across the Town of Gawler’s parks, reserves and open spaces for consideration.
**Town of Gawler - Proposed On Leash - Off Leash Areas and Shared timed areas**

<table>
<thead>
<tr>
<th>Reserve/Open Space Location</th>
<th>On-leash</th>
<th>Off-leash</th>
<th>Shared Timed Use</th>
<th>Playground</th>
<th>Organised Sport/Recreational Activity e.g. cycling/walking/jogging</th>
<th>Dogs Prohibited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adelaide Rd and Fifth St Playground</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes - enclosed playground except accredited assistance dogs</td>
</tr>
<tr>
<td>Apex park</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Apex Park, South of Bridge</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Timed shared use</td>
</tr>
<tr>
<td>Barlow St Reserve and Playground</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes in enclosed playground except accredited assistance dogs</td>
</tr>
<tr>
<td>Barossa Valley Hwy to Calton Rd Reserve</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Birkak Street Reserve</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No - on leash at all times and not within 5m of playground</td>
</tr>
<tr>
<td>Cheek Avenue and Berrett</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Clonlea Reserve</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>On leash except for dog park.</td>
</tr>
<tr>
<td>Coleman Parade and Whithers Cct Playground</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes in enclosed playground except accredited assistance dogs</td>
</tr>
<tr>
<td>Coleman Pde &amp; Sherff St</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Coleman Pde and Potts Rd and Congton St and McLean Rd</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Dawnson Road Reserve</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Dead Man’s Pass</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Elliot Goodger Memorial</td>
<td>Yes</td>
<td>Yes</td>
<td>Willaston Oval &quot;On leash&quot; Dog Obedience Club &quot;Off leash&quot;</td>
<td>No</td>
<td>Yes</td>
<td>On leash except for dog obedience park.</td>
</tr>
<tr>
<td>Essex Road</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Evanston Community Centre</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Gawler South Oval</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Goose Island</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Gosford, Marchant, Para Para</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Greening Dr &amp; Gleeson Grv</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Haynes Road Reserve</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Hensford Grove</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No - on leash within 5m of playground.</td>
</tr>
<tr>
<td>Hindmarsh Boulevard and Daly</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Karbeethan Reserve</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Lawrence Ave Reserve</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Main North Road</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - Separate parks available</td>
</tr>
<tr>
<td>Pioneer Park</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Howd Drive Reserve</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Medbanks Road Playground</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes - enclosed playground except accredited assistance dogs</td>
</tr>
<tr>
<td>Reid Reserve</td>
<td>Yes</td>
<td>Yes</td>
<td>Areas delineated</td>
<td>No</td>
<td>Yes</td>
<td>No - Separate parks available</td>
</tr>
<tr>
<td>Rivers Junction</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No - Timed shared use</td>
</tr>
<tr>
<td>Salisbury Ave Orelana Waters</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Showgrounds and Princess</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Sixteenth St and Rice Ave</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Sunnyside Drive Reserve and</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No - must be on leash at all times</td>
</tr>
<tr>
<td>Trinity Drv &amp; Rossiter Drv</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No - must be on leash at all times</td>
</tr>
</tbody>
</table>

**Definition of on leash - “Dog must be restrained by a strong chain, cord or leash not exceeding 2 metres in length”**

**COMMUNICATION (INTERNAL TO COUNCIL)**

Communication and consultation has occurred between Council’s Environment and Regulatory Services, Recreation and Community Team and the Town of Gawler’s staff including the Community Development Officer, Operations area, Leadership Group and Executive.

Consultation has been previously undertaken with the external consultant, who prepared the Dog’s in Gawler Study, local councils and the Dog and Cat Management Board.
CONSULTATION (EXTERNAL TO COUNCIL)

If the proposed on and off leash area are endorsed for the purpose of community consultation, it is proposed that this consultation will be in accordance with the Town of Gawler Community Consultation Policy.

In addition, it is envisaged that the following will be undertaken to notify, inform and consult the community about this matter:

a. Public notice in the local papers
b. Advertisement on the Council website and via social media (Facebook)
c. Letter/email distributed to all registered dog owners
d. Letterbox drop to all residential properties adjoining proposed on leash or share use areas.
e. Development of an online survey
f. Formal call for written submissions to be addressed to the Chief Executive Officer

Please refer to correspondence recently received by a concerned resident pertaining to this matter. (Attachment 7).

POLICY IMPLICATIONS


By-Law No. 5 of 2012 Dogs, provides through Council resolution the ability to create “Dog On leash Areas” and “Dog Off leash Areas”. The By-Law review process is due to commence in 2019.

STATUTORY REQUIREMENTS

The Dog and Cat Management Act, 1995, and By-Law No. 5 of 2012 Dogs are the primary statutes related to this issue.

FINANCIAL/BUDGET IMPLICATIONS

If “on and off leash” areas are created, regulatory signs will be required to be installed throughout the Town of Gawler’s open space areas currently utilised by dog owners and non-dog owners (Attachment 4, 5 & 6). Funding for signs may be via untied 2018/19 Dog Management funds retained within the Dog & Cat Management Equity Reserve fund (current projected balance of $11k as at 30 June 2018). Costs of installing the signage will be added to the existing 2017/18 budget.
COMMUNITY PLAN

Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.4: The local environment to be respected
Objective 2.5: Manage growth through the real connection of people and places
Objective 3.1: Health and social wellbeing services in Gawler to meet growing regional community needs
Objective 3.3: Provision of sufficient structured and informal recreation facilities
Objective 3.4: Gawler to be recognised internationally as a child and youth friendly community
Objective 5.3: Deliver ongoing effective and efficient services, including support for regional collaboration
Objective 5.4: Create and support community partnerships that contribute to the implementation of this Plan
REPORTS BY OFFICERS

<table>
<thead>
<tr>
<th>Item Number</th>
<th>7.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>GAWLER CENTRAL URBAN PRECINCT – STAGE 1 UPDATE – WALKER PLACE</td>
</tr>
<tr>
<td>Date</td>
<td>10 October 2017</td>
</tr>
<tr>
<td>Author(s)</td>
<td>Joe Cavallo, Projects Manager</td>
</tr>
<tr>
<td>Reference</td>
<td>CC17/470; CR17/46308; CR17/49139; CR17/49372</td>
</tr>
</tbody>
</table>
| Previous Motion | Council, 22/11/2016, Motion No. 2016:11:472  
|             | Council, 28/02/2017, Motion No. 2017:02:52 |
| Attachment/s Under Separate Cover | 1. Design Optioneering Presentation  
|             | 2. Draft Concept Design and Preliminary Costings |

OFFICER’S RECOMMENDATION

**Item 7.5 – Gawler Central Urban Precinct – Stage 1 – Walker Place (CC17/470)**

That the Infrastructure and Environmental Services Committee recommends to Council that it:-

2. Applies to the State Government’s ‘Places for People’ Grant Program in the amount of $1,006,360 to assist with funding the development of Walker Place being Stage 1 of the Gawler Central Urban Precinct.
3. Gives serious consideration to the allocation of the 2018/19 Federal Government’s Roads to Recovery Program in the amount of $205,639 to assist with funding the development of Walker Place being Stage 1 of the Gawler Central Urban Precinct.

BACKGROUND

The Gawler Town Centre Design Framework was presented to Council in November 2016 with the objective of building on previous strategic level investigations following a comprehensive community engagement process, documentation of new urban design vision, structure plans, design guidelines and associated implementation actions for various precincts across the town centre.

Moved by Deputy Mayor Tooley  
Seconded by Cr Shackley  
Motion No: 2016:11:472

*That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.5 of the meeting of that Committee meeting held on 27 October 2016, being:

Motion No: IES:2016:10:58*
That the Infrastructure and Environmental Services Committee recommends to Council that it:-

1. Adopts the updated version as amended of the Gawler Town Centre Design Framework.
2. Acknowledges the alterations made to the document based on the Infrastructure and Environmental Services Committee’s feedback as resolved on 9 August 2016 and subsequently endorsed by Council on 23 August 2016.
3. Acknowledges that this is a strategic document that will inform further Council deliberations via a future Town Centre Design Development Plan Amendment. No changes to the Development Plan will occur as a consequence of this resolution.

The precincts were established based on varying character, both in terms of their principal land uses, built form and potential future opportunities and urban character. The resultant three major precincts are nominated as Gawler North, Gawler Central and Gawler South with a supporting precinct being Adelaide Road.

Throughout the Gawler Town Centre Design Framework there are a number of recommendations that provide the next steps for the successful implementation of the design framework, one of which is noted below:

“Successful implementation of the design framework relies on confidence building, by improving the public realm in a strategic manner, starting with key projects such as the Walker Street, Tod Street and Centenary Lane masterplans and continuing with public realm upgrades until owners, traders, visitors, shoppers etc. begin to see the emerging mosaic of activity and investment delivering the vision of the Gawler Town Centre.”

Based on the above recommendation, staff have commenced the design delivery of the Gawler Central Urban Precinct vision with a focus on Walker Place and the connectivity from Murray Street to Goose Island as Stage 1. Tod Street will form part of a future stage as it relies upon further negotiations with land owners to provide access to Whitelaw Terrace via private property as well as upgrades to privately owned assets.

Additionally, at the 28 February 2017 Council Meeting, the following Motion was resolved in support of submitting a ‘Places for People’ Grant application:

Moved by Cr M Nicolson
Seconded by Cr P Koch
Motion No: 2017:02:52

That:
5. Staff develop proposals for the Open Space/People for Places next funding round in 2017/18 for one or more:
   5.1 Strategic upgrade of public realm that includes Walker Place streetscape and upgraded public amenities.
   5.2 Activation of Goose Island public realm including a foot bridge.
   5.3 Nature Play Areas.
   5.4 Other options following input from Council Members.

The purpose of this report is to provide an update of the draft Concept Design currently under development and to present a revised funding strategy based on submitting an application to the Department of Planning Transport and Infrastructure’s ‘Places for People’ Grant program.
A further report will be presented following the completion of the draft Concept Design.

**COMMENTS/DISCUSSION**

**Project Initiation**

In June 2017 staff engaged the services of WAX Design Pty Ltd to commence a Concept Design for Stage 1 of the Gawler Central Urban Precinct. The project initiation phase focused on three key components of work which were:

a. Clarification of precinct objectives;
b. Prioritisation of project scope; and thereafter
c. Derivation of urban design principles.

Overall, the scope of works for Stage 1 of the Gawler Central Urban Precinct considered the following precinct objectives:

a. Increase capacity and amenity (seating, shade, play, landscape treatments);
b. Improve footpaths and cycle links to the river corridor;
c. Incorporate Smart Cities design initiative (i.e. pop-up event venue in Walker Place);
d. Manage vehicular movements through appropriate surface treatments to reduce speed and guide drivers;
e. Create a paved shared use space with a focus on pedestrian access;
f. Improve design and quality of public realm; and
g. Review opportunities to improve pedestrian safety by upgrading the Julian Terrace connection whilst being aware of the role of Julian Terrace as a key heavy vehicle route (consider signalised crossing longer term).

The extent of design services was then prioritised such that the precinct was able to be considered holistically with a focus on the essential components for delivery of the Stage 1 scope in preparation for detailed design and consequently construction in accordance with Council’s Long Term Financial Plan.

The prioritisation of scope was defined as follows:

1. Upgrade Walker Place as a shared use zone (Murray Street to Julian Terrace);
2. Improve traffic calming devices within Julian Terrace / Whitelaw Terrace;
3. Relocate the existing toilets to Apex Park playground; and
4. Implement Smart Cities’ initiatives.

The following elements were excluded from the scope for the current Gawler Central Urban Precinct - Stage 1 project however have been considered throughout the design to ensure the integration and future connectivity from Murray Street to Goose Island:

a. Upgrade and relocation of the existing pedestrian bridge (South Para River); and
   b. Improvement of Goose Island as a village green.
Whilst the Gawler Town Centre Design Framework provided direction regarding the precinct objectives, a detailed review of all relevant Town of Gawler Council design criteria, assumptions, guidelines and documents was carried out by the design consultant to ensure the project thinking was in-line with the latest information. This included any strategic documents that have been reviewed or have had drafts developed post the adoption of the Gawler Town Centre Design Framework. To assist this process, several staff representatives from key business units were invited to provide feedback on the return brief provided by the design consultant.

Once the precinct objectives were defined and reviewed by staff, the Urban Design Principles were derived to inform the Design Optioneering process. In this context, Design Optioneering relates to the provision of three high level conceptual options with the aim of exploring the potential of each option whereby the most appropriate outcomes are developed into a preferred concept option.

The Design Optioneering focused on the following fundamentals:

a. Number and configuration of car parking spaces;
b. Interaction of vehicles within the public realm;
c. Provision for key pedestrian and cycle links; and
d. Provision for a pop-up event space (i.e. Gawler Fringe).

On 29 August 2017 a Council workshop was convened to brief Council Members and the public on matters relating to the Design Optioneering (Attachment 1). The intent of the session was to gather feedback, test the level of support toward each of the design options and to seek some direction in order to progress the preferred design scenario.

