



AGENDA

**FOR URBAN SERVICES COMMITTEE MEETING TO BE HELD ON
19 APRIL 2022 AT CONCLUSION OF FINANCE AND CORPORATE SERVICES
COMMITTEE**

**IN THE COUNCIL CHAMBER, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY**

MEMBERS

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

REQUIRED STAFF Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Acting Manager Governance, Mr B Kahland
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Urban Services Committee Meeting held on 21 March 2022.

REPORTS

Administration

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For Information

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ORDERS TO EXCLUDE THE PUBLIC

4.4.1 Kimba Road Reseal - Technical Report Recommendation

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. Pursuant to Section 90(2) and (3)(d)(i) and (d)(ii) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:

- it relates to commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
- commercial information of a confidential nature (not being a trade secret) the disclosure of which would, on balance, be contrary to the public interest.

2. In weighing up the factors related to disclosure,

- disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations
- non-disclosure of the matter and discussion of this item in confidence would protect confidential information provided by the Contractor relating to proposed negotiations and Council's commercial position.

*On that basis the public's interest is best served by not disclosing the **Kimba Road Reseal - Technical Report** item and discussion at this point in time.*

3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.

4.4.2 Acquisition of Surplus SA Water Land at Bolivar Recommendation

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. Pursuant to Section 90(2) and (3)(d)(i) and (d)(ii) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:
 - it relates to commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - commercial information of a confidential nature (not being a trade secret) the disclosure of which would, on balance, be contrary to the public interest.
2. In weighing up the factors related to disclosure,
 - disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations
 - non-disclosure of the matter and discussion of this item in confidence would protect confidential information provided by the State Government Agency relating to proposed commercial negotiations and Council's commercial position.

*On that basis the public's interest is best served by not disclosing the **Acquisition of Surplus SA Water Land at Bolivar** item and discussion at this point in time.*
3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.

4.4.3 Reg Groth Reserve, Parafield Gardens - Building Renewal - Request for Additional Funding Recommendation

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. Pursuant to Section 90(2) and (3)(d)(i) and (d)(ii) of the *Local Government Act 1999*, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:
 - it relates to commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - commercial information of a confidential nature (not being a trade secret) the disclosure of which would, on balance, be contrary to the public interest.
2. In weighing up the factors related to disclosure,
 - disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations
 - non-disclosure of the matter and discussion of this item in confidence would protect confidential information relating to proposed commercial negotiations and Council's commercial position

*On that basis the public's interest is best served by not disclosing the **Reg Groth Reserve, Parafield Gardens - Building Renewal - Request for Additional Funding** item and discussion at this point in time.*
3. Pursuant to Section 90(2) of the *Local Government Act 1999* it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.

QUESTIONS ON NOTICE

There are no Questions on Notice.

QUESTIONS WITHOUT NOTICE

MOTIONS ON NOTICE

There are no Motions on Notice.

MOTIONS WITHOUT NOTICE

OTHER BUSINESS

CLOSE



MINUTES OF URBAN SERVICES COMMITTEE MEETING HELD IN THE COUNCIL CHAMBER, SALISBURY COMMUNITY HUB, 34 CHURCH STREET, SALISBURY ON

21 MARCH 2022

MEMBERS PRESENT

Cr L Braun (Chairman)
Cr M Blackmore
Deputy Mayor, Cr C Buchanan
Cr D Hood (Deputy Chairman)
Cr P Jensen (*from 7.32 pm*)
Cr S Ouk (*via Teams VC*)

STAFF

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

The meeting commenced at 7.04 pm.

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

APOLOGIES

An apology was received from Mayor G Aldridge who was attending the Governance and Compliance Committee meeting which was being held concurrently.

ABSENT

Cr N Henningsen

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr D Hood
 Seconded Cr M Blackmore

The Minutes of the Urban Services Committee Meeting held on 21 February 2022, be taken as read and confirmed.

CARRIED

REPORTS

Administration

4.0.1 Recommendations of the Asset Management Sub Committee meeting held on Tuesday 15 March 2022

Moved Cr D Hood
 Seconded Cr M Blackmore

The information contained in the Asset Management Sub Committee of the meeting held on 15 March 2022 be received and noted with respect to the following recommendations contained therein to be adopted by Council:

CARRIED

4.0.1-AMSC1 Future Reports for the Asset Management Sub Committee

Moved Cr D Hood
 Seconded Cr M Blackmore

That Council:

1. Notes the report.

CARRIED

4.0.1-AMSC2 Road Surface Treatments - Update

Moved Cr D Hood
 Seconded Cr M Blackmore

That Council:

1. Notes that staff have adjusted the community engagement process to better inform the community on proposed treatments types.
2. Notes that the reseal placement techniques for Cape Seal and similar treatments have been modified to achieve better outcomes.
3. Notes the rectification works undertaken on Kimba Road and that staff will continue to monitor the road condition over the coming months.

CARRIED

4.0.1-AMSC3 Strategic Asset Management Plan - Reporting Schedule

Moved Cr D Hood
Seconded Cr M Blackmore

That Council:

1. Notes the proposed timetable for the revised Strategic Asset Management Plan and 2 Stage reporting process for key asset classes, with a view to considering a revised Strategic Asset Management Plan in early 2023.

CARRIED

4.0.1-AMSC4 Strategic Asset Management Plan - Building Assets

Moved Cr D Hood
Seconded Cr M Blackmore

That Council:

1. Adopts the building assets types as outlined below:
 - a. Bespoke (custom made)
 - b. Community Hubs
 - c. Community Centres/Libraries
 - d. Sporting Clubrooms – Local
 - e. Sporting Clubrooms – District/Regional
 - f. Public Toilets
 - g. Minor Buildings
 - h. Heritage/Historic buildings
2. Endorses the following criteria to enable analysis to be undertaken on a range levels of service for buildings:
 - a. New Builds – functionality; capacity; inclusiveness; environmental; finishes
 - b. Maintenance levels – routine maintenance frequency; planned maintenance (including inspections); reactive intervention levels
3. Notes a further report will be presented to Council seeking endorsement of the buildings level of service for the different building types and the respective financial forecasts.

CARRIED

4.0.1-AMSC5 Strategic Asset Management Plan - Road Assets

Moved Cr D Hood
Seconded Cr M Blackmore

That Council:

1. Adopts the Road Hierarchy for Council Roads as outlined below:
 - High Profile Roads (at key destinations)
 - Industrial Roads
 - Collector/Bus Routes
 - Residential Streets
 - Minor Streets
2. Endorses the Pavement Condition Index (PCI), and the Surface Condition Index (SCI), as the key level of service criteria for roads.

CARRIED

4.0.2 Recommendations of the Tree Management Appeals Sub Committee meeting held on Tuesday 15 March 2022

Moved Cr C Buchanan
Seconded Cr M Blackmore

The information contained in the Tree Management Appeals Sub Committee of the meeting held on 15 March 2022 be received and noted with respect to the following recommendations contained therein to be adopted by Council:

CARRIED

4.0.2-TMASC2 Tree Removal Requests - Monthly Update for January 2022

Moved Cr C Buchanan
Seconded Cr M Blackmore

That Council:

1. Notes the report.

CARRIED

4.0.2-TMASC3 Review of Tree Removal Request - Various Locations

Moved Cr C Buchanan
Seconded Cr M Blackmore

That Council:

1. Approves the lodgement of a development application seeking removal of:
 - a. The regulated *Eucalyptus Sideroxylon* tree in front of 14 Garrin Street, Salisbury North, noting that should the application be approved two replacement trees are required to be planted.

CARRIED

4.0.3 Future Reports for the Urban Services Committee

Moved Cr M Blackmore
Seconded Cr D Hood

That Council:

1. Notes the report.

CARRIED

For Decision

4.1.1 Traffic Management and Pedestrian Crossing Options - Paralowie R-12 School

Moved Cr C Buchanan
Seconded Cr D Hood

That Council:

1. Staff provide a further information report to Council next week with the process and wording to Gazette the Kiss and Drop to enable enforcement of the operation of the Kiss and Drop under the relevant sections of the Road Traffic Act and Council By-Laws.
2. That the Administration briefs the Ward Councillors in relation to the discussions with the school about the request for a childrens' crossing on Coreena Avenue, and that a further report be presented to the Urban Services Committee in April 2022.

CARRIED

4.1.2 Potential Speed Increase along Martins Road

Moved Cr S Ouk
Seconded Cr D Hood

That Council:

1. Approves that Council not proceed with seeking an increased speed limit from 50km/h to 60km/h along Martins Road between Kings Road and Port Wakefield Road at Parafield Gardens.

CARRIED

4.1.3 Milne Road & Sleep Road - Traffic Management

Moved Cr C Buchanan
Seconded Cr M Blackmore

That Council:

1. Notes that the traffic speed data shows that speeds are representative of a residential street and that additional traffic calming devices are not required at the intersection of Milne Road and Sleep Road, Para Hills at this time.

CARRIED

4.1.4 Capital Works Program Monthly Report - February 2022 Update

Moved Cr C Buchanan
Seconded Cr M Blackmore

That Council:

1. Approves the inclusion of solar analytics within the PR21478 2021/22 Public Lighting Program from within the existing budget, at a value estimated at \$10k.
2. Approves the inclusion of Bus Stop 51A Sleep Road, Para Hills and Bus Stop 72 Bolivar Road, Paralowie, North/West and South/East sides within the PR22852 Bus Shelter and Bus Stop Improvement Program from within the existing budget.

CARRIED

4.1.5 Streetscape & Verge Pilot Program Update

Moved Cr C Buchanan
Seconded Cr M Blackmore

That Council:

1. Approves the following streets for inclusion in the Streetscape and Verge Pilot Program:
 - Beadell Street, Burton
 - Shiraz Court, Burton
 - Penong Crescent, Salisbury North
 - Jolsen Street, Salisbury Downs
 - Gardenia Drive, Parafield Gardens
 - Palm Court, Parafield Gardens
 - Boyara Crescent, Paralowie
 - Sucre Court, Paralowie
 - Fender Court, Paralowie
 - Golden Court, Paralowie
2. Approves the Draft Streetscape Consultation Material for use in the consultation with the community and Ward Councillors as shown in Attachment 1 of this report (Item 4.1.5 - Streetscape & Verge Pilot Program Update – Urban Services Committee – 21 March 2022).

CARRIED

4.1.6 Revocation of Community Land Classification Portion of Nina Court Reserve, Salisbury Heights

Moved Cr M Blackmore
Seconded Cr D Hood

That Council:

1. Approves the revocation of the Community Land Classification of portion of Allotment 10 in Deposited Plan 47471, as described in Certificate of Title Volume 5417 Folio 212, also known as Nina Court Reserve and measuring approximately 14.5 square metres, pursuant to the provisions of Section 194(3) (b) of the Local Government Act 1999 having complied with all the requirements.
2. Authorises the Manager Property and Buildings to remove the above-mentioned portion of land from the City of Salisbury's Community Land Register.
3. Authorises the Manager Property and Buildings to lodge all necessary documentation with the Land Titles Office to allow for the removal of this portion of land as Community Land and transfer to the owner of the adjoining property as previously approved by Council on the 27th of September 2021 (Item 4.1.4 - Resolution Number 1102/2021).

CARRIED

QUESTIONS ON NOTICE

US-QON1 Question on Notice: Dunkley Green Bike Track

At the 21 February 2022 Urban Services Committee Cr Henningsen asked the following question without notice, which was subsequently taken on notice by the Chairman for presentation at the next meeting:

1. Can staff provide information regarding the specifications and safety of the Dunkley Green bike track?

The General Manager City Infrastructure, Mr John Devine has provided the following response:

The Dunkley Green bike track was designed in line with general industry practice, however there are no specific Australian Standards for this type of bike track. The design of the track included acceptable runoff and clear zones, and acceptable slopes and grades on and off the edge of the track. Typically this would include slopes of 1:4 and run off areas of approximately 2m. Bike tracks, as with skate parks, are high risk play space areas where the onus is on the individuals to use the facilities safely, within their own capability.

QUESTIONS WITHOUT NOTICE

There were no Questions Without Notice.

MOTIONS ON NOTICE

There were no Motions On Notice.

MOTION WITHOUT NOTICE

US-MWON1 Motion Without Notice: Kimba Road

Cr P Jensen entered the meeting at 7.32 pm.

Moved Cr C Buchanan
Seconded Cr P Jensen

That Council:

1. Notes the reference to Kimba Road in ASMSC2 of the Asset Management Sub Committee.
2. Requests that staff provide a formal report to the Urban Services Committee tabling the report from the contractor outlining the failure of the road.
3. Request Administration advise Council what options it has to ensure the road treatment is restored as originally planned.
4. Request Administration advise Council what the administration and contractors plan to do in addressing the tar that has been left on residents' driveways on Kimba Road.

CARRIED

OTHER BUSINESS

There were no Other Business items.

ORDERS TO EXCLUDE THE PUBLIC

4.4.1 Future Use of Carisbrook House

Moved Cr M Blackmore
Seconded Cr D Hood

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on grounds that:

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*

- *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
- *information the disclosure of which would, on balance, be contrary to the public interest.*

2. *In weighing up the factors related to disclosure,*

- *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
- *non-disclosure of the matter and discussion of this item in confidence would protect confidential information relating to proposed commercial negotiations and Council's commercial position*

*On that basis the public's interest is best served by not disclosing the **Future Use of Carisbrook House** item and discussion at this point in time.*

3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

CARRIED

The meeting moved into confidence at 7.42 pm.

The meeting moved out of confidence and closed at 7.54 pm.

CHAIRMAN.....

DATE.....

ITEM	4.0.1
	URBAN SERVICES COMMITTEE
HEADING	Recommendations of the Asset Management Sub Committee meeting held on Monday 11 April 2022
AUTHOR	Heather Prasad, PA to GM City Infrastructure, City Infrastructure
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	The minutes and recommendations of the Asset Management Sub Committee meeting held on Monday 11 April 2022 are presented for Urban Services Committee's consideration.

RECOMMENDATIONThat Council:

1. Receives and notes the information contained in the Asset Management Sub Committee Minutes of the meeting held on 11 April 2022 be received and noted and that the following recommendations contained therein be adopted by Council:

AMSC1 Future Reports for the Asset Management Sub CommitteeThat Council:

1. Notes the report.

AMSC2 Strategic Asset Management Plan - Building Assets - Building TypesThat Council:

1. Notes the list of building assets and what building types category they are in.

AMSC3 Strategic Asset Management Plan - Road Assets - Road Classifications and HierarchiesThat Council:

1. Notes the report and attachment.

AMSC4 Interim Strategic Asset Management PlanThat Council:

1. Approves the *Interim* Strategic Asset Management Plan included in Attachment 2 (Asset Management Sub Committee – 11 April 2022 – Item AMSC4 – Interim Strategic Asset Management Plan) for the purpose of public consultation, as part of Council's Strategic Management Plans.

2. Notes that a *Revised* Strategic Asset Management Plan is being developed and will be submitted to Council for review as part of the 2023/24 Strategic Papers.

****See Further Information Item**

AMSC4FI Interim Strategic Asset Management Plan..... pg 19

That Council:

1. Approves the *Interim* Strategic Asset Management Plan included in Attachment 1 (Asset Management Sub Committee – 11 April 2022 – Item AMSC4FI – Interim Strategic Asset Management Plan considered at the Urban Services Committee on Tuesday, 19 April 2022) for the purpose of public consultation, as part of Council’s 2022/2023 Strategic Papers.
2. Notes that a *Revised* Strategic Asset Management Plan is being developed and will be submitted to Council for review as part of the 2023/24 Strategic Papers.

ATTACHMENTS

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

1. Minutes Asset Management Sub Committee - 11 April 2022

Further Information Item
AMSC4FI – Interim Strategic Asset Management Plan

DATE	19 April 2022
PREV REFS	AMSC AMSC4 11/04/2022
HEADING	Interim Strategic Asset Management Plan
AUTHOR	John Devine, General Manager City Infrastructure, City Infrastructure
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community 4.4 We plan effectively to address community needs and identify new opportunities
SUMMARY	A report on the Interim Strategic Asset Management Plan was considered by the Asset Management Sub Committee on Monday, 11 April 2022, however the attachment to that report was incomplete as it was missing the last few pages. This further information report has been submitted to provide the full Draft Interim Strategic Asset Management Plan for Council's consideration.

RECOMMENDATION

That Council:

- Approves the *Interim* Strategic Asset Management Plan included in Attachment 1 (Asset Management Sub Committee – 11 April 2022 – Item AMSC4FI – Interim Strategic Asset Management Plan considered at the Urban Services Committee on Tuesday, 19 April 2022) for the purpose of public consultation, as part of Council's 2022/2023 Strategic Papers.
- Notes that a *Revised* Strategic Asset Management Plan is being developed and will be submitted to Council for review as part of the 2023/24 Strategic Papers.

ATTACHMENTS

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

- Draft Interim Strategic Asset Management Plan 2022

1. BACKGROUND

- At its meeting held on Monday, 11 April 2022 the Asset Management Sub Committee considered a report on the Interim Strategic Asset Management Plan, however the attachment to that report was incomplete.

2. REPORT

- 2.1 The full Draft Interim Strategic Asset Management Plan 2022 is attached for Member's review and approval for the purpose of public consultation as part of Council's Strategic Papers.

3. CONCLUSION / PROPOSAL

- 3.1 The full Draft Interim Strategic Asset Management Plan be approved for the purpose of public consultation, as part of Council's 2022/2023 Strategic Papers.
- 3.2 A revised Strategic Asset Management Plan is being developed and will be submitted to Council for review as part of the 2023/24 Strategic Papers.





Acknowledgement of Country

The City of Salisbury acknowledges that we are on the traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

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Executive Summary

The City of Salisbury is responsible for the acquisition, operation, maintenance, renewal and disposal of an extensive range of \$1.6B of Assets, which enable Council to provide a wide range of Services to the Community.

These assets include land, buildings, parks, recreation areas, roads, footpaths, drainage systems, and associated operating assets and provide service essential to our community's quality of life.

This Strategic Asset Management Plan (SAMP) takes the organisational objectives in our Strategic Plans, reviews how the Community receives and uses the service and whether the organisation is providing community value.

The SAMP takes into account Key Legislative & Risk Mitigation such as:

- Universal Access (DDA)
- Inclusion / Female friendly
- Road Safety Framework linking to the School Framework
- Climate change (AR&R for example)

This Interim Strategic Asset Management Plan (SAMP) has understood the Community Expectations/Council Directions & Strategy with respect to improved levels of service in a number of areas:

- Verges & Street trees
- Urban Spaces (Universal Design)
- Playspaces & Facilities (Inclusive Design)
- Path Lighting (Improved Light levels to improve community safety)
- Shade
- Irrigation Areas Increased
- Playing Surfaces
- Sportsfield Lighting Management (now under Council Management)
- Community and Club Event Spaces

This Plan is an interim step in that it proposes expenditure across the Asset Classes to meet the endorsed levels of service, but has reduced the number of assets renewed or replaced, whilst a detailed review of assets is undertaken. Council is engaged in an Asset Management Improvement Process to further review Structure & Hierarchy of key Asset Classes and subsequent Community Levels of Service to ensure that the Council's Renewal Programs are Financially Sustainable and deliver Intergenerational Equity. In other words, Council makes sure we build infrastructure to provide a quality

of service that the Community needs, that Council can afford to maintain and renew and replace in years to come.

Strategic issues

Council is developing a Sustainability Strategy, finalising a Place Activation Strategy and Facilities Management model that will set out the long-term investment in Building and Infrastructure across the City. Similarly, there will be significant

investment in Infrastructure, including regional drainage systems in the west of the City to support industry and community facilities, particularly with the development of up to 15,000 dwellings on the salt fields. Whilst not included in the SAMP, which focuses on Service Continuity, the total capability of Council to fund their component of new work needs to be considered together with the capacity of Council to fund the increases in levels of service of existing Assets.



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Current situation

Asset Managers have been moving from Condition based to a Service Continuity based Asset Management Planning. They have been working closely with Council to determine the Community's Expectations and Levels of Service for key asset classes, which has been reflected in the Asset Management Operational Plans and the subsequent projects currently under construction and in the budget for 2022/23. However, over the next twelve months Council is working through a confirmation process of the Asset Structures and Hierarchy and Levels of Service to ensure that the upgrade component of the renewal program is financially affordable and sustainable in the long term, particularly with respect to current inflationary pressures, which is seeing the cost of construction and raw materials increase by in some cases over 20%.

Council have determined a number of measures to support the community, to look towards economic recovery through this COVID period, bringing forward \$12M of renewal and upgrade works.

Financial implications

The SAMP is in line with the Long-Term Financial Plan, however because of the increases in Levels of Service in some classes, developed over the last 3 years, working with the Council, the cost to renew or build new to meet these levels of service, will increase substantially in the long term. This will mean either a smaller number of assets will be renewed, useful lives extended in some asset classes, or additional funding will be required. This needs to be addressed in the medium term to ensure the level of service is financially sustainable. Due to the long term lives of these assets an interim approach has been put in place, Council decides a more sustainable model, balancing the desired levels of service with affordability over the next twelve months.

Executive Summary - What does it cost?	(\$000)
10 year total cost [10 yr Ops, Maint, Renewal & Upgrade Proj Exp]	\$338,125
10 year average cost	\$33,813
10 year total LTFP budget [10 yr Ops, Maint, Renewal & Upgrade LTFP Budget]	\$226,665
10 year average LTFP budget	\$22,666
10 year AM financial indicator	100%
10 year average funding shortfall	\$0



 Strategic Asset Management Plan 2022

Opportunities

Council has been working through an Asset Management Improvement Plan (AMIP) since 2018 with initial phases completed to improve the accuracy of the asset register and move to field mobility and electronic work orders. Future phases of the AMIP have been identified to further improve asset management with key objectives identified and reported to internal stakeholders.

Risks

Risks previously identified in the Asset Risk Register have been reviewed and updated with most risks having been mitigated or eliminated.

There is a significant challenge with balancing the communities expectation of service levels and Council's long term financial sustainability. This will be mitigated by increasing the level of understanding within the community in regards to cost associated with changes in levels of services and balancing service levels between asset categories.

In undertaking the Confirmation process of Levels of Service over the next twelve months, this will enable Council to have an overarching view of the asset renewal program and consider the value of each service against another to determine whether there needs to be funding increases or reductions in expectations with respect to some assets.

Asset management approach

Council has introduced a new Sub Committee focused on Asset Management and progressing from asset centric based asset management to service based asset management.

Council recognises that the SAMP is an integral part of the Strategic Management Plans of the Council including the City Plan and Long Term Financial Plan. The SAMP is also cognisant of other key Council Strategies such as the Sustainability Strategy, Place Activation Strategy & Integrated Transport Plan.

The key outcomes from the SAMP include:

Increases in operating for buildings as Council continues to improve levels of service for its Community facilities

Increase in capital expenditure for Street and Verge Renewal Projects to transition Streets from Links to Destinations. (\$800,000 per year)

Increase in operating costs due to improved Levels of service with significant increases in irrigated spaces and playground soft fall and infrastructure (inclusive play elements & toilet facilities). (\$450,000 per year)

The next steps

The SAMP will be recommended to Council, for public consultation, in line with the long term financial plan. Once these comments have been received and any adjustments made, the updated SAMP will be recommended to Council for endorsement.



1. Introduction

The Strategic Asset Management Plan (SAMP) “includes documented information that specifies how organisational objectives are to be converted into asset management objectives, the approach for developing asset management plans and the role of the asset management system in supporting achievement of the asset management objectives”¹.

This SAMP is an integral part of the organisation’s planning framework. This includes the organisational strategic plan, asset management (AM) policy, AM strategy/SAMP, AM plans for individual portfolios and operational plans and work programs. There is a clear alignment from the organisational vision and objectives, AM policy, AM objectives, AM plans, operational plans, work programs through to performance measures as shown in **Figure 1**.

This SAMP is defined as a “Strategic Management Plan” in accordance with the legislative requirement of Section 122 of the Local Government Act 1999.

Figure 1 - Asset Management Planning Framework



1.1 Scope of Asset Management System

1.1.1 Asset Management System

The AM system is “the set of inter-acting elements of an organisation to establish AM policies and objectives, and processes to achieve those objectives”².

The AM system is applied to the delivery of AM objectives services/products from the following asset portfolios with additional detail in section 3.1.

- Drainage & Waterways
- Parks & Streetscapes
- Street Trees
- Public Lighting
- Transportation
- Property & Building
- Salisbury Water
- Plant & Fleet
- Information Technology (to be developed).

The AM system scope is determined after consideration of:

- AM objectives
- External and internal issues relevant to the purpose of the organisation
- Community Expectations and requirements

- Interaction/linkages with other management systems
- Criteria for AM decision making ³.

1.2 Purpose and Structure of Asset Management System

The AM system is to assist the organisation achieve its AM objectives. It includes “all the functions, people, processes, information and tools that deliver AM objectives” ⁴. The AM objectives are the results to be achieved from the AM system. AM objectives are guided by organisational objectives and the AM policy and drive AM practices undertaken by the organisation ⁵.

The AM system structure includes

- AM Policy (Developed and Approved through the Asset Management Sub-Committee, or existing programs previously in place)
- AM Operational Plans for the asset portfolios
- Integration of AM processes, activities and data with other organisational functions including levels of service KPI’s and subsequent service delivery, quality, financial and asset accounting, risk management, safety and human resources

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- Reporting of AM objectives (Levels of Service) and resources needed to achieve the objectives in annual budgets
- Reporting of AM objectives achievements in annual reports.

1.3 The SAMP and our Planning Framework

The SAMP is an integral component of our planning framework. It is linked to the Organisation's strategic plan and sets the structure for AM Operational Plans for included asset portfolios. The AM Operational Plans are linked to the Strategic Asset Management plan which forms the basis for development of annual budgets to deliver agreed levels of service for available resources. The annual budget sets the framework for annual work plans and division and staff performance targets.

Figure 2 shows how the AM system integrates within our planning framework.

² IPWEA, 2015, IIMM, Sec 2.1.1, p 2|3.

³ IPWEA, 2015, IIMM, Sec 2.1.1, p 2|3.

⁴ IPWEA, 2015, IIMM, Sec 2.1.1, p 2|3.

⁵ IPWEA, 2015, IIMM, Sec 2.1.3, p 2|13.

Figure 2 - Strategic Asset Management fit in Asset Planning Process



Strategic Asset Management Plan 2022

1.4 Asset Management Objectives

The City of Salisbury's Asset Management Objectives is to deliver and manage assets to Achieve the City Plans Vision of a progressive, sustainable connected community.

The AM objectives are developed from our strategic plan and:

- Review of risks including the potential impacts from failure of:
 - Assets from a Material/Structural Perspective, or
 - AM activities, (Quality or Level of Renewal and Maintenance) which prevents Council from Achieving their agreed to Levels of Service for the Community, both individually or in combination
- Review of the importance of assets related to their intended outcomes, objectives and product or Community Experience levels of service requirements
- A check on the applicability of AM objectives during the AM planning process⁶.

AM objectives are specific, measurable, achievable, relevant and time bound (SMART). AM objectives are developed in Section 4.

AM plans are to be formulated and documented to achieve the AM objectives. This includes documentation of decision making criteria, processes for managing the complete life cycle of assets, addressing risks and opportunities, activities to be undertaken, resources, responsibilities, timelines, performance criteria and financial implications⁷.



⁶ ISO 2014, ISO 55002, Sec 6.2.1, p 9

⁷ IPWEA, 2015, IIMM, Sec 4.2.3, p 4|29.

1.5 Responsibility for the SAMP

The Manager Infrastructure Management is responsible for development and maintenance of the SAMP. The SAMP is reviewed at regular intervals and presented to the Strategic Asset Management Group (SAMG), Executive (EXEC) and then to Council.

The Strategic Asset Management Group comprises of a select group of senior staff and report directly to EXEC. Additional internal working groups report to SAMG to deliver continuous improvement, develop and review Asset Management Operational Plans, service levels, asset structures and ensure ongoing general asset management planning.



1.6. SAMP Planning Horizon

The SAMP has a planning horizon of 20 years, it is based on detail in existing Asset Management Operational Plans (AMOP) which has been updated and revised with updated AMOPs to follow as part of the Asset Management Improvement Plan (AMIP).

Like the other Strategic management Plans of Council the SAMP has a life of 4 years or as required when there is a major change in Strategy.

2. Strategic Organisational Context

This section details the Strategies of the organisation over the period of the plan and presents options for addressing those issues including those that cross all parts of the organisation as they are likely to impact on our ability to achieve our AM objectives.

2.1 Alignment to City Plan 2035

City Plan 2035 contains a vision for Salisbury to be 'a progressive, sustainable and connected community'. It has three directions that capture the social, environmental and economic influences on Salisbury, and one direction that addresses factors within the organisation itself.

Several 'Foundations' are then identified for each of the 4 directions. Council has determined that these Foundations are the goals that we will seek to achieve for Salisbury. They are supported by critical actions that outline the Council's priority deliverables over the life of the plan

Our critical actions range from operational and site-specific projects that will have immediate impact, to strategic objectives that will guide how and what Council achieves in the longer term.

Key critical actions that are linked to this Strategic Asset Management are listed on the following page.



A welcoming and liveable City	
<p>Strategic Projects</p> <ul style="list-style-type: none"> • Upgrade community hubs at Burton and Ingle Farm • Implement St Kilda and Paddocks masterplans • Complete the Bridgestone athletics facility and maximise its use • Enhance the visual appearance and amenity of public space through an expanded verge maintenance program, appropriate lighting and more greening of reserves • Improve our playgrounds and sporting facilities and cycle paths • Implement the 'Ability Inclusion Strategic Plan', including providing more equipment in our playgrounds that is able to be used by people with different abilities. 	<p>Operational Focus</p> <ul style="list-style-type: none"> • Improve quality and cleanliness of residential areas • Promptly remove rubbish dumped on public land • Implement Council's community safety strategy, including CCTV coverage • Ensure public spaces are accessible [and sporting facilities are maintained • Provide support and grants to sporting and community groups • Deliver Council's intercultural Strategic Plan to build connections and increase collaboration among community groups and service providers.
<p>Future Planning</p> <ul style="list-style-type: none"> • Develop a place activation strategy • Assess future social infrastructure needs • Update the 'City Pride' strategy. 	<p>Advocacy Priorities</p> <ul style="list-style-type: none"> • Increased resourcing and services to make our community a safer place • Improve public transport options.

