

AGENDA

FOR ASSET MANAGEMENT SUB COMMITTEE MEETING TO BE HELD ON

2 DECEMBER 2024 AT 6:30PM

**IN WITTBER & DR RUBY DAVY ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY**

MEMBERS

Cr A Graham (Chairman)
Mayor G Aldridge (ex officio)
Deputy Mayor, Cr C Buchanan
Cr D Hood
Cr P Jensen
Cr S McKell (Deputy Chairman)

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Deputy Chief Executive Officer, Mr C Mansueto
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Asset Management Sub Committee Meeting held on 14 October 2024.

REPORTS

AMSC1 Future Reports for the Asset Management Sub Committee..... 7

AMSC2 Footpath Installation Options - Lolands Road and Willochra Road,
Salisbury Plain..... 11

AMSC3 Footpath Request Evaluation Team (FRET) update report..... 17

AMSC4 Street Tree Renewal Program 2025/26 23

AMSC5 Ornamental Lakes - Asset Management Plan Update..... 33

AMSC6 Bridges and Boardwalks - Asset Management Plan Update..... 43

AMSC7 Presentation - Sports Lighting Asset Management and Service Standards

QUESTIONS ON NOTICE

There are no Questions on Notice.

MOTIONS ON NOTICE

There are no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Updates)

CLOSE



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

**34 CHURCH STREET, SALISBURY ON
14 OCTOBER 2024**

MEMBERS PRESENT Cr A Graham (Chairman)
Mayor G Aldridge (ex officio)
Cr C Buchanan
Cr D Hood

OBSERVERS Cr K Grenfell
Cr M Mazzeo

STAFF Chief Executive Officer, Mr J Harry
General Manager City Infrastructure, Mr J Devine
Deputy Chief Executive Officer, Mr C Mansueto
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Governance Support Officer, Ms M Prasad
Manager Strategic Development Projects, Ms S Klein
Development Manager, Ms J Owen
Manager Community Experience, Ms C Kroepsch
Manager People & Performance, Ms K Logan
Team Leader Open Space Assets & Urban Streetscape,
Mr C Johansen

The meeting commenced at 6.30pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

Apologies have been received from Cr P Jensen and Cr S McKell.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Mayor G Aldridge
Seconded Cr D Hood

The Minutes of the Asset Management Sub Committee Meeting held on 12 August 2024, be taken as read and confirmed.

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

Moved Cr C Buchanan
Seconded Cr D Hood

That Council:

1. Notes the report.

CARRIED**AMSC2 Asset Management Updates - Sport Lighting, Bridges and Ornamental Lakes**

Moved Cr C Buchanan
Seconded Cr A Graham

That Council:

1. Notes the report.
2. Requests Administration provide a further information report to the Urban Services Committee, 21 October 2024 providing an update on costings on an ornamental fountain and an aerator at Springbank Waters.

CARRIED**QUESTIONS ON NOTICE****AMSC-QON1 Question on Notice: Deputy Mayor, Cr Chad Buchanan - Mario Drive Playspace**

At its meeting held on Monday, 12 August 2024 Cr Buchanan asked a question without notice in relation to the status of the Mario Drive additional Playspace considerations.

The General Manager City Infrastructure took the question on notice and the Chairman allowed for the reply to be given at the next meeting of the Sub Committee.

Administration Response

Community consultation for a proposed new playground at Mario Reserve was undertaken in late 2022. Due to the shortfall in renewal funding for Playspaces Council resolved, in August 2022, that for 2022/23 and beyond to reallocate the funding program for major upgrades of playgrounds to renewal. Consequently, the proposed new Playspace at Mario Reserve was put on hold, with funding diverted to renewal. There is currently no funding in Council's Long Term Financial Plan to undertake these works.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update).

AMSC-OB1 New Playspace and Upgrade Program Budget

Moved Cr C Buchanan
Seconded Cr D Hood

That Council:

1. Notes the community consultation on the Mario Reserve Playspace that occurred in 2022 and that Council proceeds with the Mario Reserve Playspace to be included in the 2025/26 program with the inclusion of a non-discretionary bid of \$300k.
2. Notes the community consultation on the Metala Reserve Playspace that occurred in 2022 and that Council proceeds with the Metala Reserve Playspace to be included in the 2025/26 program with the inclusion of a non-discretionary bid of \$300k inclusive of a fence along the section of Burton Road.
3. Requests Administration bring back a further report to the Asset Management Sub Committee with a proposed New Playspace and Upgrade Program for consideration to be included in 2025/26 business planning and budget process.

CARRIED

CLOSE

The meeting closed at 6:52pm.

CHAIRMAN.....

DATE.....

ITEM	AMSC1
	ASSET MANAGEMENT SUB COMMITTEE
HEADING	Future Reports for the Asset Management Sub Committee
AUTHOR	Corina Allen, City Infrastructure Administration Coordinator, 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 Asset Management Sub Committee as a result of a previous Council resolution.

RECOMMENDATIONThat Council:

1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 A list of resolutions requiring a future report to Council is presented to each Sub Committee and standing committee for noting.
- 1.2 If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

3. REPORT

- 3.1 The following table outlines reports to be presented to the Asset Management Sub Committee as a result of a previous Council resolution:

Meeting Item	- Heading and Resolution	Officer
22/03/2021	Sustainable Verge Development	Craig Johansen
	<p>This report will address the following resolutions:</p> <p>22/03/2021 - 4.0.2-AMSC4 - Verge Maintenance Trial and Streetscape Improvement Program</p> <p>8. A report on the outcomes of the Streetscape Improvement Program be submitted to Council in late 2023 after completion of the two-year trial.</p> <p>23/08/2021 - 4.0.3-AMSC3 - 2021/22 Street Tree Renewal Program, Streetscape Renewal Program, Verge Development Program and Verge Maintenance Trial</p> <p>2. Approves that staff present a draft Resident Verge Incentive Scheme policy to the Asset Management Subcommittee in October 2021.</p>	

Meeting Item	- Heading and Resolution	Officer
Due:	December 2024	
Deferred:	February 2025	
Reason:	Administration are finalising the promotion materials and communications plan for Council's consideration in February 2025.	
22/08/2022	Strategic Asset Management Plan – Building Assets - Stage 2 - Levels of Service and Financial Impacts	Jon Foong
	4. Notes Administration are undertaking a review on the utilisation of Council buildings over the next two years which may result in changes to the building portfolio in the future, and that this work will be the subject of a further report to Council for consideration.	
Due:	March 2025	
24/7/23	CCTV Policy and Procedures - Community Safety CCTV	Mark Purdie Vesna Haracic
4.4.1	Council has previously resolved this resolution to be confidential.	
Due:	December 2024	
Deferred:	April 2025	
Reason:	Council has previously resolved this resolution to be confidential.	
18/12/23	Motion on Notice: Road Safety	Chris Haskas
US-MON1	4. Requests the administration to review all current road safety strategies, programs, initiatives and policies, and bring back a report to the August 2024 Asset Management Sub-Committee meeting.	
Due:	December 2024	
Comment:	This report will be submitted to the December 2024 Urban Services Committee Meeting for consideration.	
25/3/24	Playspace Program	Jon Foong
AMSC3	3. Requests Administration develop a separate policy framework for the ongoing renewal of regional playspaces within the City.	
Due:	August 2025	
26/08/24	Fit Out of Council Owned Clubrooms	Jon Foong
MWON1	Requests the Administration to review the building levels of service for major club rooms with consideration to be given to meeting functional requirements of relevant sporting associations and report back to Council in	

Meeting Item	- Heading and Resolution	Officer
	<p>December 2024.</p> <p>Due: December 2024</p> <p>Deferred: February 2025</p> <p>Reason: Administration are awaiting results of the Building Audit which took into consideration the functionality of the buildings. The audit will provide important information that would contribute to the report.</p>	
<p>14/10/2024</p> <p>AMSC-OB1</p>	<p>New Playspace and Upgrade Program Budget</p> <p>3. Requests Administration bring back a further report to the Asset Management Sub Committee with a proposed New Playspace and Upgrade Program for consideration to be included in 2025/26 business planning and budget process.</p>	<p>Rob Hutchison & Craig Johansen</p>
	<p>Due: February 2025</p>	

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Asset Management Sub Committee have been reviewed and are presented to Council for noting.

ITEM	AMSC2
	ASSET MANAGEMENT SUB COMMITTEE
DATE	02 December 2024
HEADING	Footpath Installation Options - Lolands Road and Willochra Road, Salisbury Plain
AUTHOR	Craig Johansen, Team Leader Natural Assets, City Infrastructure
CITY PLAN LINKS	<ul style="list-style-type: none"> 1.2 The health and wellbeing of our community is a priority 1.3 People are valued and they feel safe, included and connected 4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This report presents for Councils consideration costs for the installation of new footpaths at Lolands Road and Willochra Road, Salisbury Plain.

RECOMMENDATION

That Council:

1. Notes that Administration does not support the construction of footpaths at Willochra Road and Lolands Road, Salisbury Plain at this time.
2. Notes that Administration will deliver an evidence based Integrated Transport Plan at the end of this financial year that will provide information to guide future footpath investment in the City.

ATTACHMENTS

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

1. Willochra and Loland Roads footpath map

1. BACKGROUND

- 1.1 Several residents in Willochra Road, Salisbury Plain contacted Council about the fact that there is no footpath in Lolands Road and Willochra Road, Salisbury Plain which forces residents who walk to local destinations to walk along the road.
- 1.2 From this discussion, it was identified that two residents of Willochra Road are elderly and have had near misses with vehicles travelling at significant speed within the identified roads. The greater concern that the resident raised was the speed of vehicles within the streets that are the subject of this report and general public safety.
- 1.3 A Motion Without Notice was presented to the 23 September 2024 Council meeting where it was resolved that Council:

“Requests Administration to present a report to the Asset Management Sub Committee at the next meeting including options and associated costings for the installation of footpaths on either side of Lolands Road, Salisbury Plain and Willochra Road, Salisbury Plain.”

- 1.4 Currently this area of the city is a mix of large undeveloped lots with a single residence on it and commercial/industrial business uses. This area of the City is the interface between the different land uses with the general neighbourhood zone to the west of Willochra Road and strategic employment zone to the east and south of Willochra Road and on Lolands Road.
- 1.5 There are 10 residential properties that have a frontage to Willochra Road, with one of these being the residence that is on the corner of Saints Road and Willochra Road which has a side alignment to Willochra Road.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Community member who raised the concern with the East Ward Councillor.