Staff has progressed its deliberations and have the preferred design option progressed to a draft Concept Design with Preliminary Costings of which form the basis for the ‘Places for People’ Grant application described below (Attachment 2).

On completion of the draft Concept Design a further report will be presented to Council for its consideration prior to seeking feedback from the community.

‘Places for People’ Grant

The ‘Places for People’ Grants are available to Local Government annually and Councils are typically invited to apply for funding at the beginning of each calendar year.

Recently, the Department of Planning Transport and Infrastructure (DPTI) has announced the 2017/18 funding round for the ‘Places for People’ Grants, with applications closing 20 October 2017 to coincide with award of grants prior to the upcoming State elections. Whilst the grant has opened earlier than expected, it is noted that the design has been sufficiently developed to provide a competitive application.

Preference will be given to projects that have at least a 50% funding contribution from council. This contribution can include contributions from community groups. Other requirements include:
a. Projects must be carried out on land that is freely accessible to the public.
b. Projects must be able to be completed within 18 months of grant funding approval.
c. Projects should be able to commence within two months of grant funding approval.
d. Funding is only available for new works - retrospective funding is not available for projects, studies or land purchases undertaken prior to grant funding approval.

Note that the development of the Detailed Design will form part of the project works and therefore if successful, the design works will commence within two months of grant funding as required under item c. above.

‘Places for People’ grants assist by improving the useability and functionality of the public realm through innovative and creative design outcomes. In addition, they enhance place activation and improve connectivity of prominent public spaces to support the community wellbeing.

Funding is available under the following categories:

a. Development for the revitalisation of nodes in key public spaces (including foreshore, riverfront, Civic plazas, town squares and main street precincts).
b. Planning and Urban design for places of strategic importance of the enhancement of key public realm precincts (including urban design frameworks, masterplans, concept plans, detailed design and contract documentation).

To assist the submission it is recommended that the Roads to Recovery allowance within the 2018/19 Financial Year is allocated to the civil component of the project. This strategy strengthens the submissions by increasing the input by Council to 56% and also by demonstrating involvement of all three tiers of government (Table 1).

Staff also investigated previous successful grants to confirm the appropriateness of the funding strategy and noted the following:

a. There is no defined funding limit;
b. Grants typically range from $20k to $2m with an average of $250k;
c. Several successful applications exceed $1m of funding including the Sixth Street Revitalisation Project in Murray Bridge $1.7m (50% of the total value).

Table 1 – Summary of Proposed Project Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount (Exc. GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Gawler 2017/18 Budget – Budget Bid #790</td>
<td>$70,000</td>
</tr>
<tr>
<td>Town of Gawler 2018/19 – per LTFP provision</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Places for People Grant – State Government (44%)</td>
<td>$1,006,361</td>
</tr>
<tr>
<td>Roads to Recovery Program – Federal Government</td>
<td>$205,639</td>
</tr>
<tr>
<td><strong>Total Capital Cost</strong></td>
<td><strong>$2,282,000</strong></td>
</tr>
</tbody>
</table>

Council Staff have considered the above project and note that a $1m provision has been made within Council’s Long Term Financial Plan for the construction of the project within the 2018/19 Financial Year. It is noteworthy that the circa $2.3m total project value exceeds the current provision as the draft Concept Design incorporates various high quality outcomes that can be either substituted, reduced or removed from the scope of the works if the grant application is unsuccessful (Table 2).
Table 2 – Examples of scope substitution, reduction or removal if grant funding is unsuccessful

<table>
<thead>
<tr>
<th>Description</th>
<th>Current Estimate (Exc. GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Substitute the selected paving</td>
<td>$580,000</td>
</tr>
<tr>
<td>Remove the relocation of Public Toilets from the scope</td>
<td>$360,000</td>
</tr>
<tr>
<td>Reduce Preliminaries &amp; Contingencies based on revised scope</td>
<td>$226,000</td>
</tr>
<tr>
<td>Remove the Smart Cities Intelligent Digital Board</td>
<td>$175,000</td>
</tr>
<tr>
<td>Reduce the provision for Public Artwork</td>
<td>$150,000</td>
</tr>
</tbody>
</table>

It is recommended that Council staff proceed with an application for the ‘Places for People’ Grant program specific to the Walker Place project being Stage 1 of the Gawler Central Urban Precinct.

COMMUNICATION (INTERNAL TO COUNCIL)

Team Leader Asset Planning
Team Leader Asset Delivery
Manager Finance and Corporate Services
Manager Business Enterprises and Communications
Manager Infrastructure and Engineering Services
Chief Executive Officer

CONSULTATION (EXTERNAL TO COUNCIL)

A comprehensive community consultation process was undertaken during the development of the Gawler Town Centre Design Framework.

An informal workshop was convened on the 29 August 2017 to brief Council and the public on the Design Optioneering.

A further report will be presented upon completion of the draft Concept Design. When the draft Concept Design is adopted by Council, staff will engage the community for feedback and present any findings and amendments to the Concept Design.

POLICY IMPLICATIONS

Nil

STATUTORY REQUIREMENTS

Nil
FINANCIAL/BUDGET IMPLICATIONS

A budget allocation of $70k for Detailed Design has been adopted within the 2017/18 annual budget and a proposal for $1M to construct Stage 1 of the Gawler Central Urban Precinct within the 2018/19 financial year is currently included in the Long Term Financial Plan.

DPTI's ‘Places for People’ Grant Program gives preference to projects that have at least a 50% funding contribution from Council. Council’s Long Term Financial Plan provides funding for the identified project with an opportunity for funding support from the Program. It is proposed that Council seek up to 50% of the capital budget for the funding submission.

If Council is unsuccessful in obtaining a ‘Places for People’ Grant for the project, the scope of the project will be modified to reflect a total project value of $1,275,000.

The physical construction works are forecast to commence during the 2018/19 financial year, consistent with the existing Long Term Financial Plan provision.

Post construction, there would be an increase in Council’s budgeted depreciation expense. The amount of the increase in depreciation expense will naturally be subject to the value of the capitalised works, noting that the various physical elements will have varying useful lives. However, based on an indicative project cost of $2.282m as proposed in this report (i.e. based on grant funding application being successful), the additional annual depreciation expense to be incurred from the 2019/20 financial year would be in the order of $45-50k.

The existing Julian Tce. toilets currently have a written down value of only $6.6k, thus should the toilets ultimately be demolished there would only be a small loss on disposal incurred within Council’s Statement of Comprehensive Income.

In such scenario, the current maintenance costs associated with the existing toilets would be transferred to the new proposed toilets to be constructed.

Minor new maintenance costs would only be incurred relative to the other physical elements to be constructed.

COMMUNITY PLAN

Objective 1.2: Build a local community that is proud of Gawler
Objective 1.4: Create a vibrant and active, event filled council area
Objective 1.5: Value the role Arts play in promoting community spirit and pride
Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.5: Manage growth through the real connection of people and places
Objective 2.6: Local economic activity to create local job opportunities and generate increased local wealth
Objective 3.3: Provision of sufficient structured and informal recreation facilities
Objective 3.6: Encourage the development of the Arts
Objective 5.2: Be recognised as a ‘best practice’ Local Government organisation
OFFICER’S RECOMMENDATION

Item 7.6 – Open Space Grant (CC17/1023)

That the Infrastructure and Environmental Services Committee recommends to Council that it:-
1. Notes the Open Space Grant Report.
2. Applies to the State Government’s Open Space Grant Program for the amount of $102,885 to assist with funding the development of a dog park in Clonlea Reserve toward a total project value of $205,770.

OR

2. Applies to the State Government’s Open Space Grant Program for the amount of $80,000 to assist with funding a regional nature play area to be constructed at Reid Reserve toward a total project value of $160,000.

BACKGROUND

At the 28 February 2017 Council Meeting, the following Motion was resolved:

Moved by Cr M Nicolson
Seconded by Cr P Koch
Motion No: 2017:02:52

That:-
5. Staff develop proposals for the Open Space/People for Places next funding round in 2017/18 for one or more:
   5.1 Strategic upgrade of public realm that includes Walker Place streetscape and upgraded public amenities.
   5.2 Activation of Goose Island public realm including a foot bridge.
   5.3 Nature Play Areas.
   5.4 Other options following input from Council Members.
This report responds to the above Motion and provides the Committee with an opportunity to consider a project that is suitable for Council Staff to submit an application to the Department of Planning Transport and Infrastructure's Open Space Grant program.

COMMENTS/DISCUSSION

The Department of Planning Transport and Infrastructure has announced the 2017/18 funding round for the Open Space and Places for People Grants, with applications closing 20 October 2017.

Preference will be given to projects that have at least a 50% funding contribution from council. This contribution can include contributions from community groups. Other requirements include:

a. Projects must be carried out on land that is freely accessible to the public.
b. Projects must be able to be completed within 18 months of grant funding approval.
c. Projects should be able to commence within two months of grant funding approval.
d. Funding is only available for new works - retrospective funding is not available for projects, studies or land purchases undertaken prior to grant funding approval.

Open Space grants assist in the preservation, enhancement and enjoyment of natural and cultural open spaces and promote unstructured recreation opportunities to help communities make better use of existing green spaces.

Funding is available under the following categories:

a. Development for the enhancement of open space (including regional parks, linear parks, coastal reserves, play spaces and trails and strategic open space linkages).
b. Planning and Urban design across a council area or region (including master plans, concept plans, detailed designs, open space and public realm strategies).
c. Strategic land purchases to acquire land for public open space.

Open Space projects should be of regional significance or contribute to the use and enjoyment of local reserves and play spaces.

Council Staff have considered the projects that are currently provided for within Council's Long Term Financial Plan that meet the criteria of the Open Space Grant Program and have determined that an application could be made to assist delivery of either the proposed dog park at Clonlea Reserve or a regional nature play area at one of Council's reserves.

**Dog Park**

At the 22 August 2017 meeting of Council the following motion was resolved as follows:

Moved by Cr D Hughes
Seconded by Deputy Mayor I Tooley
Motion No: 2017:08:288
That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.5 of the meeting of that Committee meeting held on 8 August 2017, being:

Motion No: IES:2017:08:44

That the Infrastructure and Environmental Services Committee recommends to Council that:-

1. The preferred location for the Gawler Dog Park is the upper section of Clonlea Park.
2. Council proceed with the design of the Dog Park at Clonlea Reserve, to ensure its cost is within the existing 2017/18 budget allocations.
3. Staff investigate the options of a Friends of the Dog Park Group that may be established to assist with the ongoing support of the park.

Council Staff have been working closely with the dog park concept plan designers to ensure the project cost is within the existing 2017/18 budget allocations. A revised concept plan and project estimate provided by the consultant and reviewed by Council Staff is being presented as a separate agenda item to this meeting.

The dog park will feature a large and small dog section and have feature items such as separate entry points for large and small dogs, dog play structures, seats and bins, dog fountain and a shade structure. The amended concept plan has resulted in significant savings with the cost of the project being reduced to $102,885.

Under the Open Space Grant Program, Council has the opportunity to apply for matching funds within to add value to the delivery of the dog park and include items in the construction of the facility that would have otherwise been postponed over a number of subsequent years i.e. concrete plinth, snake proofing, lighting. If the Committee resolve to support an application to the program for the dog park then the project scope could be increased as the capital spend could be doubled making the total project value $205,770. If Council’s grant application was successful then the capital budget for the dog park would be funded as per the below table:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount (Excluding GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Gawler</td>
<td>$102,885</td>
</tr>
<tr>
<td>DPTI Open Space Grant</td>
<td>$102,885</td>
</tr>
<tr>
<td><strong>Total Capital Cost</strong></td>
<td><strong>$205,770</strong></td>
</tr>
</tbody>
</table>

**Destination Nature Play Area**

Theme 3 of the Town of Gawler’s Open Space, Sport & Recreation Plan 2025 outlines directions for informal recreation and nature. Theme 3 states that informal recreation such as walking, bike riding, jogging, picnics, play and skateboarding are important activities for the community and there is a need for recreation parks, play spaces, youth activity opportunities and trails to support these activities. Participation levels in informal recreation are increasing and therefore the provision of recreation parks and activity opportunities is a priority for Council.

Many recreation parks and settings in the Town of Gawler have a strong connection to nature with trees, native grasses and other landscapes playing an important role in enhancing recreational open space. This Theme recognises and reinforces the connection between informal recreation and nature.
The specific items that are addressed in this Theme are outlined below:

a) Nature Based Recreation Parks  
b) Other River Parks  
c) Event Spaces  
d) Activated Spaces  
e) Recreation within Sportsgrounds  
f) Destination Neighbourhood Parks

The Plan specifies Clonlea Park, Reid Reserve and Dead Man's Pass as sites for nature play and, in the longer term, planning for a fourth nature based river park in the south of the Town of Gawler. Activated Spaces and Destination Neighbourhood Parks are also identified as opportunities for nature play within the Town with the determination of the location to be made as part of a future decision of Council.