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A Sustainable City	
<p>Strategic Projects</p> <ul style="list-style-type: none"> • Replace all Council-owned street lights with energy-efficient lighting • Improve the environmental performance of Council buildings • Enhance our biodiversity corridors along Dry Creek and Little Para River and other environmentally sensitive areas such as coastal mangroves. 	<p>Operational Focus</p> <ul style="list-style-type: none"> • Use recycled or re-used materials where possible in construction and maintenance programs • Adopt practices and infrastructure that make the City cooler in an increasingly warm climate • Stabilise major creek lines and banks to improve biodiversity and reduce scour and silting • Manage and plan assets so they are resilient to a changing climate.
<p>Future Planning</p> <ul style="list-style-type: none"> • Review Council’s sustainability strategy to include waste and energy management, cooler suburbs, biodiversity and water • Complete the Dry Creek Stormwater Management Plan to protect the City from flooding • Develop a business case to showcase good design techniques that improve the environmental performance of housing and streets. 	<p>Advocacy Priorities</p> <ul style="list-style-type: none"> • Integrate urban water planning.

A growing City that creates new opportunities	
<p>Strategic Projects</p> <ul style="list-style-type: none"> • Enhance the Salisbury City Centre by upgrading Church and John Streets and attracting investment by the private sector into surplus Council sites • Deliver a residential development program by using surplus Council land. 	<p>Operational Focus</p> <ul style="list-style-type: none"> • Support new and existing businesses and industries to grow and create jobs • Improve infrastructure, signage, safety, streetscapes and upkeep of commercial and industrial areas to support economic sustainability and growth. Improve parking in Salisbury City Centre and Mawson Lakes Central, business and recreation precincts.
<p>Future Planning</p> <ul style="list-style-type: none"> • Develop a structure plan for the land west of Port Wakefield Road to open up new development opportunities while preserving the existing character of Globe Derby and St Kilda. 	<p>Advocacy Priorities</p> <ul style="list-style-type: none"> • Redevelopment of the Salisbury and Mawson Lakes Interchanges • Improvements to east-west roads including increasing the capacity and safety of Kings Road and Waterloo Corner Road, duplication and extension of Elder Smith Road and road/rail grade separation of Park Terrace & Kings Road • Edinburgh Parks to be business ready as a modern industrial area with efficient freight routes to the Northern Connector, fast digital connectivity and access to alternative energy sources and recycled water.

Strategic Asset Management Plan 2022

Innovation and Business Development	
<p>Strategic Projects</p> <ul style="list-style-type: none"> • Upgrade Council’s Operations Centre at Cross Road to support business transformation • Deliver Council’s Covid-19 response package. 	<p>Operational Focus</p> <ul style="list-style-type: none"> • Improve how we use data to better inform decision making • Continuous improvement program.
<p>Future Planning</p> <ul style="list-style-type: none"> • Review Council’s ‘Strategic Asset Management Plan’. 	<p>Advocacy Priorities</p> <ul style="list-style-type: none"> • Develop deeper and more effective relationships with government agencies and other organisations to progress the priorities identified in this City Plan and its supporting strategies.



2.2 Services Provided

We provide essential services to the 142,000 residents, visitors and businesses in the City of Salisbury community including:

- Integrated Traffic Network of 900 km, including major off-road pedestrian cycling network in 50% of the City.
- Stormwater Flood management network that provides up 99% of homes flood proof to a 1 in 100 year event.
- 165 local, 32 District and 6 regional reserve/play spaces.
- A Hub model which is being developed to be incorporated across the City, which will see a reduction in the number of facilities, but an increase in service offering at a district level, providing Community Services including locating of neighbourhood centres, libraries and senior services and wellbeing services.
- Council Leases 120 Facilities to Clubs and Associations to deliver Sports and Recreation Across the City.

These services are an essential component to the liveability and economic prosperity of the community.

2.3 Our Community

We provide services to a range of customers and community users. These include:

- Residents
- Visitors staying in the area
- Businesses and industry within the area, and
- Business and industry users and visitors passing through the area.

“Our challenge is to provide the services needed by the community at an appropriate level of service at optimum life cycle cost that are financially sustainable.”

2.4 Strategic Challenges & Opportunities**2.4.1 Place Making:**

Council, in providing “Exceptional Community Experience”, is transforming its Asset Management Planning Processes from an “asset centric” approach to a “service approach”, with a focus on place and destination. This will enable service levels and associated budgeting to be focused on providing a service in a place or destination which includes grouped assets.

2.4.2 Climate Change:

Council is continuing to revise its’ models with respect to Climate Change, particularly in the Drainage area. This has meant a continuation of the Major Flooding Program, and Stormwater Management Plan development as the Australian Rainfall and Runoff Guidelines continue to be modified to include changes in weather patterns, particularly with the increase in intensity of storms and levels of storm surge. The extended duration of Heat Wave events (greater than 10 days above 38) also has a direct effect on the road condition with the durability of asphalt compromised as loading occurs during more regular high heat periods, not allowing the road to rest, and subject to higher levels of brittleness & cracking.

2.4.3 Socio-Economic Conditions:

COVID response has seen a small number of rate payers under significant stress, due to loss of work, to pay rates. Council has in response not included an increase in rates and the bringing forward of \$12M of renewal work. With the reduction in yard size across the City, Council has recognised the need and increased the availability of public irrigated space and playgrounds. Similarly, it has recognised the Streetscape (Street trees, verge & footpath) now as a key aspect of the Communities recreational area. This has meant that Council has and continues to significantly increase the level of service for the community in these areas. These two combined aspects are challenging Council’s ability to pay for services.

2.4.4. Schooling Changes:

The State Government will complete the move of year 7’s to high school for the start of 2022. Similarly Early Learning Centres are being developed in and around the primary school precincts. What this has meant is a significant increase in traffic management issues around state schools in the area, bearing in mind the private schools have undertaken the changes in the last 2 years. Unfortunately, whilst the changes have been made by the state,

Local Government has been left with the responsibility to invest in Traffic Infrastructure around the City. Council has developed a School Framework, which delivers over the next two years a significant capital program. Similarly, Council, whilst not receiving any financial support have developed a program to upgrade and redevelop bus stops, including bus pads, footpath connections and the replacement of old bus shelters.

2.4.5 Demographic Change

Table 1 - Demographic Change and Demand Impact

Item	Present Position	Expected Position	Demand Impact
Population & Demographics	142,555	153,520 by 2036	<p>The City Plan 2035, initial expectations show no significant changes in Demographics, with the general trend being to an older population. This will have to be reassessed if and when the Salt Fields Development comes on line as a major project.</p> <p>Current demographic modelling predicts a significant increase in the proportion of retirement age from 2016 and 2036. This highlights the need for increases in universal access and inclusion with an additional focus on the diversification of Salisbury's population.</p> <p>Participation particularly in women's sport is significantly increasing the requirements of Council's sporting facilities and functional requirements. The initial additional estimated costs to improve the next group of sporting facilities is included in the additional costs of the paddocks master plan project and the Building Upgrade Program. These improvements will provide for an increase in change facilities to ensure appropriate facilities are provided.</p>

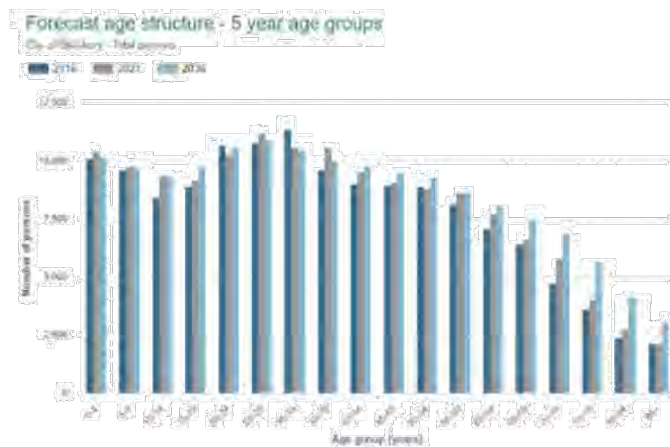
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Council are seeing a clear change in areas such as Para Hills and Salisbury North as the original landowners are aging and moving out, which is meaning that there is now becoming a significantly different suburb demographic. Similarly Salisbury’s population continues to diversify with the ongoing increase in migrants into the area, which is challenging how to best target services in the area. An excellent example of this is playgrounds, that were built in new estates, 20 years ago, were built for the young family, needs upgrading to meet the needs across all ages, for example the inclusion of basketball courts etc. for youth. Council has significantly improved the Community Level of service in this area to increase availability of Playspaces but also investing more to diversify the type of equipment.

Figure 3 – Population Forecast



Figure 4 – Forecast age structure 2016 to 2036



2.4.6 Legislative Requirements

Major legislative requirements are detailed in **Table 2** together with expected changes that may impact future operations.

Table 2 - Legislative Requirements

Legislation/Regulation	Major requirement
All portfolios	
Local Government Act	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery. Council is required to have an adopted plan covering a period of at least 4 years which meet the requirements of Section 122 of the Local Government Act 1999 for "strategic management plans".
Australian Accounting Standards	Set out the financial reporting standards relating to. Inter alia, the (re) valuation and depreciation of Assets.
Work Health & Safety Act 2012	To secure the health, safety and welfare of persons at work. To eliminate, at their source, risks to the health, safety and welfare of persons at work. To protect the public against risks to health or safety arising out of or in connection with the activities of persons at work, or the use of operation of various types of plant.
Disability Discrimination Act (DDA)	To ensure, as far as practicable, that persons with disabilities have the same rights to equality before the law as the rest of the community. <i>Council has adopted a more "Universal & Inclusive" aligned approach to infrastructure delivery. As per the discussion regarding adult change facilities this has significantly increase the cost to build and maintain Council's Regional facilities.</i>
Transportation	
Civil Liability Act, 1936	Liability of road authorities - Section 42, May 2004 inclusion in the Act to provide a replacement for the nonfeasance defence consequent to May 2001 High Court judgement.
Code of Technical Requirements for the Legal Use of Traffic Control Devices	Details the design and construction parameters to which traffic management devices installed by City of Salisbury must comply.
Highway Act 1926	Set out the Legislative framework for drainage of roads and road authorities' In SA.
Land Administration Act, 2002	Standard for land acquisition and management of land.
Road Traffic Act 1961	Contains powers for City of Salisbury to install and remove traffic control devices.
Water Resources Act 1997 (Department of Environment and Water)	Regulates Resource Management , e.g. requires 'Water Effecting Activities' permits for Diversions (harvesting), dams, bores etc.

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Legislation/Regulation	Major requirement
Native Vegetation Act 1991	The Governor considers that the regulation should be made in order to enhance the preservation or management of an area that includes significant native vegetation, or in order to assist in the provision of a significant environmental benefit.
Community Land Management Act	Section 194 The Act places obligations and responsibilities on City of Salisbury to manage community land for the current and future benefit of the community.
Land Administration Act, 2002	Standard for land acquisition and management of land.
Streetscapes	
Sewerage Act 1996	
Details species, location and damage responsibilities	Details species, location and damage responsibilities.
Electricity Act 1996	
Property & Buildings	
Building Code Australia	
Disability (Access to Premises - Buildings) Standards 2010	These Standards set performance requirements and provide references to technical specifications to ensure dignified access to, and use of, buildings for people with disability. <i>Council has adopted a more "Universal & Inclusive" aligned approach to infrastructure delivery. As per the discussion regarding adult change facilities this has significantly increase the cost to build and maintain Council's Regional facilities.</i>
Plant, Furniture & Equipment	
Australian Design Rules (ADRs)	The Australian Design Rules (ADRs) are national standards for vehicle safety, anti-theft and emissions. The ADRs are generally performance based and cover issues such as occupant protection, structures, lighting, noise, engine exhaust emissions, braking and a range of miscellaneous items.

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Legislation/Regulation	Major requirement
Salisbury Water	
The Water Industry Act 2012 (ESCOSA) (OTR)	The Act requires a Water Retail Licence to be held by the City of Salisbury. Salisbury Water is the Division tasked with meeting Council's obligations as a licenced retailer. Regulate water price setting, customer service standards and customer issues. Regulate technical standards and safety issues.
Environment Protection Act 1993 (EPA)	Regulates activities that have the potential to pollute the environment <i>Requires a risk-based management approach including licences for Managed Aquifer Recharge (MAR) and brine disposal, with extensive monitoring and reporting.</i>
Water Resources Act 1997 (DEW)	Requires 'Water Effecting Activity' permits for diversions (harvesting), dams, wells etc. The Water Allocation Plan for the Northern Adelaide Plains Prescribed Area requires Water Licences to for injection, extraction and trading of allocations.
National Water Quality Management Strategy Australian Govt. Dept. of Agriculture and Water Resources	Australian Guidelines for Recycling - Managing health and environmental risks <ul style="list-style-type: none"> - Augmentation of drinking water supplies - Stormwater harvesting and reuse - Managed Aquifer Recharge.



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2.4.7 Organisational Issues**Asset Management System**

Council has made the appropriate structural changes to improve the focus on Asset Management Planning. There are some challenges to keep Level of Service Expectations from Council (Asset Management Sub-Committee) at sustainable levels in line with the long term financial plan, with financial implications of service level changes often only realised in the following year's budget cycle.

Asset Management Maturity

We have taken steps to improve our asset and associated financial management performance including assessing our asset management maturity against the 3 Frameworks of the Local Government Financial Sustainability National Assessment Framework (NAF). Our target is to achieve 'core' maturity with the Frameworks. **Figure 3** and **Figure 4** show the current and target 'core' and 'advanced' maturity scores for the eleven elements of the National Frameworks for asset and financial management.

A NAF maturity assessment was undertaken internally in 2013 prior to development of Asset Management

Plans and a more recent internal maturity assessment undertaken using the NAF for comparison. In future maturity assessments will be undertaken using the seven elements of ISO 55001 as the organisation aims to align to ISO 55001.

It is noted that Council is currently undertaking a level of service review of key assets, which from a maturity expectation, will not meet the "advanced level" between now and the next SAMP, and therefore has been reduced to an expectation of achieving an "intermediate" stage by the end of 2021. The long-term strategy will be to achieve an "advanced Level" over the next 3 years.

Improvement in 'core' maturity is indicated by movement of the blue ● (current maturity) line to the red ● ('core' maturity) and green ● (desired or aspirational target maturity) and significant improvement is visible in the comparative maturity assessments undertaken in 2013 (**Figure 3**) and 2019.

Figure 5 - 2013 Maturity Assessment

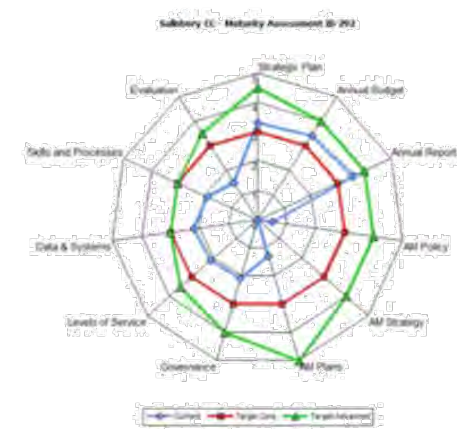
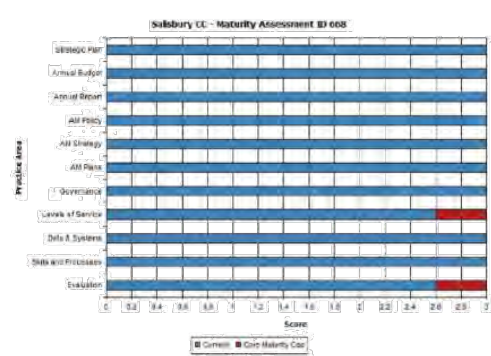
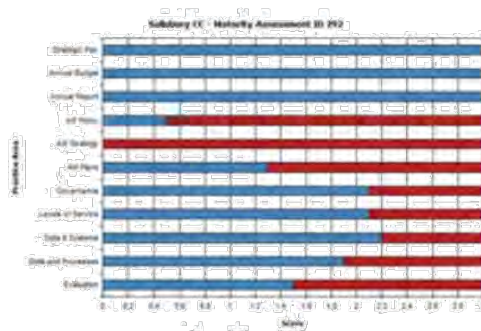
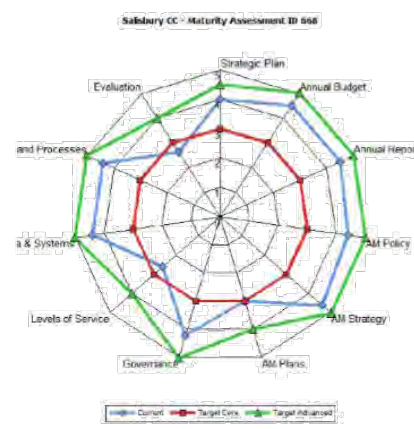


Figure 6 - 2019 Maturity Assessment



3. Asset Portfolio

3.1 Asset Dimensions and Value

Council manages a large number and variety of assets to provide services to our community. The assets provide the foundation for the community to carry out its everyday activities, while contributing to overall quality of life. **Table 3** highlights key assets by asset management area with the breakdown replacement cost by area shown in **Figure 7**.

Asset Management Area	Asset Summary
Drainage & Waterways	16,000 Stormwater Pits 500 km Stormwater Pipes 10 km Open Channels 20 Flood Dams
Parks & Streetscapes	163 Playspaces 30 Fitness Stations 297 Irrigation Systems 648 Bins 1,062 Seats/Tables 9 Dog Parks 182 Sports Courts/Grounds/Athletics Facilities
Streetscapes	77,000 Trees
Public Lighting	3,846 Public Lights 172 Solar Lights 155 Sports Lights
Transportation	6,288,079 m ² Roads 18,12,320 km Kerbing 1,536,376 m ² Footpaths 11,086 Kerb Ramps 181 Car Parks 346 Traffic Control Devices 20,000 Signs
Property & Building	245 Buildings 45 Artwork 100 Historical Monuments/Plaques 185 Shelters/Gazebos 130 Statement Walls 1 Swimming Pool Facility 1 Golf Course CCTV Systems
Plant & Fleet	92 Heavy vehicles 125 Light vehicles 57 Trailers

Figure 7 - Asset Replacement Values



3.3 Asset register

This SAMP is based on information from our infrastructure asset register. Access to reliable asset information is critical to the success of good asset management in the organisation.

Council’s asset register is continuously updated following the completion of capital works completed by Council or donation of assets from private developers or government departments. Asset structure and asset components are routinely reviewed with assets broken down into components where applicable to help manage asset accounting and asset reporting.

Council’s asset register stores condition information against discrete assets and routine condition assessments are undertaken on various asset classes.

Asset performance information particularly maintenance data is being recorded at an individual level now, following the completion of the Asset Management Improvement Project in 2018/19.

Data trends are now becoming available and valuable to increase the knowledge around function and capacity of assets in the field. Decision making is now beginning to be made based on function and capacity and maintenance data rather than on Condition Assessment through Audits alone. This is enabling Asset Managers to be more targeted and efficient in the renewal programs.”

As the Council moves to Digital Cloud based data management, it is expected that total integration between GIS, the Asset Management System, Customer Management System and the Financial System will allow further refinement and enable real time predictive modelling. This is currently being trialled with road assets as part of the update to the AMOP for roads, but will be able to be applied across the total asset base in the future as the register and maintenance information continues to develop in sophistication.

4. Asset Management Objectives

Council's Asset Management Objective is to provide "Exceptional Community Experience", is transforming its Asset Management Planning Processes from an "asset centric" approach to a "service based" approach with a focus on place and destination, aided by the use of high quality asset management data.

The AM objectives, developed in this SAMP provide the essential link between the organisational objectives and the AM plan(s) that describe how those objectives are going to be achieved. The AM objectives are developed from our strategic plan and a range of requirements including corporate goals and stakeholder, regulatory and legislative requirements.

The AM objectives are aligned to the organisational objectives in the strategic plans, with the objective of establishing alignment from the organisational objectives through the AM objectives to AM initiatives, projects and performance measures. It is expected that the Organisational objectives will be modified as the Council's Place Activation Strategy and Sustainability Strategy are formally adopted. A number of Organisational Objectives are included below but it is by no means a complete list.

The AM objectives incorporate our desire to ensure that infrastructure assets are managed in an efficient and sustainable manner and asset cost is optimised over the asset's lifecycle. AM objectives transform the required outcomes (product or service) to be provided by the assets, into activities typically described in the asset management plans.

Table 4 shows the AM objectives developed under each organisational objective with a performance target/timeline and responsible officer.

Table 4 - Asset Management Objectives

Organisational Objective AM Objective	Action / Strategy	Performance Target /Timeline
Financial Sustainability	Ensure the SAMP is routinely reviewed/ updated and informs the LTFP to ensure service delivery is financially sustainable.	Within 2 years of a Council election and/or following significant changes to asset management planning strategies.
Streetscape Renewal and improvement in aesthetic to create Place and Destination	Street Tree Renewal program modified to increase diversity of species into the City. Integrate Footpath, Street Tree & Kerb Renewal programs to develop a whole of street approach, where possible (trial underway)	Dec 2023
Environmental Sustainability Strategy	Continue to implement Circular Economy approach with respect to the delivery of the Capital and Operational Programs Improve Environmental Performance & Climate Resilience of Infrastructure (reduction in heat island in roads, natural creek design, sustainable resource use) Increase the use of recyclables in key renewal programs (Building, Road, Bridges, Outdoor Furniture).	Ongoing
Improved Management and efficiency and capacity of Public Lighting	Replacing Council owned luminaires with LED's.	2021-2028
Improved Access to Green Space -Increase in Irrigated Areas in Local Playspaces	Implement Program to increase supply of shaded Playgrounds within a maximum of 800m walking distance of residents and irrigated open space areas within 400m walking of residential areas.	2021 to 2030
Flood Management - Reduce Risk to Residential and Commercial Premises to above 1 in 100 year events.	Ongoing delivery of the Major Flood Mitigation Strategy.	2018 to 2028

5. Asset Management Planning Approach (Action Plan)

The AM planning approach provides direction for AM Plans to achieve the organisational objectives. This includes documentation of decision making criteria, processes for managing the complete life cycle of assets, addressing risks and opportunities, activities to be undertaken, resources, responsibilities, timelines, performance criteria and financial implications for Council.

5.1 Levels of Service

We have defined service levels in two terms.

Community Experience Levels of Service measure how the community receives and uses the service and whether the organisation is providing community value.

The following measures are typically used in AM Plans to monitor and report on asset performance against Community Experience Levels of Service.

Quality/condition	How good is the service?
Function	Does it meet users' needs?
Capacity/Utilisation	Is the service usage appropriate to capacity?

These measures will be gathered from asset inspections, community satisfaction surveys and feedback from the community through CRMs and other communication methods. Historically condition has been the primary focus for monitoring asset performance and improvement plans to include function, capacity and utilisation.

Our current and projected community levels of service for the services covered by this strategic asset management plan are summarised in this strategic asset management

plan with future revisions of the Asset Management Operational Plans based on agreed Structure, Hierarchy & Community Experience Levels of Service. These Community Experience & Subsequent Technical Levels of Service are being adjusted over the next twelve months.

Technical Levels of Service - Supporting the community service levels are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the organisation undertakes to best achieve the desired community outcomes and demonstrate effective organisational performance.

Technical service measures are linked to annual budgets covering:

- Operations – the regular activities to provide services such as utility costs (water/electricity), cleansing, mowing, etc.
- Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition (e.g. road patching, unsealed road grading, building and structure repairs, cleaning

fire hydrants),

- Renewal – the activities that return the service capability of an asset similar to that which it had originally (e.g. road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),
- Upgrade/New – the activities to provide a higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).

Asset Managers plan, implement and monitor the achievement of technical service levels. Together the community and technical levels of service provide detail on service performance, cost and whether service levels are likely to stay the same, get better or worse.

Our current and projected technical levels of service for the services covered by this strategic asset management plan are being developed in the Asset management Operational Plans and are summarised in this strategic asset management plan in **Table 5** on the next page.

Table 5 - Community Experience Service Levels

Service Area	Current Level of Service	Customer Experience Level of Service
Community Facilities	The overall condition of the building and its fit-for purpose requirements are based on the Place Activation Strategy, for Regional, District and Local Facilities Hierarchies including maintenance response times. Design of replacement facilities are through direct engagement with the users of the facilities.	The Facility is suitable for use, based on function and capacity developed through direct engagement during the design phase, with users of the facilities, clubs, and relevant State Sporting Bodies, based on the Hierarchy of the Facility. Facilities utilised Universal and Inclusive Design principles where possible.
Drainage & Flooding	Homes and businesses will not have flood waters through their buildings and facilities in less than a 1 in 100 year flood event, other than those already identified and notified.	Homes and businesses will be safe in significant storm events (under 100mm of rainfall per hour). Transportation networks (roads, paths, bridges) will be accessible in a minor storm event (under 20mm per hour). Underpasses and ford crossings will be closed above a minor storm (over 20mm per hour) event to keep the community safe.

Technical Level of Service	Key Strategy/Program to Deliver
<p>The technical level of service accepted as a minimum threshold for habitable and utilised Council buildings is a condition rating of “3 – Fair” With minor deterioration present and routine maintenance may be required.</p> <p>The assets are fit for purpose based on the PAS for regional and community facilities and maintenance response times.</p>	<p>Strategy</p> <ul style="list-style-type: none"> · Place Activation Strategy Capital Renewal · Building Renewal/Upgrade Program. <p>Operating/Maintenance</p> <ul style="list-style-type: none"> · Programmed & Contracted Maintenance
<p>Flood dams and major waterways are designed to cater for a 1 in 100 year flood event.</p> <p>Underground Stormwater network and overland flow paths and basins are designed to cater for a 1 in 10 year flood event.</p> <p>Council stormwater network is routinely cleaned on a 4 year cycle.</p> <p>Key stormwater infrastructure (such as known high risk areas) are inspected and cleaned prior to key storm events.</p> <p>Flood maps are reviewed and updated routinely on a 5 year cycle.</p> <p>Routine inspections are undertaken on a routine basis for key assets such as:</p> <p>Side Entry Pits, Trash Racks & Headwalls, Gross Pollution Traps to ensure water quality is maintained in the network.</p>	<p>Strategy</p> <ul style="list-style-type: none"> · Flood Mitigation Strategy · Stormwater Management Plans <p>Capital Renewal</p> <ul style="list-style-type: none"> · Currently no budget exists as stormwater network has not reached renewal age. Capital Upgrade/New · Major Flood Mitigation Program · Minor Flood Mitigation Program · Dry Creek Stormwater Management Plan <p>Operating/Maintenance</p> <ul style="list-style-type: none"> · SEP Cleaning Program · Civil Maintenance Program <p>Water Quality</p> <ul style="list-style-type: none"> · Water Quality is monitored to ensure Watercourse Management Plan works continue to reduce the pollution to the Barker Inlet, and maximise harvesting.

Table 5 - Community Experience Service Levels

Service Area	Current Level of Service	Customer Experience Level of Service
Playspaces & Reserves	<p>Irrigated Areas are located within 400m walking distance of residents</p> <p>Playgrounds are located with an 800m walking distance.</p> <p>Regional and District reserves deliver a higher community experience and are distributed within the City.</p>	<p>Playspaces are accessible by the community via walking.</p> <p>Playspaces will be renewed with universally accessible elements incorporated where applicable.</p> <p>Playspaces and irrigated open spaces will be accessible within 400m of residences.</p> <p>Regional and District informal recreational areas will be designed to provide facilities for visits over 1 hour, in accordance with universal and inclusive design principles.</p>
Streetscape	<p>Street Trees are provided based on 1 per residential property.</p> <p>The number of Street Trees in the City is to be maintained at approximately 80,000 trees.</p> <p>Verges are unirrigated and maintained to a neat standard, with a new program incorporating the renewal of Street Trees, Footpath, Kerb & Verge to be introduced in 2021/22 financial year.</p> <p>Street Tree Pallet to be modified to diversify the species mix.</p>	<p>Street Trees provide amenity for the streetscape and are maintained to a safe level to reduce risk to property damage and infrastructure.</p>

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Technical Level of Service	Key Strategy/Program to Deliver
<p>Council designs and manages informal recreational areas in accordance with the Place Activation Strategy – Informal Recreation Areas.</p> <p>Routine inspections are undertaken on a routine basis for key assets such as;</p> <ul style="list-style-type: none"> · Playspaces · Irrigated open space · Sports court and equipment <p>Reserve turf is cut on a routine basis. (check Paul M).</p>	<p>Strategy</p> <ul style="list-style-type: none"> · Place Activation Strategy <p>Capital Renewal</p> <ul style="list-style-type: none"> · Playspace Program · Irrigation Program · Outdoor Furniture Program <p>Capital Upgrade/New</p> <ul style="list-style-type: none"> · Reserve Upgrade Program <p>Operating/Maintenance</p> <ul style="list-style-type: none"> · Parks maintenance program
<p>Street Trees are pruned on a 10 year cycle.</p> <p>Street Tree target zones are managed to minimise risk based on species and location.</p> <p>Verges are slashed and debris removed at a minimum 8 times per year, subject to seasonal conditions.</p> <p>Routine inspections are undertaken on a routine basis for key assets such as;</p> <ul style="list-style-type: none"> · Verge maintenance 	<p>Strategy</p> <ul style="list-style-type: none"> · Urban Forrest Strategy <p>Capital Renewal</p> <ul style="list-style-type: none"> · Streetscape & Verge Renewal Program <p>Capital Upgrade/New</p> <ul style="list-style-type: none"> · Nil <p>Operating/Maintenance</p> <ul style="list-style-type: none"> · Tree Planting Program · Tree Maintenance Program · Verge Maintenance Program

Table 5 - Community Experience Service Levels

Service Area	Current Level of Service	Customer Experience Level of Service
Roads & Transport	<p>Roads are maintained to an acceptable level with a focus on safety and ride ability.</p> <p>Footpaths are provided on at least 1 side of residential streets and both sides of major roads where possible.</p> <p>Provision of a Green Trails ring route around the City for pedestrian and cycle movement.</p> <p>Bus stops and path linkages are designed to be universally accessible with Bus Shelters provided on high usage bus stops.</p> <p>Public Lighting is provided on all road networks and key links with higher standards prioritised on risk.</p>	<p>Provide safe and efficient commuter use travel across the city.</p> <p>Efficient and effective heavy vehicle/freight movement throughout the city.</p> <p>Safe pedestrian and cycle movement through the City with a significant portion off road.</p> <p>Universally accessible public transport use between residential and business areas.</p> <p>Safe pedestrian and cycle travel at night on streets and key links.</p>

³ 0-6 Condition Rating with 0 being Brand New and 6 being End of Life.