3. DISCUSSION

- 3.1 Willochra Road is on the interface between the residential and commercial/industrial areas, located in Salisbury Plains bounded by Fenden Road, Stanbel Road, Main North Road and Saints Road.
- 3.2 There are 9 residential properties with their sole property frontage being to Willochra Road with the other properties with Willochra Road being Commercial/Industrial and with two of these properties being located on the corners of the Willochra Road and Loland Road intersection. With the remainder of the properties within Lolands Road being Commercial/Industrial.
- 3.3 As per Councils adopted policy the proposed footpath width for Willochra and Lolands Roads will be 1.5 metres as outlined within the Footpath Policy.
- 3.4 It is proposed to install the footpath within Willochra Road within the western verge as this provides direct access to 5 of the 9 properties and is on the same side as the street lighting as per Councils adopted policy. It is also worthy to note that the land to the west of Willochra Road is currently being considered for denser residential development with at least one application being presented to Council.
- 3.5 The proposed footpath length for Willochra Road is 550 metres.
- 3.6 Within Lolands Road the footpath is proposed to be installed within the northern verge with pram ramps to connect into Willochra Road. This will provide direct access to one property on the corner of Lolands and Willochra Roads and will place the footpath on the same side as the street lighting as per Councils adopted policy. This also works around the large tree located on the southern verge at the intersection with Barndioota Road and provides a direct connection to the footpath network within Barndioota Road heading north to Saints Road.
- 3.7 The proposed footpath length for Lolands Road is 223 metres.
- 3.8 At present Administration does not recommend that the footpath within Willochra Road and Lolands Road be installed for the following reasons:
 - 3.8.1 New footpaths for Willochra Road and Lolands Road are not regarded as a priority because it has mixed land use, half of the properties are industrial/commercial, typically not requiring footpaths. There are other higher priority areas which include connection to Little Para Trail and Dry Creek.

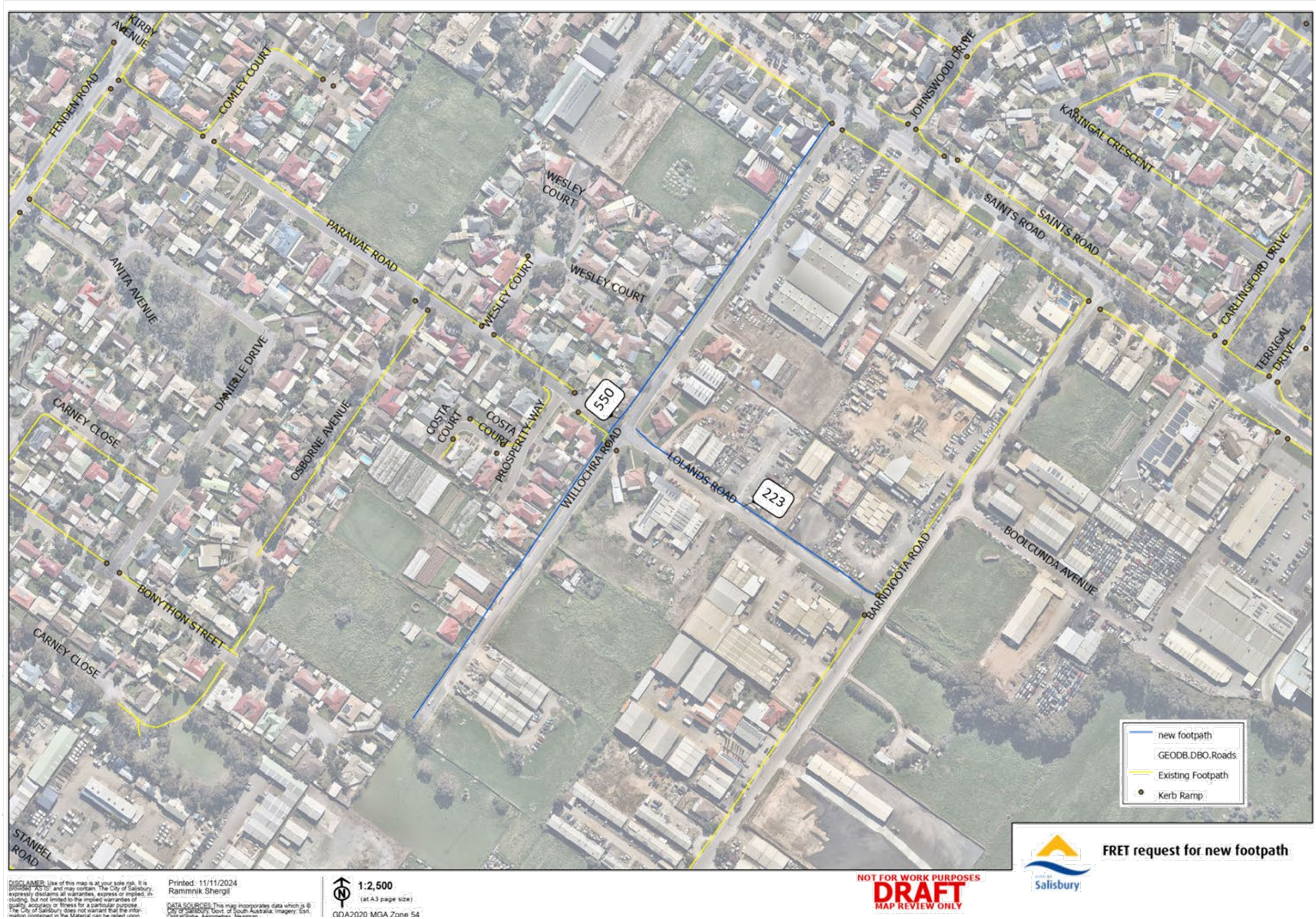
- 3.8.2 Council has only received one request for the construction of a footpath on these roads, which is the request associated with this report.
- 3.8.3 Willochra Road has privately owned parcels of land that will likely be developed in future. The delivery of footpaths to this area would be better timed with the future developments.
- 3.8.4 There is no budget allocation for the installation of new footpaths where the request does not align with Footpath Request Evaluation Team program (FRET). In consideration of the FRET program funding and current works program. Installation of a footpath within Willochra and Lolands Roads is lower priority against providing paths to cater for residents with reduced mobility and are more dependent on the footpath to meet their access needs.
- 3.8.5 Administration will deliver an Integrated Transport Plan at the end of this Financial Year that will provide information that will guide future footpath investment in the City that will be designed to cater to the changing needs of the community.

4. FINANCIAL OVERVIEW

- 4.1 The estimations for footpath installation as outlined in paragraphs 3.5 and 3.7 and as shown on attachment 1 is \$180,000 for 550 linear metres of footpath for Willochra Road and \$80,000 for 223 linear metres of footpath and 2 pram ramps for Lolands Road. To complete footpath works in both streets totals \$260,000.
- 4.2 There is currently no funding allocated to the installation of footpaths within Willochra and Lolands Roads, Salisbury Plain. Council provided budget in March 2024 for new installations through FRET for \$400,000. This budget is fully committed to works for 2024/25 as per previously approved scope and reported at the Asset Management Sub Committee meeting held 12 February 2024. The following was resolved by Council at meeting held 26 February 2024.
- Approves the new footpath program as evaluated by the Footpath Evaluation Request Team (FRET) and proposed for delivery in the 2023/24 Financial Year as presented in Attachment 3: New Footpath works 23/24 to 24/25 FRET of the report (Item GB1 – Asset Management Improvement Plan – Footpaths Policy and Upgrade Program 2023/24, Council; 26 February 2024).*
- 4.3 It is not recommended to include this in the 2025/26 FRET program as there are other priority locations within the City.

5. CONCLUSION

- 5.1 This report presents for consideration information for the installation of a 1.5 metre wide footpath within Willochra and Lolands Roads, Salisbury Plains. The estimated cost of delivering these footpaths is \$260,000.
- 5.2 Administration do not recommend the construction of footpaths for Willochra Road and Lolands Road at this time because of the reasons detailed in paragraph 3.8 of this report.



Item AMSC2 - Attachment 1 - Willochra and Loland Roads footpath map

INFORMATION ONLY ITEM

AMSC3

ASSET MANAGEMENT SUB COMMITTEE

DATE 02 December 2024

HEADING Footpath Request Evaluation Team (FRET) update report

AUTHOR Craig Johansen, Team Leader Natural Assets, City Infrastructure

CITY PLAN LINKS 1.1 Our City is attractive and well maintained
1.2 Our community is physically and mentally healthy and connected

SUMMARY This report presents future program of works to be delivered through the Footpath Request process. This report also presents outcomes of consultation for the installation of new footpaths through the Footpath Request process to note.

RECOMMENDATION

That Council:

- 1. Notes the report.

ATTACHMENTS

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

- 1. New Footpath Access Works Program 2025/26 FRET

1. BACKGROUND

- 1.1 New footpaths requests are considered by the Footpath Request Evaluation Team (FRET). FRET membership consists of staff from the Community Development and City Infrastructure Departments.
- 1.2 FRET considers all new footpath asset requests that are received by Council. Each request is considered on merit and in line with the adopted Footpath Policy taking into consideration the location, current footpath network and access improvement requirements such as kerb ramps or new segments that may assist with safe access.
- 1.3 Council regularly receives requests for new access improvements to the footpath network where the community member is active in the community with the use of mobility aides or have family members who use mobility aides. In addition, improvement requests often close gaps in the network across the City for the benefit of the broader community.
- 1.4 FRET considers all requests on merit in context of the benefit to the community that it will provide, to ensure we have a community that can be active as part of their daily activities.

- 1.5 Priority of works is allocated to those requests that improve the footpath network across the City for those with limited access and/ or utilise mobility aids. Approximately 60% of the new footpath requests are associated with the installation of accessibility ramps.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Community members of the first 6 listed streets below for the current works program.