Council’s 2017/18 Annual Budget has an allocation of $80,000 for a play space. Council is yet to determine where this play space will be located. The opportunity presented by the Open Space Grant Program to assist funding the play space necessitates a decision regarding the location to be progressed.

Under the Open Space Grant Program, Council has the opportunity to apply for matching funds to add value to the delivery of the nature play space. If the Committee resolve to support an application to the program for the nature play space then the project scope could be increased as the capital spend could be doubled making the total project value $160,000. If Council’s grant application was successful then the capital budget for the nature play space would be funded as per the below table:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount (Excluding GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Gawler</td>
<td>$80,000</td>
</tr>
<tr>
<td>DPTI Open Space Grant</td>
<td>$80,000</td>
</tr>
<tr>
<td><strong>Total Capital Cost</strong></td>
<td><strong>$160,000</strong></td>
</tr>
</tbody>
</table>

Council Staff consider the following locations suitable for a destination nature play area that can be supported by DPTI’s Open Space Grant:

a) Reid Reserve, and  
b) Dead Man’s Pass.

The above locations are outlined in the Town of Gawler Open Space, Sport & Recreation Plan 2025 where it states the following strategies for Nature Based Recreation Parks:

“3.1 - Strengthen the recreation value and accessibility of Clonlea Park through creative and innovative play, accessible areas for older adults and people with a disability (including parking spaces, paths, picnic settings) and activity opportunities e.g:
- Exercise equipment  
- Area to kick a ball  
- Basketball key  
- Bike riding area for small children  
- Accessible shelters and seating for large and small groups  
- Appealing and shady landscapes.”
“3.2 - Implement the master plan for Reid Reserve and consider appropriate activity opportunities within the park such as lower key adventure activities (ropes course, flying fox), nature based play, picnic settings and an off lead area for dogs.”.

“3.3 - Retain Dead Man’s Pass as a low key natural area with walking tracks, informal tracks and activities, nature based play, low key picnic settings and interpretation.”.

When considering the two nature play park locations presented in this report (Reid Reserve and Dead Man’s Pass), Council Staff advise that there is an opportunity to build on the recent planning and construction of shared paths for walking and cycling within Reid Reserve by providing a playspace connected to these links. The Gawler River floodplain does not extend entirely across Reid Reserve and there are several locations that are suitable for playground and nature play purposes. As there is currently no playspace offered in Reid Reserve, an addition of such a space would capitalise on Council’s recent capital works and deliver benefit to the community.

Should an application be successful for this project, a concept design would be developed for the Council’s consideration ahead of consultation with the community prior to its implementation.

Whilst Dead Man’s Pass has been nominated as a future place for nature based play within the Open Space, Sport and Recreation Plan 2025, delivering such a space without integrating informal tracks and activities with the nature based play would not deliver on the Plan’s objectives. The scope of work required to deliver an integrated nature playspace in Dead Man’s Pass is beyond the scope offered by DPTI’s Open Space Grant Program therefore it is considered the grant funding is most suited to fulfilling the Plan’s requirements for Reid Reserve.

CONCLUSION

The Committee has an opportunity to select which project it considers that Council Staff should progress with submitting an application to DPTI’s Open Space Grant Program. Both the dog park and a play space are provided for within Council’s 2017/18 Annual Budget and therefore Council complies with the requirement to provide 50% contributory funding. Further the administration is resourced to deliver either project. The recommendation made by this Committee regarding the project to support will provide Council Staff with the direction required to submit an application accordingly.

COMMUNICATION (INTERNAL TO COUNCIL)

Executive Management Team
Engineering Services Department
Team Leader Environment and Regulatory Services

CONSULTATION (EXTERNAL TO COUNCIL)

NIL

POLICY IMPLICATIONS

Nil

STATUTORY REQUIREMENTS

Nil
FINANCIAL/BUDGET IMPLICATIONS

DPTI's Open Space Grant Program gives preference to projects that have at least a 50% funding contribution from Council. Council’s 2017/18 Annual Budget provides funding for both projects identified as opportunities for funding support from the Program. It is proposed that Council seek a contribution from DPTI's Open Space Grant Program equivalent to the capital budget for the project that this Committee chooses to progress to a funding submission.

If the Committee recommends applying for funding towards the Dog Park then the contribution sought from DPTI would be $102,885 (excluding GST).

If the Committee recommends applying for funding towards the nature play space then the contribution sought from DPTI would be $80,000 (excluding GST).

Increasing the value of the proposed capital works under the two scenarios presented will result in a minor increase in Council’s annual depreciation expense.

COMMUNITY PLAN

Objective 1.2: Build a local community that is proud of Gawler
Objective 1.4: Create a vibrant and active, event filled council area
Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.4: The local environment to be respected
Objective 2.5: Manage growth through the real connection of people and places
Objective 2.6: Local economic activity to create local job opportunities and generate increased local wealth
Objective 3.3: Provision of sufficient structured and informal recreation facilities
Objective 4.5: Support provision of useable open space that preserves habitat and biodiversity
Objective 5.4: Create and support community partnerships that contribute to the implementation of this Plan
## OFFICER’S RECOMMENDATION

**Item 7.7 – Local Government (Mobile Food Vendors) Amendment Act 2017 (CC12/463)**

That the Infrastructure and Engineering Services Committee notes:-

2. A further report be presented back to the Infrastructure & Environmental Services Committee prior to February 2018 identifying proposed locations for mobile food vendors.
3. That Council staff will liaise with the Gawler Business Development Group in respect to this matter and in the formulation of the food van location rules.

## BACKGROUND

In May 2016 the State Government’s Position Paper on mobile food trucks and their intention to amend Sections 222 and 224 of the *Local Government Act 1999 (the LG Act)* with the imposition of new laws and regulations in relation to the operation of mobile food vendors was released for consultation.

The position paper proposed numerous reforms generally aimed at expanding and standardising the food truck sector. Notably, from a regulatory perspective, these proposals include:

- a. A consistent permit system across the State; and
- b. Amending food safety inspection requirements through a new inspection ‘passport’.

Currently, Council regulates food truck trading through granting authorisations via permits to use roads for business purposes under Section 222 of the *Local Government Act 1999*). Such authorisations are subject to appropriate conditions imposed under Section 224 of the LG Act. There are also numerous variations to policies, conditions, fees and forms between Councils.
The paper proposed to amend the Local Government (LG) Act to grant the State Government new regulation-making powers under Sections 222 and 224 of the LG Act. It then proposed to develop regulations which would impose the following restrictions on councils:

a. No ability to restrict the number of permits to be issued to mobile food vendors;
b. No ability to restrict operating hours of mobile food vendors (outside of special events);
c. No ability to restrict what types of food may be sold by mobile food vendors;
d. Maximum permit fees, with a requirement to provide daily, monthly and annual pro rata permit fees; and
e. A requirement to establish trading location guidelines.

The extremely short engagement process has resulted in and while not expressly stated in the paper, a lack of ability for councils to outright review and prohibit food trucks within their areas, possibly inconsistent with the amendments that were proposed. While food trucks would still be required to comply with the requirements stipulated in the Food Act 2001 (SA), the notion of consolidated inspection reports would be considered for all councils.

The Local Government (Mobile Food Vendors) Amendment Bill 2016 (the Bill) was first introduced into the House of Assembly on 4 August 2016. After passing the House of Assembly; the Bill was received by the Legislative Council on 15 November 2016 unchanged.

On 8 August 2017, a number of amendments to the Bill were proposed by the Legislative Council and agreed to by the House of Assembly. The effect of the Bill is that Councils will no longer retain any discretion to issue or not issue permits for mobile food vendors on roads. In general terms, upon application and payment of the relevant fee, a council must issue a permit.

The Bill introduced new amendments to the LG Act. Clause 4 of the Bill amends Section 4(1) of the LG Act by inserting the following after the definition of member:

‘Mobile food vending business means a business involving the sale of food or beverages from a vehicle (within the meaning of the Road Traffic Act 1961)’.

The Road Traffic Act 1961 (the RTA) defines a vehicle as –
(a) a motor vehicle, trailer and a tram; and
(b) a bicycle; and
(c) an animal-drawn vehicle, and an animal that is being ridden or drawing a vehicle; and
(d) a combination; and
(e) a motorised wheelchair that can travel at over 10 kilometres per hour (on level ground), but does not include another kind of wheelchair, a train, or a wheeled recreational device or wheeled toy;

Section 222 of the LG Act regulates permits for business purposes. Section 222(1) of the LG Act currently states that a person must not use a public road for business purposes unless authorised to do so by a permit.
Clause 5 of the Bill amends Section 222 of the LG Act by inserting the following after subsection (1):

‘(1a) However, subject to the regulations, a council must grant a permit under this section for the purposes of a mobile food vending business’.

This amendment removes the ability from councils to restrict the number of permits granted for mobile food vending businesses.

Clause 6 of the Bill amends Section 224 of the LG Act. Section 224 of the LG Act regulates the conditions of authorisation of a permit. This amendment states that conditions imposed on permits for mobile food vending businesses must be compliant with the location rules and provides for the regulations to impose specific restrictions and requirements in normal or prescribed circumstances. The administration is seeking to examine and determine locations by December 2017.

Council will stipulate where these trading areas will be. If a vendor is not satisfied with these rules, they can ask the Small Business Commissioner to direct the council to change their rules. Councils will need to consider any recommendation made by the Small Business Commissioner. If a food business is aggrieved by the location rules, they will be able to ask the Small Business Commissioner to review them. The Small Business Commissioner will be able to accept the location rules as they are or can recommend that council change them. If councils decide against changing the location rules, they will be required to provide their reasons for doing so. Should the original applicant not be satisfied with the outcome, they will be permitted to ask the Small Business Commissioner to direct the council to change their location rules.

If the Small Business Commissioner directs the council to change their location rules and the council refuses, a penalty of $5,000 will apply. The Small Business Commissioner has the ultimate power to decide what areas of council will be appropriate for mobile food vendors to conduct their business.

Ice cream vans will be exempt from these provisions because of the nature of their business operations which involve moving from location to location.

**COMMENTS/DISCUSSION**

On 9 August 2017 the South Australian Parliament passed the Local Government (Mobile Food Vendors) Amendment Act 2017 (‘the Amendment Act’). The Amendment Act, together with the Local Government (General) (Mobile Food Vendors) Variation Regulations 2017 (‘the Variation Regulations’), are expected to come into operation in January 2018 (Attachment 1 & 2). The amendments are drafted to assist operators of mobile food vending businesses.

The commencement of the Amendment Act and the Variation Regulations will present an opportunity for Council’s wishing to attract food trucks, to develop policies which encourage mobile food vendors to trade in their council areas while protecting fixed premises food traders by identifying locations away from traditionally established businesses.
Council will be required to adopt rules that set out locations within the Town of Gawler in which mobile food vending businesses may operate ("location rules"). On the commencement of the legislation expected in January 2018, prospective mobile food vendors will be able to apply to councils for permits to operate in accordance with a council’s location rules and the Local Government (General) Regulations 2013 (as amended by the Variation Regulations). Councils will not be able to refuse permits but the location rules will allow Council to regulate where they can trade. Policies enabling trading will need to take into account how long trading can occur and in which location(s).

Guidelines based on the requirements for these rules will be prepared by the Local Government Association to assist Councils in the preparation of their location rules. The Local Government Association will liaise with the Small Business Commissioner to provide advice to councils in the development of their location rules, as that Office now has a review role. The proposed introduction of the new rules in January 2018 will require significant development into Councils location rules and impacts to site locations and preparations.

COMMUNICATION (INTERNAL TO COUNCIL)

Communication between Council’s Development, Environment and Regulatory Services and Infrastructure and Engineering Services has occurred.

CONSULTATION (EXTERNAL TO COUNCIL)

External consultation has occurred with the Local Government Association and Councils Solicitors.

POLICY IMPLICATIONS

A new Council policy may be required to assist with the new location rules.

STATUTORY REQUIREMENTS


FINANCIAL/BUDGET IMPLICATIONS

The expenditure associated with the planning and implementation of location rules and permit application processing have not been factored into the 2017/18 budget and or long term financial plan.

COMMUNITY PLAN

Objective 1.4: Create a vibrant and active, event filled council area
Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.4: The local environment to be respected
Objective 2.5: Manage growth through the real connection of people and places
Objective 3.1: Health and social wellbeing services in Gawler to meet growing regional community needs
OFFICER’S RECOMMENDATION

Item 7.8 – Murray Street Upgrade Stage 6 Update – Decorative Lighting (CC15/927)

That the Infrastructure and Environmental Services Committee:
1. Supports the concept proposals for the decorative lighting to the Gawler Mill Inn Bridge.
2. Approves the establishment of further detailed cost estimates and design for the decorative lighting.
3. Notes that a further report will be presented to the Infrastructure and Environmental Services Committee prior to the procurement of the construction contract for the Murray Street Upgrade Stage 6 Project.