Technical Level of Service	Key Strategy/Program to Deliver
<p>Pavement Condition Index 3 (on a condition rating scale where 1 is new and 6 is undriveable).</p> <p>Council streets are designed based on AustRoads Guidelines and incorporating the "Safe System Approach".</p> <p>New Council footpaths are designed with universal access principles with minimum widths of 1.5m on residential streets and 1.8m on major roads where possible.</p> <p>Road defects such as minor pot holes and deformation will be completed within 10 days, with dangerous defects made safe within 24 hours.</p> <p>Public Lighting is designed to comply with AS1158 and P3 Category for new developments.</p> <p>Routine inspections are undertaken on a routine basis for key assets such as;</p> <ul style="list-style-type: none"> · Roads · Footpaths · Kerbing · Bus Shelters · Signage 	<p>Strategy</p> <ul style="list-style-type: none"> · Integrated Transport Plan <p>Capital Renewal</p> <ul style="list-style-type: none"> · Road Reseal Program · Irrigation Program · Outdoor Furniture Program · Bridge Program · Bus Shelter Renewal Program <p>Capital Upgrade/New</p> <ul style="list-style-type: none"> · Footpath Program · Minor and Major Traffic Improvement Programs · School Framework Program · City Wide Trails Program · Kerb Ramp Upgrade Program <p>Operating/Maintenance</p> <ul style="list-style-type: none"> · Road Maintenance Program · Footpath Maintenance Program · Kerb Maintenance Program · Bus Shelter Maintenance Program · Signage Maintenance Program

5.1 Community Experience Levels of Service under review over the next twelve months

Council's Asset Management Sub Committee are reviewing the service levels in the following areas, to be finalised over the next 12 months;

- **Playspaces (playgrounds)**
 - Universal access, providing for change in demographics, provision of coverage across the City, modern functionality/design
 - Consider the number of irrigated spaces and access to playgrounds which will require additional operating and maintenance budgets particularly for mowing, water usage and safety inspections and repairs.
 - Consider the provision of shade structures for playgrounds.
 - Consider the provision of universally accessible playgrounds
 - Consider the provision of toilet and adult change room facilities
- **Streetscapes (verge/trees/footpaths)**
 - Consider the verge renewal and management service level across City
 - Targeted approach to footpath management based on risk, usage and destination.
- Consider improvements to service level of footpaths to improve accessibility by increasing minimum standard widths within existing budgets for new footpath provision from 1.5 to 1.8m.
- Consider improvements to street trees range across the City engaging the community in decision making, including diversifying the tree pallet for the City.
- Canopy Cover, net neutral for street trees with increases in canopy cover in reserve open space (10,000 tree project).
- **Links and Destinations**
 - Public Lighting of destinations and level of lighting in key links.
- **Dog Parks**
 - Consider the provision of dog parks including separate areas for small dogs
- **Roads**
 - The Integrated Transport Plan has identified key intersections to be upgraded to improve heavy vehicle access into industrial areas with 6 intersections being prioritised for upgrade over the next 8 years with significant external funding being

sought or already approved.

- Current maintenance regimes and feedback from the community has indicated that the community is satisfied with the current level of service being provided and Council is using new treatment strategies to improve financial and environmental sustainability with no impact to community experience.
- **Drainage & Waterways**
 - Council continues to deliver the flood mitigation strategy and has further reduced the number of properties at risk of flooding during significant flood events.
- **Buildings**
 - Recent audit of buildings has shown the current condition of Council Buildings are in a good state. However through discussion with the Asset Management Sub Committee the community experience around the function and fit for purpose is not meeting the expectation. This has led to a service level review to define the required service level with a gap analysis being undertaken of Council's community and recreation facilities to identify future upgrade projects.

- The creation of Hubs has led to a significant increase in operating budgets and will continue to do so as additional hubs are completed as these have a higher level of service to the Community compared to the existing facilities.

5.2 Risk Management

Risks previously identified in the 2015 Strategic Asset Management Plan Risk Register have been reviewed and updated with 30 risks having been mitigated or eliminated. An updated risk register is attached in **Table 6** on the following page.

Table 6 - Risk Management Plan

Asset Providing the Service	What can happen	Risk Rating
All Assets	Premature asset failure.	High
All Assets	Donated/gifted assets do not meet service levels.	High
Flood Levee Banks	Flooding due to storm events.	High
All assets	Uninformed decision making for Asset Management Planning	High
Flood Dams	Failure to dam resulting in major flooding, overtopping and upstream siltation.	High
Reserve Trees	Failure, injury, loss of amenity, damage to infrastructure.	High
Roads	Increase in heavy vehicle traffic. Roads may not be designed or structurally suitable for heavy vehicles.	High
Major Road Intersections (Heaslip/ Diment & Heaslip/ Edinburgh)	Unsafe/unfit for purpose intersections for heavy vehicle movement along Heaslip Road and intersections with Diment Road and Edinburgh Road.	Very High
St Kilda Road	Road Failure due to heavy vehicle loadings.	High
Signage	Poor condition/function of asset could result in traffic accidents.	Very High
Council Maintained Street Lighting	Poor street lighting can lead to injuries to pedestrians, traffic accidents at traffic control devices and provide an unsafe environment.	High
Reserve Lighting	Poor lighting in reserves can lead to injuries to pedestrians, undesirable activity and provide an unsafe environment.	High
New assets contributed from Northern Connector Project	Funding from State Government or Council is not sufficient to Maintain newly created assets.	High
Dry Creek	Flooding from river system resulting in property damage and/or personal injury.	High

Risk Treatment Plan	Residual Risk	Treatment Costs (\$)
Regular asset/condition inspections by dedicated full time/contracted employees.	Medium	100,000 (p.a.)
Improve specification/handover process and relationships with Government Departments.	Medium	N/A (Within existing budget)
Undertake review of Levee Banks in 2022/23 and seek appropriate budget for capital works in 2022/23.	Medium	200,000
Ensure all staff undertake asset inspections in the AMIS (Confirm Connect) or ensure information is recorded in a compatible format that can be imported in a timely manner to ensure the AMIS and associated asset information is accurate and current.	Low	N/A (Within existing budget)
Dam Survey Audit (every 4 years).	High	100,000
Develop a reserve tree management renewal and maintenance programs and seek additional capital works budget in 2022/23.	High	50,000 (p.a.)
Evaluate land use changes which may impact on the local roads network, submit new budget bids when required. Budget for works will be supplemented by grants where possible.	Medium	500,000 (p.a. seek grant funding)
Seek grant funding from State and Federal Governments to upgrade both intersections from 2022/23.	Medium	5,000,000
Routine monitoring of St Kilda Road for road and drainage deterioration, Negotiations have occurred with SA Water to fully fund Robinson Road Upgrade works from 2022/23.	Low	N/A (externally funded)
Complete audit via contractors and undertake analysis and development of renewal and maintenance programs every 4 years.	Medium	40,000 (every 4 years)
Analysis of poor lighting areas has been completed and an upgrade program developed to be completed by 2023/24.	Medium	0 (within existing capital works/ budget bids)
Develop budget bid for reserve lighting upgrade program to seek appropriate funds for capital works program from 2022/23.	Medium	150,000 (p.a.)
Negotiate with DIT to seek an ongoing operating/maintenance budget for landscaping and shared use paths.	Low	0 (seeking external funding from State Government)
Undertake SMP study in 2022/23 with results to be used to determine future Budget Bids from 2022/23.	Low	500,000 (p.a. for 5 years)

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5.3 COVID19 Response

In response to the COVID 19 Pandemic Council endorsed an ongoing \$2.4M Operating Saving, to offset the 0% Rate rise increase.

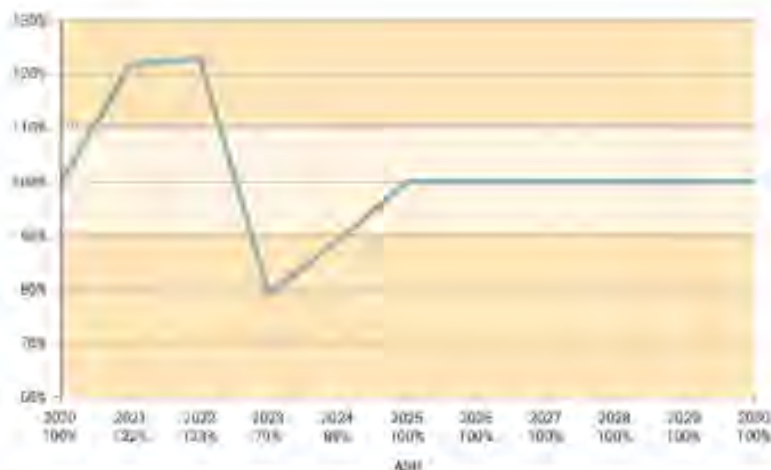
Key operational savings included:

- Reduction in footpath maintenance (\$400k)
- Kerb Maintenance reduction of (\$800k) in both Kerbing maintenance and Road Reseal Program.

This was based on current maintenance data which has shown a significant reduction in footpath and kerb faults and Customer requests in this area.

Council brought forward \$12M of renewal works, to be delivered over 2021/22,2022/23, to support local businesses and employment to assist with stimulating the economy. The Asset Renewal Funding Ratio will not be in the medium term, but will move above and below the 100% ratio over the next 4 years, but net out in alignment with the Strategic Asset Management Plan, as shown in **Figure 8** below:

Figure 8 - Asset Renewal Funding Ratio following COVID19 Response



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5.4 Demand Management

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet the increased demand for particular services by the Community.

Non-asset solutions focus on providing the required service without the need for the organisation to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures. Examples of non-asset solutions including the provision of joint services, such as the new Burton Hub which provides, both Library and Community Facilities, or the integration of clubs into a joint facility that provides for summer sport for one club and winter sport for another, such as at the new Paddocks joint use facility.

Opportunities identified for demand management are shown in **Table 7**.

Table 7 - Demand Management Opportunities

Service Impact	Demand Management Plan
Sporting Facilities	Where new facilities are considered build joint use facilities, enabling an increase in capacity for Functional Requirements but reducing the number of facilities needed to deliver that service. (New Paddocks Joint facility, replacing 3 buildings).
Sports Field Lighting Management	Council has moved to create a new renewal and maintenance program for Sports Field Lighting, bringing the care and control of Sports Field Lighting to maximise the efficiency of managing sports field lights across the City, rather than have each club individually supported to maintain their own lights.
Street Verges	Council is trialling a verge redevelopment program to improve the aesthetic of its streets with the hope residents will be inspired to take on more responsibility for the maintenance of the street thereby increasing City Pride but also reducing the long term burden of maintenance in the street.

5.5 Operations and Maintenance Strategies

Operations activities affect service levels including quality and function, such as cleanliness, appearance, etc., through street sweeping and grass mowing frequency, intensity and spacing of street lights and cleaning frequency and opening hours of building and other facilities.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating, e.g. road patching but excluding rehabilitation or renewal.

Where maintenance expenditure levels are such that will result in a lesser level of service, the service consequences and service risks have been identified and service consequences highlighted in the respective AM Plan and service risks considered in the Infrastructure Risk Management Plan.

We will operate and maintain assets to provide the defined level of service to approved budgets in the most cost-efficient manner. Proposed operations and maintenance strategies in this SAMP are:

- Scheduling operations activities to deliver the defined level of service in the most efficient manner
- Undertaking maintenance activities

through a planned maintenance system to reduce maintenance costs and improve maintenance outcomes. Undertake cost-benefit analysis to determine the most cost-effective split between planned and unplanned maintenance activities (50 – 70% planned desirable as measured by cost)

- Maintain a current infrastructure risk register for assets and present service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council/Board
- Review current and required skills base and implement workforce acquisition, training and development to meet required operations and maintenance needs
- Review asset utilisation to identify underutilised assets and appropriate remedies, and over utilised assets and customer demand management options
- Maintain a current hierarchy of critical assets and required operations and maintenance activities
- Develop and regularly review appropriate emergency response capability
- Review management of operations and maintenance activities to ensure we are obtaining best value for resources used.

Council uses the Asset Management System to monitor Councils proactive and reactive maintenance programs and compliance to these programs. Following the Asset Improvement Plan in 2018/19 Maintenance Managers and Strategic Assets Staff have been Automating the Proactive Maintenance programs, which has enabled resource efficiency to increase proactive Inspections and Scoping. At this point in time the has enabled better targeting of operational resources to asset maintenance strategies which means no additional requirements for maintenance beyond that for new services.

5.6 Renewal/Replacement Strategies

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original or lesser required service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

Council Plans Capital Renewal and Replacement projects, in consultation with the Councillors and Community, to meet levels of service objects and minimise infrastructure service risks by:

We will plan capital renewal and replacement projects to meet level of service objectives and minimise infrastructure service risks by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner
- Consult with the Community and Elected members to during the scoping for all capital renewal and replacement projects to identify:
 - the service delivery 'deficiency', present risk and optimum time for renewal/replacement
 - the project objectives to rectify the deficiency
 - the range of options, estimated capital and life cycle costs for each option that could address the service deficiency
 - and evaluate the options against evaluation criteria adopted by Council/Board, and
 - select the best option to be included in capital renewal program.
- Using optimal renewal methods (cost of renewal is less than replacement) wherever possible
- Maintain a current infrastructure risk register for assets and service risks associated with providing services from infrastructure assets and reporting Very High and High risks and Residual risks after treatment to management and Council/Board

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- Review current and required skills base and implement workforce training and development to meet required construction and renewal needs
- Maintain a current hierarchy of critical assets and capital renewal treatments and timings required
- Review management of capital renewal and replacement activities to ensure we are obtaining best value for resources used.

5.7 Renewal ranking criteria

Renewal ranking criteria was developed from consideration of renewal/replacement need for assets that:

- Have a high consequence of failure
- Have a high utilisation and subsequent impact on users would be greatest
- The total value represents the greatest net value to the organisation
- Have the highest average age relative to their expected lives
- Are identified in the AM Plan as key cost factors
- Have high operational or maintenance costs, and
- Where replacement with modern equivalent assets would yield material savings.

Criteria used for ranking renewal and replacement proposals are documented in the applicable AM Plans.

The ranking has enabled Council Staff to determine to the most critical asset classes to be reviewed by Council over the next 12 months, based on the above criteria, this includes Roads, Drainage, Buildings, Playspaces, Urban Assets – Park Furniture & Irrigation and Natural Systems – Waterways and City Trails.

5.8 New and Upgrade Assets Strategies

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets (donated or gifted assets) may also be acquired at no cost to the organisation from land development or arising from government grants.

Strategies for creation, acquisition of new assets and upgrade of existing assets proposed in this SAMP are:

Council Plans Capital upgrade and new projects, in consultation with the Councillor's and Community, to meet levels of service objectives in the most efficient manner by:

- Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner

- Undertaking project scoping & consulting with the Community and Elected members to identify
 - the service delivery 'deficiency', present risk and required timeline for delivery of the upgrade/new asset
 - the project objectives to rectify the deficiency including value management for major projects
 - the range of options, estimated capital and life cycle costs for each option that could address the service deficiency
 - management of risks associated with alternative options
 - and evaluate the options against evaluation criteria adopted by Council/Board, and
 - select the best option to be included in capital upgrade/new programs
- Review current and required skills base and implement staff acquisition, training and development to meet required construction and project management needs
- Review management of capital project management activities to ensure we are obtaining best value for resources used.

5.9 Proposal New/Upgrade Assets Selection Criteria

New assets and upgrade/expansion of existing assets are identified from various

sources such as councillor or customer/community requests, proposals identified by strategic plans or partnerships with other organisations. Proposals are inspected to verify need and to develop preliminary CAPEX and OPEX estimates. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in the respective asset management plans.

5.10 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation.

Assets identified for possible decommissioning and disposal are shown in the respective asset management plans summarised in this strategic asset management plan.

Council has just demolished the existing swim centre with the replacement Salisbury Recreation Precinct to be constructed over the next 2 years. Where there are major upgrades of facilities such as Burton and the Operations Centre, Council have demolished part or all of the existing facilities. Similarly, where there is a merging of facilities as at the Paddocks, 3 buildings are being replaced with a single facility.

5.11 Assumptions and Confidence Levels

This section details the key assumptions made in presenting the information contained in this strategic asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan and risks that these may change are shown in **Table 8**.

Table 8 - Key Assumptions made in Strategic Asset Management Plan

Key Assumptions	Risks of Change to Assumptions
Financial values have been forecast as current year costs.	Financial values will need to be adjusted for significant inflationary pressures in future annual and/or long term planning.
Level of Service modifications will be within the current budgets where possible.	Level of Service at current asset lives are not financially sustainable in the long term, with either an increase in replacement lives for some assets and/or a reduction in levels of service for some assets required in the long term, or an adjustment to funding requirements is made.
The hub & new facilities operational costs will be offset by building & operational efficiencies.	The increased Levels of Service have seen an offset to the efficiency gains of the new facilities, with a significant increase in operating cost being seen for new facilities, with operating increasing in the Building area by \$500k.

The expenditure and valuations projections in this strategic asset management plan are based on best available data. Currency and accuracy of data is critical to effective asset and financial management.

The estimated confidence level for and reliability of data used in this strategic asset management plan is shown in **Table 9**.

Table 9 - Data Confidence Assessment for AM Plans summarised in Strategic AM Plan

AM Plan	Confidence Assessment	Comment
Drainage & Waterways	Medium	Majority of assets have long lives and are only part way through lifecycle, high risk assets are routinely audited (dams) however Council is increasing the CCTV inspection frequency to further increase confidence levels in the understanding of the Pipe Network Condition.
Parks & Streetscapes	High	Detailed playground audits are undertaken externally every 4-5 years and other minor asset classes are inspected routinely by internal staff.
Street Trees	High	Detailed audit undertaken in 2019 and asset management strategies are being revised for implementation based on new Levels of Service.
Public Lighting	High	Detailed audit undertaken in 2019 and asset management strategies are being revised for implementation.
Transportation	High	Council has completed a detailed audit this year of its roads, (both PCI and SCI) which gives high confidence in the development of the Renewal Program for the City over the next 5 years and confidence in the longer 20 year estimation of asset condition. Council's Footpath and Kerbs are audited every 2-3 years with renewal and maintenance programs revised accordingly.
Property & Building	High	Building condition data is up to date with an audit recently completed, with function and capacity now the key criteria based on Customer Service Levels.
Salisbury Water	High	Assets are relatively new compared to other asset classes with planned reviews of asset data to revise asset management strategies.
Plant & Fleet	High	Fleet assets are typically short lived compared to other asset classes and asset management strategies are in place.

Overall data sources and confidence in that data is assessed as high, however the valuations of the assets are of concern, with an expectation of revaluations significantly increasing, due to current inflationary pressures. This inflationary pressure will significantly increase the cost to deliver the Renewal Program and increased funding requirements, should service levels not be reduced.

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5.12 Improvement Plan

The asset management improvement tasks identified from an asset management maturity assessment and preparation of this strategic asset management plan are shown in **Table 10**.

Table 10 - Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Undertake a review asset hierarchy for all asset classes.	Asset Managers	Asset Management Teams	JUN 2022
2	Undertake a review of key Asset Classes including recommendations regarding Levels of Service based on new Hierarchies.	Team Leader Strategic Assets / Asset Managers	Asset Management Teams	SEP 2022
3	Undertake financial modelling of Changes to service levels in key areas.	Asset Managers	Asset Management Teams	SEP 2022
4	Revise Council policies where applicable for key assets, in line with new service levels.	Asset Managers	Asset Management Teams	FEB 2023
5	Revise individual Asset Management Operational Plans	Asset Managers	Asset Management Teams	FEB 2023
6	Revise Strategic Asset Management Plan for sign off by new Council	Manager Infrastructure Management	Team Leader Strategic Assets / Asset Managers	APR 2023
7	Review 2023/24 budget bids based on service level changes completed in Sep 2022.	Asset Managers	Asset Management Teams	DEC 2022
8	Council undertake a detailed review of valuations for key assets.	Asset Managers & Finance	Consultancy	JUL 2022

6. Financial Summary

This section contains the collective financial requirements resulting from all the information presented in the previous sections of this SAMP and subordinate AM Plans. The financial projections to provide the targeted levels of service will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Indicators and Projections Asset Renewal Funding Ratio

The Asset Renewal funding ratio indicates to what extent asset renewal is funded in the Long Term Financial Plan. It is calculated by dividing the projected capital renewal expenditure provided in each year of the LTFP by the renewal expenditure contained within the SAMP. Over the next 10 years Council is forecasting it has 100% of the funds to renew and replace existing assets. This is based on service levels contained within this document. Where service levels are increased this may mean that assets are renewed on a short time frame, and/or it may require upgrade expenditure to improve the asset to the planned new higher service level. As these decisions are taken, it requires consideration of trading off other asset service levels into, or accepting a need to increase funding for the service level increases. This must be done in a financially sustainable manner.

If service level decreases are not agreed as a long term change, and no additional funding is added, then this would create a gap between service level experienced and the service level desired but not funded, which is in effect what is termed a 'renewal backlog'. While this renewal backlog risk can be managed in the short to medium term it cannot be a long term solution as this generation of rate payers are not paying their fair share of the services they are consuming.

6.2 Funding Strategy

This Interim SAMP is consistent with Council's existing funding strategy and Long Term Financial Plan looking at both Capital and Operating Costs.

6.3 Expenditure Forecasts - Operations and Maintenance

The changes in operations and maintenance budgets as of 2020/21 are shown in **Figure 9** and **Figure 10**. Note that all costs are shown in current dollar values (i.e. real values). Potential operating increases are;

1. Resource Management NAWMA – Collection Contract increases
2. Northern Connector Asset & Land Handover – Yet to be finalised
3. Increased mowing and watering costs – due to new irrigated spaces
4. Increased verge maintenance – Additional no. of Cuts and Litter pickup
5. Increase in Levels of Service for some Informal and Formal Recreation destinations – including Fairbanks, Paddocks and an increase in Toilet Facilities in Reserves (4)

Strategic Asset Management Plan 2022

Figure 9 - Operations and Maintenance Expenditure Projections (pre 2020/21)

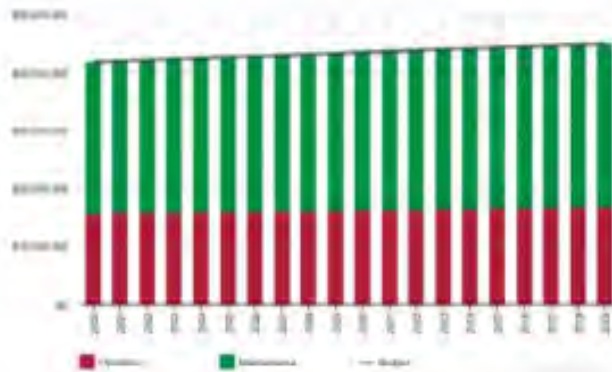
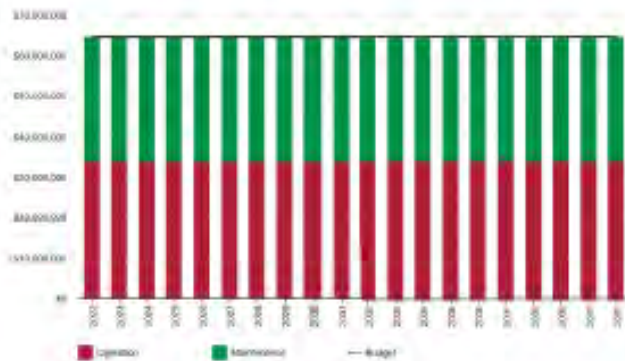


Figure 10 - Operations and Maintenance Expenditure Projections (post 2021/22)



Capital Renewal Expenditure Projections

Projected future renewal and replacement expenditures are forecast to increase over time as Council’s assets reach the end of either their service or design lives. This forecast expenditure need has been accommodated in the organisation’s long-term financial plan as shown in **Figure 11** and **Figure 12**.

Figure 11 - Capital Renewal Projected Expenditure (pre 2020/21)

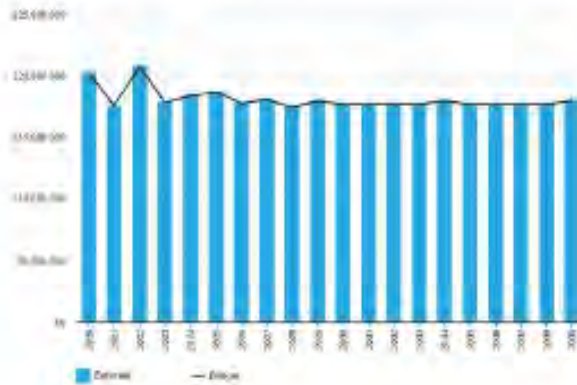
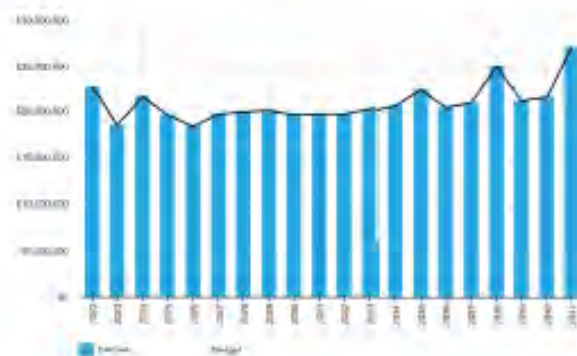


Figure 12 - Capital Renewal Projected Expenditure (post 2021/22)



Where renewal projections take into account asset register estimates of asset useful lives, the useful lives are documented in the relevant asset management plan(s).

Capital New/Upgrade Projections

Projected upgrade/new asset expenditures and estimated long-term financial plan outlays are summarised in **Figure 13** and **Figure 14**. All amounts are shown in today’s dollars.

Strategic Asset Management Plan 2022

Figure 13 - Capital New/Upgrade Projected Expenditure (pre 2020/21)

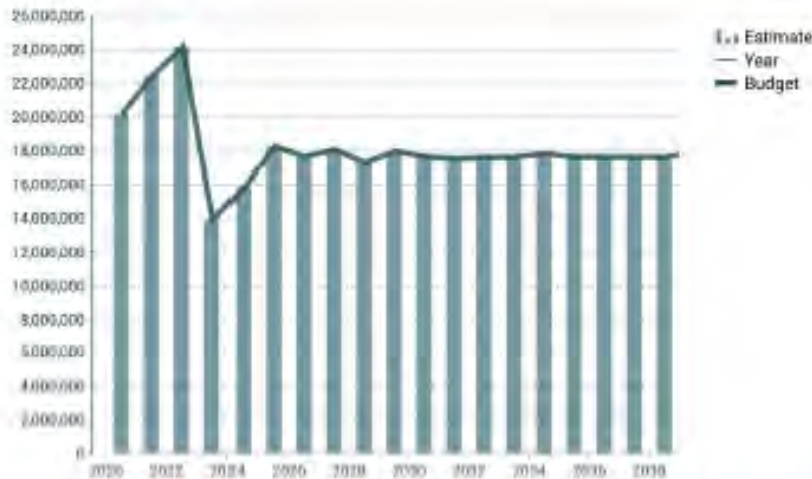
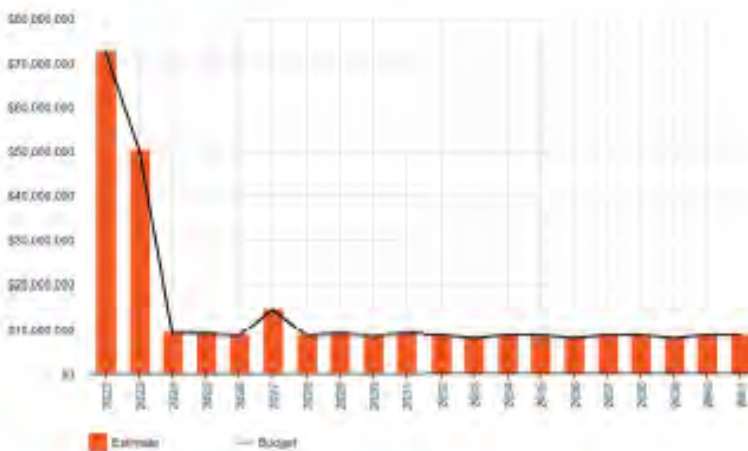


Figure 14 - Capital New/Upgrade Projected Expenditure (post 2021/22)



Expenditure Projections linked to Long-Term Financial Plan

Figure 15 and Figure 16 show the projected operations, maintenance, capital renewal, capital upgrade/new expenditure and these amounts have been accommodated in outlays shown in the long-term financial plan. Some activities and/or projects have been deferred to the 3 years beyond the 10 year financial planning period to allow further consideration of service level needs and financing options.

Figure 15 - Balanced Position Projected Operating and Capital

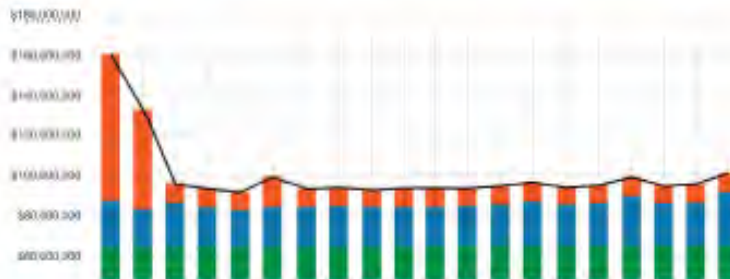


Figure 16 - Balanced Position Projected Operating and Capital Expenditure (post 2021/22)



The purpose of this strategic asset management plan is to develop the strategies to achieve the asset management objectives through balancing of asset service performance, cost and risk.

7. Conclusion

City of Salisbury is committed to continue to deliver a progressive, sustainable, connected community, providing Excellent Community Experience through its services in a financially affordable and sustainable manner. The Asset Management Data has significantly improved over the last 5 years, particularly with Tablets now in the Field, enabling Council to manage and maintain its' Assets in a financially sustainable manner to deliver these services to agreed levels of service.

This Strategic Asset Management Plan is an interim step in that it proposes expenditure across the asset classes to meet the endorsed levels of service, but has reduced the number of assets renewed or replaced, in some asset classes; recognising and accepting the risk associated with this decision. This is not a long term solution, as, in the long term, it ultimately leads to increases in operating expenditure in trying to maintain assets that have already reached their service or design life, and also delays the replacement of assets that should be replaced, using that funding to meet increased service levels of other assets.

Council is engaged in an Asset Management Improvement Process to further review structure and hierarchy of key asset classes and subsequent community levels of service, over the next 12 months. This will ensure that the Council's renewal /upgrade programs are financially sustainable, intergenerational equity is maintained, and the preventative and reactive maintenance programs and associated costs meet the Council's agreed levels of service in future years.

Asset managers have been continuing the Asset Management Improvement Plan, re-evaluating assets based on place and community services rather than condition and useful life. This process will continue over the next 12 months to confirm Useful Lives, Valuations, Capitalisation, and Function & Capacity of Assets to deliver services.

This will enable the Council to, for the first time, set funding for renewal and upgrade of assets, based on service continuity rather than condition and depreciation. This work will complete the process, begun three years ago, of moving Salisbury's Strategic Asset Management Plan from **core maturity** to nearing **advanced maturity**.