3. DISCUSSION

- 3.1 With the requests received to July 2024, a program of works was developed for the following sites:
- Princess Street, Paralowie
 - Toledo Court, Gulfview Heights
 - Maguire Crescent, Burton
 - Kings Road/ Montebello Drive intersection, Salisbury
 - DeMille Street, Salisbury Downs
 - Bus Stop 39, Main North Road, Para Hills West
 - Resthaven Road, Parafield Gardens
 - Lynette Lane, Salisbury Downs
 - Bungana Avenue, Para Vista
- 3.2 As part of the delivery of works, the Administration undertakes community consultation for the proposed works and seeks feedback from the community. With the first tranche being the first four streets of the list above works notification was undertaken.
- 3.3 As a result of the public notification Administration received community feedback on the proposed works within Princess Street, Paralowie and Toledo Court, Gulfview Heights.
- 3.4 The resident who requested the works in Princess Street withdrew their request for network upgrade works at this specific location and raised a new request for a pedestrian crossing point for Whites Road to be constructed. This request cannot be directly delivered by the FRET program as it needs to consider potential modifications to Whites Road.
- 3.5 Following public consultation and receipt of a petition from the majority of residents of Toledo Court, Gulfview Heights advising they were against a footpath being installed, in accordance with the Footpath Policy FRET's determination was to not proceed with the footpath installation at this time. The residents of Toledo Court have now been informed of this decision via a Resident Notification dropped in their letterbox.

- 3.6 The Administration has been able to deliver the footpath extension in Maguire Crescent to date. Works for DeMille Street, Salisbury Downs and Bus Stop 39, Main North Road, Para Hills West are scheduled to be completed prior to January 2025. With the other streets scheduled for delivery within 2025. This will see all streets previously approved by Council in February 2024 completed.
- 3.7 Council has received further requests for new footpath assets to be assessed by FRET since July 2024. FRET has considered these requests with the attached list which will form the forward works program for the 2025/2026 Financial Year.

4. FINANCIAL OVERVIEW

- 4.1 As part of the budget process within the New Footpath and Kerb Ramps Service Continuity Program, Council allocated \$400,000 in 24/25 and \$514,000 in 25/26. The budget allocation in the following years is \$300,000.
- 4.2 The Administration has developed the forward works program to fully expend the allocated budget.
- 4.3 Works will continue to be delivered as budget is available. If the attached list is exhausted, a report will be provided for new streets to be approved.

5. CONCLUSION

- 5.1 Council will continue to receive requests for new pram ramps and footpath segments to meet the needs of the community to ensure that our City is connected and contributes to the wellbeing of its residents.
- 5.2 These requests will be considered by FRET and scheduled accordingly to meet the needs of the community, with priority given to those requests that improve the footpath network across the City for those with limited mobility and/ or utilise mobility aids so that they can maintain a healthy lifestyle.

New Footpath works program 25/26			
Item	Address	Suburb	Description/ Justification
1	Cornwall Drive	Gulfview Heights	2 ramps due to long footpath there is no crossing in between to get to Bridge Rd
2	1955 Main North Road	Salisbury Heights	4 ramps
3	1788 Main North Road	Salisbury Plain	80m New Footpath, new ramp. Pedestrian barrier and bollard
4	Sheedy Court	Salisbury East	140m New Footpath and 2 new amps
5	15 Douglas Drive	Mawson Lakes	17m footpath and 2 pram ramps
6	2 Ludwig Street	Paralowie	pram ramp on corner of 2 Ludwig Street Paralowie.
7	23 Redford Court	Paralowie	2 pram ramps and 8m of unsealed path connection
8	2 Lister Avenue	Salisbury Heights	Footpath connection
9	54-60 George Street	Greenfields	Footpath connection for BAPS Community Centre and on street parking
10	Gully View court & Target Hill Road	Salisbury Heights	2 pram ramps
11	Bus Stop No. 46A northern side of Smith Road	Salisbury East	2 pram ramps
12	Cooinda Court & Harvey Crescent	Salisbury Heights	Small section of foot path
13	Oxford Avenue and Bradford Avenue	Salisbury Heights	New pram ramps to connect existing path networks
14	Gully View Court & Target Hill Road	Salisbury Heights	2 pram ramps
15	1-1 Narlara Place	Salisbury Heights	New footpath connection within the street
16	Tina Court	Salisbury Park	New footpath connection within the street
17	Diranta Drive	Pooraka	2 Ramps
18	Lara Street	Ingle Farm	2 Ramps
19	Kira Street	Ingle Farm	2 ramps
20	Barunga Avenue	Ingle Farm	2 ramps
21	Craig Court	Paralowie	New footpath connection within the street
22	Ayfield Road and Coorong Crescent	Para Hill West	There is missing footpath segment on Ayfield Road
23	Beovich Road from Bridge Road	Ingle Farm	All ramps from Bridge Road to Ingle Farm Shopping Centre. Resident uses a gopher to get to shops and ramps hinder usage of the footpath
24	12 Derma Street	Brahma Lodge	Resident is in Wheelchair which makes it hard for her to get out of her property.

ITEM	AMSC4
	ASSET MANAGEMENT SUB COMMITTEE
DATE	02 December 2024
HEADING	Street Tree Renewal Program 2025/26
AUTHORS	Tamika Cook, Senior Natural Assets Officer, City Infrastructure Mike Oborn, Coordinator Parks and Open Space Assets, City Infrastructure
CITY PLAN LINKS	<ol style="list-style-type: none"> 1.1 Our City is attractive and well maintained 2.1 Salisbury has a balance of green spaces and natural environments that support biodiversity 2.3 Our community, environment and infrastructure are adaptive to a changing climate
SUMMARY	This report will present the proposed program of streets and recommended tree species options for the 2025/26 Street Tree Renewal Program for approval.

RECOMMENDATIONThat Council:

1. Approves the streets and species for the 2025/26 Street Tree Renewal Program, as presented in Attachment 1 of the report (Item AMSC4, Asset Management Sub Committee Meeting, 2 December 2024) in order to proceed to community consultation in 2024/25.

ATTACHMENTS

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

1. Proposed Street Tree Renewal Program Streets and Species 2025/26

1. BACKGROUND

- 1.1 Trees are an important part of the landscape and urban environment across the City of Salisbury. Trees provide a range of environmental and ecological benefits for the City and the wider community.
- 1.2 Trees in urban environments have been proven to:
 - Provide high quality visual amenity, including colour and texture
 - Provide summer shade and cooling for pedestrians and residents
 - Provide habitat and a food source for local birds and wildlife
 - Reduce energy consumption, through shading and reducing the ‘urban heat island’ effect
 - Provide privacy to homes
 - Add value to adjacent homes and businesses
- 1.3 The Street Tree Renewal Program is aimed at improving the amenity of streetscapes through the programmed renewal of street trees with more appropriate tree species for the space available within our streets.

- 1.4 The aim is to have at least one street tree per property frontage but due to various site constraints (eg. infrastructure, driveways, street lights, etc.), this is not always practical.
- 1.5 Council is diversifying the species used across the City to reduce the reliance on a small number of species previously planted within streets to mitigate against risks such as climate variation and vulnerability of street trees to pest/disease impacts.
- 2. EXTERNAL CONSULTATION / COMMUNICATION**
- 2.1 Nil.
- 3. DISCUSSION**
- 3.1 The Street Tree Renewal Program gives consideration to the following issues:
- Appropriateness of tree species planted historically
 - Poor form and health issues of some existing trees
 - The available space to plant street trees and the potential conflict that trees may have on services and other public infrastructure such as kerb and gutter
 - Previous customer enquiries related to street trees
 - Land divisions, new driveways and indented car parking bays
- 3.2 The proposed species presented in Attachment 1 are selected from the updated species palette approved by Council in April 2021, decision reference 0916/2021.
- 3.3 During the consultation phase of this project, residents and property owners of the nominated streets will be provided with species options/mixes and will have the opportunity to vote for their preferred option to be planted back into the whole of the street.
- 3.4 Please refer to Attachment 1 – Street Tree Renewal Program Streets and Species for the proposed program for 2025/26. Please note that the numbers of tree removals, regulated/significant tree removals and replants are only an estimate and are subject to community consultation and Development Approval.
- 3.5 In all of the proposed streets, the number of trees proposed for planting is greater than the number of trees proposed for removal. The main reasons for this are:
- Some locations include vacant verges that require one or more trees to be planted without corresponding removal of any existing tree:
 - Where a large, mature Regulated or Significant tree is proposed and approved for removal, more than one tree is required to be planted to replace it:
 - The tree planting palette (as approved by Council in April 2021) favours smaller trees with smaller canopy. In order to replace canopy cover from tree removals, more than one tree may be required to be planted on the verge. However, the typical maximum height of the trees in the palette will in most cases be lower in stature than the existing trees. This will impact the visual appearance of the streetscape and ability of the trees to provide shading.
- 3.6 There are 35 streets proposed for inclusion in the 2025/26 Street Tree Renewal Program. The streets selected for inclusion in the program are based on priority (e.g. streets with a large percentage of vacant verges, health and structure condition of existing trees).

- 3.7 As reported to the Environmental Sustainability and Trees Sub Committee meeting on 12 August 2024 (Item No. ESATS4), amendments to the Planning, Development and Infrastructure Regulations regarding Regulated and Significant trees were made in May 2024. These changes have increased the number of trees within the City of Salisbury which are now considered to be Regulated or Significant by reducing the prescribed trunk circumference size, reducing exemption distance from dwellings and swimming pools and increasing the number of species excluded from the exemption distance.
- 3.8 The Street Tree Renewal Program contributes to a number of development applications submitted by Council for removal of a Regulated or Significant tree. With the new regulations, there will be a reduction in the number of street trees approved for removal.
- 3.9 Due to these statutory changes, the Street Tree Renewal Program may not have the same impact or meet the same expectations of the community as previous years as there will be a reduction in the number of street trees removed in a street.
- 3.10 Development Applications submitted with an independent Arborist's report which does not support the removal of a regulated or significant street tree, will be refused.
- 3.11 A further report will be provided to the Environmental Sustainability and Trees Sub Committee Meeting in February 2025 with an update on the impacts of the changes to the legislation. The Street Tree Renewal Program will be one of the impacted areas addressed in this further report.

4. FINANCIAL OVERVIEW

- 4.1 As part of the Strategic Asset Management Plan (SAMP), the budget for the 2025/26 Street Tree Renewal Program is \$1,065,000.

5. CONCLUSION

- 5.1 Trees develop and contribute to cultural, economic, aesthetic and environmental benefits within the community. Trees can transform the local character and create an individual 'sense of place' for a street, neighbourhood and the whole City.
- 5.2 It is proposed that Council considers the program of proposed streets and species for the 2025/26 Street Tree Renewal Program as outlined in Attachment 1, in order for the project to proceed to community consultation phase.
- 5.3 The species selected for community consultation and presented in this report were taken from the tree palette listing adopted by Council at its meeting in April 2021 and are in line with the agenda to diversify the tree species of the City's urban forest.
- 5.4 Following consultation, a further report will be presented with the final proposed design and species selection for the Sub Committee and ultimately Council's consideration.
- 5.5 Although the legislation has changed regarding regulated and significant trees, the Street Tree Renewal Program has followed the process previously agreed with Council as per Asset Management Sub Committee 10/08/2020, Item No. AMSC2.