BACKGROUND

At its meeting on 22 August 2017, Council resolved the following:

Moved by Deputy Mayor I Tooley
Seconded by Cr M Nicolson
Motion No: 2017:08:277

That Council:
1. Notes the Murray Street Upgrade Stage 6 Update Report.
2. Endorses the updated Concept Design for the Murray Street Upgrade Stage 6 Project (including the recommended treatments at Tenth Street, Julian Terrace and Murray Street South) for the purpose of finalising the detailed design and completing the detailed cost estimate.
3. Endorses the road-side safety crash barrier and the recommended pedestrian balustrade treatment, being Option 2B - clear acrylic or polycarbonate sheets (with sacrificial film) affixed to the existing balustrade, as described in this report.
4. Notes that a further report will be presented to the Council prior to the procurement of the construction contract for the Murray Street Upgrade Stage 6 Project.
At this meeting, the Council approved the concept plan for the Murray Street Upgrade Stage 6 Project.

A further aspect that is required to be considered, is the proposal for decorative lighting to the Gawler Mill Inn Bridge, which was previously discussed at Agenda Item 8.5 in the Council Report of 28 February 2017.

The purpose of this report is to update the Council on the concept proposals for the decorative lighting to the Gawler Mill Inn Bridge to permit further detailed design for the decorative lighting and detailed cost estimates to be established.

COMMENTS/DISCUSSION

Gawler Bridge - Decorative Lighting

In parallel to the engineering work currently being undertaken for the bridge upgrade, conceptual work also progressed on possible decorative lighting that could be applied to the Gawler Mill Inn Bridge.

Mulloway Design Studio (architectural consultants) together with Bluebottle (lighting consultants) were engaged by Council staff to develop conceptual creative lighting approaches for the Gawler Mill Inn Bridge. This partnered approach between urban design and the application of lighting allows for the development of an integrated outcome for enhancing the bridge’s character within the surrounding environment.

With contemporary technologies, lighting can provide a robust and cost effective way of enhancing the experience of crossing the bridge (both over and under), viewing the bridge and highlighting the significance of the bridge structure elements and the Gawler Township itself. This offers the community the ability to see the bridge as something other than the usual traffic infrastructure and overtly celebrating the ‘crossing’ and the heritage of the place.

The proposed conceptual design work explored opportunities to develop specific urban design lighting strategies for various bridge elements and the surrounds. The table below represents the bridge elements and surrounds whereby feature lighting can be applied:

**TABLE 1: URBAN DESIGN LIGHTING STRATEGIES FOR SPECIFIC BRIDGE ELEMENTS AND THE SURROUNDS**

<table>
<thead>
<tr>
<th>No.</th>
<th>Area</th>
<th>Proposal</th>
<th>Details</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Shared Pathway Under Bridge</td>
<td>Structure lighting</td>
<td>Narrow beam LED spotlights mounted to top of masonry wall.</td>
<td>Shine along length and underside of main girders highlighting the structure and accentuating the curves. Lighting of wall opposite for potential mural.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Using; LED Spot or similar</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Path ' pools'</td>
<td>Spotlights to underside of main platform.</td>
<td>Creates a series (3) of light crisp edged pools on the main path. Can be used in combination with either structure lighting or projection.</td>
<td></td>
</tr>
</tbody>
</table>
2  Main Span  ‘glow’  
A series of floodlights (8 N°) hidden at the top of each side Pylon.  
Creates a ‘glow’ of light through the existing structure. Fittings mounted on either side of river allows reasonable access. These lights would be controlled to replay a slow series of crossfades producing an ever changing play of light amongst the girders.

3  Stone  Supports  ‘Reflection’ using Philips e W Reach Powercore or similar  
High powered single Light mounted to underside of bridge structure – aimed at water surface.  
Highlights masonry support walls by reflected light. Picks up movement of the water. Creates ever-changing ripple patterns.

4  Footpath  Guardrail  Using LEDpod or similar  
Highlights footpath and architectural features of the bridge (coat of arms) and rails. Light directed away from roadway.

Translated into conceptual designs, the following photomontages provides a perspective of the bridge lighting, the manner of which will result as part of the current bridge upgrade:
Figure 1: Lighting Under Bridge

Figure 2: Lighting On Bridge Pathways
A preliminary cost estimate to provide decorative lighting to the bridge is in the order of $100,000 to $130,000.

The decorative lighting currently does not form part of the Murray Street Upgrade Project Stage 6 budget allowance.

The lighting design will also need to consider the application of the bird netting to limit the visual effects on the bridge elements.

A more detailed discussion of the Gawler Mill Inn Bridge Decorative Lighting is contained within the report in Attachment 1.

Next Steps

Subject to Council’s endorsement of the decorative lights concept design proposals, the detailed design and cost estimate for the decorative lighting to the Gawler Mill Inn Bridge will be further advanced to enable Council to consider the application of the decorative lighting to the bridge in the near future.

COMMUNICATION (INTERNAL TO COUNCIL)

Chief Executive Officer
Manager Infrastructure and Engineering
Engineering Services
Finance Services
Town Services

CONSULTATION (EXTERNAL TO COUNCIL)

Nil

POLICY IMPLICATIONS

The Community Engagement proposed to be undertaken will conform to the requirements of the Council’s Community Consultation Policy.

STATUTORY REQUIREMENTS

Development Act 1993
Local Government Act 1999
Workplace Health & Safety Act and Regulations (SA) 2012
South Australian Work Health and Safety Regulations 2012
Development Approval (for the Gawler Mill Inn Bridge Upgrade Works)

FINANCIAL/BUDGET IMPLICATIONS

A summary of the cost estimates for the decorative lighting will be provided in the next Infrastructure and Environmental Services Committee update report.

As noted in this report, a preliminary cost estimate to provide decorative lighting to the bridge is in the order of $100,000, and is not contained within the existing Murray Street Stage 6 upgrade budget.

Should funding for the construction cost ultimately be sourced and provided, Council would then need to provide for future new recurrent maintenance costs (including depreciation).
COMMUNITY PLAN

Objective 2.1: Physical and social infrastructure to match population growth and future generations
Objective 5.2: Be recognised as a ‘best practice’ Local Government organisation
REPORTS BY OFFICERS

<table>
<thead>
<tr>
<th>Item Number</th>
<th>7.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>DISABILITY INFRASTRUCTURE IN GAWLER</td>
</tr>
<tr>
<td>Date</td>
<td>10 October 2017</td>
</tr>
</tbody>
</table>
| Author(s)   | Ben DeGilio, Team Leader Asset Planning  
Wahid Yousafzai, Traffic Engineer |
| Reference   | CC17/131; CR17/48703; CR17/50311; CR17/50476; CR17/48947 |
| Previous Motion | Council, 25/07/2017, Motion No: 2017:07:247  
Council, 26/04/2016, Motion No: 2016:04:136 |
| Attachment/s Under Separate Cover | 1. Pedestrian warning signs  
2. Operational Instruction 10.6  
3. Disabled parking locations in the Town Centre |

OFFICER’S RECOMMENDATION

Item 7.9 – Disability Infrastructure in Gawler (CC17/131)

That the Infrastructure and Environmental Services Committee:-
1. Notes the existing pedestrian crossing points on Murray Street conform to the relevant standards and are considered to be performing effectively in facilitating safe pedestrian movement.
2. Notes the existing provision of disabled car parking spaces in the Town Centre and that as part of future development of public or private land new disabled parking spaces and facilities be provided as and where possible.
3. Seeks the installation of appropriate advisory signage to be installed on Murray Street at relevant locations to better promote existing public disabled parking facilities in the Town Centre area.
4. Notes that staff will proceed to prepare a budget bid for a Civil design review to be undertaken in the preparation of the financial year 2018/19 budget for;
   a) Improvements to disabled accessibility requirements on footpaths and on- street car parking on Tod Street, Whitelaw Terrace and Julian Terrace.
   b) Identify further opportunities in the Town Centre for additional public disabled car parking.
   c) Review existing public disabled car parking spaces to identify if any improvements are needed.
5. Notes that the placement of a zebra crossing on Murray Street would not conform to the current standards in South Australia as detailed in this report.
6. Notes that zebra crossings in other areas of Gawler be considered as part of future Local Area Traffic Management Plans as they are progressively undertaken across the Council.
BACKGROUND

The Town of Gawler is committed to ensuring all residents in the community have access to services and facilities through the provision of appropriate connectivity to infrastructure including but not limited to car parking areas, walking and cycling paths, footpaths, pedestrian crossings, pram ramps and bus stops. This existing commitment is highlighted in the Community Plan 2014-2024 under sustainable growth management where physical and social infrastructure is to match population growth, where urban growth is to be sustainably managed and to manage growth through real connection of people and places.

Various strategic plans have also been undertaken or are currently being undertaken by the Town of Gawler including but not limited to the following;

- a. Town of Gawler Integrated Urban Design Framework,
- b. Draft Gawler Transport and Traffic Management Plan,
- c. Draft Gawler Town Centre Car Parking Strategy 2017-2020,
- d. 2008 Walking and Cycling Plan,
- e. 2017 Walking and Cycling Plan Update (in development),
- f. Disability Access and Inclusion Plan (in development), and
- g. Town of Gawler Development Plan.

The Town of Gawler, together with Adelaide Plains Council, The Barossa Council and Light Regional Council have been working to improve access for all and increase the number of opportunities for people with disability that live, work, play, volunteer and visit the four council areas. The main focus of the Disability Access and Inclusion Plan is to improve existing infrastructure for people with disability, the plans included:

- a. Promote and improve access for all;
- b. Build an inclusive region for all people which respects the dignity and values the diversity of individuals;
- c. Strengthen the community;
- d. Ensure the protection of equal rights, the right to participate in all aspects of community life and to ensure the right of equal access to services, resources and facilities provided by Councils, in their roles as purchaser, service provider, policy adviser, planner, regulator and responsible employer.

The development of a Disability Access and Inclusion Plan represents another commitment by the Town of Gawler to contribute towards social access and inclusion for all residents and visitors.

Over the last decade the Council has progressively committed funds to upgrading existing infrastructure in a programmed manner across the Town of Gawler in accordance with strategic plans and asset management plans.
In the Town Centre, the Council has progressively renewed and upgraded Murray Street with new footpaths that meet current Australian Standards for disability access with the appropriate cross falls. Whilst undertaking this staged project, of which Stage 6 is currently underway, several pedestrian crossings have been installed along Murray Street to facilitate safe and convenient crossing points for pedestrians. Consistent with outcomes and recommendations of strategic plans, it should also be noted the Council is committed to the installation of various new and upgraded pedestrian crossings and walking and cycling connections (footpath program) near high community use areas such as near shopping centres, train stations, bus stops and schools. The provision of this new infrastructure allows all pedestrians, including elderly and the less abled bodied members of the community to access these services and facilities in a safe manner.

At the Council Meeting held on 25 July 2017 the following motion was moved in response to a Petition received relating to the request for disabled parking in Murray Street, Gawler.

Moved by Cr J Fischer
Seconded by Cr A Shackley
Motion No: 2017:07:247

That Council staff:-
1. Prepare a report to a future Infrastructure and Environmental Services Committee meeting for consideration of the request for additional disabled parking and zebra crossings in Murray Street, and other areas of Gawler.
2. Include in the report current access issues to facilities as detailed in the Petition.
3. Advise Ms O'Reilly of Council's decision.

In addition to the above, at the Council Meeting held on 26 April 2016 the following motion was moved relating to the effectiveness of the existing signage currently in use at the pedestrian refuges on Murray Street.

Moved by Cr Paul Koch
Seconded by Cr Robin Symes
Motion No: 2016:04:136

That the Infrastructure and Environmental Services Committee request staff to investigate the effectiveness of the existing signage currently being used for pedestrian refuges in Murray Street.

The purpose of this report is to;

a. Note the existing commitment the Council has to improving infrastructure for pedestrian movement within the Town of Gawler for all members of the public;
b. Present the investigation work undertaken by Council staff in relation to the effectiveness of existing signage currently being used for pedestrian refuges in Murray Street;
c. Present the investigation work undertaken in relation to the potential for additional disabled car parking spaces and zebra crossings on Murray Street and other areas of Gawler; and
d. Prepare further work which could be undertaken in 2018/19 to identify and design improvements to accessibility in the Town Centre.
COMMENTS/DISCUSSION

To improve road safety in the Town Centre for vehicles and pedestrians, Murray Street has progressively been upgraded since 2008 in a staged manner with the installation of:

a. Several pedestrian crossings;

b. New disability access compliance footpaths with a minimum width of 1.8 metres,

c. Road reseals with new linemarking; and

d. New traffic control devices such as kerb extensions and at the intersection of Murray Street and Calton Road.

The Murray Street Stage 6 Project is the last stage in the upgrade of Murray Street and is currently underway in the 2017/18 financial year with construction expected to commence in the near future. Together, these on ground works delivered to date have improved pedestrian safety by encouraging pedestrians to cross roads at designated points and delivered protection to pedestrians in the centre of the road with the provision of refuge islands.