8. References

ISO, 2014, ISO 55000, Asset management – Overview, principles and terminology, International Organization for Standardization, Geneva.

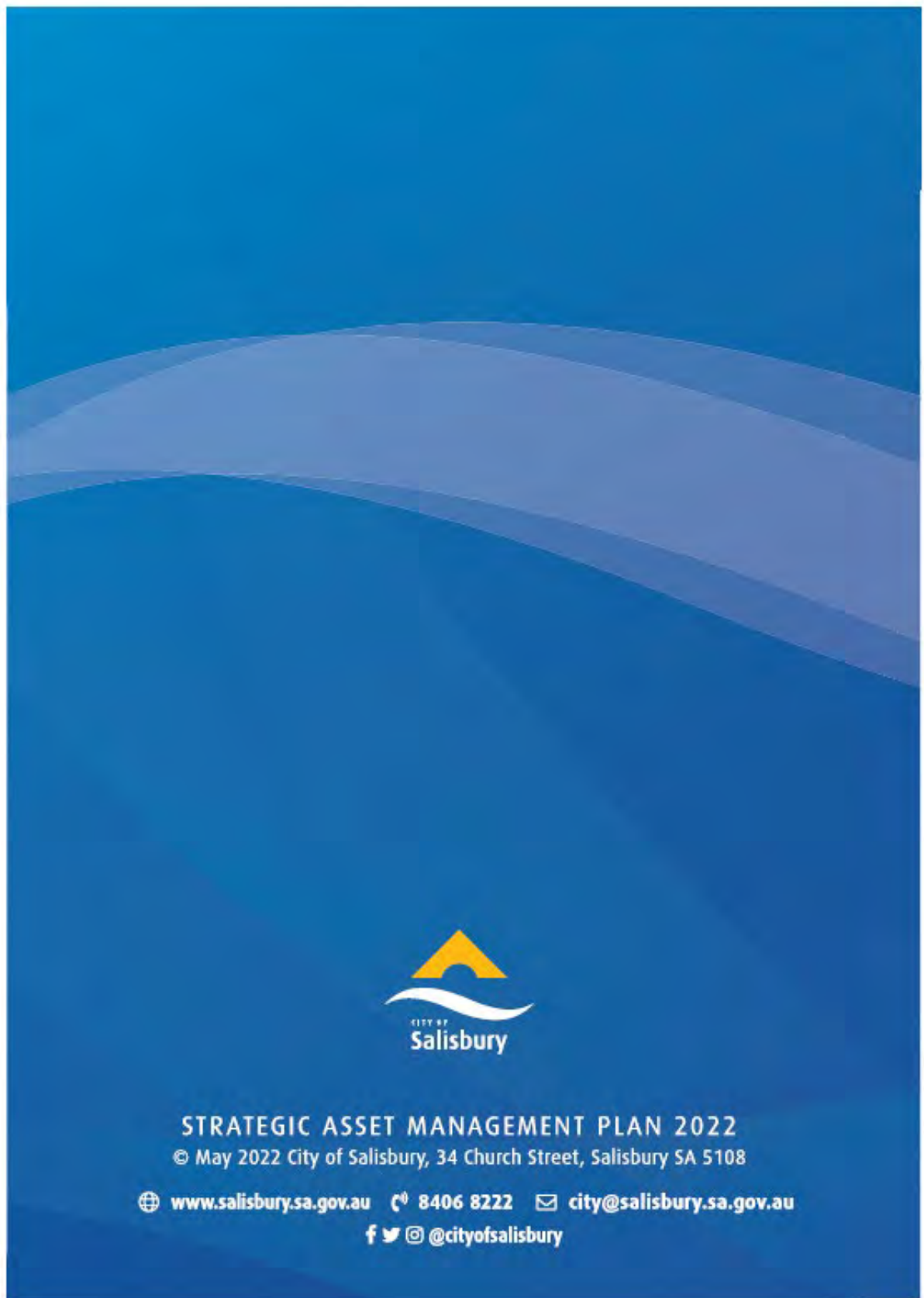
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IPWEA, 2015, International Infrastructure Management Manual, Institute of Public Works Engineering Australia, Sydney www.ipwea.org/iimm

IPWEA, 2014, 'NAMS+ Asset Management', Institute of Public Works Engineering Australia, Sydney, www.namsplus.org

IPWEA, 2015, 'Australian Infrastructure Financial Management Manual, Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/aifmm





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

11 APRIL 2022

MEMBERS PRESENT	Cr B Brug (Chairman) Mayor G Aldridge (ex officio) Cr L Braun Cr D Hood (Deputy Chairman) Cr S Ouk Cr S Reardon
OBSERVERS	Cr P Jensen Cr K Grenfell
STAFF	Chief Executive Officer, Mr J Harry General Manager City Infrastructure, Mr J Devine Manager Governance, Mr R Deco Team Leader Council Governance, Ms J O’Keefe-Craig PA General Manager City Infrastructure, Ms H Prasad PA General Manager Business Excellence, Ms H Berrisford

The meeting commenced at 6.32pm.

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

APOLOGIES

An apology was received from Cr C Buchanan.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr L Braun
Seconded Cr D Hood

The Minutes of the Asset Management Sub Committee Meeting held on
15 March 2022, be taken as read and confirmed.

CARRIED

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

Moved Cr S Reardon
 Seconded Cr L Braun

That Council:

1. Notes the report.

**CARRIED
 UNANIMOUSLY**

AMSC2 Strategic Asset Management Plan - Building Assets - Building Types

Moved Mayor G Aldridge
 Seconded Cr S Reardon

That Council:

1. Notes the list of building assets and what building types category they are in.

CARRIED

AMSC3 Strategic Asset Management Plan - Road Assets - Road Classifications and Hierarchies

Moved Cr D Hood
 Seconded Cr S Ouk

That Council:

1. Notes the report and attachment.

CARRIED

AMSC4 Interim Strategic Asset Management Plan

Moved Cr L Braun
 Seconded Mayor G Aldridge

That Council:

1. Approves the *Interim* Strategic Asset Management Plan included in Attachment 2 (Asset Management Sub Committee – 11 April 2022 – Item AMSC4 – Interim Strategic Asset Management Plan) for the purpose of public consultation, as part of Council’s Strategic Management Plans.
2. Notes that a *Revised* Strategic Asset Management Plan is being developed and will be submitted to Council for review as part of the 2023/24 Strategic Papers.

**CARRIED
 UNANIMOUSLY**

QUESTIONS ON NOTICE

There were no Questions On Notice.

QUESTIONS WITHOUT NOTICE

There were no Questions Without Notice.

MOTIONS ON NOTICE

There were no Motions On Notice.

MOTIONS WITHOUT NOTICE

There were no Motions Without Notice.

OTHER BUSINESS

Nil.

CLOSE

The meeting closed at 6.43pm.

CHAIRMAN.....

DATE.....

Minutes - Asset Management Sub Committee Meeting - 11 April 2022

Item 4.0.1 - Attachment 1 - Minutes Asset Management Sub Committee - 11 April 2022

ITEM

4.0.2

URBAN SERVICES COMMITTEE

HEADING

Recommendations of the Tree Management Appeals Sub Committee meeting held on Monday 11 April 2022

AUTHOR

Heather Prasad, PA to GM City Infrastructure, City Infrastructure

CITY PLAN LINKS

4.2 We deliver quality outcomes that meet the needs of our community

SUMMARY

The minutes and recommendations of the Tree Management Appeals Sub Committee meeting held on Monday 11 April 2022 are presented for Urban Services Committee's consideration.

RECOMMENDATION

That Council:

1. Receives and notes the information contained in the Tree Management Appeals Sub Committee Minutes of the meeting held on 11 April 2022 be received and noted and that the following recommendations contained therein be adopted by Council:

TMASC2 Tree Removal Requests - Monthly Update for February 2022

That Council:

1. Notes the report.

ATTACHMENTS

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

1. Minutes Tree Management Appeals Sub Committee - 11 April 2022



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

11 APRIL 2022

MEMBERS PRESENT Cr S Reardon (Chairman)
Mayor G Aldridge (ex officio)
Cr P Jensen (Deputy Chairman)
Cr S Ouk

OBSERVERS Nil

STAFF Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Manager Governance, Mr R Deco
Team Leader Natural Assets, Mr C Johansen
Team Leader Council Governance, Ms J O'Keefe-Craig
PA to General Manager Business Excellence, Ms H Berrisford
PA to General Manager City Infrastructure, Ms H Prasad

The meeting commenced at 6.46pm.

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

APOLOGIES

An apology was received from Deputy Mayor, Cr C Buchanan.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr P Jensen
Seconded Cr S Ouk

The Minutes of the Tree Management Appeals Sub Committee Meeting held on 15 March 2022, be taken as read and confirmed.

CARRIED

REPORTS

TMASC2 Tree Removal Requests - Monthly Update for February 2022

Moved Cr P Jensen
Seconded Cr S Ouk

That Council:

1. Notes the report.

CARRIED

QUESTIONS ON NOTICE

There were no Questions On Notice.

QUESTIONS WITHOUT NOTICE

There were no Questions Without Notice.

MOTIONS ON NOTICE

There were no Motions On Notice.

MOTIONS WITHOUT NOTICE

There were no Motions Without Notice.

OTHER BUSINESS

Nil.

CLOSE

The meeting closed at 6.49pm.

CHAIRMAN.....

DATE.....

ITEM	4.0.3
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Future Reports for the Urban Services Committee
AUTHOR	Heather Prasad, PA to GM City Infrastructure, City Infrastructure
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This item details reports to be presented to the Urban Services Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

RECOMMENDATIONThat Council:

1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. CONSULTATION / COMMUNICATION

- 2.2 External
 - 2.2.1 Nil.

3. REPORT

- 3.1 The table below outlines the reports to be presented to the Urban Services Committee as a result of a Council resolution.

Meeting Item	Heading and Resolution	Officer
27/04/2020 2.6.4	Research Road Joint Animal Pound Facility Update 3. Staff continue to refine the concept design for a joint use Animal Pound facility, and a further report is brought back by July 2020 regarding the business case and shared use agreement with the City of Tea Tree Gully.	John Darzanos
Due:	April 2022	
Deferred:	May 2022	
Reason:	The Joint Use Agreement is still in progress and yet to be finalised between City of Tea Tree Gully and City of Salisbury.	

Meeting Item	Heading and Resolution	Officer
25/05/2020 6.0.3- IBDSC2	Update on the Proposed Dry Creek Project 2. A Dry Creek project business case be presented to Council, following successful completion of the Dry Creek Stormwater Management Plan (SMP) and a community/ stakeholder engagement process. Due: June 2022	Bruce Naumann
21/12/2020 4.4.2	Belgravia Leisure Recreation Services Agreement 1.4 Council has previously resolved this resolution to be confidential. Due: March 2023	Andrew Hamilton
21/12/2020 4.4.2	Belgravia Leisure Recreation Services Agreement 1.8 Council has previously resolved this resolution to be confidential. Due: September 2022	Andrew Hamilton
22/03/2021 4.1.4	Lighting of the Little Para Trail 5. That staff provide a proposed program and budget for the 2022/23 financial year to develop and implement the priority installation of lighting between PP3 and PP5 in high traffic areas and areas of safety concern to the community along this corridor. Due: April 2022 Deferred: August 2022 Reason: As a result of the feedback from Councillors regarding lighting on the Green Trails Project (Council's Major 3m wide major trail around the City), Council has already adopted and budgeted for P3 lighting on New Trails, which are funded with in kind funding through the State Government. This report, will be absorbed into the first and second reports for the Strategic Asset Management Plan - Natural Assets due to the Asset Management Sub Committee Meetings in June and August 2022.	Jamie Hosking
24/05/2021 4.1.2	Clayson Road and Frost Road Speed Limit Increase 3. Council consider speed limits across the road network, particularly with respect to arterial and sub-arterial roads as part of a review of the Integrated Transport Plan to be undertaken by the end of 2022. Due: December 2022	David Boothway

Meeting Item	- Heading and Resolution	Officer
25/10/2021 4.1.3 Due: Deferred: Reason:	Proposed Road Closure Portion of Port Wakefield Road, Globe Derby Park If required: 4. Notes that a further report will be presented to Council after the statutory notice period has elapsed for consideration of any objections received and determination whether to proceed with a Road Process Order under Section 15 of the Roads (Opening & Closing) Act 1991. April 2022 May 2022 Staff are currently reviewing the consultation outcomes.	Tim Starr
22/11/2021 MON1 Due: Deferred: Reason:	Motion on Notice: Traffic Management Study (Mawson Lakes) 2. Prepare a report to investigate similar parking solutions for other streets in Mawson Lakes (limited to proximity of the train station car park) including painted and indented car parking bays. 4. That the report be presented to the Urban Services Committee by May 2022. May 2022 September 2022 This date for this report was set in May, originally based on the Electrification being completed in January and trains running by April, to further assess the impacts of parking around Mawson Lakes. At this point in time, the State Government has announced that trains will be running from the 1st of July, which means the timing of the report will be September 2022.	David Boothway
20/12/2021 4.1.7 Due:	Salisbury Heights Traffic Management Concept Plans 4. Notes that a further report, outlining local area traffic issues highlighted in this report, will be presented for consideration by the Urban Services Committee and Council for future budget considerations and actions. July 2022	David Boothway

Meeting Item	Heading and Resolution	Officer
20/12/2021 4.1.9	Stanford Road New Playspace - Consultation Outcomes 3. Brings back a further report by May 2022 to consider and consult relevant stakeholders on alternative sites for the new Playspace based on the design concepts highlighted within the consultation report.	Jamie Hosking
Due:	May 2022	
20/12/2021 4.2.1	Partnerships – Tree Planting and Sustainability Initiatives 2. Notes that the Natural Assets Team will continue to provide a half yearly update to the Urban Services Committee, informing Council of the sustainability education programs being undertaken throughout the City as well as any events being held, where possible three months in advance.	Tamika Cook
Due:	July 2022	
28/02/2022 US-MWON1	Salisbury Oval Security 1. Notes that the Administration and Elected Members are continuing to work with the South Australian Police (SAPOL) through the SAPOL Community Safety Committee to address the anti-social and nuisance behaviours on local government land at Brown Terrace Salisbury and will report back to Council on the outcomes of the consultation with SAPOL. 5. Approves that Brown Terrace playground and environs (as shown in the attached plan – Attachment 1, US-MWON – Salisbury Oval Security, Council Meeting, 28 February 2022) are closed between 10pm and 6am, and become an alcohol-free area under By-Law 4 for a period of two months while a review of more permanent options is undertaken, as follows: [(a) to (d) are lengthy] 6. Requests that Administration bring back a report to Council that includes more permanent options under its existing By-Laws to address anti-social behaviours and nuisance occurring at Brown Terrace and environs (as shown in the attached plan - Attachment 1, US-MWON – Salisbury Oval Security, Council Meeting, 28 February 2022), such as closing or restricting access after 10pm, declaring the reserve as alcohol free, and a dry zone, while appropriately managing the potential displacement of activities to other sites in the locality.	John Darzanos
Due:	May 2022	

Meeting Item	- Heading and Resolution	Officer
28/02/2022 4.1.8	CCTV Policy and Procedure 3. Notes that the Community Safety CCTV Program will be developed in consultation with Council Members for Council approval.	Julie Douglas
Due:	May 2022	
28/02/2022 4.1.8	Gulfview Heights Lake - Hot Weather Contingency 3. Monitors the water consumption on site, with a future report to be prepared in April 2023, after next summer.	David Boothway
Due:	April 2023	
28/02/2022 Cnl-OB2	Safety of Trucks Using Target Hill Road 2. In the report staff are to liaise with DIT about the safety of trucks using Target Hill Road and advise on actions that could be taken to reduce future incidents, including possible restrictions on certain non-local truck traffic.	David Boothway
Due:	May 2022	
28/03/2022 2.1.5	Doggy Bin Locations 4. That staff bring back a further report on the locations of doggy bins across the City of Salisbury and how we can increase doggy bin locations through the Little Para Trails, Dry Creek Trails etc.	Craig Johansen
Due:	June 2022	
28/03/2022 4.1.3	Milne Road and Sleep Road – Traffic Management 2. The Administration bring back a further report on potential signage and line markings that could be made to improve the safety of Sleep Road and Milne Road.	David Boothway
Due:	May 2022	

4. CONCLUSION / PROPOSAL

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

ITEM	4.1.1		
	URBAN SERVICES COMMITTEE		
DATE	19 April 2022		
PREV REFS	Urban Services Committee	4.1.4	19/07/2021
	Urban Services Committee	4.1.4	13/12/2021
HEADING	Revocation of Community Land Classification Venlo Court Reserve		
AUTHOR	Tim Starr, Team Leader, Property, City Infrastructure		
CITY PLAN LINKS	<p>2.1 Salisbury has a balance of green spaces and natural environments that support biodiversity</p> <p>3.1 Salisbury's businesses are successful and part of our community</p> <p>4.2 We deliver quality outcomes that meet the needs of our community</p>		
SUMMARY	<p>Following a request from Thomas More College to purchase portion of Council's reserve for the construction of a multi-function gymnasium and performing arts centre, Council resolved vide Item 4.1.4 Urban Services Committee report 19/07/2021 to proceed with the revocation process for portion of Venlo Court Reserve described as Allotment 56 in Deposited Plan 11139.</p> <p>As a result of the further report presented to Council considering objections received Vide Item 4.1.4 13/12/21 it was requested that a Community Forum be held with interested members of the public and school representatives to further discuss concerns raised as a result of the Consultation.</p> <p>This report advises Council of the outcome of the Community Forum and recommends that Council continue with the proposal to revoke the community land classification on these portions of land and sell subsequently sell the property to Thomas More College.</p>		
RECOMMENDATION			
	<u>That Council:</u>		
	<ol style="list-style-type: none"> 1. Notes that a community forum was undertaken on Tuesday the 1st of March 2022 and the outcome of that forum is as documented in Attachment 1 of this report (Item 4.1.1 Revocation of Community Land Classification Venlo Court Reserve – Urban Services Committee, 19 April 2022). 2. Notes the submissions received in response to Council's public consultation summarised in section 3.3 and documented in Attachment 2 of this report (Item 4.1.1 - Revocation of Community Land Classification Venlo Court Reserve - Urban Services Committee, 19 April 2022). 		

3. Notes the comments in response to the issues raised within the submissions summarised in section 3.4 and documented in Attachment 2 of this report (Item 4.1.1 -Revocation of Community Land Classification Venlo Court Reserve - Urban Services Committee, 19 April 2022).
4. Approves that the land delineated in Attachment 3 of this report (Item 4.1.1 -Revocation of Community Land Classification Venlo Court Reserve - Urban Services Committee, 19 April 2022) described as portion of Allotment 56 in Deposited Plan 11139 known as Venlo Court Reserve be declared surplus to Council's requirements.
5. Notes that the required public consultation requirements of the *Local Government Act 1999* have been complied with and submissions addressed.
6. Authorises the Manager Property and Buildings to proceed with the revocation process and prepare and submit the necessary report and related documentation to the Minister for approval pursuant to Section 194 (3) of the *Local Government Act 1999*.
7. Upon Council's endorsement of the above recommendations and compliance with all legislative requirements necessary to facilitate the revocation of classification of community land, Council dispose of the subject land for a financial consideration as determined by an independent licenced Valuer, with all costs associated being the full responsibility of Thomas More College as the applicant.
8. As part of any sale agreement with the school, it is required that specific initiatives be provided by the school which address matters raised through the community consultation and outlined in Section 3.4 of this report (Item 4.1.1 – Revocation of Community Land Classification Venlo Court Reserve – Urban Services Committee, 19 April 2022). These measures include an encumbrance on the property stating no buildings will be constructed within 10 metres of an adjoining residential boundary fence, installation of landscaping and appropriate boundary treatments to address loss of vegetation and visual amenity at the boundary interface. The school will work with the School community and Council to address parking and traffic concerns within the surrounds and streets
9. Part funds from the sale of this land are to be considered for allocation to traffic management improvements in the vicinity of the school including changes to parking and pedestrian crossings.

ATTACHMENTS

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

1. Consultants' Report Venlo Court Reserve Community Forum
2. Submissions and Responses
3. Section of Venlo Court Reserve Proposed for Revocation and Disposal

1. BACKGROUND

1.1 At the Council meeting held on the 26 July 2021 Council resolved that

“1 Portion of Allotment 56 in Deposited Plan 11139 and described in Certificate of Title Volume 5538 Folio 701 as delineated in the attached plan (attachment 1 item 4.1.4 Urban Service Committee) measuring approximately 3,295 square metres, be declared surplus to Council's requirements and Council propose to revoke the classification as community land.

- 2 *The Section 194 report contained in attachment 2 to this report (Urban Services Committee 19/07/2021, Item No. 4.1.4) be adopted for the purposes of Section 194 of the Local Government Act 1999, and the Manager Property and Buildings be authorised to implement the public consultation process, comprising of a public notice in the News Review and Leader Messenger Papers and letters with the attached report be posted to property owners likely to be impacted within the immediate vicinity.*
- 3 *A further report be presented to Council for consideration of any objections received. In the event that no objections are received the Manager Property and Buildings be authorised to prepare and submit the necessary documentation to the Minister for approval.*
- 4 *Upon Council's endorsement of the above recommendation and compliance with all legislative requirements necessary to facilitate the revocation of classification of community land, Council dispose of the subject land for a financial consideration as determined by an independent licensed Valuer, with all costs associated being the full responsibility of Thomas More College as the applicant."*

Resolution Number 0001/2021

- 1.2 At its meeting held on Monday, 20 December Council considered a report on the revocation of Community Land Classification at Venlo Court Reserve and resolved that the item be deferred:

"...to allow further consideration of the points raised in the Deputations, and that the residents and school be invited to participate in consultation".

Resolution Number 1184/2021

2. CONSULTATION / COMMUNICATION

2.1 External

- 2.1.1 On 30 September the community consultation process commenced, consisting of direct mail posted to 150 residents and property owners within the immediate vicinity. Notifications were published in the Advertiser Newspaper, State Government Gazette, Council's website and a sign was erected on site.
- 2.1.2 A Community Forum was held at the Salisbury Community Hub on the 1st March 2022 at 6pm.

3. REPORT

- 3.1 At the conclusion of the public consultation period relating to the proposed revocation of Community Land, five submissions were received from residents (the respondents) within the immediate vicinity of the proposed revocation site along with a petition. Staff replied to all submissions in writing addressing all the concerns raised in the submissions. These responses were hand delivered to all respondents on the 22nd of November 2021. The respondents were further advised that this report would be considered by the Urban Services Committee on the 13th of December 2021 and they would have an opportunity to provide a deputation at the Council meeting scheduled for Monday the 20th of December subject to notifying Council 5 clear business days prior. Two deputations were received and discussed at this meeting relating to the proposal to revoke the Community Land Classification of portion of Venlo Court Reserve.

- 3.2 As a result of Council's consideration of this item and the Deputations received Council resolved that "...to allow further consideration of the points raised in the Deputations, and that the residents and school be invited to participate in consultation". Resolution Number 1184/2021 a community forum was held at the Salisbury Community Hub on the 1st of March 2022. Invitations were delivered to 133 surrounding residents on the 21st of February advising of the forum and inviting residents to attend.
- 3.3 This forum was hosted by an external specialist community consultation provider and allowed for the community to further discuss and investigate their concerns. To answer these queries school representatives including the Principal, Business Manager and their Architects were in attendance along with Elected Members and staff. The outcome of this forum is detailed in Attachment 1.
- 3.4 Eight residents including two children from five separate residences were present and the concerns raised through the responses to the public consultation and further issues raised at the Community Forum were addressed. As part of this response representatives advised the following;
- Should the land be revoked of the Community land Classification and sold, appropriate setbacks for the new building from neighboring residential properties will be enforced. This may be achieved by way of registering an encumbrance over the property being sold.
 - Appropriate vegetation will be retained where possible and mature vegetation may be replanted to ensure that biodiversity corridors are maintained. Council staff can work with Thomas More College to ensure appropriate species are selected.
 - It is confirmed that there are currently no easements on the portion of Venlo Court Reserve proposed for disposal. There is an existing Electricity Easement within Venlo Court Reserve however this is outside of the land proposed for disposal
 - Open style fencing can and will be incorporated around the new facility thereby reducing a hard boundary and creating a softer edge to the proposed Gymnasium precinct
 - Noise and light spill can and will be minimised through appropriate design
 - Discussions were undertaken in relation to the use of the existing facility by the weekend hirers and it was requested that the Thomas More staff should be contacted by affected community members should these uses be distracting
 - Thomas More College will reinforce with the school community to be respectful of surrounding residents and request that their parents undertake safe and respectful drop off and pickups.

Residents were advised that the next opportunity for them to engage in relation to this matter will be through the development assessment process if the revocation process proceeded and the land was sold to Thomas More College.

4. CONCLUSION / PROPOSAL

- 4.1 As a result of the Community Forum the concerns raised by the respondents in relation to the revocation of Community Land classification for portion of Allotment 56 Deposited Plan 1139 described in Certificate of Title Volume 5538 Folio 701 known as Venlo Court Reserve have been addressed.
- 4.2 Having complied with Council's Public Consultation Policy and addressing the respondents' concerns, it is recommended that Council continue with the revocation proposal by forwarding the necessary documentation with a request for the Minister's approval to revoke the Community Land Classification of Allotment 56 Deposited Plan 1139 described in Certificate of Title Volume 5538 Folio 701 known as Venlo Court Reserve.

City of Salisbury
22ADL-0113
4 April 2022

Engagement Summary Report

Venlo Court Revocation

SHAPING
GREAT
COMMUNITIES



Item 4.1.1 - Attachment 1 - Consultants' Report Venlo Court Reserve Community Forum

Engagement Summary Report - Venlo Court Revocation

4 April 2022

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Prepared for City of Salisbury and Thomas More College

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URPS Ref 22ADL-0113

Document history and status

Revision	Date	Author	Reviewed	Details
V1	04/04/22	J Wilson	A.Deller-Coombs	Draft for client review

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1. Background

The City of Salisbury currently own and manage a piece of land known as Venlo Court Reserve (Reserve), classified as community land. The Reserve shares its boundaries with Thomas More College and several residential properties.

Thomas More College approached the City of Salisbury with a requested to purchase a portion of the Reserve (Figure 1), for the purposes of constructing a multi-function gymnasium and performing arts centre.

The City of Salisbury and Thomas More College reached an agreement on the land sale and subsequently commenced the required community land revocation process. The land revocation process included the statutory landowner notification process. This resulted in several property owners responding through written submissions and a petition against the proposal was also received.

At its meeting on 20 December 2021, Council received the written submissions, petition and heard two deputations. Prior to reaching a decision on the land revocation of the Reserve, Council resolved that: *'...residents and the school be invited to participate in consultation'* (Item 4.1.4 Minutes).

The City of Salisbury engaged URPS as an independent facilitator to provide engagement services.

Figure 1: Portion of Venlo Court Reserve proposed



2. Community information forum

A community information forum was held on Tuesday, 1 March 2022 at the Salisbury Community Hub at 6.00-7.30pm.

The purpose of the information session was to provide a further opportunity for local residents and property owners to discuss and provide feedback about the proposal. This feedback is to be considered by Council in reaching a decision on land revocation.

The forum also provided the opportunity to provide further information to participants about Thomas More College's plans for a new gymnasium, outline the Council revocation and planning assessment process and convey how the proposal is responding to feedback already received from community.

Invitations (Attachment 1) to the information session were hand-delivered to 133 properties adjacent Venlo Court Reserve (Figure 2). This reflected those properties within a 60-metre radius of the site and was in line with the properties notified of the proposed land revocation.

Figure 2: Invitation distribution area



The community information forum was facilitated by URPS. Members of the City of Salisbury and Thomas More College were in attendance, including the College Principal.

Elected Members of Council also attended, being the Mayor, Deputy Mayor and both Para Ward Councillors.

Eight residents participated in the information session, including two children, from five neighbouring properties. All participants reside in properties whose back fences share a boundary with the Reserve.

The agenda for the information forum was as follows:

1. What is being proposed
2. Why is it being proposed
3. What we've heard from community
4. How we're responding
5. Next steps

A presentation (Attachment B), including a site plan showing the draft layout of the new gymnasium was used to guide discussion.

As part of outlining the proposal, it was highlighted that the revocation process only enabled the land to be sold and that a separate development approval process would be required for construction of the new facility to occur.

The Principal of Thomas More College, as representative of the broader school community outlined the reasons for the proposal. This included:

- Thomas More College student numbers have grown
- Need to provide services to provide quality education for existing and new students and families
- Current facilities no longer meeting needs
- Site is constrained by aging buildings and potential Department of Infrastructure and Transport needs.

3. Discussion and feedback

3.1 Feedback received through revocation process

Prior to the information session, community feedback had been received through the revocation process identifying that:

- Residents value:
 - Current view and visual amenity
 - Privacy
 - Trees, birds and wildlife
- Residents are concerned about:
 - Increase in noise
 - Light spill from new facility
 - Security
 - Increase in traffic (including foot traffic)
 - Public use (after hours and on weekends).

3.2 Information session discussion and feedback

One of the aims of the community information session was to further explore the feedback received through the revocation process and provide the opportunity for further feedback.

Discussion at the information session confirmed what had been heard through the revocation process. The discussion can be summarised into the following themes:

3.2.1 Ownership and services

It was noted by participants that the land was originally held by the State Government Housing Trust, prior to being owned by City of Salisbury, for community use. It was expressed that the site should be retained for this purpose.

There was also a question raised about whether there is an existing easement through the property, and whether this would interfere with the new facility.

There were also questions about whether the proposed new facility meets the set-back requirements. In particular, whether the set back is from existing properties or from the property boundary.

3.2.2 Trees, wildlife and environment

Participants expressed that they highly value the vegetation, birds and wildlife present at the reserve, and the environmental value that they provide. There was concern with the amount of vegetation that may need to be removed to enable the new facility to be built, with one participant noting that there are over 100 trees present at the reserve.

Some participants noted that they would like some trees removed near property boundaries, as they are overhanging and causing nuisance by dropping debris.

With trees being removed, and more built form, some participants felt that the environment would be changed, and local urban temperatures would be raised.

3.2.3 Current view, visual amenity and public use

It was evident through the discussion that participants view Venlo Court Reserve as an extension to their own backyard. They stated that they enjoy the view of the trees and birds from their properties and that their children enjoy the space for nature play. Concern was expressed that by enabling a gymnasium to be built, this view and community use will be taken away.