Street/Suburb	Species Options	Proposed # Removals	Proposed # Reg/Sig Removals	Proposed # New Plantings
Carpenter Road, Parafield Gardens	Option 1: Callistemon Harkness (both sides) Option 2: Brachychiton discolour x populneus Griffith Pink (powerline side) and Brachychiton populneus x acerifolius Jerilderie Red (non-powerline side) Option 3: Pistacia chinensis	10	6	38
Glover Avenue, Pooraka	Option 1: Geijera parviflora Option 2: Pyrus calleryana 'Captial' *Limited options due to narrow verge width and available plantable space	3	1	21
Hamilton Court, Salisbury Heights	Option 1: Geijera parviflora Option 2: Flindersia australis Option 3: Brachychiton populneus	6	0	7
Latitude Road, Salisbury North	Option 1: Eucalyptus leucoxylon 'Euky Dwarf' (powerline side) and Eucalyptus leucoxylon 'Megalocarpa' (non-powerline side) Option 2: Acer buergerianum (powerline side) and Acer freemanii 'Jeffers Red' (non-powerline side) Option 3: Brachychiton discolour x populneus Griffith Pink (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline side)	16	1	28
Lincoln Avenue, Salisbury East	Option 1: Acer campestre 'Elsrijk' (powerline side) and Acer campestre (non-powerline side) Option 2: Pistacia chinensis (both sides) Option 3: Banksia integrifolia (both sides)	9	2	26
Lubcke Court, Pooraka	Option 1: Geijera parviflora Option 2: Eucalyptus leucoxylon 'Euky Dwarf' Option 3: Pistacia chinensis	0	0	8

Lukin Avenue, Paralowie	Option 1: Ceratonia siliqua Option 2: Calodendrum capense Option 3: Jacaranda mimosifolia	26	8	31
Lynch Court, Pooraka	Option 1: Buckinghamia celsissima Option 2: Flindersia australis Option 3: Eucalyptus leucoxylon Megalocarpa	10	9	14
Marni Street, Pooraka	Option 1: Eucalyptus leucoxylon 'Euky Dwarf' (powerline side) and Eucalyptus leucoxylon Megalocarpa (non-powerline side) Option 2: Acer buergerianum (powerline side) and Acer campestre (non-powerline side) Option 3: Callistemon Harkness (both sides)	1	1	7
Martins Road, Greenfields	Option 1: Callistemon Harkness (powerline side) and Flindersia australis (non-powerline side) Option 2: Geijera parviflora (powerline side) and Lophostemon confertus (non-powerline side) Option 3: Corymbia citriodora 'Scentuous' (powerline side) and Corymbia maculata (non-powerline side)	2	1	34
Mawson Lakes Boulevard, Mawson Lakes (Main North Road to Main Street)	No choice: Quercus cerris *No residential frontages along this stretch of Mawson Lakes Boulevard	98	8	128
Melbury Road, Salisbury North	Option 1: Cercis canadensis 'Merlot' Option 2: Bauhinia x blakeana Option 3: Pistacia chinensis	6	0	16

Milford Avenue, Salisbury North	Option 1: Cercis canadensis 'Forest Pansy' (powerline side) and Buckinghamia celsissima (non-powerline side) Option 2: Acer campestre 'Elsrijk' (powerline side) and Acer freemanii 'Jeffers Red' (non-powerline side) Option 3: Koelreuteria bipinnata (both sides)	5	3	29
Mitchell Street, Parafield Gardens	Option 1: Hibiscus tiliaceus 'Rubra' (both sides) Option 2: Brachychiton discolour x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline side) Option 3: Fraxinus angustifolia Raywood grafted to F. ornus rootstock (powerline side) and Fraxinus pennsylvanica 'Urbanite' (non-powerline)	13	8	19
Narrung Avenue, Pooraka	Option 1: Pistacia chinensis (both sides) Option 2: Brachychiton discolour x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline side) Option 3: Geijera parviflora (powerline side) and Lophostemon confertus (non-powerline side)	9	7	22
Nelson Road, Gulfview Heights	Option 1: Geijera parviflora (powerline side) and Lophostemon confertus (non-powerline side) Option 2: Pistacia chinensis (both sides) Option 3: Brachychiton discolour x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red'	77	6	83
Nuddea Place, Parafield Gardens	Option 1: Cercis canadensis 'Forest Pansy' Option 2: Banksia integrifolia Option 3: Harpullia pendula	2	1	7
Nylex Avenue, Salisbury South	No choice: Geijera parviflora (powerline side) and Lophostemon confertus (non-powerline side) *Industrial street	48	6	65

Olde Drive, Gulfview Heights	Option 1: Lophostemon confertus Option 2: Calodendrum capense Option 3: Flindersia australis	5	2	19
O'Neill Street, Parafield Gardens	Option 1: Pistacia chinensis Option 2: Cercis canadensis Forest Pansy Option 3: Koelreuteria paniculata	12	1	23
Ormsby Avenue, Parafield Gardens	Option 1: Brachychiton discolour x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline side) Option 2: Eucalyptus leucoxydon 'Euky Dwarf' (powerline side) and Tristaniopsis laurina (non-powerline side) Option 3: Hibiscus tiliaceus 'Rubra' (both sides)	10	4	25
Owen Street, Salisbury Downs	Option 1: Acer buergerianum (both sides) Option 2: Geijera parviflora (both sides) Option 3: Brachychiton discolour x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Bella Pink' (non-powerline side)	8	0	13
Pellew Street, Parafield Gardens	Option 1: Koelreuteria bipinnata (both sides) Option 2: Pistacia chinensis (both sides) Option 3: Eucalyptus leucoxydon 'Euky Dwarf' (powerline side) and Tristaniopsis laurina (non-powerline side)	6	3	13
Perez Avenue, Salisbury	Option 1: Brachychiton discolour x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline side) Option 2: Eucalyptus leucoxydon 'Euky Dwarf' (powerline side) and Eucalyptus torquata (non-powerline side) Option 3: Pistacia chinensis (both sides)	10	0	13

Petersen Court, Paralowie	Option 1: Jacaranda mimosifolia Option 2: Ceratonia siliqua Option 3: Buckinghamia celsissima	5	1	7
Phillips Avenue, Para Hills	Option 1: Eucalyptus leucoxylon 'Euky Dwarf' (powerline side) and Eucalyptus torquata (non-powerline side) Option 2: Brachychiton discolor x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline) Option 3: Acer campestre 'Elsrijk' (powerline side) and Acer freemannii 'Jeffers Red' (non-powerline side)	5	5	18
Ralph Court, Parafield Gardens	Option 1: Jacaranda mimosifolia Option 2: Lophostemon confertus Option 3: Fraxinus pennsylvanica 'Urbanite'	13	0	14
Rowan Court, Parafield Gardens	Option 1: Geijera parviflora Option 2: Calodendrum capense Option 3: Pistacia chinensis	4	0	5
Scales Avenue, Pooraka	Option 1: Flindersia australis Option 2: Triadica sebifera Option 3: Eucalyptus leucoxylon 'Megalocarpa'	2	0	13
Shamrock Place, Salisbury Downs	Option 1: Pistacia chinensis Option 2: Acer negundo 'Sensation' Option 3: Celtis australis	3	2	8
Sittella Avenue, Burton	Option 1: Eucalyptus torquata Option 2: Hibiscus tiliaceus 'Rubra' Option 3: Acer freemannii 'Jeffers Red'	12	0	18

Taroo Court, Salisbury North	Option 1: Cercis canadensis 'Forest Pansy' Option 2: Callistemon harkness Option 3: Acer campestre 'Elsrijk'	3	0	5
Walter Street, Salisbury North	Option 1: Lophostemon confertus Option 2: Eucalyptus leucoxylon 'Megalocarpa' Option 3: Pistacia chinensis	1	0	9
Watkin Street, Parafield Gardens	Option 1: Eucalyptus torquata Option 2: Hibiscus tiliaceus 'Rubra' Option 3: Tristaniopsis laurina	21	1	22
Wattle Grove, Parafield Gardens	Option 1: Banksia integrifolia (powerline side) and Lophostemon confertus (non-powerline side) Option 2: Brachychiton discolor x populneus 'Griffith Pink' (powerline side) and Brachychiton populneus x acerifolius 'Jerilderie Red' (non-powerline side) Option 3: Acer buergerianum (powerline side) and Acer freemannii 'Jeffers Red' (non-powerline side)	16	13	45
Total		477	100	853

**INFORMATION
ONLY
ITEM**

AMSC5

ASSET MANAGEMENT SUB COMMITTEE**DATE**

02 December 2024

HEADING

Ornamental Lakes - Asset Management Plan Update

AUTHOR

Peter Stokes, Senior Asset & Project Engineer, City Infrastructure

CITY PLAN LINKS

- 1.4 Our city is attractive and safe
- 2.1 Our city's green spaces and natural environments are valued and biodiverse
- 4.3 Our council is recognised for delivering exceptional community experiences and quality outcomes

SUMMARY

The purpose of this report is to provide a further update on the Asset Management Plan for Ornamental Lakes and will cover the classification of the assets, work required to develop service levels and on-going improvement of the assets data to ensure the Council's assets are planned, managed, and renewed in line with agreed levels of service, which are financially sustainable.