Effectiveness of existing Murray Street Pedestrian Refuge Signage

Over time, Murray Street has undergone various changes to facilitate improved pedestrian movement and connectivity. For example, the lane width of Murray Street has been narrowed by installing the five pedestrian crossings and Pedestrian Activated Crossing (PAC) near the intersection of Murray Street / Jacob Lane. Kerb extensions have also been installed to minimise the road lane width to 2.8 metres and facilitate safe pedestrian movement. The signalised intersections of Lyndoch Road / Murray Street and Julian Terrace / Murray Street as well as the PAC near the intersection of Murray Street / Jacob Lane provide significant breaks in traffic flow to assist in allowing pedestrians to safely cross over Murray Street.

Warning signage has been installed at each of the existing pedestrian crossings on Murray Street stating “Pedestrians Give Way to All Vehicles” as well as linemarking stating “Look Left and Look Right”. Whilst not technically required, these items are above the minimum requirements associated with current industry standards and are considered to further assist pedestrians to safely cross the road (refer Attachment 1). The existing pedestrian crossings on Murray Street are considered to meet the current Australian Standards and industry guidelines.

Crash data as it relates to pedestrians was reviewed for the five year period from 2012-2016 on Murray Street, Gawler and the surrounding roads using the Traffic Accident Reporting System (TARS) Crash Data website. The signalised intersection of Murray Street and Lyndoch Road recorded a pedestrian crash in 2012 and a fatality recently occurred in July 2017 on the intersection of Bridge Street South and Julian Terrace, however no other pedestrian crashes have been recorded on Murray Street. The intersection of Bridge Street South and Julian Terrace will have improved pedestrian accessibility as a result of the Murray Street Stage 6 Project. It is important to note there has been zero recorded crashes at the existing five pedestrian crossing points installed on Murray Street to date.

Given the existing pedestrian crossings on Murray Street have had no crash history recorded in the last five years and they are facilitating safe pedestrian movement, Council staff consider the existing signage on the pedestrian crossings to be performing effectively.


**Potential for Zebra Crossing on Murray Street**

The Australian Standard AS1742.10 and the Department of Planning, Transport and Infrastructure (DPTI) Operational Instruction 10.6 "On-street zebra crossing" outline the requirements for the provision of on-street zebra crossings installed on South Australian Roads (refer Attachment 2). The Operational Instruction outlines the following for the legal use of zebra crossings on South Australian roads:

(a) A low speed environment with mean speeds in the order of 30 km/h or less (based on engineering judgement) should occur 30m to 50m before the crossing on each approach. This should be created when existing conditions are unsuitable.

Where mean speeds prior to the installation of the crossing are greater than 30 km/h, post-installation monitoring shall be conducted to confirm whether speeds have sufficiently reduced to meet this requirement, or identify the need for subsequent measures to reduce speeds.

(b) A zebra crossing shall not be installed on roads subject to a speed limit greater than 50 km/h.

(c) The crossing should be located where concentrations of pedestrians naturally cross the road, including any latent demand. This may be achieved by redesigning approaches to funnel pedestrians to the crossing.

(d) No more than one lane (unless section (f) applies) or one line of traffic in any one direction shall be encountered by a pedestrian using a crossing. This can be achieved by such measures as narrowing the lane (consider widths of 2.7 m or less), blocking a parking lane with a kerb extension, or installing kerbs or other physical devices to prevent drivers passing to the left on unkerbed roads.

(e) There shall be adequate sight distance between approaching drivers and pedestrians about to use the crossing so that drivers can stop safely to give way to pedestrians on the crossing. Stopping restrictions or kerb extensions may be used to achieve the sight distance. Sight distance requirements are provided in Austroads Guide to Road Design Part 4A: Unsignalised and signalised intersections. Unless parking control signs permit otherwise, the Australian Road Rules prohibits drivers from stopping 20m before and 10m after the crossing.

(f) Two lanes may be installed in any one direction at a zebra crossing when one of those lanes is a bicycle lane.

The line marking of the bicycle lane shall not be marked through the crossing. A gap of 1 m from the parallel white stripes of the crossing shall be provided.

The width of the bicycle lane may be a minimum of 1m on the approach to the zebra crossing, and the other lane 2.7m wide or less to maintain the low speed environment.

Advance warning of the zebra crossing shall be provided in the bicycle lane in the form of pavement marking of the Pedestrian Crossing (R3-1) and Pedestrian Crossing Ahead (W6-2) symbols.

The W6-2 pavement marking shall be installed 24m in advance of the crossing. The R3-1 pavement marking shall be installed 4m in advance of the crossing.

These pavement markings shall be skid and slip resistant to the requirements of AS 4049 Paint and related materials – Pavement marking materials and the DPTI Pavement Marking Manual so as not to cause a hazard for road users. Pavement marking shall comply with DPTI Master Specification Parts R45 and R46.
As the pavement marking is intended to replicate the R3-1 and W6-2 warning signs, the colour of the pavement marking should match the AS 1906 Fluorescent Yellow Green sign colour. Pantone 396C is considered to be a suitable match. If the symbol is produced with pavement marking paint in accordance with DPTI Master Specification Part R45, the use of AS 2700 Golden Yellow, Y14 is permissible.

(g) The minimum width of the crossing, which is defined by the length of the white stripes, shall be 8m.

If there is a bicycle lane on the approach to the crossing the minimum width shall be 10m to increase the sight distance between cyclists and pedestrians near the crossing since an adjacent motor vehicle will obstruct the visibility of each other.

(h) The ramp from a footpath to the crossing should be located centrally to the crossing. Its minimum width shall be 1.8m. The outer edge of the ramp (inclusive of any wings) shall terminate at least 1m from either end of the crossing. The location of the ramp and crossing pavement markings is dependent on the physical site conditions and pedestrian desire lines.

The zebra crossing markings indicate the closest point for drivers to stop to give way to pedestrians. If there are safety reasons where it is necessary to further separate drivers from pedestrians, this is achieved by adjusting the width of the crossing relative to the width of the ramp.

Fencing or other measures on the roadside to guide pedestrians physically to the ramp may be needed. Where there are no kerbs, these requirements shall apply to the pedestrian path leading to the crossing.

(i) A Pedestrian Crossing Ahead sign (W6-2) shall be used in advance of zebra crossings where visibility of R3-1 signs are obstructed or a bicycle lane is at the crossing.

(j) The crossing shall only be used mid-block; not on slip lanes or at intersections.

(k) The crossing should not be installed where drivers may inadvertently queue over the crossing. Consider the impacts between vehicle and pedestrian volumes at the location.

(l) Continuously operating twin alternating flashing yellow signals may supplement the Pedestrian Crossing sign (R3-1) where:

(i) It is necessary to increase the visibility of the crossing, or
(ii) The AADT is greater than 5000 vehicles, or
(iii) The crossing is located near a school and is supervised by monitors.

(m) This Operational Instruction applies for a typical two-way road. Where the crossing is to be installed on a one-way road, the above requirements shall apply to that direction, and the traffic control devices not applying to the direction of travel should be omitted.

Other crossing points and safety improvement considerations as described in industry guidelines outline:

- The effectiveness of a zebra crossing would be affected if there are other crossing points in the immediate vicinity. The New Zealand Government’s Pedestrian Planning and Design guide recommends that zebra crossings should not normally be sited within 100m of any other pedestrian crossing points or signalised pedestrian crossing.
The *Austroads Guide to Road Design Part 4 - Intersection and Crossing* recommends good practice for the use of pedestrian refuges as outlined below:

- Desirable minimum of at least 2.0m wide refuge to provide adequate separation from traffic flows and particularly where traffic speeds are high.
- A minimum of 1.8m wide refuge to allow for standing of a person wheeling a pram, a person in a wheelchair or walking with a bicycle.
- At least 2.4m wide when considering installing a staggered pedestrian crossing.

There are many considerations, as presented above, surrounding the installation of zebra crossings. The Australian Standards and DPTI Operation Instruction 10.6 outline the requirements for installation of zebra crossings. As the existing pedestrian crossings on Murray Street are performing effectively and are separated in all cases by less than 150m from each other or a PAC, the effectiveness of a zebra crossing would likely be compromised and should not be sited in such close proximity to existing crossing points. Additionally, from a traffic survey undertaken in January 2017 as part of the Murray Street Stage 6 Project, it was identified the 85th percentile speeds along Murray Street were in the range of 35 to 40 km/hr.

Based on the DPTI Operational Instruction 10.6, Council staff consider a zebra crossing installation on Murray Street to not be suitable given the proximity to existing pedestrian crossings, signalised pedestrian crossings and existing vehicle speeds. Zebra crossings will however be considered in other areas of Gawler subject to future Local Area Traffic Management (LATM) studies and relevant standards. Council staff also consider there is an option for a detailed investigation which will require funding in 2018/19 to review the opportunity for a Zebra Crossing on Murray Street, required changes to infrastructure and costs and impacts more broadly (i.e. parking and traffic flow). Under this option, a detailed survey of pedestrian demand and vehicle movements should be undertaken to justify the installation and to determine the optimum location of a pedestrian crossing as outlined in Appendix A of the DPTI Operational Instruction 10.6.

**Footpaths on Tod Street**

The majority of footpaths on Tod Street were constructed in 1990, were not subject to current standards for disability access and are not due for renewal until near the year 2030 subject to budget approval at such time. The footpaths are constructed with asphalt and connect to Murray Street.

The footpath on Murray Street is designed and constructed to current Australian Standard AS1428.1 for disability access and DDA complaint in regard to concrete pram ramps installed.

Observations by Council staff determined that the overall footpath cross fall on Tod Street was between 3.5% and 5% over 2 metres. Council’s standard is a maximum of 2.5% cross fall in accordance with Australian Standard AS 1428.1 for all future footpath renewal and upgrade works.

Tod Street is marked in the Town of Gawler Integrated Urban Design Framework (TCUDF) as a key location within the Town Centre to enhance and cater for future growth and use. This will provide additional opportunities for placemaking and encouraging community access as well as delivering open space for outdoor dining and entertaining areas. Walker Place was also marked in the TCUDF for similar purposes and is currently being progressed. A recommended approach is detailed later in this report.
Whilst there is no immediate requirement for the Council to renew and upgrade the footpaths on Tod Street, consideration will be given to upgrade of these footpaths and other footpaths more broadly within Gawler Town Centre to improve pedestrian connectivity as future streetscape projects progress.

**Potential of disabled car parking spaces on Murray Street**

Council staff have undertaken an assessment of existing on-street and off-street parking on Murray Street. Murray Street has a two hour parking restriction between Lyndoch Road and Bridge Street, which encourages turnover of vehicle parking in high demand areas. Spot check monitoring has been undertaken daily during peak lunchtime trading hours of the day (11am to 1pm) on the existing parking demand on Murray Street. These spot checks were completed for 3 consecutive days over the period of one week during peak lunchtime trading hours. It was noted that approximately 40% of on-street parking spaces were not occupied and considered available for public use. Council inspectors also regularly monitor the parking spaces on Murray Street for compliance in this regard.

The construction of any new car parking spaces, including disabled car parking spaces, are undertaken in accordance with current standards, which are the Building Code of Australia and Australian Standard AS2890. The standards include but are not limited to a shared area, bollards, linemarking and signage to clearly delineate disabled parking bays. There are several off-street parking spaces available near Murray Street that have disabled parking spaces that are located both on public and private property. Overall, there are 58 disabled parking bays available for holders of disability parking permits within the Gawler Town Centre (refer Attachment 3). In preparing this report Council staff noted that there was not clearly defined advisory signage on Murray Street to improve awareness of parking facilities that have provision of disabled parking spaces. Council staff consider advisory signage should be installed to promote the location of existing public parking facilities with disabled parking spaces in the Town Centre area.

Council staff note the majority of off-street disabled car parking spaces located on public and private property within walking distance to Murray Street are constructed in accordance with Australian Standard AS2890.6. Monitoring of these disabled parking spaces over a period of 3 days for 1 week at lunchtime trading hours (11am to 1pm) by Council staff has noted only 50% of the total available disabled car parking spaces were occupied.

The off-street disabled car parking standards outline 1 disabled parking space per 50 car parking spaces as outlined in Building Code of Australia. There is no on-street parking rate outlined in the Australian Standard AS2890.6, however it does specify minimum dimensions, signage and linemarking for car parking spaces. For example, parallel on-street disabled car parking spaces are required to be minimum of 3.2 metres wide by 7.6 metres long with kerb ramps to provide safe entry and exit onto a footpath.

The existing on-street parallel parking on Murray Street does not meet the dimensional requirements for disabled spaces in accordance with standards and furthermore is not an ideal location for these car parking spaces due to a mix of high traffic volumes and pedestrian movements. Retrofitting on-street disabled parking spaces on Murray Street would have physical constraints due to existing footpath width and stormwater issues. The Walking and Cycling Plan 2008 and the Town of Gawler Integrated Urban Design Framework has previously outlined a minimum footpath width of 1.6m is required with 2.5m footpath width desirable in the Town Centre area for pedestrian movement.
With the future development of the Town Centre on both public and private land, Council staff will consider provision of additional disabled parking spaces. Further investigation is required to identify possible future upgrades to accessibility on public land and footpaths, particularly on Tod Street, Whitelaw Terrace and Julian Terrace.