Figure 3: Poster presented at information session by two local children. (Names and address redacted)



3.2.4 Noise from new facility

Participants noted existing issues with noise, resulting from the hire of the current gym facility and adjacent oval on weekends including dog clubs, soccer clubs and dance/music groups. Participants were concerned that this would be exacerbated by the new facility, with further opportunities being provided for hiring/use. Participants noted that the current vegetation on the site provides some sound protection to surrounding homes.

3.2.5 Potential light spill from new facility

One participant noted that lights are frequently left on in the existing facility overnight. There was concern that similar issues would be experienced with the new facility. Questions were also raised about any security or exterior lighting that may form part of the new facility and the potential for light spill to adjacent properties.

3.2.6 Security and privacy

Some participants felt that there would be a higher level of security and privacy issues faced by local residents with an increase in people using the new facility.

3.2.7 Fencing of the new building

Questions were asked about whether the new facility would be fenced. Some participants expressed that any fencing should be able to be seen through i.e. spear top.

3.2.8 Property values

Some participants were of the view that the construction of the new facility would see a decrease in property values.

3.2.9 Out of scope

Some issues discussed were out of scope of the proposal. This included existing traffic and on-street parking issues in residential streets from student drop-off and pick-up including a suggestion that there should be a 'kiss and drop' located on Kings Road

4. Response to feedback and next steps

Through the discussion at the information session, responses were provided by representatives of the City of Salisbury, including Elected Members, and Thomas More College to provide clarity about the proposal.

As part of this response, representatives undertook to:

- Provide the outcomes of the community information session to Council to further inform their recommendation of land revocation for Venlo Court (this report)
- Should land revocation be recommended and approved by the Minister for Planning, consider the feedback received in progressing the development, including but not limited to:
 - Confirming appropriate setbacks of the new building from neighbouring properties
 - Confirming there are no existing easements on the property that would interfere with the new building
 - Retaining existing trees and vegetation where possible
 - Consider planting mature trees as part of the new landscaping
 - Incorporating open style fencing around the new facility
 - Minimising noise and light spill from the new facility through design.
- Discuss with existing facility lessees to act in accordance with agreements and to be mindful of neighbouring property owners
- Continue to reinforce with school community the need for safe student drop off and pick up.

In closing the session, participants were informed that the next opportunity for engagement would be through the development assessment process, should land revocation be approved,

Appendix A

Information session invitation



21st February 2022

Dear Resident

Re: Community Information Forum – Venlo Court, Salisbury East

On 30 September 2021, you received information about a proposal to revoke the community land classification for a part of Venlo Court Reserve, Salisbury East. This would allow Council to sell part of the land to Thomas More College to build a new gymnasium.

Local residents were invited to provide feedback on this proposal, and many of you took the opportunity to provide a submission. These submissions were considered by Council at their meeting on 13 December 2021.

Before Council makes a decision about the revocation, we would like to invite you to attend an information forum to provide a further opportunity for you to:

- Learn about Thomas More College’s plans for a new gymnasium
- Understand what the Council revocation and planning assessment process involves
- Understand how the proposal is responding to feedback received by community
- Ask questions about what is being proposed.

The community information forum will be held on:

Date: Tuesday, 1 March 2022

Time: 6.00pm to 7.30pm

Place: Salisbury Community Hub, 34 Church Street, Salisbury

To register to attend the session, or to discuss further, contact Andrea or Grace at URPS on 8333 7999 or by email at mail@urps.com.au by no later than **Friday 25 February 2022**.

Please note that due to COVID-19, numbers are limited and attendees must RSVP to attend. Please ensure you bring a mask.

We look forward to seeing you there.

Yours sincerely,

Tim Starr
Team Leader Property
Property & Buildings

Appendix B

Information session presentation

Attachment 3 Submissions and Responses

Submission 1

Chief Executive Officer,
City of Salisbury
PO Box 8
SALISBURY SA 5108

Dear Sir,

I have concerns with regards to the proposed building of a gymnasium at the rear of my property.

When I purchased my property a main consideration was the country like appearance at the back of my property, a wonderful habitat for many species of parrots and birds which I often sit and watch from my backyard. I fear that if the proposed building is anything like the current gym that Thomas Moore currently have and given the shape and size of the land they are wishing to purchase, I don't see how a gymnasium could be added without it impacting my and my neighbour's properties. This proposal could seriously impact not only on my lifestyle but also the value of my property. I have invested a lot of money and energy into my back garden and am concerned about the height and proximity of the proposed building and the overall effect a huge building will have.

There is already a noise factor coming from the current gymnasium on weekends with Indian music blaring, drum practice after hours to say nothing of the dogs barking early Sunday mornings. Another gymnasium would allow the school to further hire out the building for after school uses. I have no problem with noise during the day, it is a school after all and it is to be expected, but only during school hours.

There is a space on the other side of the school adjacent the train line that appears to be not in use, perhaps that would be a far better alternative that is not as likely to impact the people living near-by.

I already have concerns with regards to the traffic and the many near accidents that I have had over the years with people parking at the end of my street and leaving only one side of a very narrow court for incoming and outgoing traffic as well as people doing U-turns in front of me while I am trying to turn down my court. While I try to be home before the school day ends, it is not always possible and when all things are considered I should not have to work my day around the school hours, I finished school many years ago.

As far as the cost of Council maintaining the small amount of property involved, I would say that it would be insignificant, as we have had to put up with dead trees, trees overhanging and dropping needles on our properties for years and nothing has ever been done. That is until only recently, and I assume that is only because you are wanting to sell the property. Having said that I would prefer the trees with filtered light than a huge ugly building blocking natural light.

Another point I would like to make is that if I wanted to cut down a tree on my property I would not be able to if it was of a certain size. I am sure many of the trees in the space at the rear of my property would come under that criteria, so, are there rules for some and rules for others, or does it only apply if you don't have money.

All in all, this is very distressing and I respectfully request that you give serious consideration to the concerns of the residents involved.

Thank you



SALISBURY DOWNS SA 5108

Response Submission 1

22 November 2021



Salisbury Downs SA 5108

Dear

Re: Proposed Revocation of Community Land Classification of Venlo Court Reserve

I write to thank you for your recent submission regarding the proposed Revocation of Community Land Classification for portion of Venlo Court Reserve. We have further consulted with the school as the applicants and also reviewed your concerns with relevant staff. Please see our advice in relation to your concerns below.

Disruption to view and serenity

- *We have been advised by the applicant that any planned building will be set back a minimum 10 metres from the boundary of adjoining properties thereby limiting any view restrictions. For many neighbours, the shape of the parcel of land means they will have a clearance far more than 10 metres. In addition, the school has advised that the fence line will be planted with trees arguably more attractive than the current ones. This will be done in consultation with Council to ensure appropriate biodiversity is maintained.*

Disruption to trees and bird wildlife

- *Whilst there is expected to be removal of some trees, biodiversity corridors are comprised of a larger footprint than the subject site and it is not expected that the whole of the site will be denuded of trees. The school has advised that trees will be planted along the fence line to encourage bird life. This will be done in consultation with Council specialist staff to ensure appropriate species are planted to ensure an appropriate biodiversity corridor is maintained.*

Decreasing value of property

- *This is a very subjective matter and we cannot comment either way as to whether owning a property located adjacent to a school will decrease or increase the value of your property. Whilst some people may look to purchase properties adjacent to a school such as Thomas More others may see this as a detrimental factor in their decision whether to purchase or not.*

Land on other side of the school

- *The school has advised that the land on the eastern side of the school adjacent the train line is earmarked for future development as outdoor tennis / basketball courts and thus not available for a gymnasium.*

Noise issue

- *We addressed this matter with the College who advised that they have not received any formal complaints regarding noise and apologise for any inconvenience if there has been. The School advised that they appreciate and value their neighbours and strive to work with them to reduce disruptions as much as possible. All hiring arrangements are for a maximum of twelve months (most are shorter) and are reviewed before renewal. If noise continues to be an issue the school has advised that they will take steps to ensure this is addressed via conditions in hiring contracts, or in extreme cases a refusal to renew a contract. That said, the working plans for the new facility are designed to reduce noise significantly in two different ways. First, a new facility would incorporate noise reducing materials and technologies unavailable when the current structure was built. Second, a new facility would effectively envelope the existing gym and Performing Arts areas, providing an additional physical sound barrier between the areas where noise is generated and the neighbouring properties.*

Cutting down of significant trees

- *There are specific requirements in relation to significant and regulated trees. Should a tree be classified as significant or regulated it is required that an application be lodged with our planning division and an assessment be made under the Planning and Design Code which is a State Government requirement. Should removal of a significant or regulated tree be approved there will be a requirement that replacement trees are planted at an alternative location.*

Increased traffic issues

- *The College has advised that they continue to remind families of their responsibilities to neighbours. The College remains compliant with regulations regarding parking, access, etc, however is working with Council in the objective to further improve this.*

Thank you again for your feedback and comments, please be aware that a further report on the revocation process will be considered by Council's Urban Services Committee with a report expected to be presented on the 13th of December at the conclusion of the Finance and Corporate Services Committee meeting for consideration before being presented to full Council. This report will detail your objection and this response provided to you.

Should you wish to appear as a deputation at the Council meeting and present any information, you must deliver your written request to Council's principal office by 5:00 pm 5 days prior to the Council meeting scheduled for Monday the 20th of December.

Yours sincerely

Tim Starr
Team Leader Property
Phone: 08 8406 8577
Email: tstarr@salisbury.sa.gov.au

Submission 2

I object to the proposed plan to destroy the reserve and for the college to build .

Ruining the native bird area plus spoiling the residents privacy and potential devaluing of property.
Increased foot and othe traffic plus lighting ruining ambience and peace of our own spaces.

Ongoing noise issues from the college out of school hours are will be exacerbated i.e. weekends ruined with non stop barking of dogs from earl morning. Weekends and evenings when band practices occur plus other social activities. Potential security issues too.

Thank you and hope this plan can be halted. Alternate area could be otherside of sports field or the open area on Amsterdam Court utilizing the buildings which dont retain occupancy for very long

██████████

██████████

Salisbury Downs 5108

Response Submission 2

22 November 2021



Salisbury Downs SA 5108

Dear

Re: Proposed Revocation of Community Land Classification Venlo Court Reserve

I write to thank you for your recent submission regarding the proposed Revocation of Community Land Classification for portion of Venlo Court Reserve. We have further consulted with the school as the applicants and also reviewed your concerns with relevant staff. Please see our advice in relation to your concerns below.

Disruption to view and serenity

- *We have been advised by the applicant that any planned building will be set back a minimum 10 metres from the boundary of adjoining properties thereby limiting any view restrictions. For many neighbours, the shape of the parcel of land means they will have a clearance far more than 10 metres. In addition, the school has advised that the fence line will be planted with trees arguably more attractive than the current ones. This will be done in consultation with Council to ensure appropriate biodiversity is maintained.*

Disruption to trees and bird wildlife

- *Whilst there is expected to be removal of some trees, biodiversity corridors are comprised of a larger footprint than the subject site and it is not expected that the whole of the site will be denuded of trees. The school has advised that trees will be planted along the fence line to encourage bird life. This will be done in consultation with Council specialist staff to ensure appropriate species are planted to ensure an appropriate biodiversity corridor is maintained.*

Decreasing value of property

- *This is a very subjective matter and we cannot comment either way as to whether owning a property located adjacent to a school will decrease or increase the value of your property. Whilst some people may look to purchase properties adjacent to a school such as Thomas More others may see this as a detrimental factor in their decision whether to purchase or not.*

Noise issue

- *We addressed this matter with the College who advised that they have not received any formal complaints regarding noise and apologise for any inconvenience if there has been. The School advised that they appreciate and value their neighbours and strive to work with them to reduce disruptions as much as possible. All hiring arrangements are for a maximum of twelve months (most are shorter) and are reviewed before renewal. If noise continues to be an issue the school has advised that they will take steps to ensure this is addressed via conditions in hiring contracts, or in extreme cases a refusal to renew a contract. That said, the working plans for the new facility are designed to reduce noise significantly in two different ways. First, a new facility would incorporate noise reducing materials and technologies unavailable when the current structure was built. Second, a new facility would effectively envelope the existing gym and Performing Arts areas,*

providing an additional physical sound barrier between the areas where noise is generated and the neighbouring properties.

Increased traffic issues

- *The College has advised that they continue to remind families of their responsibilities to neighbours. The College remains compliant with regulations regarding parking, access, etc, however is working with Council in the objective to further improve this.*

Security issues and concerns with spotlights

- *The School has advised that they wish to work with their neighbours to improve security not only for their own site but for all surrounding residents. The College advised that they have previously been broken into whereby the lock on the vehicular gate at the end of Venlo Court was cut, a vehicle drove into the Reserve, and individuals accessed College grounds from the Reserve using the lack of lighting and visibility in the subject area to their advantage. Reducing the size of this space, strategically installing security cameras to monitor the perimeter of the College grounds (but not neighbouring yards) and improving lighting are all measures the school is looking to take to improve security. We have been advised that security lighting will be soft lighting and not spotlights so as not to impact on neighbouring properties. Lights will be directed along the perimeter and internally, not into neighbouring yards.*

Thank you again for your feedback and comments, please be aware that a further report on the revocation process will be considered by Council's Urban Services Committee with a report expected to be presented on the 13th of December at the conclusion of the Finance and Corporate Services Committee meeting for consideration before being presented to full Council. This report will detail your objection and this response provided to you.

Should you wish to appear as a deputation at the Council meeting and present any information, you must deliver your written request to Council's principal office by 5:00 pm 5 days prior to the Council meeting scheduled for Monday the 20th of December.

Yours sincerely

Tim Starr
Team Leader Property
Phone: 08 8406 8577
Email: tstarr@salisbury.sa.gov.au

Submission 3 with Petition

Wednesday, 27 October 2021

Re: Proposed revocation of Classification as Community Land - Allotment 56 in Deposited Plan Number 11139 known as Venio Court Reserve and described in Certificate of Title Volume 5538 Folio 701

Attn: Chief Executive Officer John Harry

This is a letter of we are residents of [REDACTED] We received the letter dated the 30th September, 2021

With great annoyance receiving official letter in mail on the 12th October, 2021 which unrealistic time to process this issue. With great disappointment for myself, my wife and two young kids that live close proximity to this community land.

We find it really hard that the school offered to buy the community land to purchase for a gymnasium as we have done research. There is roughly 30 properties of Salisbury council wishing to change classifications of community land, to save money, upkeep and maintenance at the detriment of local community assets and private open space.

We as a young family find this really concerning as its taken up a lot of our precious family time to resolve this concerning issue for a better outcome.

As a community and rate payer we prefer to have the land utilised as a natural reserve with existing wildlife and well maintain gardens.

It will devalue our land, increase foot traffic at night behind our properties, streets pathways will cause unwarranted concerns for loitering. Constant noise from Thomas Moore College during weekends from hiring out their facilities will increase with the hall being built, aswell as spotlights will beam into outback yards and bedrooms.

The community land allotment 56 has over 100 trees some in good condition some in terrible state, and is looking derelict.

As a council you have failed and neglected maintenance in this reserve for nearly 40 years as the housing trust gave that portion of land to Salisbury Council for community land.

You as a council want to off load this community asset so its not a worry for the 100 trees for maintenance at the detriment of a community asset.

Thomas Moore College has a 2 meter fence along the side of the oval, to protect public using it to keep its greenery & maintenance, and i can't even take my kids for a few football kicks. And here you are trying to knock down natures environment and create for your own benefit a big gymnasium building.

For any discussion in council meeting regarding this allotment we would like to be notified to attend to voice our opinion.

We also have a petition currently circulating at 64 signatures and counting.

You have caused our family a lot of stress, and hoping this can be resolved.

[REDACTED]

23/10/21

Attn: Chief Executive Officer John Harry
Para Ward Members – Cr Sarah Ouk JP,
Local MP Cr Kylie Grenfell
Zoe Bettison

City of Salisbury
PO Box 8,
Salisbury, SA 5108

Re: Proposed revocation of Classification as Community Land – Allotment 56 in Deposited Plan Number 11139 known as Venlo Court Reserve and described in Certificate of Title Volume 5538 Folio 701

Dear Council Members,
We the residents of [REDACTED] have received a notification letter for the revocation of community land on Venlo Court to be purchased by Thomas Moore College for the purpose of building a Gymnasium.

The purpose of this letter is to advise City of Salisbury that the residents residing in Breda and Venlo Court oppose to the construction of a gymnasium on Venlo Court Reserve.

Reasons being to us opposing this gymnasium are as follows:

- Views from our backyards of large trees are more pleasant than having to stare at large concrete buildings
- Spot lights at night will beam into our backyards
- Increased foot traffic at night behind our properties, streets and pathways will cause unwarranted concerns for loitering
- Devaluing of our land, house sales/properties
- Constant noise from Thomas Moore College during the weekends from hiring out their facilities will increase with the gymnasium being built
- Concerns of removal of several trees from the reserve for the construction of a gymnasium when residents request trees on their properties to be pruned due to branches breaking and causing damage or accidents being denied.
- We as a community would prefer to have this community land utilised as a nature reserve with existing wild life or maintained gardens.

We, the residents are requesting that Council take into serious consideration our reasons for this gymnasium to not be constructed on community land. Please find following a signed petition form from all the residents surrounding Venlo Court opposing the sale of community land for a Gymnasium.

We look forward to a positive and rewarding outcome on the above matter.

Kind Regards,

[REDACTED]



Response Submission 3

17 November 2021

[REDACTED]
Salisbury Downs SA 5108

Dear [REDACTED]

Re: Proposed Revocation of Community Land Classification Venlo Court Reserve

I write to thank you for your recent submission and petition regarding the proposed Revocation of Community Land Classification for portion of Venlo Court Reserve. We have further consulted with the school as the applicants and also reviewed your concerns with relevant staff. Please see our advice in relation to your concerns below and also the cover letter to your petition.

Removal of Trees

- *There are specific requirements in relation to significant and regulated trees. Should a tree be classified as significant or regulated it is required that an application be lodged with planning division and an assessment be made under the Planning and Design Code which is a State Government requirement. Should removal of a significant or regulated tree be approved there will be a requirement that replacement trees are planted at an alternative location.*
- *We have been advised by the applicant that any planned building will be set back a minimum 10 metres from the boundary of adjoining properties thereby limiting any view restrictions. For many neighbours, the shape of the parcel of land means they will have a clearance far more than 10 metres. In addition, the school has advised that fence line will be planted with trees arguably more attractive than the current ones. This will be done in consultation with Council to ensure appropriate biodiversity is maintained.*

Security issues and concerns with spotlights

- *The School has advised that they wish to work with their neighbours to improve security not only for their own site but for all surrounding residents. The College advised that they have previously been broken into whereby the lock on the vehicular gate at the end of Venlo Court was cut, a vehicle drove into the Reserve, and individuals accessed College grounds from the Reserve using the lack of lighting and visibility in the subject area to their advantage. Reducing the size of this space, strategically installing security cameras to monitor the perimeter of the College grounds (but not neighbouring yards) and improving lighting are all measures the school is looking to take to improve security. We have been advised that security lighting will be soft lighting and not spotlights so as not to impact on neighbouring properties. Lights will be directed along the perimeter and internally, not into neighbouring yards This is expected to increase security in this area and be a far less attractive location for loitering than the current unlit reserve.*

Decreasing value of property

- *This is a very subjective matter and we cannot comment either way as to whether owning a property located adjacent to a school will decrease or increase the value of your property. Whilst some people may look to purchase properties adjacent to a school such as Thomas More others may see this as a detrimental factor in their decision whether to purchase or not.*

Noise issue

- *We addressed this matter with the College who advised that they have not received any formal complaints regarding noise and apologise for any inconvenience if there has been. The School advised that they appreciate and value their neighbours and strive to work with them to reduce disruptions as much as possible. All hiring arrangements are for a maximum of twelve months (most are shorter) and are reviewed before renewal. If noise continues to be an issue the school has advised that they will take steps to ensure this is addressed via conditions in hiring contracts, or in extreme cases a refusal to renew a contract. That said, the working plans for the new facility are designed to reduce noise significantly in two different ways. First, a new facility would incorporate noise reducing materials and technologies unavailable when the current structure was built. Second, a new facility would effectively envelope the existing gym and Performing Arts areas, providing an additional physical sound barrier between the areas where noise is generated and the neighbouring properties.*

Increased traffic issues

- *The College has advised that they continue to remind families of their responsibilities to neighbours. The College remains compliant with regulations regarding parking, access, etc, however is working with Council in the objective to further improve this.*

Nature reserve, preserving birds and wildlife

- *Whilst there is expected to be removal of a number of trees, biodiversity corridors are comprised of a larger footprint than the subject site, it is not expected that the whole of site will be denuded of trees. The school has advised that trees will be planted along the fence line to encourage bird life. This will be done in consultation with Council specialist staff to ensure appropriate species are planted to ensure an appropriate biodiversity corridor is maintained.*

Thank you again for your feedback and comments, please be aware that a further report on the revocation process will be considered by Council's Urban Services Committee with a report expected to be presented on the 13th of December at the conclusion of the Finance and Corporate Services Committee meeting for consideration before being presented to full Council. This report will detail your objection and this response provided to you.

Should you wish to appear as a deputation at the Council meeting and present any information, you must deliver your written request to Council's principal office by 5:00 pm 5 days prior to the Council meeting scheduled for Monday the 20th of December.

Yours sincerely

Tim Starr
Team Leader Property
Phone: 08 8406 8577
Email: tstarr@salisbury.sa.gov.au

Submission 4

To John Harry,
Chief Executive Officer at City of Salisbury

I'm writing today to voice my concern and opposition to the proposed revocation of land designated as Allotment 56 in Deposited Plan Number-11139 (Venlo Court Reserve), as the home owner of [REDACTED]. For reference, our back fence is directly on this reserve.

I'll do my best to keep this concise – There are several primary issues:

- Sound levels
- Increased traffic flow
- Privacy
- Impact on nearby properties

Sound Levels:

This is our primary concern regarding this proposal.

Thomas More College currently has a large gym/hall building - directly opposite this reserve - that is frequently used for loud, music-related events. Quite honestly, we already consider this noise excessive - it's as if the building was designed without regard for soundproofing or noise mitigation for the nearby residents.

We understand that it will naturally be noisy during the week (it is a school, after all) but the building is also lent/rented out to various groups that make use of it throughout most weekends as well.

Most Saturdays and Sundays, it is used for very loud percussive music sessions or ethical/cultural music that begins in the morning and doesn't end until the afternoon. These percussive music sessions in particular, which can be heard through the walls even with all doors and windows closed, and with our own music/TVs playing.

This especially impacts our household, as some of the people here work night shifts and are routinely woken by this on early weekend mornings.

And to add to that, they plan to build another gym, even closer to our properties, which is certain to be used for similar events? My apologies, but I believe that the nearby residents here are already being tolerant enough by not raising any noise complaints... This proposed development is only going to exacerbate the issue.

Increased Traffic Flow:

A simple matter - The streets around this school are already overwhelmed by cars on weekday mornings and afternoons from ~2:30 PM - 4PM. Particularly the main street, but our small street already feels this pressure as dozens of cars park here to pick up their children.

While not initially a problem, the traffic has become significantly worse over recent years, to the point where their vehicles have blocked in our own cars numerous times, preventing us from leaving our own properties easily.

In addition, several parts of our street are frequently damaged with potholes as it is - many more than would be expected from a quiet cul-de-sac, which then takes weeks to months to be fixed. If the proposed gym were to go ahead, we're concerned that this traffic will only worsen, and become more frequent.

Portion of Venlo Court Proposed for Revocation and Disposal



Item 4.1.1 - Attachment 3 - Section of Venlo Court Reserve Porposed for Revocation and Disposal

ITEM	4.1.2
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Resident Applications for Installation of Yellow No-Parking Lines
AUTHOR	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	Council has requested that policy options are considered in terms of managing a resident's request for providing no-parking yellow lines in front of their property. This report outlines the existing process to deal with any requests on this matter, highlights criteria that would need to be included in a policy, and provides a range of traffic management guidelines that available to help guide decision making. The report recommends that no policy be developed, with the existing approach continued.

RECOMMENDATION

That Council:

1. Notes that the existing process to manage requests for yellow no parking lines is consistent with Australian Road Rules, and utilises a suite of traffic management guidelines.
2. Endorses the continuation of the existing process to manage resident requests for the installation of yellow no parking lines.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At its meeting held on Monday, 28 February 2022 Council resolved:

“That Administration bring back a report to the Asset Management Sub Committee by April 2022, providing policy options for Council consideration on the process and assessment criteria, including budget implications, to manage resident applications for installation of yellow no-parking lines in front of their house.”

Resolution Number 1262/2022

- 1.2 The City of Salisbury does not currently have a policy relating to requests from local residents for the installation of “no parking” solid yellow lines in front of their house, on a public road, as there are a range of Australian standards and traffic management guidelines which inform and guide Council's decision making in this area.

2. CONSULTATION / COMMUNICATION

2.1 External

2.1.1 Other councils – such as Port Adelaide Enfield., City of Mitcham, City of Burnside

3. REPORT

Reasons for the Applications

3.1 Applications for yellow lines in front of residential properties are received for a number of reasons, and have increased recently due to the change in road rules which now allows parking to the edge of driveways. Common reasons for the request include:

- A perception is that there is less sight distance with cars closer to the edge of the driveway.
- Residents are unhappy that another resident is parking across their frontage
- There is a change in use in the street, with a local business now taking up the parking / frontage which disadvantages the local resident
- Residents purchase caravans and or boats and struggle to maneuver when reversing out of their driveway
- Residents reach an age where reaction times have slowed and sight distance becomes more of a concern
- The relationships between neighbours has become poor and the purpose of the installation is purely to disadvantage others who may park in the street
- The resident has to move the bin further than their house to ensure it is picked up due to location of parked vehicles.

Existing process

3.2 When a request is received from a resident for the installation of a yellow no parking line it is sent to a traffic engineer for assessment.

3.3 Council has a Standard Operating Procedure (SOP) for such requests which provides a guide to the assessment. This SOP is based on a suite of Australian Traffic Management guidelines, and related Acts of Parliament (refer Attachment).

3.4 The Traffic Engineer will liaise with the relevant resident advising them of the decision. In the majority of occasions a solution to the problem can be found which does not require a yellow line to be installed.

Policy Options

3.5 The following criteria need to be considered in the development of a policy related to Yellow Lines:

- Australian traffic management guidelines, such as Ausroads, Motor Vehicles Act, Road Traffic Act; Local Government Act; Expiation of Offences Act and Australian Road Rules and Living Street Guidelines;
- Surrounding land use;

- Hierarchy of the street and traffic type;
- Geometry of the street including width of roadway;
- Parking restrictions of surrounding properties; and
- Parking options along the street and within the property

3.6 The cost to implement a policy, and install yellow lines, where justified, would be negligible, and could be accommodated within existing budgets.

4. CONCLUSION / PROPOSAL

4.1 The Administration has considered policy options for Council consideration, on the process and assessment criteria, to manage resident applications, for installation of yellow no-parking lines, in front of their house.

4.2 It is recommended not to proceed with a policy approach, but rather, continue with the existing approach, which is based on Australian Traffic Management Guidelines.

ITEM	4.1.3
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Capital Works Program Monthly Report - March 2022 Update
AUTHOR	Christy Martin, Team Leader Project Support, City Infrastructure
CITY PLAN LINKS	<ul style="list-style-type: none">1.1 Our City is attractive and well maintained4.2 We deliver quality outcomes that meet the needs of our community3.3 Our infrastructure supports investment and business activity
SUMMARY	The following monthly status report and requests for amendments are presented to effectively manage the City Infrastructure Capital Works Program.

RECOMMENDATION

That Council:

1. Approves the Non-discretionary transfer of \$35k from PR25058 Paddocks Master Plan to PR25026 Dogs Parks for Small Dogs to enable the award (inclusive of an allowance for contingency) and delivery of the new dog park for small dogs at The Paddocks, with this transfer to be included within the 2021/22 Third Quarter Budget Review.
2. Approves the Non-discretionary transfer of \$150k from PR23921 Salisbury Oval Master Plan to PR26080 LRCI, Phase 3, to enable the delivery of the community indoor cricket training facility, with this transfer to be included within the 2021/22 Third Quarter Budget Review.
3. Approves the Non-discretionary operating budget allocation of \$92k to cover the 20% increase in concrete and kerbing associated expenses to enable continuity of service for the community for GL821 Kerbing Maintenance & GL825 Footpath Maintenance.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 City Infrastructure is responsible for the capital works, associated plant and fleet, building, traffic and civil engineering services, landscape and environmental works. Specifically, these works involve project management, design specification development, construction and recurrent maintenance. Service provision is undertaken by both internal resources and external consultants/contractors. City Infrastructure provides periodic progress reports for these projects.

2. CONSULTATION / COMMUNICATION

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

3. REPORT

- 3.1 The Capital Works Program continues to progress, however delays are being encountered due to contractors' staffing levels being impacted by periods of isolation associated with the pandemic. These occurrences are being managed as they arise. The Easter public holidays will also see less construction occur over that period.

Key Projects

- 3.2 The demolition of the Happy Homes Reserve swimming centre remains on track for completion in April, with the award of the design and construct tender also scheduled for finalisation in April.
- 3.3 Whilst the construction of a new indoor cricket facility at Salisbury Oval has encountered delays due to a change in location, it is currently progressing through the required development approvals. This new facility is funded via Phase 2 of the Federal Government Local Roads and Community Infrastructure program. Strategies to minimise the risks and impacts associated with these delays have been developed and are being implemented.
- 3.4 The Paddocks, Para Hills West, has been a hive of activity with the new playspace being constructed, the clearing of vegetation, and creation of a viewing mound which will provide the community with greater opportunities to experience this substantial conservation site. This work will be followed by the commencement of construction of the multi-use clubrooms which is pending development approval; creation of a new dog park for small dogs; installation of new fitness equipment which has already been ordered; further improvements to the trail network throughout the site; and further landscape improvements.
- 3.5 The redevelopment of Fairbanks Drive Reserve, Paralowie, is nearing detail design completion and has now entered the procurement phase for construction. The new toilet and rage cage are currently being installed, funded as part of Phase 2 of the Federal Government Local Roads and Community Infrastructure program.
- 3.6 The Design and Construct contract for John and Church Street Revitalisation has now been negotiated and awarded. Site investigation works will commence shortly, with onsite works in May. This project will reinvigorate the City Centre with a major uplift and amenity improvements.
- 3.7 The design for the new sporting clubrooms for Yalumba Drive Reserve, Paralowie, is currently going through the required development approvals with this expected to be completed this month. It is anticipated that this will then enable construction to commence in May. The adjacent reserve upgrade was opened for community engagement in March which assists to inform the design solution.
- 3.8 Verge redevelopment projects are progressing with Council approving the streets to be included for 2022/23. Consultation with residents on concept designs will commence shortly.
- 3.9 Burton Community Hub remains on track for opening mid 2022. As part of this project the new community garden is starting to take shape. Consultation with DAIN occurred in March for the community garden with the design stepped through for the members in attendance at the meeting.