RECOMMENDATIONThat Council:

1. Approves the following list of water bodies to be classified as Ornamental Lakes under Council's Asset Management Plan:
 - Sir Douglas Mawson Lake, Mawson Lakes
 - Keyhole Park, Mawson Lakes
 - Paquita Park, Mawson Lakes
 - Shearwater Lake, Mawson Lakes
 - Shearwater Lake East, Mawson Lakes
 - Nelson Crescent Lake Reserve, Mawson Lakes
 - The Drive Reserve, Mawson Lakes
 - The Bridges Village Reserve, Mawson Lakes
 - Cascades Village Reserve, Mawson Lakes
 - Cascades Village South Reserve, Mawson Lakes
 - Elder Drive Reserve, Mawson Lakes
 - The Paddocks Ornamental Lake, Para Hills West
 - Unity Park Formal Pond, Pooraka
 - Wynn Vale Gullies, 'Bayview Parade Lake', Gulfview Heights
 - Springbank Waters, Burton
 - Myall Boulevard Reserve, Salisbury
 - Pitman Park, Salisbury
 - AGH Cox Reserve, Parafield Gardens
 - Lake Windemere Reserve, Salisbury North

2. Approves the following as Service Level Criteria for Ornamental Lakes:
- Lake Functions and Related Infrastructure (for example, walking around lake - perimeter paths, viewing decks and lighting; and water quality - aerators)
 - Location / Environment
 - Lake Size (perimeter, surface area, water depth and water volume) and Lake Shape
 - Safety and Signage
 - Age
 - Construction Type (lake wall and liner)
 - Water Source(s)
 - Inspection Frequency (including water testing)
 - Asset Condition (infrastructure and water quality)
 - Data Quality including as-constructed drawings

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Previously Ornamental Lakes were included in the Drainage Asset Management Plan as generic water bodies, which also includes stormwater detention basins, retention basins and wetlands. Although included in the Strategic Asset Management Plan, little detail has previously been documented regarding service levels for Ornamental Lakes and there is currently no capital renewal budget.
- 1.2 Section 122(1) of the *Local Government Act 1999* sets out the requirements for Council's asset management planning. The objective of the asset management process is to establish a framework to guide the planning, construction, maintenance, and operation of the infrastructure essential for Council to provide services to the community. Council has adopted a framework for the asset management process that includes a Strategic Asset Management Plan (SAMP) and Operational Asset Management Plans.
- 1.3 No specific funding for the renewal of Ornamental Lakes has been allocated in the SAMP, meaning that where repair/renewal has been required, such as at Sir Douglas Mawson Lake and Shearwater Lake, funding was sought via a Council Report and the Quarterly Budget Review process.
- 1.4 This report presents the second stage of a three-stage reporting approach methodology for the review of Ornamental Lakes in alignment with the Strategic Asset Management Plan. The first report was via AMSC2 Asset Management Updates - Sport Lighting, Bridges and Ornamental Lakes on 14 October 2024.
- 1.5 This second update report focusses the definition and classification of Ornamental Lakes and a discussion regarding some of the issues to be considered to determine appropriate sustainable service levels and budget implications for funding those service levels in the LTFP, which will be the focus of a third report in early 2025.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Nil.

3. DISCUSSION

Introduction and Strategy

- 3.1 As part of the continuing improvement of the asset management plans several asset management categories and asset classes have been revised to better align to service delivery. This includes the separation of Ornamental Lakes from the Drainage Asset Management Plan with a dedicated Asset Management Plan solely for Ornamental Lakes.
- 3.2 Waterbodies can provide multiple, sometimes complementary, sometimes competing, functions, including amenity, recreation (active and passive), stormwater management, biodiversity, habitat, and climate change adaptation.
- 3.3 Ornamental Lakes are generally high-profile and high risk (safety, financial, reputation, etc.) and are a key distinguishing feature of the City of Salisbury, particularly at Mawson Lakes, compared to most other Local Government areas and suburbs, where generally there is green space but no permanent water bodies.
- 3.4 The underlying principle of the Place Activation Strategy is that the community when using facilities do not focus on individual assets, such as lakes and viewing decks, but the place or destination that they are entering and experiencing holistically. Therefore, this report includes not just the assets included in the Ornamental Lakes AMP, but the total experience within reserves, such as at Sir Douglas Mawson Lake Reserve, as destinations and places, rather than an individual asset class, by including reference to all the allied infrastructure, perimeter paths, lighting, landscaping, signage, viewing decks, seating, vistas, etc. that support the use of the Ornamental Lakes but are included in separate but related AMPs.

What is an Ornamental Lake?

- 3.5 Ornamental Lakes in the City of Salisbury context are defined as significant waterbodies provided primarily, but not solely, for aesthetic or beautification purposes with supplementary water added to maintain some water throughout the entire year, unless temporarily drained for maintenance, or other purposes.

What is NOT an Ornamental Lake?

- 3.6 The City of Salisbury has numerous beautiful waterbodies including Greenfields Wetlands and Kaurna Park, but these are not classified as Ornamental Lakes because they typically dry out during summer and sometimes for longer in drought conditions.
- 3.7 The main waterbody adjacent to the Watershed Café and Function Centre may be topped up occasionally for aesthetic purposes but because it is connected to the Greenfields Wetlands system it is currently not classified as an Ornamental Lake.
- 3.8 The outlet / overflow from the Cascades Village lake system generally results in some water being retained all year within the waterbodies alongside Elder Smith Road and Salisbury Highway and the Sanctuary Drive Reserve wetlands but these are currently not classified as Ornamental Lakes, despite having significant aesthetic and biodiversity value.

- 3.9 Similarly, the outlet/overflow from the Shearwater Village lake system helps to maintain some water within the waterbodies alongside the railway corridor (Mawson Lakes Rail Corridor Reserve and Pledger Wetlands) but these are also currently not classified as Ornamental Lakes, despite also having significant aesthetic and biodiversity value.
- 3.10 Only a relatively small area of the overall Paddocks Wetlands is classified as an Ornamental Lake because most of these wetlands typically dry out during summer, and for longer periods in periods of drought, and the overall wetland perimeter is not so well defined as an Ornamental Lake with constructed lake walls, not dissimilar to Kurna Park, which is also not classified as an Ornamental Lake.
- 3.11 The Springbank Waters Ornamental Lake system drains into Burton Wetlands North and ultimately into Burton Wetlands South, but these two water bodies are currently not classified as Ornamental Lakes despite both having some characteristics of an Ornamental Lake.
- 3.12 Some water bodies are partially constructed with lake walls, such as McQueen Court Reserve at Paralowie, which has some timber walls, but this is no longer considered to be a distinguishing feature of an Ornamental Lake. Consequently, McQueen Court Reserve is no longer to be classified as an Ornamental Lake because it was not designed or adapted to always retain water.
- 3.13 Water features such as Mobara Park and Salisbury Community Hub are too small to be classified as Ornamental Lakes.
- 3.14 Waterbodies not classified as an Ornamental Lake are all still appropriately managed but via a different Asset Management Plan.

Ornamental Lakes Asset Management Plan (AMP) – Current Status

- 3.15 Within the context of the Council's Strategic Asset Management Plan, Ornamental Lakes represents only a relatively small number (~20) and value (~\$40 million replacement value) of the total number and value of all City of Salisbury assets. Within this, only a handful account for most of the asset value. Currently there is no capital renewal budget for Ornamental Lakes in the SAMP.
- 3.16 We have seen an increase in community awareness of the age, condition, and function (fit for purpose) of assets, including Ornamental Lakes, and a heightened expectation related to the service levels and quality.
- 3.17 Ornamental Lakes (including lake walls and clay liners) currently have a varied useful life depending upon material type, environment, and water top-up practices. Several sections of concrete lake walls at Sir Douglas Mawson Lakes and Shearwater Lake have moved requiring monitoring and sometimes remediation and other lakes with timber walls are reaching end-of-life. Lakes do not need renewal of the whole asset, but elements, in particular lake walls, with end-of-life often spread across many years, for example, as experienced at Sir Douglas Mawson Lake. It should be noted that because of the need to retain water, and due to access and usage constraints and nearby built infrastructure, remediation may not be like-for-like and can be complex, site-specific, and costly.
- 3.18 At Sir Douglas Mawson Lake, where most remediation has included rock fill to arrest lake wall movement and to hide wall movement that could not be restored to the original position, the original amenity (look) of the lake has changed.

- 3.19 This means that moving forward an optimum time needs to be determined, to intervene before the lake wall movement become structurally unstable, too unsightly and unable to be restored leaving a permanent visual reminder of the lake wall failure at this location.
- 3.20 Further work is required to develop a definitive lake wall movement remediation strategy and budget and a further report to Council is proposed in early 2025, originally requested to be reported in December 2024.
- 3.21 Generally, most ornamental lakes are currently in Fair to Good condition, with significant maintenance spent to ensure safety and water levels but, to date, renewal has not been programmed to keep pace with the aging asset base meaning the overall condition will deteriorate without a renewal /operating budget to meet service levels.
- 3.22 The current SAMP and approach are largely based on short-term risk management to meet the LTFP rather that service levels, which have not yet been determined.

Ornamental Lakes

- 3.23 The following are the waterbodies currently classified as Ornamental Lakes, noting some are classified as separate assets but are connected and for many purposes can be consider together, an example is the three waterbodies within The Bridges Village at Mawson Lakes (Nelson Crescent Lake Reserve, The Bridges Village Reserve and The Drive Reserve):

3.23.1 *Sir Douglas Mawson Lake Reserve Area, Mawson Lakes*

- Sir Douglas Mawson lake
- Keyhole Park
- Paquita Park

3.23.2 *Shearwater Village, Mawson Lakes*

- Shearwater Lake
- Shearwater Lake East

3.23.3 *The Bridges Village, Mawson Lakes*

- Nelson Crescent Lake Reserve
- The Bridges Village Reserve
- The Drive Reserve

3.23.4 *Cascades Village, Mawson Lakes*

- Cascades Village Reserve (includes the northern twin basins)
- Cascades Village South Reserve

3.23.5 *Shoalhaven Village, Mawson Lakes*

- Elder Drive Reserve

3.23.6 *Unity Park, Pooraka*

3.23.7 *Myall Boulevard Reserve, Salisbury*

3.23.8 *Pitman Park, Salisbury*

- Pitman Park (upper or eastern waterfall feature near Commercial Road)
- Pitman Park (lower or western pond near Salisbury Highway)

3.23.9 *AGH Cox Reserve, Parafield Gardens*3.23.10 *Wynn Vale Gullies ('Bayview Parade Lake'), Gulfview Heights*3.23.11 *Springbank Waters, Burton*

- Springbank Waters Linear Reserve Stage 1
- Springbank Waters Linear Reserve Stage 2
- Greenvale Crescent Reserve
- Springbank Boulevard Reserve

3.23.12 *Lake Windemere Reserve, Salisbury North*3.23.13 *The Paddocks Lake, Para Hills West***Ornamental Lakes Classifications**

3.24 To identify Ornamental Lake functions, and determine appropriate levels of service, it is useful to group lakes into similar classifications.