In summary, Council staff advise a budget bid of $20,000 be considered for the 2018/19 financial year toward the further investigation of:

a. Improvements to existing public disabled parking spaces in the Town Centre area;

b. Explore opportunities for additional public disabled car parking spaces in the Town Centre area; and

c. Potential improvements to footpaths and existing on-street parking spaces on Tod Street, Whitelaw Terrace and Julian Terrace.

The above investigation would also need to consider the context and outcomes of the future Gawler Town Centre Car Parking Strategy 2017-2020 and Town of Gawler Integrated Urban Design Framework document.

**COMMUNICATION (INTERNAL TO COUNCIL)**

Manager Infrastructure and Engineering Services
Manager Development, Environment and Regulatory Services
Team Leader Environment and Regulatory Services
Strategic Planner, Development Services

**CONSULTATION (EXTERNAL TO COUNCIL)**

Nil

**POLICY IMPLICATIONS**

Nil

**STATUTORY REQUIREMENTS**

Nil

**FINANCIAL/BUDGET IMPLICATIONS**

Council staff advise a budget bid be considered for the 2018/19 financial year toward the further investigation of:

a. Potential improvements to existing disabled parking spaces in the Town Centre area;

b. Explore opportunities for additional disabled car parking spaces in the Town Centre area; and

c. Potential improvements to footpaths on Tod Street, Whitelaw Terrace and Julian Terrace.

Allowance for an indicative budget bid of $20,000 for engineering consultancy work is envisaged for this investigation into potential improvements to disability infrastructure in Gawler.
COMMUNITY PLAN

Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.3: Urban growth to be sustainably managed
Objective 2.5: Manage growth through the real connection of people and places
Objective 3.7: Create a safe community environment
Objective 5.2: Be recognised as a ‘best practice’ Local Government organisation
OFFICER’S RECOMMENDATION

Item 7.10 – Domestic Hard Waste Collection Service (CC17/117)

That the Infrastructure and Environmental Services Committee recommend to Council that:
1. The Domestic Hard Waste Collection Service report be noted.
2. Further consideration be given for a new suburb-by-suburb Hard Waste Collection Service Model for concession cardholders as part of deliberations associated with the 2018/19 budget.

BACKGROUND

At the 28 February 2017 Council meeting the following motion on notice was adopted regarding the provision of greater support for ratepayers in the provision of waste management services.

Moved by Deputy Mayor I Tooley
Seconded by Cr K Fischer
Motion No: 2017:02:63

That:
Council investigates, and prepares a report on, possible ways of providing greater support for rate payers in the provision of waste management services. Options could include hard waste pickups, dump vouchers, etc.

As a result, a detailed report was presented to the Infrastructure and Environmental Services Committee on 11 April 2017. This report identified that Council, prior to 2013, offered one “free” dumping day per year at the Paxton Street Waste Transfer Station.

Residents could take their hard waste to this site for disposal. When the Paxton Street Waste Transfer Station closed in February 2013 residents were advised to utilise the Northern Adelaide Waste Management Authority (NAWMA) facility at Bellchambers Rd, Edinburgh North on a fee for service basis. NAWMA is a Local Government Regional Subsidiary involving the City of Salisbury, City of Playford and the Town of Gawler.
The decision to close the Paxton Street Waste Transfer Station was driven by the need to consolidate Council’s waste management facilities to achieve operations efficiencies, which was ultimately a response to significant changes in State based regulations pertaining to the operations of waste management facilities.

In considering options moving forward relative to hard waste collection it is noted that any additional waste collection service could complement the existing weekly/fortnightly kerbside collection service that the Town of Gawler currently offers via the 3-bin kerbside waste service. The current service does not pick up items that are usually too large to be collected in the normal kerbside bin pick up system.

If the Town of Gawler was to consider an additional service focussing on waste outside of the weekly/fortnightly service, it would likely support the collection of such items as furniture, carpet, white goods, electrical items, lounge suites and their foam cushions, pillows, mattresses, scrap metal and timber. Such a service could provide an opportunity for residents to discard relevant categories of accumulated material of a domestic nature.

Other subsidiary Councils provide hard waste management services. This includes a regular domestic hard waste collection service with the aim of providing a cost effective service for maximise landfill diversion rates. For example, the Salisbury Council provides a voucher system for residents to drop-off hard waste free of charge, or a suburb by suburb hard waste collection system at a cost of $10. While the City of Playford has a once yearly suburb by suburb collection system free of charge.

Some of the current hard waste management services previously presented by staff that other Council’s provide in conjunction with regular weekly/fortnightly domestic services include:-

1. A set voucher system that provides residents with access to the NAWMA waste transfer station free of charge, for one flat single axle 2.1m x 1.5m x 2.0m metre trailer load per year at $55 open and $65 caged.

2. A suburb by suburb booking system, whereby residents can book up to one month in advance for their hard waste to be collected from their home, at a fee of $10. This could be offered over two periods per year when residents can access the home collection service albeit that only one service collection per year is available.

3. An annual suburb by suburb booking system, whereby residents can book up to one month in advance for their hard waste to be collected from their home, This could be offered over two periods per year where residents can access the home collection service albeit that only one service collection per year would otherwise be available.

A hard waste collection service based on Option 3 above would cost Council approximately $125, 000 - $150, 000 per year. This has been revised down from $180,000 to $200,000 as previously suggested based on further discussions with NAWMA.

However, this cost analysis is based on:

- 25.5% annual participation rate (2,484 rateable properties) of Council’s total rateable properties (9,742)
- 2018/19 Solid Waste Levy of $100 per tonne
- Average collection weight of 132 kilograms.
These figures are based on a service uptake at the City of Salisbury’s hard waste collection service and associated NAWMA costs, such as collection, waste levy and administration fees. If participation rates exceed 25.5%, average collection weights exceeds 132 kilograms per collection and/or increases to the Solid Waste Levy occur, it will have a material impact on the cost to Council.

Examples of Hard Waste Collection Services Provided by other Councils.

<table>
<thead>
<tr>
<th>Town</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playford</td>
<td>Once-yearly suburb by suburb hard waste collection free-of-charge.</td>
</tr>
<tr>
<td></td>
<td>Bookings via service provider.</td>
</tr>
<tr>
<td>Salisbury</td>
<td>Two Options for Residents</td>
</tr>
<tr>
<td></td>
<td>1. The Voucher System, providing residents with access to the Council Waste Transfer Station free of charge, for one 2.1m x 1.5m x 2.0m metre trailer load per year or;</td>
</tr>
<tr>
<td></td>
<td>2. A Suburb by Suburb Booking System, residents can book up to one month in advance for their hard waste to be collected from their home, at a fee of $10. Two periods per year when residents can access the home collection service but only one service collection per year is available.</td>
</tr>
<tr>
<td>Unley</td>
<td>One hard waste collection per financial year. (1 July - 30 June).</td>
</tr>
<tr>
<td></td>
<td>Bookings are required and are subject to availability and waiting periods may apply.</td>
</tr>
<tr>
<td>Prospect</td>
<td>Telephone request.</td>
</tr>
<tr>
<td></td>
<td>Up to three collections per year per resident.</td>
</tr>
<tr>
<td>Tea Tree Gully</td>
<td>Bookings on line. External provider</td>
</tr>
<tr>
<td></td>
<td>2 free hard waste pick-ups per household each year</td>
</tr>
<tr>
<td>Port Adelaide</td>
<td>Telephone request for up to four collections per year per resident.</td>
</tr>
<tr>
<td>Enfield</td>
<td>Current waiting period 6-8 weeks.</td>
</tr>
<tr>
<td>Burnside</td>
<td>One At-Call pickup per financial year</td>
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<tr>
<td></td>
<td>Book at any time of the year through external provider.</td>
</tr>
<tr>
<td></td>
<td>Pickup to occur within 4 weeks from the date of call.</td>
</tr>
<tr>
<td>Walkerville</td>
<td>One At-Call pickup per financial year</td>
</tr>
<tr>
<td></td>
<td>Book at any time of the year through external provider.</td>
</tr>
<tr>
<td></td>
<td>Pickup to occur within 4 weeks from the date of call.</td>
</tr>
<tr>
<td>Light Regional</td>
<td>400 free hard waste collection services for residents in the townships.</td>
</tr>
<tr>
<td></td>
<td>200 free disposal vouchers to take household waste to NAWMA</td>
</tr>
<tr>
<td>Mitcham</td>
<td>One At-Call pickup per financial year</td>
</tr>
<tr>
<td></td>
<td>Book at any time of the year through external provider.</td>
</tr>
<tr>
<td></td>
<td>Pickup to occur within 4 weeks from the date of call.</td>
</tr>
</tbody>
</table>

As a result of the report presented to the IES Committee on 11 April 2017, the following recommendation was presented by the IES Committee to Council, which was subsequently adopted at its meeting on 26 April 2017:
Moved by Mayor K Redman
Seconded by Cr P Koch
Motion No: IES:2017:04:13

That the Infrastructure and Environmental Services Committee:-
2. Request Staff to undertake further investigation into the matter and provide a further report back to this Committee. Such consideration being:
   a) Limiting a possible hard waste service to particular community groups e.g. concession card holders.
   b) Community based and/or private business operation options.
   c) Increasing recycling levels through a targeted community engagement program.

This report seeks to provide this Committee with further information on Hard Waste Management Services, including not limited to, information on limiting a possible hard waste service to concession card holders. Community based and/or private business operations and increasing recycling levels through a targeted community engagement program.

The current waste management service provided by Council aims to reduce waste that ends up in landfill and with the aid of NAWMA raise awareness of the importance of recycling or 'resource recovery'.

COMMENTS/DISCUSSION

The administration has conducted further investigations into the feasibility of implementing and introducing additional services in line with the following suggestions.

1. Limiting a possible hard waste service to particular community groups / concession card holders.
2. Community based and/or private business operation options.
3. Increasing recycling levels through a targeted community engagement program.

Possible Options for Community Groups/Concession holders

Options that would be considered complimentary to the NAWMA weekly fortnightly schedule (and additional to those previously presented above and those services provided through the Bellchambers Road facility), that Council could consider include:-

1. A set voucher system that provides access to the NAWMA waste transfer station free of charge, for one 2.1m x 1.5m x 2.0m metre trailer load per year. This could be limited to concession card holders or for Community Groups to facilitate on behalf of concession card holders;

2. A suburb by suburb booking system, whereby concession card holders can book up to one month in advance for their hard waste to be collected from their home free of charge.
Based on Option 2 above, it is estimated based on 2014 concession data, that Gawler currently has approximately 2000 concession card holders. Assuming a take-up rate of 25.5% with an average weight of 132 kilograms and applying the 2018/19 Solid Waste Levy this service would cost Council approximately $30,000-$40,000 per year. If participation rates exceed 25.5%, average collection weight exceeds 132 kilograms per collection and/or increases to the Solid Waste Levy occur, it will have a material impact on the costs. It should also be noted that the Solid Waste Levy is expected to increase by approximately 2.5% after 2018/19.

**Private business operations**

The NAWMA Charter provides for a residential waste collection service. This service incorporates providing a waste collection service to private and commercial businesses. This current service is not intended to incorporate commercial hard waste that is often bulky and difficult to handle.

It is however important to note that there is at least one private waste management company operating in Gawler. CBS Bins currently operates a waste transfer station located on Kelly Road in Willaston.

More recently CBS Bins was granted Development Approval for a further expansion of their operations in Willaston (2016). This will significantly increase the amount of waste able to be processed at this site from 5,000 tonnes per annum to 15,000 tonnes per annum. It also now allows for members of the community to drop-off household waste products at this site. Previously CBS Bins distributed large bins to residential properties, in which commercial, industrial and household waste could deposited. This was then collected by CBS Bins and processed at their Willaston facility.

This expansion is estimated to have cost approximately $4.2 million, including a grant from the State Government (Zero Waste SA) of $300,000. It is due to open to the public from 13 November 2017 (Saturdays and Sundays).

This private section investment was seen as a “demand based” opportunity following the close of the Paxton Street Waste Transfer Station. Further investigations would be required by staff, if Council was to recommence a hard waste collection service in Gawler, to determine if this triggered any competitive neutrality rules.

**Community Education – Reduce Waste to Landfill.**

The issue of increasing recycling levels through a targeted community engagement program will be a significant strategy to be introduced by NAWMA across the subsidiary Council’s over the next 1-2 years.

The decision made by the State Government to increase the Solid Waste Levy, with increases to the Levy occurring annually for the following years will impact costs associated with waste going to landfill. Landfill disposal pricing will increase from the current level of around $100 per tonne to around $160 per tonne.

NAWMA has identified that greater emphasis on improving landfill diversion rates is now required. Initiatives such as introducing recycling and better waste management practices will benefit the community and council. The strategies for greater recycling and the proper use of the Council three bin system will be at the forefront of the proposed scheme. Community engagement and the development of education campaigns must reach all residents and provide clear information on waste management and recycling.
It is also noted that this is a key element in the Council’s environmental management Plan, and be a key deliverable in Council officers working with NAWMA to improve our landfill diversion rate through community education.