- 3.9.1 The building will be open from 4th July 2022 with the official opening event scheduled to take place on the 23rd July 2022. As agreed by the PCG, logistics for this are currently underway.
- 3.9.2 The Salisbury West Library will be closed from the 4th June 2022, giving time for the relocation and operational readiness to occur at the new Burton Community Hub.
- 3.9.3 As part of maintenance activities, the playspace located adjacent to the Burton Community Hub will be given a freshen up, including the addition of 1 or 2 pieces of repurposed equipment to maximise the play value within this space.
- 3.9.4 To provide for a range of activities appropriately mounted Rotary Ventilation has been included within The Shed to maintain airflow, including an insulated roof and ceiling.

Burton Community Hub



- 3.10 Funded via Phase 2 of the Federal Government Local Roads and Community Infrastructure program, the new Main North Road exit at Technology Drive, Mawson Lakes, was completed this month. As part of these works, the creation of new indented parking bays along Third Avenue, Mawson Lakes; were also completed.

Technology Drive, Mawson Lakes, New Main North Road Exit





Third Avenue, Mawson Lakes, Parking Bays



Program Works

- 3.11 As part of the Minor Capital Works Grants Program, new nine metre high netting is being installed at Salisbury Oval which will assist to minimise balls entering the adjoining roadway and nearby lawn bowling greens.
- 3.12 The upgrade to the existing pedestrian crossing on Andrew Smith Drive, Parafield Gardens, is scheduled to occur during the April school holidays, which will result in the existing Koala crossing being upgraded to a Pedestrian Actuated Crossing.
- 3.13 Irrigation renewal and lighting upgrade at Davey Oval, Salisbury East, was recently completed;

Davey Oval, Salisbury East, Irrigation and Lighting Upgrade



- 3.14 New lighting along a section of the City Wide Trails in Carisbrooke Park, Salisbury Park, has been completed. The next stage of the trail upgrade will be in Salisbury Heights and will commence following completion of the electrical design.
- 3.15 New lighting along an approximately 500m section of the Gawler Greenway Trail, Parafield Gardens, has now been installed and activated.

Gawler Greenway, Parafield Gardens, Trail Lighting



- 3.16 Recently the renewal of the boardwalk at Peppermint Gum Gully at Gulfview Heights was completed.

Peppermint Gum Gully, Gulfview Heights, Boardwalk



- 3.17 The installation of new reserve fencing and gates at Brian Goodall Reserve, Pooraka, was recently completed;

Brian Goodall Reserve Fencing



Program Amendments

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

Amendment to Budget

PR25026 Dog Parks for Small Dogs

PR25859 Paddocks Netball Courts Reconstruction & Lighting Upgrade

As part of PR25026 Dog Parks for Small Dogs program, the new dog park for small dogs at the Paddocks was recently tendered. This project had a budget of \$80k, however tenders received together with an allowance for contingency, this budget is short \$35k to achieve the full scope of works. It is proposed to transfer \$35k from PR25058 Paddocks Master Plan, where sufficient funding is available to do so, into PR25026 Dogs Parks for Small Dogs to enable the award of tender and delivery of the full scope of works. This will be included within the 2021/22 Third Quarter Budget Review proposed for reporting in May 2022.

Recommendation: Approves the Non-discretionary transfer of \$35k from PR25058 Paddocks Master Plan, to PR25026 Dogs Parks for Small Dogs to enable the award (inclusive of an allowance for contingency) and delivery of the new dog park for small dogs at the Paddocks, with this transfer to be included within the 2021/22 Third Quarter Budget Review.

Impact: Currently program funding is available to enable the requested transfers to occur.

Amendment to Budget**PR23921 Salisbury Oval Master Plan****PR26080 LRCI Phase 3, Salisbury Oval Community Cricket Facility**

With the repositioning of the new indoor community cricket facility at Salisbury Oval, in order to award the works following the required development approvals, \$150k is sought to transfer from PR23921 Salisbury Oval Master Plan, where sufficient funding is currently available to do so, to PR26080 LRCI, Phase 3. LRCI, Phase 3, is the third round of Federal Government funding for the Local Roads and Community Infrastructure program. There are eight projects being delivered via this phase of grant funding.

Recommendation: Approves the Non-discretionary transfer of \$150k from PR23921 Salisbury Oval Master Plan, to PR26080 LRCI, Phase 3, to enable the delivery of the community indoor cricket training facility, with this transfer to be included within the 2021/22 Third Quarter Budget Review.

Impact: Current program funding is available to enable the requested transfer to occur.

Amendment to Budget**GL821 & GL825 – Miscellaneous Concrete, Paving and Associated Works**

With the increase in concrete associated contract works, a non-discretionary \$92k operating budget allocation is being sought this month for inclusion in the 2021/22 Third Quarter Budget Review. Contract rates for this type of work has increased by approximately 20% which is reflective of the current market conditions. It is anticipated that this additional funding will cover the continuity of kerbing and footpath maintenance service until the end of this financial year.

Recommendation: Approves the Non-discretionary operating budget allocation of \$92k to cover the 20% increase in concrete and kerbing associated expenses to enable continuity of service for the community for GL821 Kerbing Maintenance & GL825 Footpath Maintenance

Impact: Additional funding allocation to sustain service level

4. CONCLUSION / PROPOSAL

- 4.1 The Capital Works Program continues to be progressively delivered, noting delays are being experienced due to contractors resourcing levels impacted by periods of isolation as a result of the pandemic.
- 4.2 In order to award contract tenders and deliver the required scope of works, approval to transfer available program funds has been sought this month across a series of programs to align with tender values inclusive of an allowance for contingency, with no impact to the over program budget.
- 4.3 A non-discretionary budget allocation is being sought this month to enable continuity of service for maintenance associated concrete works due to an increase in contract rates associated with this service.

ITEM	4.1.4
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Synthetic Pitches - Increased Participation in Football
AUTHOR	Andrew Hamilton, Manager Sport, Recreation & Community Planning, Community Development
CITY PLAN LINKS	1.1 Our City is attractive and well maintained 1.2 The health and wellbeing of our community is a priority 1.5 Our community is resilient and adaptive to change
SUMMARY	This report provides additional information about the increased capacity available through the use of synthetic turf on football fields, and the associated costs of a grass pitch should the synthetic pitch not be used.

RECOMMENDATION

That Council:

1. Notes that the use of a synthetic turf on football fields, compared to 20 hours of usage for natural turf:
 - a. Can provide up to 60 hours of usage per week.
 - b. When considering typical program timing at facilities with artificial lighting, is likely to offer 40 hours of 'real world' usage per week.
2. Notes that when comparing whole of life costs, a synthetic pitch has a cost range of \$165 to \$225 per participation hour compared to a natural pitch of \$121 to \$175 per participation hour. This means that a synthetic pitch would need to be utilised between 50 to 55 hours per week to be considered financially comparable with a natural turf pitch.

ATTACHMENTS

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

1. Synthetic Football Pitch Assessment

1. BACKGROUND

- 1.1 At its meeting on 25 October 2021, Council resolved (Resolution 1134/2021):
 - 1.1.1 *That Council note increased participation of players for Salisbury Inter Soccer Club and the issue with overuse of soccer pitches at Underdown Park.*
 - 1.1.2 *Council note that a number of sporting clubs within the City of Salisbury are experiencing overuse of their pitches and request staff to provide a report in the first instance on the business case and issues for the provision of synthetic soccer pitches at Underdown Park with a further report to follow later for further consideration.*

- 1.1.3 *That staff and ward councillors meet with representatives from Salisbury Inter Soccer Club to discuss requirements, including fencing of the reserve to meet Federation standards and a report be presented to the Urban Services Committee on the need and costing of fencing around Underdown Park.*
- 1.1.4 *Both reports to be presented to Council no later than February 2022.*
- 1.2 At its meeting on 20 December 2021, Council resolved (Resolution 1193/2021):
- 1.2.1 *Notes the playing fields at Underdown Park are in good condition, are maintained to a higher standard than average and are coping well with existing carrying loads.*
- 1.2.2 *Approves not to proceed in the development, operation or renewal of artificial surfaces at this time, however any future proposals will be assessed on their value proposition and cost, in addition to strategic location.*
- 1.2.3 *Notes that Salisbury Inter Football Club will be supported to apply for a Minor Capital Works Grant Program to fund part of the infrastructure required to enable them to host women's league games, provided the Club can secure the League's commitment to schedule games at this location.*
- 1.2.4 *Notes the cost estimate as provided in Attachment 1 to this Report (Item 4.2.2 - Use of Synthetic Turf on Football Fields - Urban Services Committee, 13 December 2021).*
- 1.2.5 *Request the administration to apply for state and federal government grant funding for synthetic turf playing field upgrade to Underdown Park.*
- 1.2.6 *Staff provides a further report into the increased capacity available should a synthetic pitch be used, and the associated costs of a grass pitch should the synthetic pitch not be used.*
- 1.3 This report responds to the resolution (1193/2021) to provide a further report into the increased capacity available should a synthetic pitch be used, and the associated costs of a grass pitch should the synthetic pitch not be used.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
- 2.1.1 City Infrastructure
- 2.2 External
- 2.2.1 Football South Australia
- 2.2.2 City of Tea Tree Gully
- 2.2.3 City of Onkaparinga
- 2.2.4 BRM Advisory

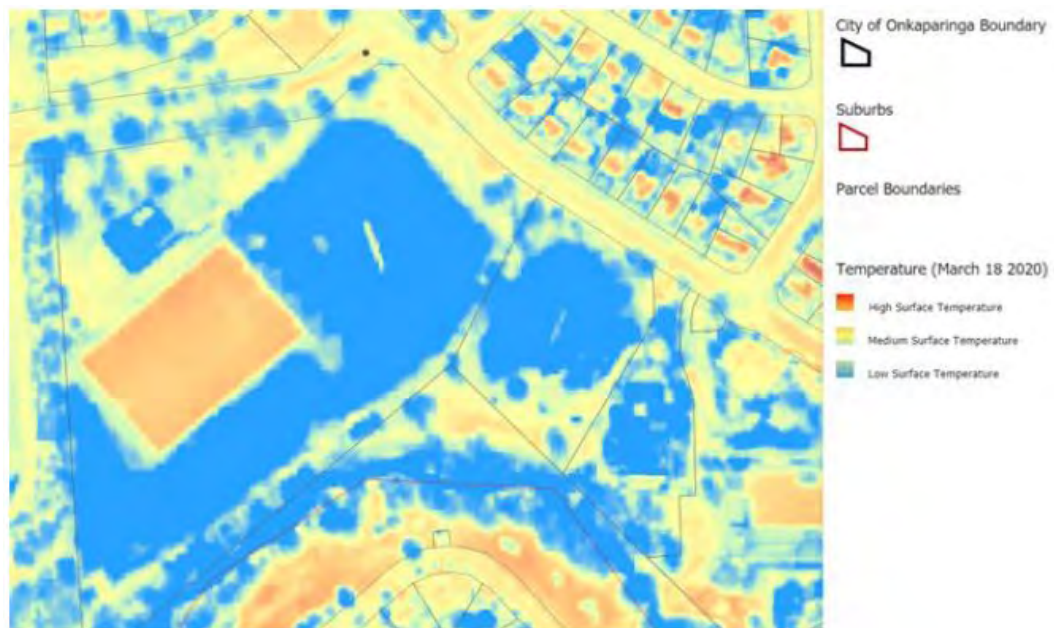
3. REPORT

- 3.1 Football (soccer) is traditionally played on natural turf surfaces.
- 3.2 Natural turf is susceptible to changing condition due to weather and wear and tear if overused.
- 3.3 This is exacerbated for football as a significant portion of the game activity often occurs in specific locations e.g. in front of the goals. Degradation of turf is particularly sensitive in high traffic zones which includes the goal squares and goal lines.
- 3.4 The majority of football is played over winter months where there is typically more rain, increasing the susceptibility of natural turf to damage.
- 3.5 Consequently, the recommended participation capacity of natural turf is typically capped around 20 hours of usage per week to ensure it remains functional. Where natural turf is maintained to a high(er) standard, such as with many sites across the City including Underdown Park, higher rates of participation capacity can be achieved.
- 3.6 Conversely, a modern synthetic turf is not impacted by weather to the same degree, and the materials used are more durable than natural turf. This means that a synthetic turf can be relied on to retain a consistent level of condition year-round.
- 3.7 Manufacturers of synthetic turf typically indicate that the use of synthetic turf provides up to 60 hours of usage per week.
- 3.8 However, in real terms, when considering that the typical programming times for football on artificially lit fields is 5pm to 8pm on weeknights and during the day on weekends, the additional participation potential of a synthetic turf versus a natural turf is approximately 20 hours (i.e. synthetic turf offers 40 hours of usage per week).
- 3.9 In addition to participation capacity, when determining the value proposition between a natural and synthetic turf, the cost of ownership needs to be considered.
- 3.10 In comparison to natural turf, synthetic turf has:
 - A higher capital cost
 - Increased maintenance costs
 - A short life span (current advice indicates a renewal cycle of 8 years)
 - Disposal costs
 - Environmental costs through its manufacture and disposal at end of life

- 3.11 The table below illustrates the whole of life costs for a fully functional pitch with lighting (excluding associated infrastructure such as spectator seating, change-rooms and perimeter fencing) of constructing and operating a synthetic and a natural turf pitch over an 8-year life-cycle, noting that a synthetic turf pitch costs more per ‘participation hour’ than a natural turf field.

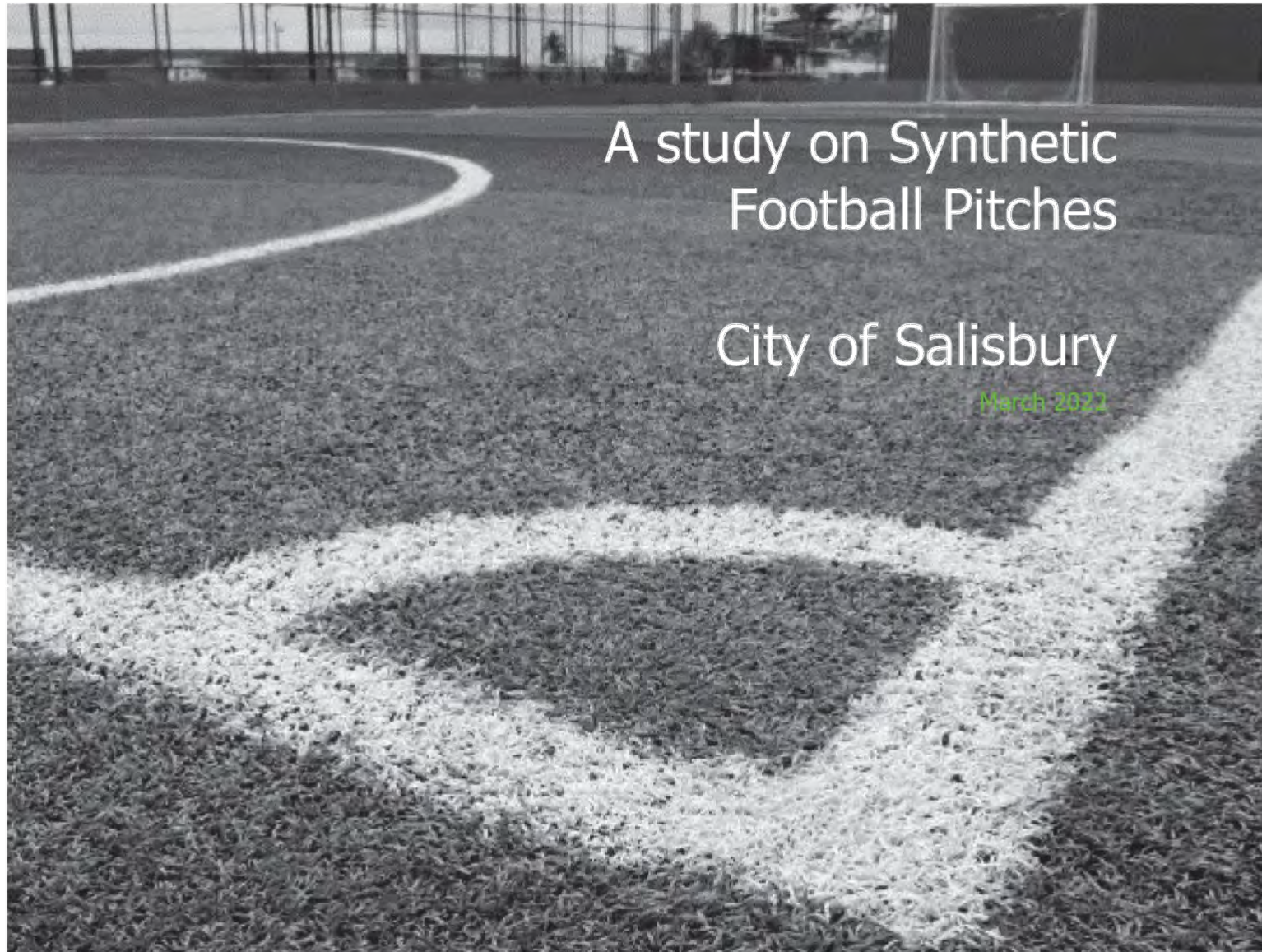
Capital cost estimate:	Synthetic Pitch	Natural Turf Pitch
Capital cost estimate (including lighting)	\$1,500,000 to \$2,000,000	\$700,000 to \$1,000,000
Maintenance (8 years)	\$120,000 to \$144,000	\$80,000 to \$120,000
Capital renewal	\$500,000 to \$750,000	\$nil
Total 8 year cost	\$2.12m to \$2.89m	\$0.78m to \$1.12m
Usage hours (8 years)	12,800	6,400
Cost per hour	\$165 to \$225	\$121 to \$175

- 3.12 For the purpose of comparison, a synthetic turf field would need to be utilised between 50 to 55 hours per week to realise the same cost benefit of a natural turf field.
- 3.13 The limitations of programming time, good provision of greenspace within the City, a relatively stable level of adult participation in football and a declining trend amongst children, and a number of clubs across Salisbury who can accommodate more members, means that this level of participation demand (50-55 hours) is only likely to be achieved where football clubs can form partnerships with other users who require sympathetic programming times.
- This would also necessitate the sharing of the synthetic pitches, including club rooms etc, with other clubs/users when not in use e.g. away games.
- 3.14 Since Councils meeting on the 20 December 2021, there have been no grant programs available to the City to apply for funding to support a synthetic pitch.
- 3.15 Further to the advice provided to Council at its meeting on 20 December 2021, a recent review (refer attachment) undertaken by BRM Advisory has highlighted the heat island effect of synthetic surfaces. The thermal image below, taken on 18 March 2020 of the O’Sullivan’s Beach synthetic football pitch on a day with a maximum temperature of 34 degrees, illustrates the pitch as one of the hottest elements on the map, with a higher surface temperature than surrounding bitumen roads. This is contrasted with the natural turf which is represented as cooler spaces which are coloured blue.



4. CONCLUSION / PROPOSAL

- 4.1 The use of synthetic turf on football fields provides up to 60 hours of usage per week in comparison to natural turf which offers 20 hours of usage per week.
- 4.2 When considering typical programming time for football, the real-world benefit equates to 40 hours per week.
- 4.3 When comparing whole of life costs, a synthetic pitch has a cost range of \$165 to \$225 compared to a natural pitch of \$121 to \$175 per participation hour. This means that a synthetic pitch would need to be utilised between 50 to 55 hours per week to be considered financially comparable with a natural turf pitch.
- 4.4 In addition to programming and cost differences when compared to natural turf, synthetic turf introduces a significant heat island effect.



Item 4.1.4 - Attachment 1 - Synthetic Football Pitch Assessment



BRM ADVISORY
BUSINESS | RESOURCE | MANAGEMENT

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Background and scope



This limited scope report has been designed to provide a preliminary assessment and evidence to support the potential future construction of synthetic football (soccer) pitches in the City of Salisbury.

Background and Scope:

We have been asked by the City of Salisbury (CoS) Administration to provide some analysis regarding the potential use, costs and benefits of synthetic football pitches in the CoS.

Our specific scope of work includes:

- Undertake a background assessment of information available on the benefit and costs of synthetic pitches in South Australia, including reviewing State Sports Instructure Plan, the Football South Australia Infrastructure Plan and other relevant documentation.
- Discussion with Football South Australia (FSA) and two SA Councils with lived experience installing and operating synthetic pitches. Considerations to include:
 - The actual increase in utilisation experienced based on real life programming;
 - Cost of installation, maintenance and renewal;
 - The suitability of synthetic pitches vs natural pitches for training use as well as games at various levels;
 - What are the hire rates for clubs using synthetic football pitches?
 - Environmental considerations – how have the disbenefits been assessed and overcome?
- Considerations around the broader benefits of a synthetic facility to the City (which might include provision of a high quality and reliable pitch to multiple clubs who, at different times, may have teams competing at higher levels of the sports competition)

This report contains the findings of our work.

The case for synthetic pitches

The quality of synthetic surfaces has improved dramatically over recent years and there is an ever growing number of synthetic pitches being constructed in both South Australia and Australia wide.

Overview

Football has traditionally been played on natural grass surfaces. As a natural surface, grass is susceptible to changing condition due to weather and maintenance standards, and wear and tear if overused.

Synthetic surfaces, which are specifically designed for football, provide an alternative to natural grass. Synthetic or artificial surfaces have been around for many decades however it is only recently where technological advancements from first generation single layer synthetic surfaces (which were first introduced in the 1960's) have made synthetic surfaces more suitable for competitive football. Second generation synthetic surfaces, which were popularised in the 1980s, used sand infill. However for football, the surface resulted in increased roll out of the ball and friction burns for players. Third generation artificial turf systems which are now being manufactured include multiple layers and rubber infill and are changing perceptions about the suitability of such surfaces for both training and playing football.

While a number of manufacturers have different methodologies for construction, the latest (third) generation of synthetic surface generally have:

- A pavement level (usually concrete);
- A shock pad which adds to the 'give' in the surface;
- Stabilising infill (usually sand);
- Performance infill (usually rubber); and
- A top layer of synthetic grass carpet.

Figure 1 – Composition of a third generation synthetic surface:



Source: FIFA Member Association Handbook June 2021

Synthetic pitches in South Australia

The Football South Australia Infrastructure Strategy Plan 2021-31 (Infrastructure Strategy) contains the findings of an audit undertaken on football facilities in South Australia. This audit identified a total of 347 football pitches in South Australia with 15 being artificial or synthetic.

The Infrastructure Plan contains a number of forward looking objectives, one of which relates to increasing venue capacity for football.

To achieve this objective, area of focus 2.3 specifies "increasing the use of synthetic and hybrid surfaces."

Figure 2 – Distribution of playing surfaces in South Australia



Source: 2021 to 2031 Football South Australia Infrastructure Plan



The case for synthetic pitches

The key strength of a synthetic surface is the ability to use it more regularly without short term deterioration in quality.

This significant benefit must be offset by the additional capital and operating costs of usage and environmental considerations including heat impacts.

Strengths and weaknesses of synthetic pitches

Natural surfaces must be managed and regularly maintained and can become unsuitable if overused or as a result of bad weather.

In the South Australian context, the suitability of natural turf for football is impacted as a majority of competition below professional leagues is played in the winter months where there is traditionally more rain. As a general rule, natural turf pitches can be used approximately 20 hours per week without major degradation however this estimate will vary depending on prevailing weather and the individual characteristics of each turf pitch.

Synthetic football pitches are more resilient to wet weather with their condition remaining relatively unchanged throughout the year. Accordingly, a greater level of utilisation can be achieved without compromising the playing surface and more certainty can be achieved with users knowing that no matter how bad the weather is on a given day, it is more likely that the surface will be suitable for use.

Key Strengths of synthetic pitches	Key weaknesses of synthetic pitches
Climatic: Not impacted by reduced or increased rainfall.	Capital Cost: Synthetic surfaces are capital intensive to install.
Usage: Experience is consistent and the surface does not deteriorate over the short term from additional usage. Allows for additional scheduling.	Maintenance and renewal costs: Regular weekly maintenance is still required to maintain the playing surface. The surface needs to be replaced after between 7 and 10 years.
Maintenance: Synthetic pitches do not require regular mowing, fertilisation and watering.	Heat: The playing surface will increase in temperate more than natural surfaces making them less attractive to use in hot weather and creating a heat impact on surrounds.
Less downtime: The surface can still be used in all but extreme weather hence there is less likelihood of cancellations.	Environmental: Synthetic pitches do not absorb CO2 like a natural surface and create residual heat. Synthetic pitches create wastage at the end of their useful life.
Club sustainability: With a more consistent and dependable playing surface, clubs can have more certainty surrounding scheduling and events which can improve sustainability.	Water management: As a non permeable surface, water run-off needs to be considered. Can be of benefit if water can be captured and used elsewhere.

Scheduling



There is no doubt that synthetic surfaces can handle more usage than natural turf, which suffers from degradation in high traffic areas from usage levels that approach or exceed 20 hours per week.

In locations where existing pitch infrastructure is at capacity and there is limited space for additional turf pitches, synthetic surfaces can provide a viable alternative to increase capacity.

Usage uplift of synthetic turf

Commonly used benchmarks quote that a natural turf pitch can handle up to 20 hours per week of usage for football whereas a synthetic pitch can manage up to 60 hours per week of usage. Based on these headline rates, the synthetic alternative can create triple the amount of usage and community benefit when compared to natural turf alternatives.

However, this is predicated on the assumption that there is sufficient demand from users to access a synthetic pitch outside of the most demanded times; usually being 5pm to 8pm on weeknights (assuming the facilities has lights) and Saturdays.

Football, as a sport, is tougher on natural turf than other sports such as cricket or Australian rules football. The smaller field in football concentrates activity over a more condensed area and the nature of the game is that the goal squares and goal lines are high traffic zones causing turf degradation in these areas.

To achieve 60 hours per week of usage, a synthetic pitch would need to be used at both peak and off-peak times, such as by schools during the day, by juniors in the 3pm to 5pm time slot, Friday evenings and for long periods on both Saturday and Sundays.

The additional capacity created by the synthetic can be used to service growth areas for clubs which may include running social competitions and/or a training and playing venue for lower grade mens, womens and junior teams who would otherwise be forced to play at locations away from a clubs main home base.

This allows clubs to grow and create a greater sense of a home base at a specific location.

In locations where there is limited space for new turf pitches and high levels of community / club demand which is not being met by existing infrastructure, synthetic surfaces can provide a viable alternative to natural turf to increase capacity for both clubs and councils.



Modbury Vista Soccer Club facility at Richardson Reserve in Wynn Vale. Since installation of their two synthetic pitches, Modbury Vista Soccer Club have not required the use of any alternative training venues for their various teams.

Financial considerations



The cost of constructing a new synthetic pitch which is ready for use (including lighting) is estimated to be between \$1.5m and \$2.0 million per pitch.

This compares to a natural turf pitch which is assumed to cost between \$0.7 and \$0.8 million.

Financial overview

Capital cost

City of Salisbury has prepared a construction estimate of the capital cost of a synthetic pitch which was included in the 13 December 2021 report to the Urban Services Committee. The cost estimate is summarised in Table 1.

Table 1 – Synthetic Football pitch capital cost estimate

Capital cost estimate:	Amount (\$)
Design and preliminaries	\$118,000
Works	\$1,730,707
Electrical and lighting	\$125,000
Coaches boxes and mobile goals	\$32,000
Total	\$2,005,707

This estimate includes delivery of a fully functional pitch with lighting but excludes other associated infrastructure such as spectator seating, changerooms and perimeter fencing.

This \$2 million estimate can be compared to published information from Football NSW (Synthetic Fields Guide 2017) which estimated capital costs of \$1.6 million on a like for like basis. Given the impact of escalation and inflation over the 4.5 years since this report was published it is broadly commensurate to the CoS Estimate.

Our benchmarking with the City of Tea Tree Gully has shown that the pitch components (base and surface) for the two synthetic pitches recently constructed at Richardson Reserve cost approximately \$2.1 million (ex GST) which excludes lighting, seating and buildings.

Following discussions with Football SA (FSA) they have confirmed that they have project managed and sourced contractors in relation to multiple synthetic football pitch construction projects and have quoted an average capital cost of \$1.4 million for a fully installed functional football field (including lighting). FSA quoted that the most expensive synthetic pitch they have managed had a total capital cost of \$1.5 million (including lights) which suggests that the capital cost estimate prepared by Salisbury is conservative.

City of Salisbury has also provided an estimate of costs to construct a natural turf pitch as an alternative (shown as Appendix 4 of the 13 December 2021 Urban Services Committee report). The natural turf alternative was costed at approximately \$0.7 million. We have validated this estimate with other councils.

Based on comparable information sources, the installation of a FIFA compliant synthetic pitch is between 1.5 and 2.5 times the upfront capital cost of a natural turf pitch.



Financial considerations

Synthetic pitches require as much if not more annual maintenance expenditure than a natural turf pitch.

We obtained two current quotations from external contractors to maintain newly installed synthetic pitches. The quoted annual maintenance expense was between \$15k and \$18k per annum.

Financial overview

Operating Costs

The operating cost profile relating to natural versus synthetic pitches are very different, although it is a common misconception that synthetic fields require less maintenance. As with a natural surface which requires regular watering, cutting and irregular fertilisation and coring, a synthetic surface also requires regular and irregular scheduled maintenance tasks to maximise its useful life and suitability for use.

The table below, taken from the NSWFA Synthetic Fields Guide shows the types of maintenance required for a synthetic pitch:

DAILY ROUTINE MAINTENANCE	WEEKLY ROUTINE MAINTENANCE	MONTHLY ROUTINE MAINTENANCE	SCHEDULED MAINTENANCE
<ul style="list-style-type: none"> • Fixtures and fittings monitoring and inspection • Make sure gates are shut and secure • Top up levels at key places (penalty area etc.) 	<ul style="list-style-type: none"> • Clean natural debris and any rubbish • Clear any weeds, especially around fences • Brush surface of field 	<ul style="list-style-type: none"> • Infill levels • Seams of inlaid lines checked • Drag brush 	<ul style="list-style-type: none"> • Treat pitch for moss and weed • Power brush • Deep clean • Surface de-compaction (6 monthly)

We have obtained two third party quotations for maintenance of existing synthetic soccer fields in both the southern and northern suburbs of Adelaide which confirms a total annual maintenance cost ranging from \$15,000 to \$18,000 per pitch:

- scheduled maintenance visits (approximately monthly) for sweeping and grooming of the surface; and
- 2 x major maintenance visits per annum which includes decompaction, assessment of the base, anchor points and discharge points.