3.24.1 *Class A - Sir Douglas Mawson Lake*

- This includes Keyhole Park and Paquita Park. When comparing all Ornamental Lakes, it was clear that Sir Douglas Mawson Lake had no comparison and therefore it is proposed to be in a class of its own. This is due to the size, prominence, range of functions and allied assets. For example, this is the only Ornamental Lake that was specifically designed to accommodate a range of secondary contact water activities, such as rowing. Noting, like all City of Salisbury water bodies, including all Ornamental Lakes, the water quality does NOT support primary contact activities, such as swimming. It should be noted that a variety of community events and activities are based at Sir Douglas Mawson Lake, including Mawson Lakes parkrun and the Corporate Cup.



- Sir Douglas Mawson Lake, Mawson Lakes. Further engineering assessment is still being completed to enable the scope of work required to remediate this lake. It is expected that the scope of this work and associated costs will be reported to AMSC in February 2025.

3.24.2 *Class B - Constructed as an Ornamental Lake*

- When comparing all the City of Salisbury water bodies classified as Ornamental Lakes, it was clear that many, including Sir Douglas Mawson Lake (refer to Class A above) were constructed primarily for aesthetic or beautification purposes. A key Mawson Lakes Development town planning and design strategy was to create a series of interconnected residential villages, generally each with a feature lake with residentially properties looking out over the lake, footbridges, lakeside deck structures, irrigated lawns, lake perimeter pathways and seating. Noting Sir Douglas Mawson Lake abuts or close to multiple Villages including the Town Centre and Peninsula.



- An example of a Class B Ornamental Lake is at Nelson Crescent Lake Reserve, The Bridges Village, Mawson Lakes
- Myall Boulevard Reserve at Salisbury was, until recently, used for Little Para Golf Course irrigation but is included in Class B because it doesn't provide a significant stormwater management function (refer to Class C below).

3.24.3 *Class C - Constructed for Stormwater Management*

- Some of the City of Salisbury water bodies classified as Ornamental Lakes did not start out that way but principally were designed and functioned as stormwater management assets, including one as an escarpment dam (Wynn Vale Gullies, 'Bayview Parade Lake', Gulfview Heights), some as detention basins (including AGH Cox Reserve, Parafield Gardens and Lake Windemere Reserve, Salisbury North) with Springbank Waters designed as a diversion of the Adams Creek / Helps Road Drain system. This means that any proposed changes to the Ornamental Lake operating procedures needs to carefully consider water management functions, including water top-up and the operating water level with particular emphasis on any adverse impacts on flood management and water quality of the downstream watercourse.



- An example of a Class C Ornamental Lake is at Springbank Waters, Burton

Ornamental Lake Classifications by Asset Id

3.25 The table below shows the ornamental lake classifications by Asset ID resulting in 1 lake being Class A, 7 lakes being Class B and 5 lakes being Class C:

Asset Id	Ornamental Lake	Classification
WBODY-5	Sir Douglas Mawson Lake	A
WBODY-128	Keyhole Park	A
WBODY-64	Paquita Park	A
WBODY-6	Shearwater Lake	B
WBODY-7	Shearwater Lake East	B
WBODY-43	Nelson Crescent Lake Reserve	B
WBODY-8	The Drive Reserve	B
WBODY-86	The Bridges Village Reserve	B
WBODY-144	Cascades Village Reserve	B
WBODY-103	Cascades Village Reserve (northern twin basins)	B
WBODY-145	Cascades Village South Reserve	B
WBODY-3	Elder Drive Reserve	B
WBODY-83	Unity Park	B
WBODY-49	Myall Boulevard Reserve	B
WBODY-5390	Pitman Park (upper)	B
WBODY-131	Pitman Park (lower)	B
WBODY-4	AGH Cox Reserve	C
WBODY-130	Wynn Vale Gullies (Bayview Parade)	C
WBODY-127	Springbank Waters Linear Reserve Stage 1 and 2 and Greenvale Crescent Reserve	C
WBODY-19	Springbank Boulevard Reserve (upper)	C
WBODY-20	Springbank Boulevard Reserve (lower)	C
WBODY-9	Lake Windemere Reserve	C
WBODY-18	The Paddocks	C

Asset data improvement

3.26 A preliminary review of some data for Ornamental Lake assets has identified that:

- 3.26.1 There are approximately 20 water bodies that can be classified as Ornamental Lakes based on the criteria of being topped up with water other than by direct stormwater inflows and above a minimum size (say, 500 sqm unless an integral part of a larger lake system) leaving small water bodies as landscape feature assets (for example, the small water feature in the Salisbury Civic Plaza / Inparrinthe Kumangka, adjacent to John Street and at Mobara Park, Mawson Lakes).
- 3.26.2 Ornamental Lake inspections and associated reporting have been varied and largely ad-hoc and sometimes discontinuous, including some lake wall movement surveys.
- 3.26.3 Underwater inspections to date have only focussed on bridges and viewing decks, including the immediate lake wall area to the structure being inspected, and not the entire lake wall perimeter.

- 3.26.4 A small proportion of the lake wall in multiple sections at Sir Douglas Mawson Lake and Shearwater Lake are in Poor to Very Poor condition, or have failed, these are progressively being remediated but there was no budget allocation, hence previously requiring quarterly budget review allocations, which was not ideal and not sustainable going forward.
- 3.26.5 Some lake viewing decks have barriers, but generally Ornamental Lakes have no barriers and were generally designed with shallow water at the perimeter and deeper water towards the lake centres.
- 3.27 The valuation of Ornamental Lake assets has recently been undertaken to determine the current total asset value and value by main components (lake liner, lake walls) but with possibly further work required with respect to allied water fill and overflow infrastructure and possibly aerators.
- 3.28 Inspection and maintenance schedules for Ornamental Lakes are to be reviewed with respect to classifications and service levels with lake wall and water quality being focus areas.

Levels of Service

- 3.29 As a key component of the Ornamental Lakes AMP, it will be necessary to determine appropriate levels of service for the three categories of Ornamental Lakes. To be further developed and reported in more detail as part of the Draft Asset Management Plan – Ornamental Lakes. This work will consider a variety of factors as briefly discussed below:

3.29.1 *Community Service Levels*

- Activities, Functions and Related Infrastructure, for example, viewing / water activity decks, seating, picnic shelters, drinking fountains (for humans and for dogs), lighting, lake water features and aerators.
- Signage generally, all existing signage to be reviewed and progressively updated, noting some signage is from the original development and excessive / unnecessary signage can detract from the lake amenity and vistas, particularly when vandalised.
- Water quality

3.29.2 *Technical Service Levels*

- Construction Type (lake wall and liner)
Rock and concrete have inherent long lives, but as a structure can fail due to poor design/construction/maintenance. Timber exposed to an alternating wet-dry cycle, such as at the waterline, can have a relatively short life.
- Size (perimeter, surface area, water depth and water volume) and Shape
Some data is available but water depth and hence water volume is largely based on design drawings, where available, and may not be ‘as constructed’ or ‘as now’, due to siltation, for example.

Also important is lake shape and orientation to prevailing wind, a good example, is Sir Douglas Mawson Lake, which was designed to facility rowing meaning the long length uninterrupted can generate a swell, possibly contributing to lake wall movement over time. Also, convex sections (headlands), where unprotected by rocks, have been observed to have experienced the most wall movement issues. Concave sections (bays) are less impacted.

- Location / Environment
All Ornamental Lakes are unique in terms of location and environment.
- Condition (infrastructure and water quality)
More formalised inspection regimes will be determined and documented as part of the development of the Asset Management Plan and Operating Manuals.

4. FINANCIAL OVERVIEW

4.1 The following table shows the valuation data for the main Ornamental Lake components (Lake Wall and Lake Liner). The Site Works value reflects the cost of the original construction but is of less significance in relation to asset renewal because the excavation will not need to be renewed and can be considered as a one-off.

ASSET	REPLACEMENT COST	ACCUMULATED DEPRECIATION	ANNUAL DEPRECIATION	FAIR VALUE 1 JULY 2024
Lake wall	\$9,089,123	\$3,746,890	\$232,866	\$5,342,233
Liner	\$3,372,000	\$1,721,253	\$116,397	\$1,650,747
Site Works	\$28,750,039	\$7,906,261	\$143,750	\$20,843,778
TOTAL	\$41,211,162	\$13,374,404	\$493,013	\$27,836,758

5. CONCLUSION

- 5.1 The *Local Government Act 1999* sets out the requirements for Council’s asset management planning. The objective of the asset management process is to establish a framework to guide the planning, construction, maintenance, and operation of the infrastructure essential for council to provide services to the community. Council has adopted a framework for the asset management process that includes Strategic Asset Management Plan and Operational Asset Management Plans.
- 5.2 As part of the continuing improvement of the asset management plans for the City’s assets additional analysis is being undertaken of Key Asset Classes, including Ornamental Lakes. This will inform Council in setting levels of service and subsequent renewal and maintenance funding, for the next iteration of the Strategic Asset Management Plan and Operation Asset Management Plans.

ITEM	AMSC6
	ASSET MANAGEMENT SUB COMMITTEE
DATE	02 December 2024
HEADING	Bridges and Boardwalks - Asset Management Plan Update
AUTHOR	Peter Stokes, Senior Asset & Project Engineer, City Infrastructure
CITY PLAN LINKS	1.4 Our city is attractive and safe 4.3 Our council is recognised for delivering exceptional community experiences and quality outcomes
SUMMARY	The purpose of this report is to provide an update on the Asset Management Plan for Bridges and Boardwalks and will cover the current state of the assets, proposed asset hierarchy and service level criteria, proposed financial modelling and on-going improvement of the assets data to ensure the Council's assets are planned, managed, and renewed in line with agreed levels of service, which are financially sustainable.

RECOMMENDATION

That Council:

1. Approves the following main hierarchy for bridges and boardwalks, which will be used to inform the Draft Asset Management Plan and Service Levels:
 - Road Bridges
 - Green Trail Bridges (Little Para Trail, Dry Creek Trail, and Gawler Greenway)
 - Footbridges
 - Hiking Trail Footbridges and Boardwalks (Greenfields Wetlands, St Kilda Mangrove Trail Boardwalks, The Paddocks Wetlands, etc.)
 - Viewing Decks and similar destination structures
 with each of the above five main hierarchies being split into two sub-hierarchies based on size, usage, and importance.
2. Notes that the following Levels of Service Criteria are being further developed and will be reported back to Council as part of the Draft Asset Management Plan – Bridges and Boardwalks:
 - a. Community Levels of Service Criteria for bridges and boardwalks:
 - Availability (open for use), noting some bridges and boardwalks may need to be temporarily closed due to flooding, maintenance, etc.
 - Restrictions on usage, for example, load limit, speed limit, cyclists to dismount, suitable footwear, accessibility.