COMMUNICATION (INTERNAL TO COUNCIL)

Discussion has been held with the Chief Executive Officer, the Manager Development, Environment & Regulatory Services and the Manager Finance & Corporate Services.

CONSULTATION (EXTERNAL TO COUNCIL)

Initial discussions have been held with the Chief Executive Officer and Operations Manager of NAWMA and CBS Bins.

It is envisaged that if Council was to pursue any hard waste collection service, community consultation should be undertaken to ensure the proposed service delivery model meets community expectations.

POLICY IMPLICATIONS

All relevant Council Policies will be adhered to.

STATUTORY REQUIREMENTS

This matter does not have any statutory requirements.

FINANCIAL/BUDGET IMPLICATIONS

As Council does not currently provide a hard-waste collection service (i.e. for those items that cannot be disposed of or recycled via the existing kerbside waste collection program), the cost of such a service would be an additional recurring impost on the annual budget.

Consequently, without any offsetting expenditure savings, such cost would either reduce the annual operating result otherwise achieved or would need to be funded from a matching increase in General Rate revenue.

It is recommended that consideration of a possible hard waste service be considered in the context of a new initiative budget bid within the 2018/19 budget deliberations.
COMMUNITY PLAN

Objective 1.2: Build a local community that is proud of Gawler
Objective 2.3: Urban growth to be sustainably managed
Objective 2.4: The local environment to be respected
Objective 2.5: Manage growth through the real connection of people and places
Objective 3.1: Health and social wellbeing services in Gawler to meet growing regional community needs
Objective 3.7: Create a safe community environment
Objective 4.2: Support development that respects the environment and considers the impacts of climate change
Objective 4.3: Protect environmentally significant areas of native vegetation for present and future generations
Objective 4.4: Support sustainable use of natural resources and minimise further waste to landfill
Objective 4.5: Support provision of useable open space that preserves habitat and biodiversity
Objective 5.2: Be recognised as a ‘best practice’ Local Government organisation
Objective 5.3: Deliver ongoing effective and efficient services, including support for regional collaboration
REPORTS BY OFFICERS

<table>
<thead>
<tr>
<th>Item Number</th>
<th>7.11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>EVANSTON GARDENS DEVELOPMENT PLAN AMENDMENT (PRIVately FUNDED DPA) - DRAFT</td>
</tr>
<tr>
<td>Date</td>
<td>10 October 2017</td>
</tr>
</tbody>
</table>
| Author(s)   | Jane Strange, Senior Development and Strategic Policy Officer  
               David Petruzzella, Strategic Planner |
| Reference   | CC14/574; CR17/580; CR16/51189; CR17/48845; CR17/49838; CR17/48847; CR17/48850; CR17/48852; |
| Previous Motion | Council, 22/11/2016, Motion No: 2016:11:470;  
                        Council, 23/08/2016, Motion No: 2016:08:336;  
                        Council, 28/06/2016, Motion No: 2016:06:270;  
                        Council, 26/04/2016, Motion No: 2016:04:132;  
                        Council, 26/08/2014 Motion No: 2014:08:308;  
                        Council, 24/06/2014 Motion No: 2014:06:195 |
| Attachment/s Under Separate Cover | 1 – Summary of Consultation and Proposed Amendments Report  
                                           2 – Updated Traffic Assessment - SIDRA Analysis – WGA  
                                           3 – Evanston Gardens Development Plan Amendment - Draft  
                                           4 – Concept Plan Angle Vale Road Access  
                                           5 - Concept Plan Jack Cooper Drive/Hillier Road Access  
                                           6 – Traffic Interventions Plan |

OFFICER’S RECOMMENDATION

Item 7.11 – Evanston Gardens Development Plan Amendment (CC14/574)

That the Infrastructure & Environmental Services Committee:-

1. Notes the update report and acknowledge the draft Summary of Consultation and Proposed Amendments Report for the Evanston Gardens Development Plan Amendment.

2. Acknowledges the ongoing negotiations with the landholders pertaining to the Infrastructure Agreement, and the provision of critical infrastructure needed to support the intended future use of the land.

3. Notes that a further report will be submitted to Council including the final DPA, the Summary of Consultation and Proposed Amendments Report and the Infrastructure Agreement and associated Land Management Agreement for authorisation.
BACKGROUND

On 24 June 2014, Mr Grazio Maiorano of Urban and Regional Planning Solutions (URPS), acting on behalf of land owners Mr Tony Virgara and Mr Martin Banham, sought in-principle support from the Infrastructure and Environmental Services (IES) Committee for a Proponent-Funded Development Plan Amendment (DPA) relating to land at Evanston Gardens.

The IES Committee subsequently resolved to recommend to Council, via motion 2014:06:27, that Council provide in-principle support for a DPA to facilitate an expansion of the existing Residential Park Zone and the Residential Zone – Evanston Gardens/Evanston South Residential Policy Area 4.

Following robust investigations by the proponent and a subsequent peer review of all works undertaken by the Town of Gawler (all of which were detailed through previous committee reports), Council resolved to release the DPA for community and agency consultation via the following motion:

Moved by Deputy Mayor D Hughes
Seconded by Cr I Tooley
Motion No: 2016:06:270

That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.3 of the meeting of that Committee meeting held on 14 June 2016, being:

Motion No: IES:2016:06:28
That the Infrastructure and Environmental Services Committee recommend to Council that the:-
1. Draft Evanston Gardens Development Plan Amendment be released for public consultation in accordance with Council’s obligations under Section 25 (8) (b) (ii) of the Development Act 1993.
2. Chief Executive Officer be authorised to a make minor amendments to the Development Plan Amendment based on any legal advice or at the request of the Minister/Department of Planning, Transport and Infrastructure before it is released for consultation.
3. Chief Executive Officer be authorised to continue negotiations with the developers in relation of the scope of Consequential Infrastructure Works and Community Infrastructure Contributions to be contained in an Infrastructure Agreement. Such negotiations are to be finalised and endorsed by Council before the draft DPA is presented back to Council for further consideration.
4. Staff provide clarification on:
   a. The rationale of change of land use as it relates to the northern most allotment (adjacent Clifford Road) specifically the change from rural to residential land use.
   b. The wording on page 24 of 66 related to bus routes and bus stops.
   c. On page 61 of 66, the acoustic protection alignment at the corner of Jack Cooper Drive and Angle Vale Road.
   d. Adjustment of maps on page 18 and 20 of 66
   e. The traffic relation to Coventry Road realignment.
   f. Availability of the supporting documentation when the DPA is released to Public Consultation and possible covering notation regarding updates on document as above.
The community consultation period for the Evanston Gardens DPA was open from Wednesday 10 August 2016 until Friday 14 October 2016. All relevant government agencies received a copy of the DPA for comment. The DPA was on display in all Council offices and it was made available on Council’s website.

Throughout this community consultation period, Council received a total of 332 submissions consisting of 10 agency submissions and 322 public submissions, of which 318 were from Hillier Park residents.

At the August 2016 Infrastructure and Environmental Services (IES) meeting, a report was presented recommending the IES Committee be appointed as the relevant committee pursuant to Section 25 (11)(c) of the Development Act 1993, to consider any public representations made and to provide advice to the Council in relation to any representations. As a result the following motion was adopted:

Moved by Cr A Shackley
Seconded by Deputy Mayor D Hughes
Motion No: 2016:08:336

That Council adopts the recommendation from the Infrastructure and Environmental Services Committee made at item 7.4 of the meeting of that Committee meeting held on 9 August 2016, being:

Motion No: IES:2016:08:44
That the Infrastructure and Environmental Services Committee recommend to Council that:-
1. The Committee Appointment for Evanston Gardens Development Amendment Community Consultation report be noted.
2. Pursuant to Section 25 (11)(c) of the Development Act 1993, the Infrastructure and Environmental Services Committee be appointed as the committee to consider any public representations made in relation to the Evanston Gardens Development Plan Amendment (DPA).

This public hearing was a legislative requirement under the Development Act 1993 and provided an opportunity for community members to voice their concerns and/or opinions to the nominated committee. The following five community members requested to make a representation:

1. Mr Kelvin Goldstone (Hillier Park Residential Village Resident)
2. Mr Grazio Maiorano (Urban & Regional Planning Solutions (URPS)
3. Mr Martin Banham (Hillier Park Residential Village – Owner/Operator)
4. Mrs Marisa Pozenel
5. Mr Graham Brookman

Subsequent to the public hearing, the following motion was adopted by Council:

Moved by Cr Hughes
Seconded by Cr Nicolson
Motion No: 2016:11:470

That Council notes the adopted Motions from the Infrastructure and Environmental Services Committee made under Delegated Authority at the meeting held on 27 October 2016, being:
This report seeks to provide an update in relation to the Evanston Gardens DPA, including proposed amendments to the DPA following public and agency consultation and the process and an update on discussions pertaining to the key elements of an Infrastructure Agreement.

COMMENTS/DISCUSSION

Since the conclusion of the community consultation period, Council staff have worked through the feedback received and have prepared a detailed Summary of Consultation and Proposed Amendments (SCPA) Report (Attachment 1), as required under the legislation.

The report examines all of the feedback received through the community consultation period and provides a response to each key point raised with the intention of progressing the DPA forward.

Some notable issues raised during the community consultation period by both Hillier Park Residents and the Department of Planning Transport and Infrastructure (DPTI) – Transport Services Division include:

1. Hillier Park Residents:

   a. Object to the original design which proposed a roundabout located at the entrance/egress of the Hillier Park Residential Park;
   b. Object to vehicular access to the southern DPA site via Hillier Road;
   c. Wish to see a vegetative screening/buffer of the southern site along Hillier Road;
   d. Do not wish to see dwellings face or have direct access via Hillier Road; and
   e. Wish to see height limits enforced for dwellings located on the southern site closest to Hillier Road, directly adjacent to Hillier Park.

2. Department of Planning Transport and Infrastructure – Transport Services Division:

   a. Trip generation rates utilised in the assessments undertaken are too low;
   b. Traffic modelling required to be undertaken utilising applicable traffic projections;
   c. Request for additional modelling in relation to the need for the number of proposed roundabouts; and
   d. Suggest that Council liaise with the Department regarding the upgrades, suggestions and an updated traffic analysis.
In response to the Public Consultation comments, changes have been made to the draft DPA reinforcing dwellings facing but not having direct access to Hillier Road. The roundabouts have been removed from the design but, as a consequence, a second access/egress will be required on Angle Vale Road, which will result in more manageable traffic flows.

The comments highlighted by DPTI’s Transport Services section were the subject of extensive and protracted discussions between Council staff, senior DPTI staff and Council’s consulting engineers. These deliberations were the reason why this concluding section of the DPA has taken longer than originally anticipated.

The most notable variation as a result of these discussions is the second access/egress point from Angle Vale Road. Originally, DPTI advocated for all access/egress to be from one point on Hillier Road. Earlier traffic modelling, which considered only one point, recommended noticeably different infrastructure requirements, including roundabouts on Jack Cooper Drive and Hillier Road. As DPTI have allowed a second access/egress point and shared the anticipated traffic pressure between the two points, the infrastructure requirements have subsequently changed.

Through these collaborative discussions, a new traffic plan has been generated for the area along with updated Signalised and Unsignalised Intersection Design and Research Aid (SIDRA) analysis (Attachment 2), which staff believe now adequately addresses the concerns of the Hillier Park community and has now received support from DPTI.

This updated traffic plan now proposes:

1. Two T-Junctions on Hillier Road: one upgrading the access into Hillier Park and a new one to service Lots 32 and 34;
2. Upgrade of Hillier Road from Jack Cooper Drive to the new entrance of Hillier Park;
3. New T-Junction on Angle Vale Road to provide access to Lots 32 and 34;
4. Internal road network review to assess suitability of existing infrastructure to cater for the future expanded retirement living development; and
5. An emergency egress to Clifford Road.

Only the Hillier Road works are attributed to Council and these will be subject to an Infrastructure Agreement and Land Management Agreement between the proponents and Council. (A summary of the details in this regard are provided below).

As they are arterial roads under the care and control of the Commissioner of Highways, the works on Jack Cooper Drive and Angle Vale Road will be subject to separate Deeds of Agreement with DPTI. Staff will ascertain from DPTI the details of these agreements and that the developers have agreed and executed same.

The recommendations made in the SCPA Report are considered adequate and accord with the 30 Year Plan for Greater Adelaide and other State and Council strategic documentation.

Due to the Planning Reforms currently underway, the State Government have advised that all DPAs currently in the system must be completed and submitted by December this year to avoid being deferred and incorporated into the Planning and Design Code, resulting in a delay of potentially up to three years.
The recommendation to Council is to note that statutory consultation with government agencies and the public has been undertaken in accordance with Section 25 of the Development Act 1993 and as agreed to in the Statement of Intent (SOI).

The recommendation is also to note the draft Evanston Gardens Development Plan Amendment (Attachment 3) and also the Summary of Consultation and Proposed Amendments Report.