In addition to the maintenance requirements, there are renewal requirements as over time the surface deteriorates and needs to be replaced. Some South Australian councils have established requirements on clubs with synthetic pitches to create a sinking fund to cover or partially cover the capital renewal costs of the synthetic surface at the end of its useful life. By way of example, the City of Onkaparinga have a policy position whereby lessees need to make a \$20k contribution per annum to a sinking fund.

In order to undertake an assessment of the full whole of life costs of a natural versus synthetic pitch, we have selected an eight year period, to recognise the requirement to renew the surface of a synthetic field between every 7 and 10 years.



Financial considerations

Over an assumed eight year lifecycle, a synthetic pitch is expected to cost in the order of \$2.12 to \$2.89 million, which includes renewal of the surface at the end of the assumed useful life.

On a cost per hour basis, the cost of a synthetic pitch is likely to be commensurate to a natural turf pitch if usage can exceed 50 hours per week over a 40 week season. This is a high level of usage that would generally require multiple clubs and user groups to be involved in scheduling and for the pitch to be utilised during both peak and off-peak periods.

Whole of life costs

The following table presents an overview of the whole of life costs of constructing and operating a synthetic and a natural turf pitch over an assumed 8 year life cycle, in today's dollars, excluding the impact of inflation.

Capital cost estimate:	Synthetic Pitch	Natural Turf Pitch
Capital cost estimate (including lighting)	\$1,500,000 to \$2,000,000	\$700,000 to \$1,000,000
Maintenance (8 years)	\$120,000 to \$144,000	\$80,000 to \$120,000
Capital renewal	\$500,000 to \$750,000	\$nil
Total 8 year cost	\$2.12m to \$2.89m	\$0.78m to \$1.12m
Usage hours (8 years)	12,800	6,400
Cost per hour	\$165 to \$225	\$121 to \$175

Assumptions and limitations:

- Capital cost range based on benchmarking information obtained during this review and includes site preparation and lighting (but not changerooms)
- Maintenance based on quoted rates for both synthetic and natural pitches obtained during this review. Maintenance on natural turf pitches includes annual topdressing and levelling.
- Eight years has been chosen as the average useful life for the synthetic surface.
- At the end of the 8 year life cycle, the synthetic surface needs to be replaced. This cost of this replacement or the contribution to a sinking fund has been included in the assessment as a natural turf surface does not have a similar renewal liability.
- Average usage hours has been assumed at 20 hours for natural turf and 40 hours for synthetic over a 40 week usage period. The actual usage of the synthetic surface will depend largely on demand and determined on a case by case basis.
- This analysis excludes consideration of additional potential revenue generation opportunities for lessees resulting from increased usage of a synthetic pitch. A synthetic pitch can be hired for approximately \$85 per hour.

Financial breakeven:

Based on the above assessment, the usage required of a synthetic surface so that it results in largely the same cost per hour as a natural turf pitch is in the order of 50 to 55 hours per week.

Environmental considerations

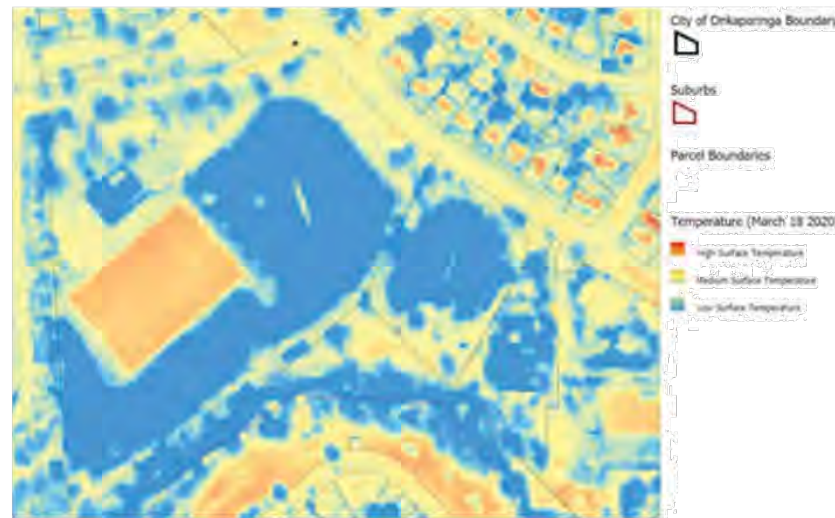


Synthetic pitches create high levels of surface heat which can impact player comfort and also have residual impacts on surrounding areas.

In contrast, natural turf absorbs heat and creates a cooling impact on surrounding areas allowing natural turf to be used in higher temperature conditions compared to synthetic turf.

Heat impact

Synthetic pitches act as a heat island, producing levels of heat which are significantly greater than natural turf. To demonstrate, the thermal image below was taken on 18 March 2020 of the O’Sullivan’s Beach synthetic football pitch on a day with a maximum temperature of 34 degrees Celsius.



The synthetic pitch can clearly be seen in the middle left hand side of the thermal image (dark orange) as one of the hottest elements on the map; with a higher surface temperature than surrounding bitumen roads. This can be contrasted with the natural turf surrounds which are represented in blue with low surface temperatures.

CoS needs to consider this heat impact in the context of their environmental policies and objectives to determine the weighting that should be applied to the heat effect in considering the merits of synthetic pitches.

Waste to landfill

At the end of the lifecycle of the synthetic pitch surface, the surface needs to be disposed of as landfill. At approximately 1 hectare of surface area, the level of waste is not insignificant and cannot at this time be recycled or reused.

Other considerations



There are other non financial and non environmental considerations relating to the installation of synthetic pitches.

Player considerations

While the quality of synthetic pitches has increased significantly over recent years, natural turf pitches are still generally the preferred playing surface for both professional and amateur football games.

From an injury perspective, there is inconclusive evidence as to whether there are significant differences in serious injuries from playing on synthetic versus natural turf surfaces. From discussions with players, there would appear to be higher instances of grazes and skin irritation from participating on synthetic surfaces which can lead to infections and other complications.

Popularity of synthetic pitches

Football continues to grow in popularity and the demand for additional pitches is increasing. This has been driven largely by increases in popularity of the women's game.

As cities become more populated, the availability of open space and the ability to construct new pitches to meet demand is becoming more difficult.

The logical response in some contexts is to replace natural turf with synthetic pitches to meet unmet demand for pitch access and achieve higher levels of utilisation on existing areas already committed to football.

As the State's second largest council, with comparatively high levels of football participation, CoS should have a structured approach and policy position in relation to considering the merits of synthetic football pitches in the city.

Equity considerations

In discussions with other councils in South Australia, a unexpected consequence of installing synthetic pitches for the benefit of a particular club is a perception of bias or favouritism towards a particular club. This naturally results in a risk that due to increased capacity, players may leave one local club and join another with a synthetic pitch which creates an expectation from all clubs in the council area with respect to access to synthetic pitch(es).

Politically this can be difficult to manage for a large council with multiple sporting clubs.

Single club versus shared facility

If access to pitches is a noted problem in the city, one alternative option is to create a shared use synthetic facility to increase capacity of a number of clubs in the area. Such a strategy could be particularly beneficial in allowing clubs the opportunity to focus on growing the women's game and avoids issues with equity between clubs.

While we have not investigated such an operating model in detail, nor have we considered the financial capacity of the existing clubs within CoS, it would appear unlikely that such a model could be progressed without an operating subsidy from council in relation to the operating cost of the facility. Should this model be of interest, a more detailed business case could be undertaken which considers current unmet demand for pitch access across the CoS and potential suitable locations for a shared use facility.

Summary



The best football pitch surface for a specific location will be based on many factors including the:

- unmet demand for pitch access in an area and the existing open space and opportunity to create additional natural pitches to meet demand (as an alternative to a synthetic pitch);
- preferences and requirements of club(s) who would ultimately be the users of the pitch;
- capacity and sophistication of the potential club(s) to share and/or operate a synthetic facility;
- environmental philosophy of council in relation to the importance of reduced carbon and heat effects;
- political considerations including avoiding a perception of favouring one local club over another; and
- availability of co-funding to support construction costs from potential funding partners.

With the additional capital and whole of life financial cost and negative environmental consequences of synthetic pitches, synthetic pitches are unlikely to be the best solution in most circumstances. In our view, synthetic pitches should only be constructed where there is evidence of significant capacity issues in a given location that cannot be met by creating additional turf pitch capacity.

CoS's environmental philosophies and the 'value' that the CoS community places on natural open space is likely to be a key determinant in the openness of Council to consider future synthetic pitch proposals or in its desire to establish a multi-use synthetic pitch football facility.

If a local club in a council area is provided a synthetic pitch, it can also create a level of expectation from other clubs in the council area and a risk that a local club with a synthetic pitch may have a competitive advantage is attracting players from other clubs who may have limited pitch capacity.

To proactively manage equity considerations we recommend CoS develop a policy position in relation to the circumstances under which requests or proposals for new synthetic pitches will be considered and the criteria under which such proposals will be assessed. This should include confirming the expectations on clubs in relation to meeting part of the upfront capital, ongoing operating and/or synthetic surface renewal costs (including whether or not a sinking fund is required).

Parallel with a policy based approach, CoS should review the current football facilities in the council area and form a view as to whether or not there are sufficient pitches to meet current and future demand. If not, there could be a further process undertaken to assess the merits of a multi-club use synthetic facility to increase accessibility. A feasibility study to support such a proposal would identify the financial, community and economic costs and benefits of progressing with such an option.

ITEM	4.1.5
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Boardwalk Carparking Investigation
AUTHOR	Elena Pribytkova, Project Manager Strategic Development Projects, City Development
CITY PLAN LINKS	3.4 Our urban growth is well planned and our centres are active 4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	Strategic Development Projects has investigated the parking concerns raised at the Boardwalk at Greentree development including an analysis of the parking within the development to recommend mitigation strategies.

RECOMMENDATION

That Council:

1. Approves the Administration organising for the reinstatement of parking signage within Chesser Row at a cost of \$1500.
2. Approves the Administration sending out an educational pamphlet to residents within the Boardwalk development that outlines the availability of car parking and a reminder on parking rules.
3. Approves the construction of a twelve-bay car park in Treetop Court as per Attachment 5 – Option 3 Boardwalk Additional Parking (12) (Urban Services, 19th April 2022, Item No: 4.1.5.)
4. Notes that expenditure of approximately \$50,000 will be required to undertake the construction of the twelve-carpark off Treetop Court, subject to detailed design and costing, and that this expenditure will be included as a budget bid for the financial year 2022/23.

ATTACHMENTS

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

1. Letter to MP Brown outlining available parking options within Boardwalk development
2. Jewel Living Site Plan and Elevations
3. Map of Parking within Boardwalk at Greentree Masterplan
4. Option 2 - Boardwalk Additional Parking (2)
5. Option 3 - Boardwalk Additional Parking (12)
6. Boardwalk Traffic Control Layout Plan

1. BACKGROUND

1.1 On the 28th February 2022 a motion without notice (SPDSC-OB1) was passed and this report outlines the investigations that relate to Item 5:

“Approves the administration undertake investigations to determine a solution to the carparking concerns raised by residents and provide a report back to Urban Services Committee regarding possible outcomes and costs by April 2022.”

2. CITY PLAN CRITICAL ACTION

2.1 Provide at least 15% affordable housing through Council’s development projects.

2.2 Deliver a residential development program by using surplus Council land.

3. CONSULTATION / COMMUNICATION

3.1 Internal

3.1.1 Environmental Health and Community Compliance

3.1.2 Infrastructure Management

3.1.3 City Infrastructure

3.2 External

3.2.1 Greenhill Engineering

4. REPORT

Background

4.1 To better understand the carparking issues, Strategic Development Projects (SDP) sought a summary of the types of complaints and any other correspondence that has taken place over time from the Manager of Environmental Health and Community Compliance.

4.2 Since 2019, a total of 16 parking complaints have been recorded by the Environmental Health and Community Compliance team. A summary of these is as follows:

- Cars parked and driveway blocked
- Residents keep parking cars which are overhanging into the footpath and cars are stopping in front of pram ramps
- 8 cars parked on Wildwood street leaving nowhere to park
- Ridiculous amount of street traffic not to mention dangerous parking
- Blocking my drive way. Parking on a bend, on a yellow line
- On a yellow line on the corner. Partially on verge
- Many of the town houses have one lock up garage and these appear to be used as a storage facility for the residents leaving nowhere to park
- Blue Mazda is continually parked over the driveway
- As the lane is one way and is sign posted No Parking, my tenant who lives opposite cannot get their car in or out of their garage
- Car parked the wrong way in Chesser Row, Paralowie. Obstructing the driveway
- Cars parked and driveway blocked. Unable to drive vehicle out or struggle to drive into the driveway due to vehicles blocking the laneway (Chesser Row).

- Yellow lines to be extended please.
- 4.3 Prior to 2019, the following correspondence with Council also took place:
- On 15th August 2018, a mother of one of the residents of the Jewel development contacted council by phone asking for the provision of more parking around the Jewel development.
 - In September 2018 another resident from the Jewel development emailed Council to complain about builders and service authorities who were allegedly parking in the laneway and blocking access for residents.
- 4.4 More recently, in March 2021, Michael Brown, MP wrote a letter to Council regarding a resident who had sent photos with a complaint regarding parking in her area. The resident resides on Wildwood Street Paralowie which is a street adjacent to the Jewel development in Boardwalk.
- 4.5 A response was provided to Michael Brown MP on the 4th March 2021 by Council's Manager of Environmental Health and Safety. The letter outlined the available parking options around the Jewel development as well as parking within the surrounding area that is not being utilised. See Attachment 1.
- 4.6 Based on the above information, the parking complaints appear to predominantly relate to breaches of parking rules such as parking across driveways and yellow lines and overhanging onto verges and footpaths. Some also relate to the lack of parking. They appear to be concentrated around Chesser Row and Wildwood Street adjacent the Jewel development.
- 4.7 It is important to note that no other parking complaints have been received from other areas of the development.

Jewel Living

- 4.8 Jewel living is an award-winning development in the Urban Development Institute of Australia (UDIA) SA Affordable Housing category which was delivered as part of Boardwalk at Greentree.
- 4.9 The group of 30 double-storey two-bedroom units were designed to meet the growing demand for smaller, more affordable housing due to changes in demographics and worsening affordability and to also assist in meeting the requirement of providing at least 15% affordable housing outcome for the development.
- 4.10 While the rest of the development seeks to provide at least one undercover and one on site visitor car park per dwelling through its design and encumbrance which in many cases is exceeded, the requirement for Affordable housing at the time was to have one on site undercover car park and 0.5 visitor carparks per dwelling which was adopted for Jewel Living.
- 4.11 The units which were marketed at an affordable price point (and eligible at the time for the First Home Owners Grant and the Housing Affordability Fund (HAF) grant), sold well and received exceptional publicity capped off by the award win. See Attachment 2 for plans and elevations of the Jewel development.

Boardwalk Development Planning Overview

- 4.12 During the urban design and development of the neighborhood masterplan for Walpole Road Stage 3 (Boardwalk), alignment to the objectives, desired character and principles of Development Control of the City of Salisbury Development Plan Residential Zone and Council Wide Land Division & Residential Policies were considered. Some of the relevant considerations made at the time in relation to parking are as follows:
- 4.12.1 Objective 1 Residential Zone: A range of dwelling types have been proposed that will ensure the project can meet the minimum allocation of 15% affordable housing.
 - 4.12.2 Objective 2 Residential Zone: Dwelling densities at the medium density level are proposed as part of this subdivision proposal plan reflecting the site's location in close proximity to public open space and a 500m walk to quality public transport. The capacity for on-site carparking and street-based parking to support the density has been considered as car travel will be required for future residents to access employment and retail opportunities in the adjacent regional, neighborhood and local centers.
 - 4.12.3 Residential Zone Desired Character: The overall urban design approach and the vision developed to guide both design and delivery of this project is aligned to the Desired Character that the City of Salisbury have for development within the Residential Zone with a full range of dwelling types with a variety of building styles to deliver a compact urban form to be provided as part of this subdivision
- 4.13 The development was master planned to meet all of the criteria of the planning requirements at the time and in fact provides more car parking than is legislatively required.
- 4.14 The parking spaces are provided through long sections of one-sided road along Boardwalk Drive as well as throughout the well-designed streets which through the Building Envelope Plan (BEP) ensured driveway locations are strategically located and on-street parking is available.
- 4.15 The available parking numbers within the development are shown in Attachment 3. A total of 145 on street car parks have been provided.
- 4.16 Importantly, the development is designed such that all parking is catered for within the individual allotments except for some of the affordable housing component.
- 4.17 Affordable housing in the form of 'Nano housing' (such as Jewel) accounts for 35 dwellings which includes the Jewel development of 30. These dwellings are designed to provide only one onsite car park.
- 4.18 Although designed for smaller households, 35 of the on-street parking spaces could be required for the affordable housing component. This still leaves 110 car parking spaces available for all other visitor parking for the remaining 87 lower density dwellings.
- 4.19 While the planning of the development considered the master planned nature of the project, the Jewel development individual parking requirements were also measured.

- 4.20 Since the completion of the project, anecdotal evidence suggests that some residents are not using their garage for parking but rather for storage while some have two cars per household and need to utilize the on-street parking on a regular basis. As there are 30 units, at times this can create a large overflow of cars from the development.
- 4.21 In addition, the townhouse allotments on Boardwalk Drive which are directly across the road from the Jewel development are vacant with crossovers constructed on the Jewel side. This has made it easier for residents to conveniently park on the crossovers which are being used instead of street parking. This to an extent creates the perception that those cars have nowhere else to park which has not been observed to be the case.
- 4.22 The key points identified as part of the investigation include:
- 4.22.1 Given there are 30 units within Jewel, there are not enough car parks immediately surrounding the development to accommodate two cars per dwelling particularly if garages are not being used for their intended purpose. We do not believe that all of the households have two cars but there is still a reasonable overflow of extra vehicles.
 - 4.22.2 Where on street parking is available, the option of parking on the vacant allotment across from Jewel is seen as a more desirable option.
 - 4.22.3 The Wildwood Drive and Cottage Lane area on the Western side of the Jewel development is problematic due to Cottage Lane not having any parking and the proximity of the junction and bend. Wildwood Drive however does have ample parking available which could be utilised instead.
 - 4.22.4 People are parking in the laneway which is not permitted and is a designated 'No Parking' zone
 - 4.22.5 On the Western side of the development around Wildwood street, Boardwalk Drive and Cottage Lane, people are parking over yellow lines as well as over footpaths in front of their garages at Jewel.

Option 1 – Improve parking signage and develop an educational package

- 4.23 Chesser Row is a one-way laneway that runs through the middle of the Jewel development. The traffic control layout (Attachment 6) shows a 'No Entry' and 'Emergency Vehicles Accepted' signage on the Northern end and 'One Way' and 'No Parking' on the Southern side. It also shows four "No Parking" signs within Chesser Row which appear to have been removed during construction. It is proposed that these be reinstated as parking within Chesser Row has been a source of complaints. This is estimated to cost approximately \$1,500.
- 4.24 While some complaints relate to a lack of parking, about half relate to breaches of parking rules. Historically, a set of rules regarding parking within Boardwalk has been provided to the residents. However, residents may not be fully aware of the additional available parking within their immediate surroundings, particularly those living at Jewel.
- 4.25 It is proposed that the following information is provided to residents:
- Detailed map of available on street parking within the entire development such as the map provided within this report.

- Reminder of parking rules, particularly relating to parking over verges, in front of driveways and over yellow lines as well as the no parking rules in Chesser Row.
- Reminder that parking on vacant allotments opposite the Jewel development is not permitted and that construction will be starting within six months.

Option 2 – Construct an additional six bay carpark

- 4.26 An investigation was undertaken to identify any areas that could be used to expand parking availability around the Jewel development. A number of locations were identified on site as not being acceptable with the main factor being the location of existing services and were not pursued. The only option identified as having some merit was at the end of Treetop Court.
- 4.27 Treetop Court is located approximately 30 metres from the Jewel development which means it can provide a convenient option for residents on the Southern and Eastern side of the development.
- 4.28 A compacted rubble car park was explored as a cost-efficient option which would also blend into the surrounding environment. Without disturbing any of the paths, this area is able to accommodate 6 car parks by putting a crossover with 90-degree parking. For more detail, see Attachment 4.
- 4.29 Using industry rates and past council projects, it is estimated that the cost of this option would be approximately \$18,000-\$22,000.
- 4.30 While this option may take the cars off the street which could be preferred for overnight parking, it only provides an additional two car parks to the existing four that are available in this area on the street. This is partially due to the light pole and side entry pit not enabling additional 90 degree parking.

Option 3 – Construct additional twelve bay carpark

- 4.31 To provide a compacted rubble carpark that would accommodate twelve additional parking spots in the same vicinity could cost approximately \$50,000 (See Attachment 6).
- 4.32 This option requires the realignment of the gravel pedestrian path and will need additional detailed engineering design and investigation to confirm the costs and appropriateness of the location.
- 4.33 An additional twelve carparks in this location will improve carparking opportunities to access the walking trail that adjoins the Little Para River. This will improve accessibility for residents outside of the development to enjoy the amenity of the trail that connects to the Dry Creek Linear Trail and the Northern Connector Shared Use Path.

5. CONCLUSION / NEXT STEPS

- 5.1 Investigations have indicated that there is ample parking throughout the Boardwalk at the Greentree master planned development although it is not located immediately adjacent to those dwellings with one carparking space.
- 5.2 To reinforce appropriate parking locations, it is recommended that parking signage be reinstated in Chesser Row, adjacent the Jewel development.

- 5.3 It is proposed that an educational pamphlet be distributed to residents within the Boardwalk development regarding available parking areas and that the parking situation be monitored for the next six months following installation of signage and distribution of the pamphlet.
- 5.4 In addition to providing additional carparking for local residents, the construction of a new carpark on Treetop Court will also improve accessibility to the walking trails along the Little Para River.



4 March 2021

Mr M Brown MP
Member for Playford
Unit 1 / 3 Wilkinson Road
PARA HILLS SA 5096

Dear Mr Brown MP

Re: Carparking Availability

Thank you for your letter received on 18th February 2021 regarding parking concerns along Wildwood Street, Paralowie.

The level of car parking provided in the area was considered during the design and development of the estate. The project provided a mix of market and affordable housing, with some key design and development considerations including:

- a significant extent of one-sided road in order to maximise views into the open space, which has the added benefit of providing significant lengths of kerbside parking, uninterrupted by driveways, and available for on-street car parking;
- apart from Chesser Lane which has been designed around a specific housing type, all other roads achieve a standard width, facilitating parking on both sides of the road; and
- affordable and first home buyer housing generally having a lower level of car ownership .

Planning guidelines do not guarantee that an on-street parking space is available in front of every allotment. For most, but not all, housing types, there is a planning policy requirement for two on-site parking spaces, one of which may be in the driveway in front of a garage/carport. Whilst residents may not necessarily be able to park a second car directly in front of their residence there are opportunities to park on the one sided roads along Boardwalk Drive where development is on one side, and there are approximately 20-30 on street parking spaces surrounding Ms Haines residence.

Yellow lines are used to designate no standing areas required for safety and/or access reasons.

Accordingly, changes to current on-street parking arrangements within this locality are not proposed at this time, and it is requested that residents park in accordance with the road rules to ensure public safety and safe traffic and pedestrian movements and access.

A schematic is attached for your reference providing an indication of the primary areas of available on street parking, as highlighted by a blue line.



If you have any further queries, please do not hesitate to contact Mr John Darzanos, Manager Environmental Health and Safety on 8406 8222.

Yours faithfully

John Harry
Chief Executive Officer
Phone: 08 8406 8212
Email: jharry@salisbury.sa.gov.au



SITE PLAN SCALE: 1:300 @ A1



GROUND FLOOR PLAN
DWELLING TYPE 1
Ground Floor 36.40m²
First Floor 62.51m²
Garage 12.45m²
Bakery 6.06m²
Porch 1.71m²
Total 122.53m²



GROUND FLOOR PLAN
DWELLING TYPE 2
Ground Floor 38.70m²
First Floor 48.61m²
Garage 20.31m²
Bakery 9.80m²
Porch 2.94m²
Total 117.96m²



GROUND FLOOR PLAN
DWELLING TYPE 5
Ground Floor 28.23m²
First Floor 46.99m²
Garage 32.25m²



GROUND FLOOR PLAN
DWELLING TYPE 6
Ground Floor 43.34m²
First Floor 52.59m²
Garage 20.50m²



GROUND FLOOR PLAN
DWELLING TYPE 7
Ground Floor 52.18m²
First Floor 46.47m²
Garage 20.61m²

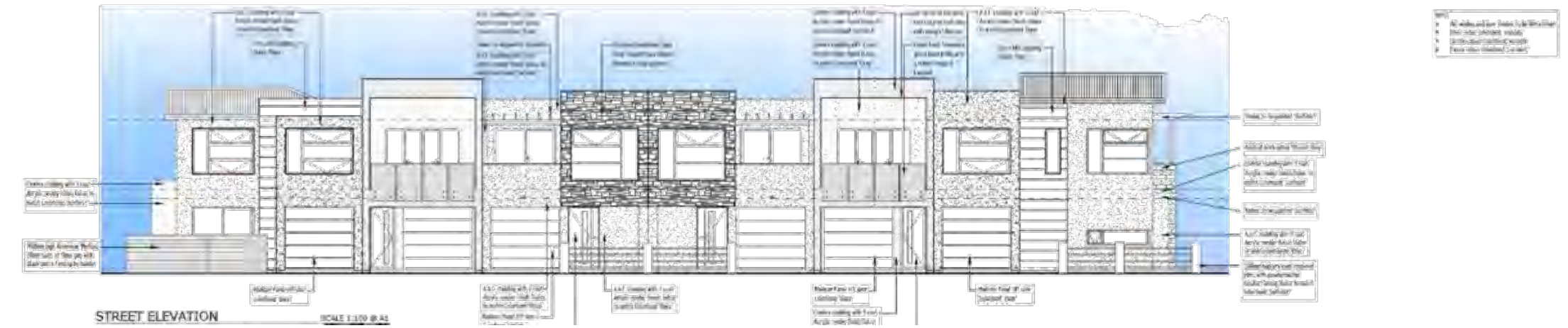
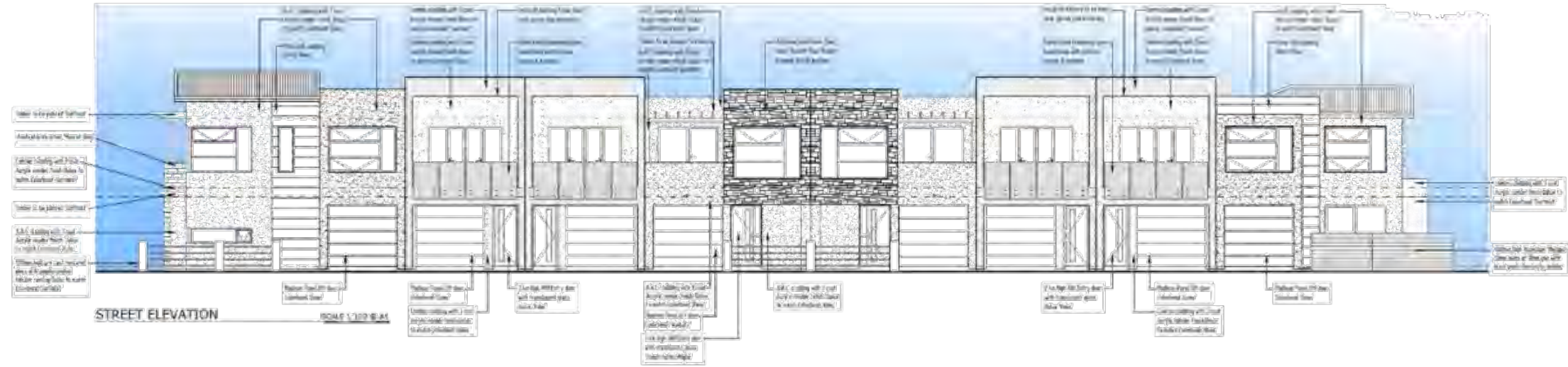
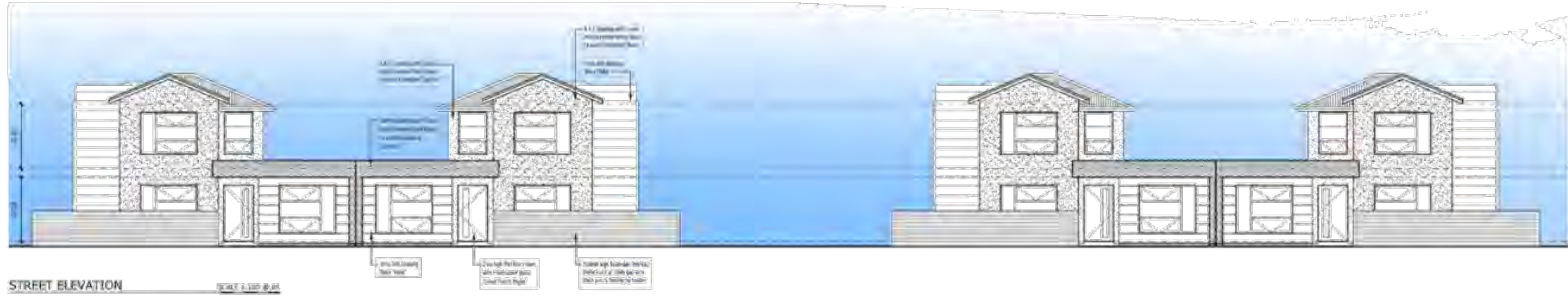
REVISIONS:
AMENDMENT:
Author: [Name], Date: [Date]
Checked: [Name], Date: [Date]
Approved: [Name], Date: [Date]

rivergun homes

387-391 South Road, MILE END SOUTH SA
Phone: (08) 8354 7800 Fax: (08) 8234
A.B.N. 70 065 466 337 B.Lic. BLD 11
Web: rivergunhomes.com.au

Project:
**Propose Development
Waipole 3**
At:

Drawn: CGH Date: 04 August 2015
Scale: 1:300 (A1) Sheet No: 1 of 3
Project No: ISSUE NO: 1
The studio shall be constructed in accordance with current edition of AS



REVISIONS:
 AMENDMENT:
 Approved and this plan
 and development are
 deemed to be in accordance with the Act.