- b. Technical Service Level Criteria for bridges and boardwalks:
- Age
 - Construction Type
 - Clear Width
 - Approach Geometry
 - Barrier Compliance
 - Approach and Structure Lighting
 - Location / Environment
 - Inspection Frequency
 - Condition
 - Data Quality including as-constructed drawings.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Previously Bridges and Boardwalks were included in the Transportation Asset Management Plan and although also included in the Strategic Asset Management Plan, little detail has previously been documented regarding hierarchy and service levels for bridges and boardwalks.
- 1.2 Section 122 of the *Local Government Act 1999* sets out the requirements for Council's asset management planning, the objective of the asset management process is to establish a framework to guide the planning, construction, maintenance, and operation of the infrastructure essential for Council to provide services to the community. Council has adopted a framework for the asset management process that includes a Strategic Asset Management Plan (SAMP) and Operational Asset Management Plans.
- 1.3 Council has adopted a SAMP based on existing levels of service and programs adjusted to align with the Long-Term Financial Plan (LTFP). As with the case of a number of asset classes the funding for the Renewal of Bridges and Boardwalks allocated in the SAMP, means that for a significant number of Bridges and Boardwalks, the current replacement age will significantly increase, beyond the nominal life for the material type and environment, particularly at Greenfields Wetlands where the asset life for timber structures can be as low as 20 years, with only funding to replace one footbridge and a small number of footbridge decks each year.
- 1.4 This report presents the second stage of a three-stage reporting approach for the review of Bridges and Boardwalks in alignment with the Strategic Asset Management Plan.
- 1.5 Refer to AMSC2 14 October 2024 Asset Management Updates - Sport Lighting, Bridges and Ornamental Lakes for the first report. The first report gave Council a summary of our bridge portfolio, covering topics such as type of bridge, age, valuation, etc.
- 1.6 This second report focusses on a discussion of a Hierarchy and Service Levels to determine the budget implications for funding those service levels in the LTFP, which will be the focus of the third report in early 2025.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Nil.

3. DISCUSSION

Introduction and Strategy

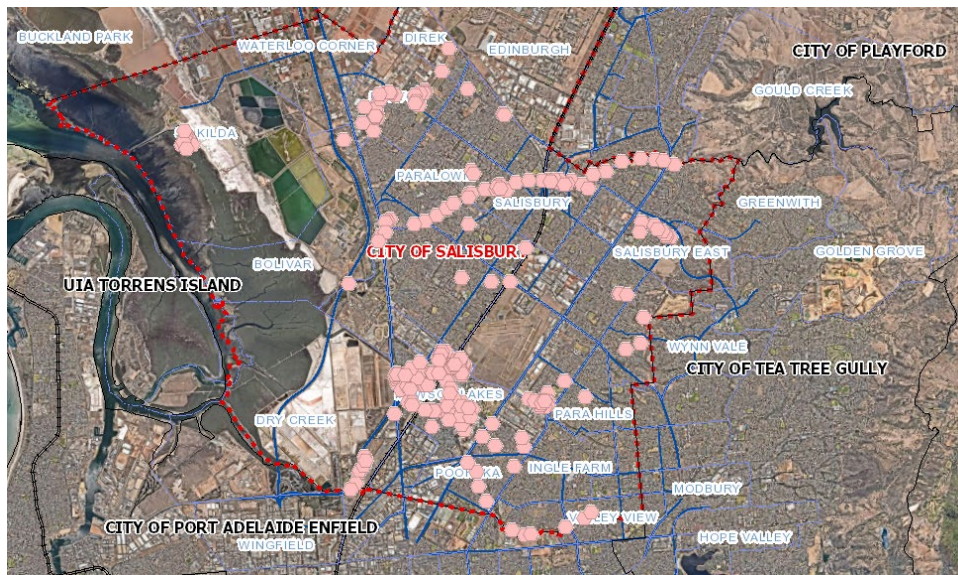
- 3.1 As part of the continuing improvement of the asset management plans several asset management categories and asset classes have been revised to better align to service delivery. This includes the separation of Bridges and Boardwalks from the Transportation Asset Management Plan with a dedicated Asset Management Plan solely for Bridges and Boardwalks.
- 3.2 Apart from road bridges, trail bridges and footbridges that provide a seamless road, trail or footpath *journey*, the Place Activation Strategy adopted by Council focused on *destinations*, and community expectations for those facilities, (Service Levels) rather than the age and condition of individual assets, such as lakeside viewing/water activity decks.
- 3.3 The underlying principle of the Place Activation Strategy is that the community when using facilities do not focus on individual assets, such as boardwalks and viewing decks, but the entire place or destination that they are entering and experiencing. Therefore, this report includes not just bridges and boardwalks, but the total experience within reserves, such as Greenfields Wetlands, as destinations and places, rather than an individual asset class, by including reference to all the allied infrastructure, approach paths, signage, vistas, etc. that support the use of the bridges and boardwalks.

Bridges and Boardwalks – Current Status

- 3.4 Within the context of the Council’s Strategic Asset Management Plan, Bridges and Boardwalks represents only a relatively small number (~250) and value (~\$66M) of the total number and value of all assets.
- 3.5 The following table shows the current value by bridge component.

ALL BRIDGE ASSETS	REPLACEMENT COST \$M
Barriers	\$1
Deck	\$11
Superstructure	\$17
Substructure	\$37
TOTAL	\$66

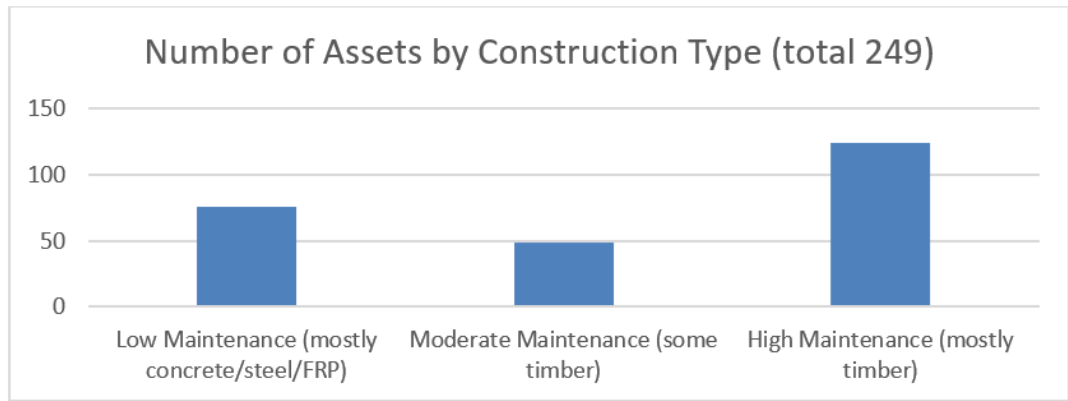
- 3.6 The eight Large Road Bridges account for approximately \$20M of the \$66M, or approximately 30%, of the total value of the approximately 250 bridges and boardwalks. Road bridges, in particular Large Road Bridges, are excluded from the Capital Renewal Program Budget in the Asset Management Plan, due to the large costs involved, and will be the subject of specific reports to Council and separate budget bids when due for renewal as was the case for Pratt Avenue, Pooraka recently. Due to construction type and current condition none of the other road bridges are currently considered as likely to be due for total renewal in the next 20-year horizon of the Bridges and Boardwalks Asset Management Plan, although all will require ongoing inspections and maintenance.
- 3.7 The current bridges and boardwalks renewal program is \$340k p.a. in the SAMP.



- 3.8 While bridges and boardwalks are scattered across the City of Salisbury there are clusters at Greenfields Wetlands, Mawson Lakes and the Paddocks Wetlands, and also linear locations along the Little Para River, Dry Creek, Cobbler Creek, and Helps Road Drain (Kaurna Park / Springbank Waters, Burton) watercourses.
- 3.9 In recent years, we have seen an increase in community awareness of the age, condition, and function (fit for purpose) of assets, including bridges and boardwalks, and a heightened expectation related to the service levels and quality.
- 3.10 Bridges and Boardwalks currently have a varied useful life depending upon material type and environment ranging from 20 years for timber in wetlands to 100 years for concrete and steel bridges. Several timber structures at Greenfields Wetlands and Mawson Lakes and others elsewhere are reaching end-of-life.

Hierarchy	Component	Useful life (years)
Road Bridges:	Barriers	40 – 60 (varies by type)
	Deck	80
	Superstructure	80
	Substructure	100
Footbridges: GT-Class F-Class H-Class O-Class	Barriers	40 – 60 (varies by type)
	Deck	20 – 80 (varies by type and site)
	Superstructure	40 – 80 (varies by type and site)
	Substructure	40 - 100 (varies by type and site)

- 3.11 While many of the structures do not need renewal of the whole asset, some elements, in particular timber decks, have a progressive renewal, with end-of-life often spread across several years, for example, at an individual deck board level.
- 3.12 A good example of this is Greenfields Wetlands, where most of the timber boardwalks are in a ‘spot renewal’ regime, meaning only those deck boards that have reached end-of-life (condition) are being replaced.
- 3.13 The optimum renewal threshold needs to be determined, under which replacement is from operational funds, while above this threshold the work is capitalised.



- 3.14 A key strategy is to reverse the bar chart shown above such that we have most of our bridges and boardwalks assets in the Low to Moderate maintenance categories by replacing high maintenance timber decks to more durable and lower maintenance materials such as recycled plastic timber composite over time when the timber deck reaches end-of-life and requires replacement.
- 3.15 The timber decking at the Cascades Lake was recently replaced with composite decking.



- 3.16 Timber BRIDGE-76 was recently replaced at Greenfield Wetlands with a concrete box culvert to allow maintenance and emergency vehicles to access some of the trail loop, which was previously only accessible by pedestrians. This upgrade also contributes to the strategy to make our attractions more accessible to all.



- 3.17 However, it should be noted that several bridges and boardwalks, such as at Greenfields Wetlands have slipped into a spot replacement regime meaning broken boards are replaced in timber.