The necessary Agreements will then be formulated and be presented to Council at the earliest opportunity for approval with the final DPA, prior to submission of the DPA and SCPA Report to the Minister for approval.

Ongoing negotiations have been undertaken with the proponents this year, taking into consideration changes required by DPTI during this period.

Key elements of Council’s original requirements were:

a. Provision of roundabouts at the entrance to Hillier Park and the southern land portion, the intersection of Hillier Road and Jack Cooper Drive and the intersection of Jack Cooper Drive and Angle Vale Road;
b. Reconstruction of Hillier Road to minor collector standard;
c. Undergrounding of power lines along Hillier Road;
d. Demolition of two existing bus stops on Jack Cooper Drive and construction of new bus stops further north;
e. Construction of pedestrian footbridge over the Clifford Road drain to provide access to the new bus stops;
f. Construction of a T-Junction to provide access from Angle Vale Road to Lots 32 and 34;
g. Provision of a financial contribution towards the future roundabout at the intersection of Jack Cooper Drive and Angle Vale Road;
h. Construction of shared paths and pram ramps;
i. An underground drainage pipe from the southern land to the Angle Vale Road drainage pipe;
j. Construction of reinforced concrete drainage pipe along Hillier Road to replace the open swale;
k. Construction of an underground pressure main pipe reticulation for the extent of the developer’s land along Angle Vale Road.

Further discussions with DPTI revealed their reluctance to allow roundabouts which would impede the flow of traffic. They required further traffic assessment to validate the request for an access/egress onto Angle Vale Road and these have only recently been finalised, with details being itemised in Attachment 4&5.

The undergrounding of power lines was initially proposed for Hillier Road to be funded by the landowners at an approximate cost of $1.4 million. The proponents put a case to staff that funding of the undergrounding of power lines is not appropriate in this instance as the poles are outside the clear zone for a collector road. There is no traffic reason to underground the power lines, which staff have conceded.

There may be an argument regarding amenity of the area in favour of undergrounding the power lines, but bearing in mind the nature of the locality, it could be unreasonable to burden the landowners with these costs, particularly as the poles are on the northern side of Hillier Road, directly abutting the existing developed Hillier Park.
The rezoning of land within Hillier on the eastern side of Jack Cooper Drive resulted in the requirement of undergrounding of power lines. This area is zoned Residential, the subject land north of Hillier Road is zoned Residential Park and Deferred Urban and the subject land to the south of Hillier Road will be rezoned from Deferred Urban to Residential. In view of the zoning, that the existing land use will continue and the location of the power lines on that side of Hillier Road, there may be a case for not pursuing the undergrounding.

The landowners have consistently maintained they should only be responsible for costs associated with their development. Agreement in principle has been achieved, with ongoing negotiations continuing.

In this regard, Council requires the following infrastructure works:

1. Reconstruction of Hillier Road to minor collector standard of the section abutting the rezoning;
2. Two T-Junctions on Hillier Road: one upgrading the access into Hillier Park and a new one to service Lots 32 and 34;
3. Upgrade of Hillier Road from Jack Cooper Drive to the new entrance of Hillier Park;
4. New T-Junction on Angle Vale Road to provide access to Lots 32 and 34;
5. An emergency egress to Clifford Road.
6. An underground drainage pipe from the southern land to the Angle Vale Road drainage pipe;
7. Construction of an underground pressure main pipe reticulation for the extent of the developer’s land along Angle Vale Road.
8. Construction of reinforced concrete drainage pipe along Hillier Road to replace the open swale;
9. Demolition of two existing bus stops on Jack Cooper Drive and construction of new bus stops further north;
10. Construction of pedestrian footbridge over the Clifford Road drain to provide access to the new bus stops;
11. Construction of shared paths and pram ramps;

The reconstruction of Hillier Road will be partially funded by Council as some works are scheduled for future construction in Council's Business Plan at an estimated cost of approximately $25,000; these works are anticipated to be undertaken in the next two to three years.

Stormwater from future development has been the subject of considerable discussion. A developer-funded infiltration basin is to be sited north of the residential development area in Hillier Park. In the case of failure, a flood gate and outlet across the Clifford Road drain will be required. Likewise, Lot 32 will have a developer-funded detention basin in the south western corner. Any future development will be required to detain stormwater to pre-development flows.

Mr Banham has indicated a desire to maintain the current access to Hillier Park in the current configuration of his access at an angle due to safety considerations regarding vehicle speed within the premises. Staff will continue discussions in relation to this, but a decision will not be required until the future upgrade of Hillier Road. The intention is to retain the current access configuration – the Short Term plan in Attachment 6 will require further updating.
Officers from DPTI’s Transport Section have confirmed their acceptance in principal of the traffic modelling for the sites subject to the Angle Vale Road intersection being confirmed as compatible with the current and future configuration of Coventry Road. This can be achieved through Council, DPTI and the proponents entering into a Deed of Agreement to ensure a satisfactory outcome. DPTI are seeking that the development be staged so that the construction of the Angle Vale Road intersection coincides with the realignment of Coventry Road. Detailed design will be assessed by both Council and DPTI at lodgement of any future land division.

There has been discussion regarding the requirement for the landowners to make a Community Infrastructure Contribution. Discussions to date have seen the owner of Hillier Park suggesting that the demographic of the Park’s residents and the existing facilities available on site mean they will be less likely to utilise the facilities at Karbeethan Reserve and the Evanston Gardens Community Centre.

Staff have always maintained their stance on the payment of this contribution, as all developers have been required to pay the designated amount in recent years and it is considered appropriate in the context of the provision of community infrastructure for future residents. The standard rate of $12,768 (indexed to CPI annually) per hectare is intended to be applied to the developable areas shown in the draft DPA. The total amount of $194,674 will be pursued by staff to be paid by the developers.

Community Infrastructure Contributions were also levied on developers involved in two recent DPAs including the New Southern Urban Areas DPA and the Hillier DPA. These funds will be used for the future expansion/improvement of the Karbeethan Reserve.

Staff are continuing to negotiate with the proponents with a view of finalising the subject agreements in October and will present them to the IES Committee and Council with a finalised DPA and SPCA for approval, prior to being submitted to the Minister for authorisation.

COMMUNICATION (INTERNAL TO COUNCIL)

The Chief Executive Officer, Manager Development, Environment and Regulatory Services, Manager Infrastructure & Engineering Services and Team Leader Engineering Services have been closely involved in the scope of the Evanston Gardens Statement of Intent, the terms of the Proponent-Funded DPA Deed of Agreement and the draft DPA underlining all associated investigations.

CONSULTATION (EXTERNAL TO COUNCIL)

All initiatives outlined in the list of priority DPAs contained in the Strategic Directions Report, which included the Evanston Gardens DPA, underwent extensive community consultation.

All public consultation relating to this particular DPA was conducted pursuant to Section 25 of the Development Act 1993 and in accordance with the Statement of Intent.
POLICY IMPLICATIONS

To guide development that results in good outcomes, Council’s Development Plan contains zones, maps and policies providing specific criteria against which development applications are assessed.

Development Plan Consent is granted to development applications where on balance they meet the specific criteria set in the Development Plan for a zone or policy area.

The proposed Evanston Gardens DPA would seek to amend aspects of the Gawler (CT) Development Plan to facilitate the expansion of the Residential Park Zone and Residential Zone - Evanston Gardens/Evanston South Residential Policy Area 4.

STATUTORY REQUIREMENTS

The statutory requirements relating to all DPAs are outlined in Section 25 of the Development Act 1993.

FINANCIAL/BUDGET IMPLICATIONS

As this particular DPA is a Proponent-Funded DPA, Council engaged Norman Waterhouse Lawyers to prepare a Deed of Agreement between Council and the proponent in accordance with the Town of Gawler Proponent-Funded DPA Policy.

This agreement ensures all costs incurred by Council will be covered by the proponent. As a result, this particular DPA will not have a financial impact on Council resources.

To date and in accordance with the funding deed, the proponent has reimbursed Council a total of $20,000, with a further $12,000 to be invoiced before completion of the project.

COMMUNITY PLAN

Objective 2.1: Physical and social infrastructure to match population growth
Objective 2.2: Growth to be respectful of cultural and built heritage
Objective 4.1: Create and maintain a riverine environment that reflects the social, cultural and landscape values of the river corridor
Objective 4.2: Support development that respects the environment and considers the impacts of climate change
OFFICER'S RECOMMENDATION

Item 9.2 – Energy Efficiency Opportunities (CC17/131)

That the Infrastructure & Environmental Services Committee note the Energy Efficiency Opportunities report.

BACKGROUND

At the Special Meeting of Council on 3 October 2017 the following motion was resolved:

Moved by Cr A Shackley
Seconded by Deputy Mayor I Tooley
Motion No: 2017:10:347

That Council:
1. Notes the tenders received by the Local Government Association of South Australia for three electricity contracts.
2. Notes the involvement and commitment by the Town of Gawler forming part of the Local Government Association procurement of Origin Energy as preferred energy provider for the supply of electricity for all three contracts as detailed in this report.
3. Notes that it has maintained the existing 20% Green Power supply provision in these electricity supply contracts.
4. Note the anticipated increase to the Town of Gawler annual electricity cost of approximately 16.7% in financial year 2017/18 and a decrease of 2.1% in financial year 2018/19 as a direct result of the new energy charges with Origin Energy Electricity Limited.
5. Notes with the new Origin contracts the estimated budget saving of $38,292 be considered as part of the next quarterly budget review deliberations for the 2017/18 financial budget.
6. Notes that the procurement process undertaken by the Local Government Association on Councils behalf has provided savings to the Town of Gawler in the order of 30% or indicatively $300,000 in financial year 2017/18 when comparing current market rates of approximately $300 per megawatt hour to the lower rates negotiated by the Local Government Association.
7. Consider the anticipated electricity cost of approximately $703,551 in preparation of the 2018/19 financial budget deliberations.

8. Seeks that the Chief Executive Officer write to the Local Government Association raising concern of process relative to unreasonable timeframes applicable to Council’s final deliberations in such negotiations and that improvement be made in this regard for such future contract reviews.

9. Support the Chief Executive Officer executing all relevant documents pertaining to the procurement of electricity supply contract, particularly the Below 160 Megawatt hour Supply contract.

10. Actively pursue the recommendations of the High level Audit of Energy Efficiency Activity Project.

COMMENTS/DISCUSSION

Further to the deliberations of Council at its Special Meeting of Council on 3 October 2017, Deputy Mayor Tooley has discussed his interest for Council to be more proactive in regards to pursuing energy saving initiatives.

Further to point 10 in the above motion of Council, the Deputy Mayor presented the following to be included in the IES Committee agenda as items for discussion:

(a) Give consideration to the establishment of a Council operated Solar Power Plant as per the example of Lismore.

(b) Give consideration to the said Solar Power Plant being Council funded and Council operated or Community funded and Council operated.

(c) Give consideration as to what roof surfaces of Council owned properties might best suit the purpose, eg the Administration Centre, the Sport and Rec Centre, the new Civic Centre, etc.

To support discussion at this meeting on these topics it was also requested that both the Local Government Association High Level Audit of Energy Efficiency, and the Lismore City Council One Step Off The Grid documents presented as attachments. Refer to Attachment 1 and 2.

COMMUNICATION (INTERNAL TO COUNCIL)

Chief Executive Officer
Management Development Environment and Regulation Services
Management Engineering Services
Team Leader Property and Procurement
Team Leader Environment and Regulator Services.

CONSULTATION (EXTERNAL TO COUNCIL)

No external consultation has occurred in the preparation of this report.
POLICY IMPLICATIONS

Energy efficiency is a key theme within both the Community Plan 2014-2024 and throughout the Town of Gawler Environmental Management Plan, with the following identified:

- **Built Environment** - Objectives and strategies to address sustainable development and protect the unique built character
  - Promote sustainable development principles in design, upgrade and maintenance of Council buildings
- **Resource Management** – Objectives and strategies to support sustainable resource management and reduce waste generation
  - Reduce resource use and waste generation associated with Council operations
  - Review energy use and implement priority reduction opportunities across Council assets
  - Support for actions that respect the environment and consider the impact of climate change
- **Climate Change** – Strategies and actions to support climate change mitigation and adaptation
  - Implement climate change mitigation measures
  - Implement mitigation measures to reduce the community's carbon footprint
- **Community Culture and Environment** - Strategies for supporting community awareness and involvement in environmental management
  - Promote environmental awareness in the community
  - Develop a community and participation strategy targeting specific aspects of the environment

STATUTORY REQUIREMENTS

There are no statutory requirements associated with this report.

FINANCIAL/BUDGET IMPLICATIONS

The establishment of a Council owned and/or operated Solar Power Plant and or such other initiative would have budget impacts that would need to be further investigated and considered by Council.

COMMUNITY PLAN

Objective 2.4: The local environment to be respected
Objective 4.2: Support development that respects the environment and considers, the impacts of climate change
Objective 4.4: Support the sustainable use of natural resources and minimise further waste to landfill