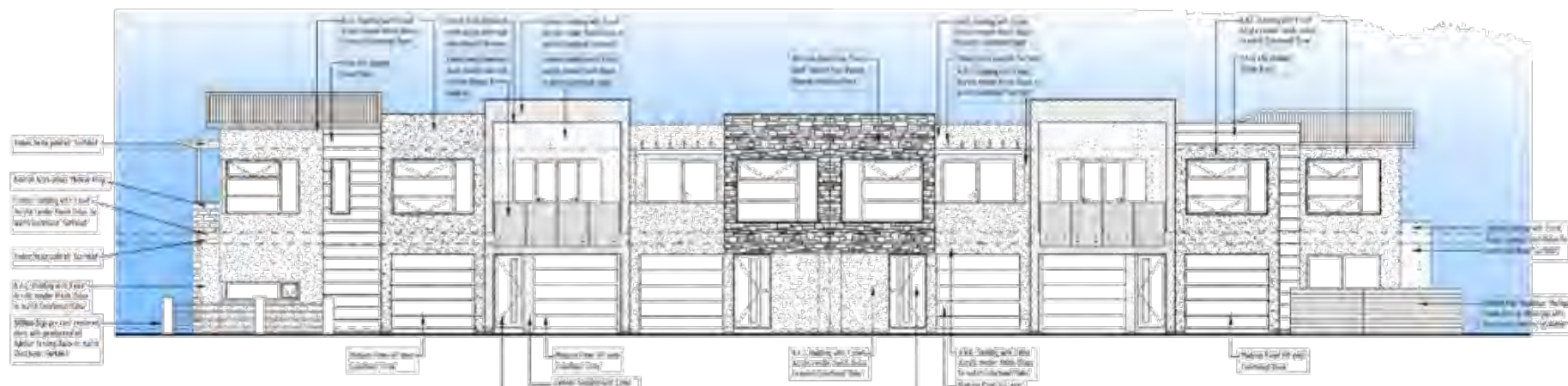
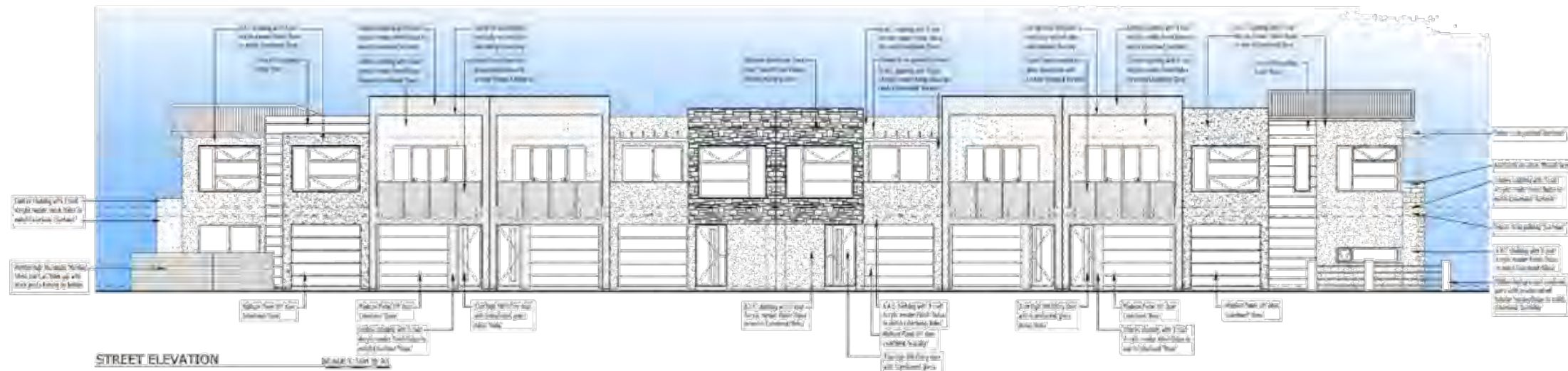
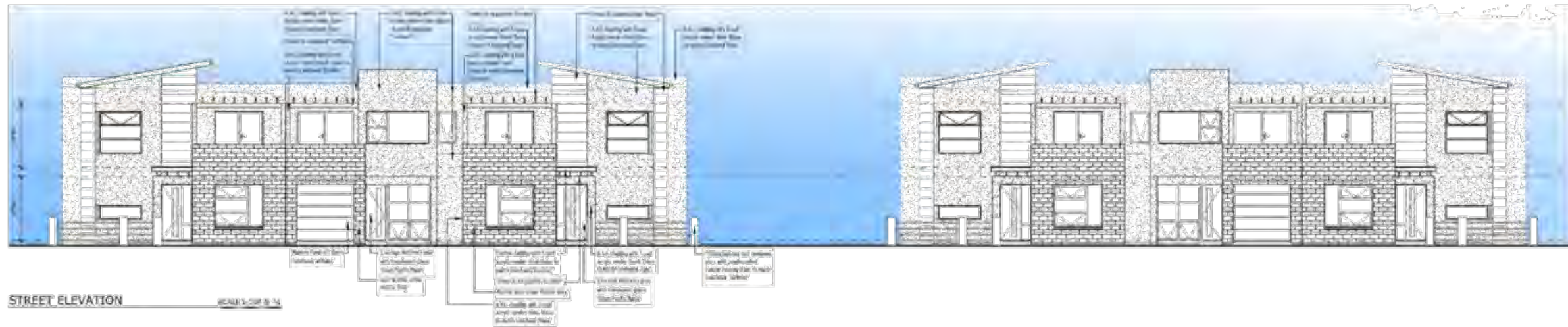
rivergun
 homes

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Project:
**Propose Development
 Waipole 3**

Drawn: GJM Date: 04 August 2015
 Scale: 1:100 (A1) Sheet No: 2 of 3
 Project No: ISSAR: ND
 4

The studio plan is constructed in accordance with current practice of AIA



REVISIONS:
 AMENDMENT
 1

rivergun
 hom

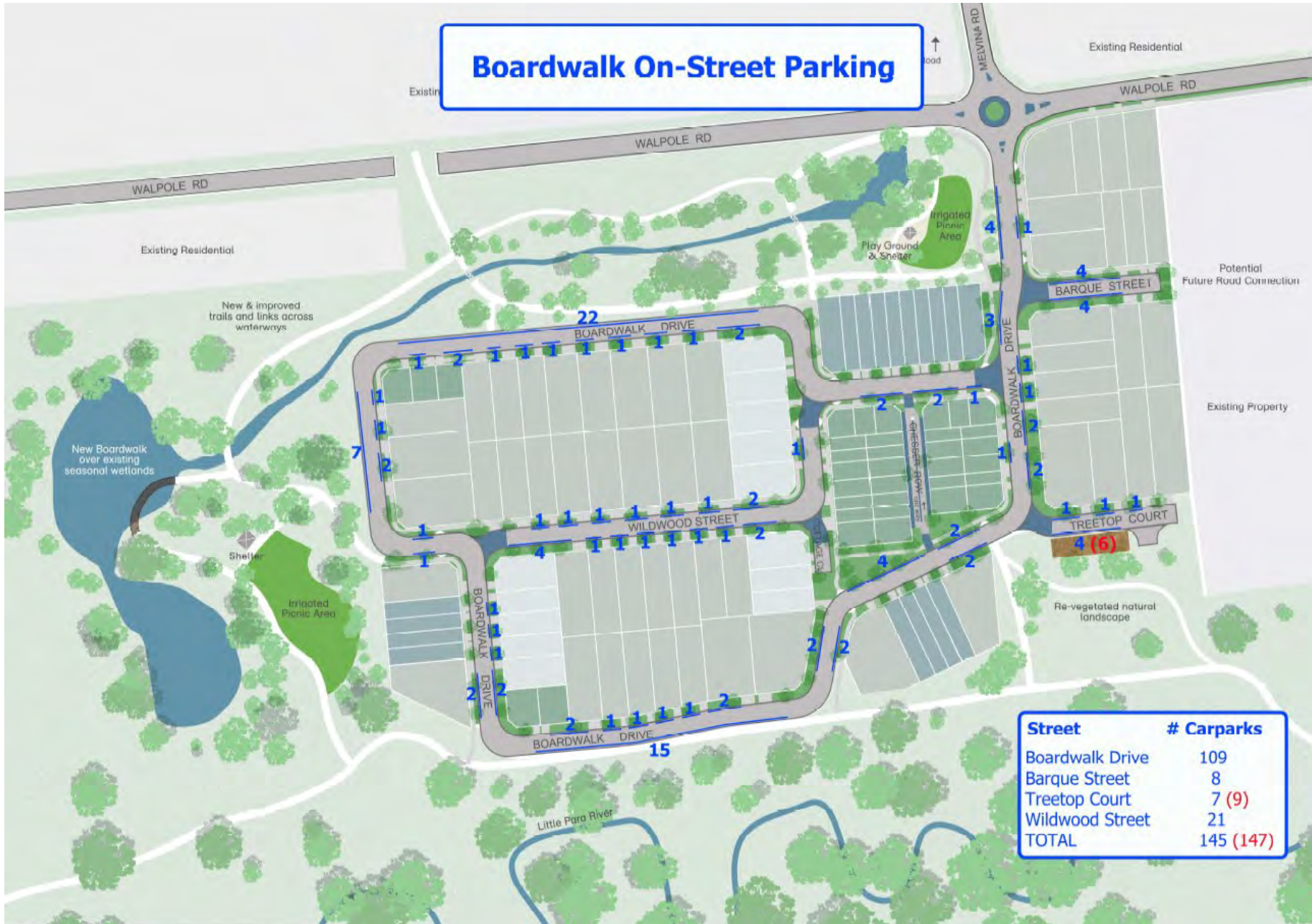
087-391 South Road, MILE END SOUTH SA
 Phone: (08) 8364 7800 Fax: (08) 8234
 A.B.N. 70 085 469 337 B.Lic. BLD 11
 Web: rivergunhomes.com.au

Drawn:

Project:
 Propose Development
 Waipole 3
 At:

Drawn: GJM Date: 04 August 2015
 Scale: 1:500 (A4) Sheet No: 3 of 3
 Project No: ISSAR: NDL
 At:

The finished plot is constructed in accordance with current practice of AS

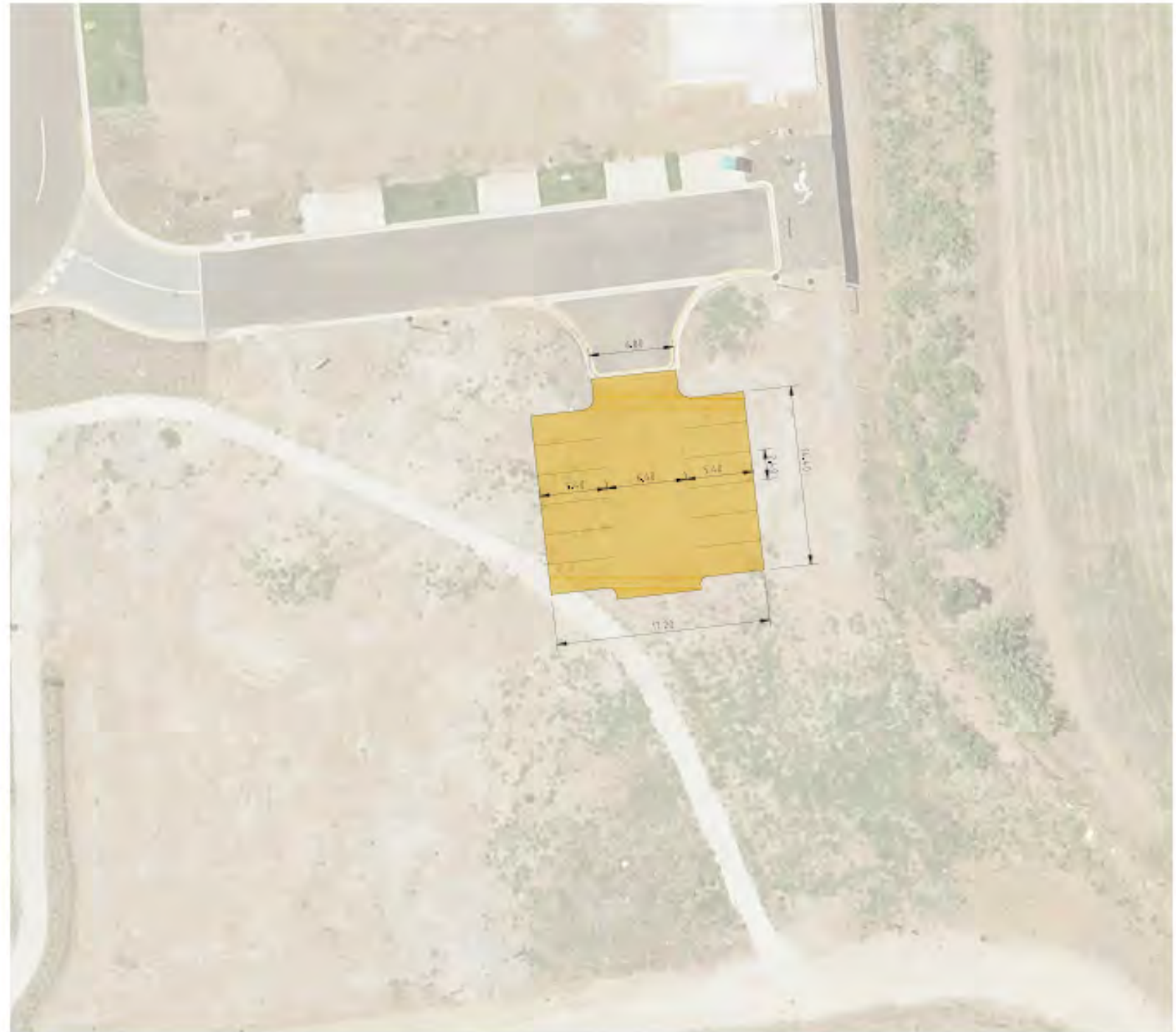


Item 4.1.5 - Attachment 3 - Map of Parking within Boardwalk at Greentree Masterplan





LOCALITY PLAN
SCALE 1:1000



GENERAL DESIGN NOTES:

1. THESE DRAWINGS SHALL BE APPLICABLE FOR ALL DESIGN PLANS THAT FORM PART OF THIS DRAWING SET
2. ANY ALTERATIONS ON SITE TO BE COMPLETED WITH COUNCIL INFRASTRUCTURE MANAGEMENT.
3. DO NOT SCALE FROM DRAWING
4. THE LOCATION OF SERVICES IS INDICATIVE ONLY
5. UNDERGROUND DEPTHS AND LOCATIONS SHALL BE CONFIRMED ON SITE BY HAND DIGGING POT HOLE/PIPING TO UNDERSTAND ANY WORKS, WHERE REQUIRED. THE CONTRACTOR SHALL ARRANGE FOR THEIR RELIQUATION IN ACCORDANCE WITH THE RELEVANT AUTHORITIES REQUIREMENTS.
6. ANY DISCREPANCIES WITH THESE DRAWINGS ARE TO BE BROUGHT TO COUNCIL'S ATTENTION AND CLARIFICATION SHALL BE SOUGHT BEFORE COMMENCING ON SITE
7. COUNCIL INFRASTRUCTURE MANAGEMENT IS TO BE NOTIFIED OF THE COMPLETION OF WORKS AND IS TO BE PROVIDED WITH DETAILS OF ANY AS CONSTRUCTED VARIATION TO THE DRAWINGS.
8. THE CONTRACTOR SHALL STOCKPILE SPILL AS DIRECTED BY THE SUPERINTENDENT AND THE EXCESS, WHERE NOT USED IS TO BE REMOVED FROM SITE BY THE CONTRACTOR.
9. THE FINISHED SURFACE SHALL BE EVENLY GRADED BETWEEN DESIGN SURFACE LEVEL AND FREE DRAINING.
10. MEASURES SHALL BE IMPLEMENTED AS SHOWN ON THE DESIGN PLANS OR AS ADVISED BY SUPERINTENDENT TO CONTROL SEDIMENTATION & EROSION ON SITE
11. ALL SURPLUS EXCAVATED MATERIAL SHALL BE DEPOSITED OFF SITE

LEGEND:

- BASE COURSE HEAVY DUTY
- PAVING PEDESTRIAN
- CONCRETE HEAVY DUTY
- BACKFILL

REVISIONS AND ISSUES			
REV	ISSUE/DESCRIPTION	DATE	APPROVED
0	PRELIMINARY - FOR DECISION ONLY	21/04/2022	-



APPROVAL

NAME: Dameon Roy
MANAGER INFRASTRUCTURE MANAGEMENT

SIGNATURE: _____ DATE: _____

NAME: Jarrad Collins
MANAGER INFRASTRUCTURE DELIVERY

SIGNATURE: _____ DATE: _____

DESIGNED BY: SHON KRATSCHEW 06/2022

PREPARED BY: _____

SUP. TRAFFIC ENGINEER: TONY CALANDRO 04/2022

COORDINATE SYSTEM: PR420

PR No: _____ PR No: _____

CAD FILE NAME: TR25XX_PR_01.DWG

NORTH

TREE TOP ROAD CAR PARK

GENERAL LAYOUT PLAN

PRELIMINARY SCOPE OF WORKS PLAN

PLAN No. PRE PLANNING PR 25XX SHEET C01

REVISION: 0

SCALE: A1 1:200



Item 4.1.5 - Attachment 6 - Boardwalk Traffic Control Layout Plan

ITEM	4.1.6
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Verge Contract Renewal
AUTHOR	Mark Purdie, Manager Field Services, City Infrastructure
CITY PLAN LINKS	1.1 Our City is attractive and well maintained 4.2 We deliver quality outcomes that meet the needs of our community

SUMMARY A number of reports have been considered by Council over the past three years on verge management. A review was conducted in 2019, trials implemented in 2020, and revised service levels endorsed in 2021 with improved outcomes.

The verge maintenance contracts are due to expire in December 2022 and the Mawson Lakes and Citywide Landscape contracts expire in January 2023.

This report presents the procurement strategy for renewing these contracts and details the verge maintenance service levels for Council's consideration and approval prior to going to the market.

RECOMMENDATION

That Council:

- Approves the verge maintenance service levels as adopted at the March 2021 Council meeting and summarised in the table below, for tendering the renewal of the verge maintenance contracts:

Service Area	Summary Service Level
Cutting Cycle	7 cycles @ 8,8,6,6,4,4,8 - week periods Max 2 days inclement weather allowance per cycle
Cutting Quality	50mm height, neat, even, sharp cut Rear discharge mowing decks
Weed Control	Annual broadleaf treatment to all verges Footpath weed treatment each cycle (Note- caltrop and other weed treatments service in weed control contract)
Edging	Herbicide edging main roads Mechanical edging residential streets
Litter	Collection and disposal of loose litter each cycle Reporting of illegally dumped rubbish
Debris and Green Waste	Blow down of all hard surfaces same day as cutting prior to sweeping Branches <100mm diameter removed Large green waste (bark) removed
Bins	Program scheduled to minimise bin interactions
Street Sweeping	Within 24 hours (aiming for most same day)

Service Area	Summary Service Level
Do Not Cut Properties	Maintaining register and kerb marking to identify
Parked Vehicles	Carefully cutting past any parked vehicles
Landscaped Verges	Not treated – service is to un-kept, undeveloped verges
Medians on DPTI roads	Excluded – not Council asset and serviced by DPTI
Country roads	Excluded – these are serviced by Council’s tractor team

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Over the last 3 years there have been numerous reports and information requests from Council with respect to verge maintenance within the City. Refer:
 - 1.1.1 23 March 2021 AMCS4 - Verge Contract Renewal;
 - 1.1.2 25 November 2019 6.0.2 - IBDS4 Verge Maintenance Review; and
 - 1.1.3 28 September 2020 AMSC-MWON2 Residents Verge Improvement Program.
- 1.2 Service levels for verge maintenance were revised and trialed in 2020 then adopted by Council to continue at the March 2021 Council Meeting. (Resolution 0886/2021).
- 1.3 A number of sizable landscape maintenance contracts are due to expire within the next 12 months, including:
 - 1.3.1 Verge Maintenance (11022 East and 11023 West), expiry 31 December 2022;
 - 1.3.2 Landscape Maintenance Mawson Lakes (11143), expiry 31 January 2023; and
 - 1.3.3 Landscape Maintenance City Wide (11144), expiry 31 January 2023
- 1.4 This report details the procurement strategy for renewing these contracts to ensure uninterrupted service delivery to the community. It also details the verge maintenance service levels for Council consideration and endorsement prior to going to the market.

2. CITY PLAN CRITICAL ACTION

Extracts from City Plan 2035:

- 2.1 Enhance the visual appearance and amenity of public space through an expanded verge maintenance program, appropriate lighting and more greening of reserves
- 2.2 Improve quality and cleanliness of residential areas

3. CONSULTATION / COMMUNICATION

- 3.1 Nil

4. REPORT

Verge Maintenance Service Levels (Delivered by Service Contract)

4.1 Table 1 below summarises the current service levels that have been in place since the 2020 trials.

Table 1 – Current Verge Maintenance Service Levels

Service Area	Summary Service Level
Cutting Cycle	7 cycles @ 8,8,6,6,4,4,8 - week periods Max 2 days inclement weather allowance per cycle
Cutting Quality	50mm height, neat, even, sharp cut Rear discharge mowing decks
Weed Control	Annual broadleaf treatment to all verges Footpath weed treatment each cycle (Note- caltrop and other weed treatments service in weed control contract)
Edging	Herbicide edging main roads Mechanical edging residential streets
Litter	Collection and disposal of loose litter each cycle Reporting of illegally dumped rubbish
Debris and Green Waste	Blow down of all hard surfaces same day as cutting prior to sweeping Branches <100mm diameter removed Large green waste (bark) removed
Bins	Program scheduled to minimise bin interactions
Street Sweeping	Within 24 hours (aiming for most same day)
Do Not Cut Properties	Maintaining register and kerb marking to identify
Parked Vehicles	Carefully cutting past any parked vehicles
Landscaped Verges	Not treated – service is to un-kept, undeveloped verges
Medians on DPTI roads	Excluded – not Council asset and serviced by DPTI
Country roads	Excluded – these are serviced by Council's tractor team

4.2 A number of key performance indicators have been developed for the service which are documented in the contract. These include:

- 4.2.1 Quality – no. of defects issued for poor quality work;
- 4.2.2 Quality – no. of do not cut properties cut;
- 4.2.3 Damage – no. of property damage incidents;
- 4.2.4 Timing – cycle finish time, no. of days over due date;
- 4.2.5 Work, Health and Safety – no. of WHS incidents;
- 4.2.6 Administration – no. of escalations to next level;
- 4.2.7 Administration – no. of daily worksheets not received on time; and
- 4.2.8 No. Customer Enquiries / Complaints.

4.3 The current service levels are considered to provide an appropriate balance between addressing the amenity of excessive growth on unkept verges across the City and the relatively high cost of providing the service.

4.4 Daily audits are conducted to ensure services are delivered to standard.

- 4.5 Should extreme or very unseasonal weather events occur, there is opportunity in the contracts to either modify the schedule (bring forward or delay a maintenance cycle) at no additional cost, or vary the service, such as additional works or an additional cut. Variations would attract additional costs and would need to be funded through Council's budget review process.

Contractual Conditions

- 4.6 The existing verge maintenance contracts have been reviewed and, along with a number of key conditions that are proposed to continue including incentives and penalties linked to key performance measures, the renewed contracts would also include greater focus on economic benefits to the Northern Region including opportunities for employment of local people.
- 4.7 The contract requires significant investment in vehicles and machinery and therefore it is proposed that the contract term be 4 years with a right of renewal for a further 2 years.

Market Approach

- 4.8 The verge maintenance services have historically been divided into two relatively equal portions/contracts, covering the eastern side of the city and the western. This option spreads the risk, provides a level of perceived competition, and enables a manageable size of work given the nature of the services. However, the market approach will provide the opportunity for one contractor to cover the both areas.
- 4.9 Historically verge maintenance procurement activities have attracted 5-7 Tenders per contract, providing a good level of competition from the market.

Renewal of Major Landscape Contracts

- 4.10 In addition to Council's Verge Maintenance Contracts expiring on 31st December 2022, the Landscape Maintenance Mawson Lakes and Citywide contracts are due to expire on 31st January 2023.
- 4.11 Having these significant landscape contracts expire and require renewal at the same time presents some risks to service continuity and best value. At the present time, there are significant delays in the procurement of new machinery and setting up for both contracts at the same time would be a challenge for any one provider. Consequently, a staggered procurement strategy has been adopted, with verge maintenance to be tendered as soon as possible, and the Mawson Lakes and City Wide Landscape contracts negotiated for a 12-month extension and Tendered in 2023.

5. CONCLUSION / PROPOSAL

- 5.1 The adjusted service levels from the 2020 verge maintenance trials have provided improved outcomes for the City and Community, and are provided in this report for any further comments or considerations prior to the services being retendered.
- 5.2 A number of key landscape maintenance contracts are due to expire within close proximity at the end of 2022. The verge contracts have been varied to address the revised service levels, and will be retendered as soon as practical, with the Mawson Lakes and Citywide Landscape contracts extended for 12 months and tendered in 2023.

ITEM	4.2.1
	URBAN SERVICES COMMITTEE
DATE	19 April 2022
HEADING	Traffic Management Treatments Update - Beechwood Avenue
AUTHOR	David Boothway, Team Leader Civil & Transport Assets, City Infrastructure
CITY PLAN LINKS	<p>1.3 People are valued and they feel safe, included and connected</p> <p>4.1 Members of our community receive an exceptional experience when interacting with Council</p> <p>4.2 We deliver quality outcomes that meet the needs of our community</p>
SUMMARY	The City of Salisbury completed an extension to, and the re-shaping of, the traffic island nose at the Beechwood Modified T-Junction Treatment at Mawson Lakes. On-site observations of recent vehicular activity at this site verified that the overall performance of the modified T-junction treatment was efficient and safe. However, there are still a few truck drivers disregarding the “No Truck” signs.

RECOMMENDATION

That Council:

1. Notes the completion of the minor works at the Modified T-Junction Treatment on Beechwood Avenue
2. Notes the average traffic speeds on Beechwood Avenue extension are low at 32km/h (85 percentile)
3. Notes the consultation has been undertaken with the Ward Councillors, the State Member of Parliament for the Electorate of Wright, and a small number of residents of Beechwood Avenue at Mawson Lakes, has confirmed no additional requests for works were received.
4. Notes that due to a few truck drivers disregarding the “No Truck” signs, Council will make the signs more visible and make it more difficult for trucks to use the driveway link, with minor works to be completed after Easter.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At its meeting held on Monday, 21 December 2020 Council approved for the installation of traffic management treatments at Beechwood Avenue and resolved:
 - 1.1.1 *“...in 12 months and a further report be presented to the Urban Services Committee, with consultation to occur with Ward Councillors, the State Member of Parliament, and residents before report is presented.”*

- 1.2 According to the previous Council Report dated the 14 December 2020, (1) one of the recommendations was that *“a concrete extension of the traffic island nose be installed to help slow traffic down and mitigate the corner cutting behaviour by some residents, as part of the 2020/2021 Minor Traffic Program.”*
- 1.3 These works as part of a minor modification to this existing Modified T-Junction Treatment at Beechwood Avenue were completed and funded under the 2020/21 Minor Traffic Program.
- 1.4 This work was undertaken to further reduce the vehicle speeds for west-bound traffic flow along Beechwood Avenue, and discourage illegal truck movements which are already prohibited by regulatory signage along the road network within this residential area of Mawson Lakes.

2. CONSULTATION / COMMUNICATION

2.1 External

- 2.1.1 Consultation has occurred with Michael Brown, MP - the State Member for Wright, the Elected Members for West Ward also local residents in close proximity to the Beechwood Avenue Modified T-Junction Treatment at Mawson Lakes.

3. REPORT

- 3.1 As an outcome from an on-site meeting held in December 2020 between staff from the City of Salisbury and residents from Beechwood Avenue at Mawson Lakes, it was agreed that that Council would undertake a minor upgrade to the existing traffic control layout of a Modified T-Junction Treatment to improve road safety at this site.
- 3.2 After checking swept path movements for trucks, the modification was designed to allow refuge and furniture removal trucks to take a very tight corner slowly but make the signage obstructive.
- 3.3 As shown in the attached photograph, the end of this traffic island has been extended by a length of approximately 1 metre, and road line marking adjusted. Also note the two “No Truck” signs on the section of Beechwood Avenue that contains the driveway link in the road, obstructing truck movement.



- 3.4 This minor upgrade to the Modified T-Junction Treatment was designed and constructed to improve the delineation and separation of opposing vehicle movements along the Beechwood Avenue East approach for residential traffic and also to further discourage illegal truck movements. It also helps slow traffic speeds at the corner and for vehicles entering the driveway link route.

- 3.5 From a comparison of annual statistical traffic data for Beechwood Avenue at Mawson Lakes, both Annual Average Daily Traffic (AADT) Volumes and 85th percentile Speeds (or Average Speeds) have remain relatively unchanged.
- 3.6 However, there has been a slight reduction in vehicle speeds over a 12 to 18 month period, with the 85th percentile Speeds (or Average Speeds) for September 2020 and November & December 2021 being 35 km/h and between 31 km/h & 32 km/h respectively.
- 3.7 Since these minor works were undertaken and completed, the City of Salisbury to date has no record, through to the end of March 2022, of any local area traffic management (LATM) or road safety issues from residents regarding the function and operation of the Modified T-Junction Treatment on Beechwood Avenue at Mawson Lakes. Likewise the Elected Members and State Member of Parliament have not received any new complaints. Similarly, site inspections and consultation would indicate the modifications have been successful.
- 3.8 However, there have been a few truck movements, from drivers who disregard the regulatory “No Truck” signs.
- 3.9 Consultation with one resident in the street (who presented as the spokesperson for the street) has indicated that the residents are seeking alternative opportunities with the State Member, to petition the State to modify Montague Road/Sharp Court Intersection, to become a signalised intersection, with a hope Council could then close the link between Sharp Court and Beechwood. Given the State Government Involvement, Council has notified Department for Infrastructure and Transport (DIT), and their opinion is that this upgrade is unlikely in the near future. Council have raised this matter with DIT previously and received the same response.
- 3.10 Council is looking to make the “No Truck” signs more visible, and make it more difficult for trucks to use the Driveway Link. This may include the use of bollards lining the Driveway Link in Beechwood Avenue.

4. CONCLUSION / PROPOSAL

- 4.1 The City of Salisbury undertook an extension to, and the re-shaping of the traffic island nose at the Beechwood Modified T-Junction Treatment at Mawson Lakes.
- 4.2 According to available statistical traffic data, there has been a slight reduction in vehicle speeds over a 12 to 18 month period.
- 4.3 Consultation indicates that no further action is required by Council at the site at this stage.
- 4.4 Council is relocating the “No Truck” signs to make them more visible, and make it more difficult for trucks to use the Driveway Link, including the use of additional concrete bollards lining sections of the Driveway Link in Beechwood Avenue.