- 3.18 BRIDGE-81 Greenfields Wetlands Trail Loop, is currently in a spot replacement regime to keep safe and open for use, meaning individual deck boards are replaced at end of life, pending future improved maintenance access and additional funding to entirely renew.
- 3.19 Generally, most bridges and boardwalks are currently in Fair to Good condition, with significant maintenance spent to ensure safety but renewal is not keeping pace with the aging asset base meaning the overall condition will deteriorate without additional renewal budget to meet service levels.

Asset data improvement

- 3.20 A review of the data for Bridges and Boardwalks assets has identified that:
- Level 1 inspection are general twice per annum, except for road bridges which are inspected annually. Level 2 inspections should be every two years but have become infrequent at once every ~four years. Level 3 inspections are undertaken as required.
 - Road Bridges were not inspected at Level 1 before 2022.
 - Level 3 Inspections of road bridges and bridges sitting in water were undertaken in 2021.
 - A small number of timber bridges and boardwalks at Greenfields Wetlands are in Poor to Very Poor condition, these are progressively being renewed.
- 3.21 The valuation of bridge and boardwalk assets has been undertaken to determine the current total asset value and value by main components (sub-structure, super structure, deck, and barriers).
- 3.22 Inspection and maintenance schedules for bridges and boardwalks are being reviewed with respect to hierarchy and service levels with timber deck renewal and steelwork painting being focus areas.

Proposed Bridges and Boardwalks Hierarchy

3.23 Road Bridges

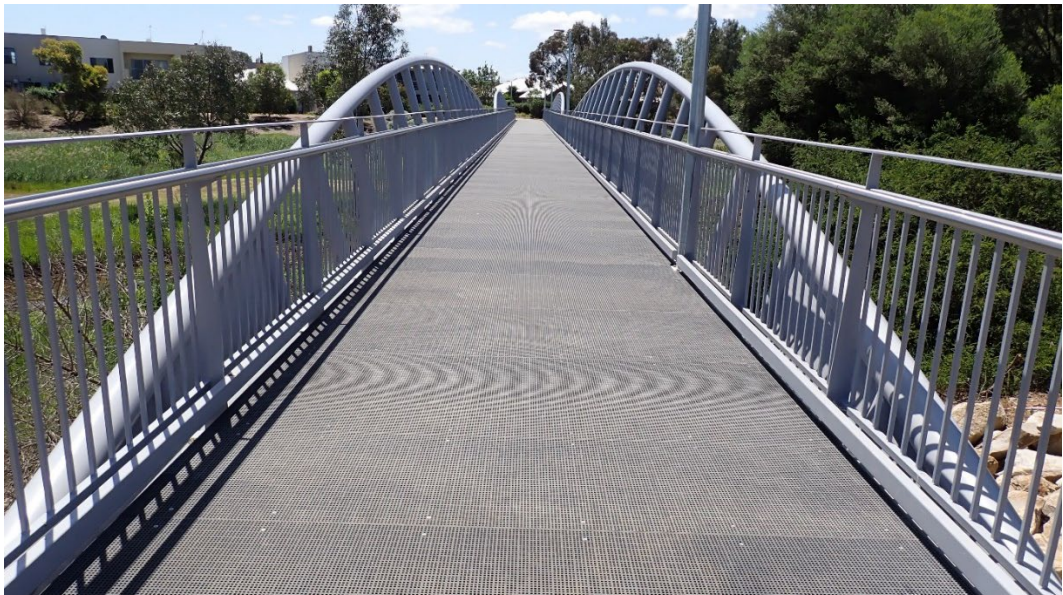
- a. Large
- b. Other



Example - Road Bridge, BRIDGE-165 Elder Drive / Dry Creek Drainage Reserve, Mawson Lakes

3.24 Green Trail Bridges

- a. Primary
- b. Alternative/Linkage



Example - Green Trail Bridge (part of Gawler Greenway), BRIDGE-6252 Dry Creek Drainage Reserve, Mawson Lakes

3.25 Footbridge

- a. Standard
- b. Minor



Example - Footbridge, BRIDGE-221 Hindmarsh Circuit Reserve, Shoalhaven Village, Mawson Lakes

3.26 Hiking Trail / Boardwalk

- a. Standard
- b. Minor



Example - Hiking Trail Bridge BRIDGE-204 Cobbler Creek Reserve, Salisbury East / Salisbury Heights

3.27 Viewing Deck, etc

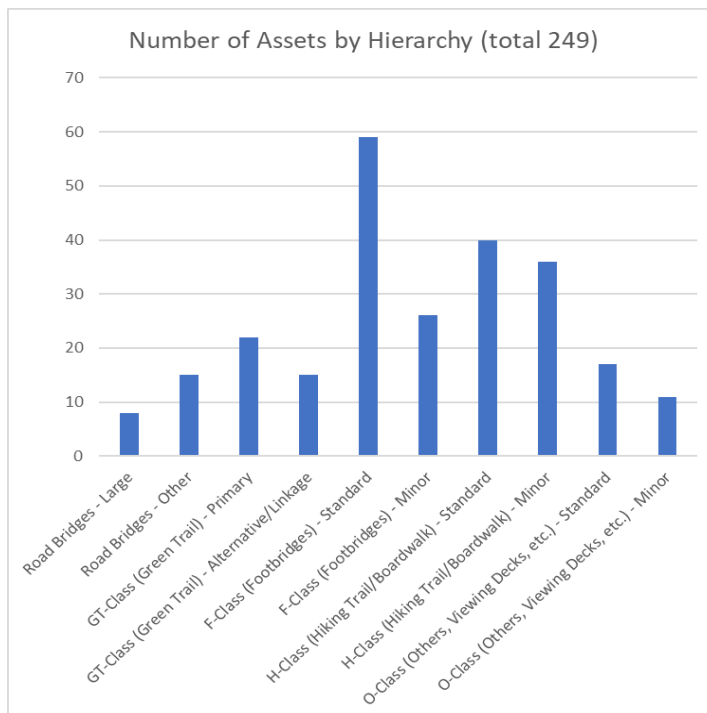
- a. Standard
- b. Minor



Example - Viewing/Water Activity Deck/Wharf Structure, BRIDGE-178 Nelson Crescent Lake Reserve, The Bridges Village, Mawson Lakes

Assets by Hierarchy

3.28 The graph below shows the breakdown of bridge and boardwalk categories by hierarchy:



Levels of Service

3.29 Community Service Levels

- 3.29.1 Availability (open for use), noting some bridges and boardwalks may need to be temporarily closed due to flooding, maintenance, etc. This Service Level requires a knowledge of flood modelling and or actual flooding, for example, flooding of the Parkview Drive causeway and The Strand both along the Dry Creek watercourse at Mawson Lakes is well documented and understood. New bridges, such as the new Mobarra Park footbridge was designed at a height to avoid the disruptions at the previous (now demolished) low-level timber footbridge and at The Strand.
- 3.29.2 Restrictions on usage, for example, load limit, speed limit, cyclists to dismount, accessibility.

3.30 Technical Service Levels

3.30.1 Age

Bridge age is used only as a guide, in association with several other factors, including an assessment of bridge construction (materials), usage, environment and inspection and maintenance history. Bridges that are well constructed and not overloaded and not in a harsh environment can remain in Good condition for many years, whereas, poorly constructed bridges, or structures in an unfavourable environment, such as timber structures at Greenfields can have a relatively short life and deteriorate quickly, requiring increased inspection frequency and high maintenance to maintain safety.

3.30.2 Construction Type

Most bridges and boardwalks are timber or are partial timber, such as timber deck. These are considered as high maintenance and when renewed are generally replaced with more durable materials.

3.30.3 Clear Width

Prior to ~2020 bridge data only recorded the bridge overall width, which is useful for asset valuation, but the clear width is more useful as a Service Level and is sometimes less than the overall width because of bridge barriers. Where the bridge width is less than the approach road width or approach footpath width, consideration may be given to signage and/or wing barriers.

3.30.4 Barrier Compliance

Typically, depending on fall height risk, footbridges should have 1.2m barriers and cycle bridges should have 1.4m high bike rails, if not, consideration for signage, and/or other controls may be given, pending full compliance to Service Level when the bridge is due for total renewal or upgrade.

3.30.5 Lighting

Feature lighting is generally handled via the Lighting Asset Management Plan. Where a path or trail is not fully lit, lighting is often placed at key locations along the path, such as bridge approaches.

3.30.6 Location / Environment

It should be noted that classification of some Hierarchy categories is partly based on an assessment of the structure SITE; the existing structure at each site would typically match the site classification, but a small number may be at a higher, or lower, classification than the SITE classification. Bridges may be identical in construction, but each bridge *location* is unique, when inspected, bridges are considered from three main viewpoints, the bridge location itself, from the road or path (both directions), and from the watercourse (generally from upstream looking downstream).

3.30.7 Condition

Based on inspections, most bridges are in a Fair to Good condition, with a small number in Poor to Very Poor condition, mainly timber bridges, and boardwalks at Greenfields Wetlands.

- 3.31 The next report to Council on bridges will seek to gain approval on the desired service level for each level of the bridge hierarchy. Financial Overview
- 3.32 The current bridges and boardwalks Capital Renewal Program budget in the Strategic Asset Management Plan is \$340k.
- 3.33 The current bridges and boardwalks Operating budget is \$83k.

4. CONCLUSION

- 4.1 The *Local Government Act 1999* sets out the requirements for Council's asset management planning. The objective of the asset management process is to establish a framework to guide the planning, construction, maintenance, and operation of the infrastructure essential for council to provide services to the community. Council has adopted a framework for the asset management process that includes Strategic Asset Management Plan and Operational Asset Management Plans.
- 4.2 As part of the continuing improvement of the asset management plans for the City's assets additional analysis is being undertaken of Key Asset Classes, including Bridges and Boardwalks. This will inform Council in setting levels of service and subsequent renewal funding, for the next iteration of the Strategic Asset Management Plan and Operation Asset Management Plans.
- 4.3 The approval of the following Hierarchy for bridges is being sought:
 - 4.3.1 Road Bridges
 - a. Large
 - b. Other

- 4.3.2 Green Trail Bridges
 - a. Primary
 - b. Alternative/Linkage
- 4.3.3 Footbridge
 - a. Standard
 - b. Minor
- 4.3.4 Hiking Trail / Boardwalk
 - a. Standard
 - b. Minor
- 4.3.5 Viewing Deck, etc.
 - a. Standard
 - b. Minor
- 4.4 Modelling of different service levels using the criteria in this report and hierarchy will be completed and results to be discussed with Council in an upcoming report. This will ensure that a renewal program meeting service level expectations will be appropriately funded.