AGENDA

FOR A

COUNCIL MEETING

TO BE HELD ON

TUESDAY 23 JULY 2019

COMMENCING AT 7:00PM

AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD IN THE COUNCIL CHAMBERS, 131 BELAIR ROAD, TORRENS PARK ON TUESDAY, 23 JULY 2019 AT 7:00PM.

MEMBERSHIP: Mayor (H Holmes-Ross)
Crs J Bange, J Berry, A Christopoulos, S Fisher, K Hockley, D Kruse, C McCarthy, D Munro, J Sanderson, K Steele, L Taeuber, A Tilley and Y Todd

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MATTHEW PEARS
CHIEF EXECUTIVE OFFICER
PLEDGE AND KAURNA ACKNOWLEDGEMENT

The Mayor will pledge:

We acknowledge that this land we meet on is the traditional land of the Kaurna people. We respect their spiritual relationship with their country.

We, as a Council, welcome all members of the community and pledge honesty and good governance in all of our dealings.

PRESENT:

APOLOGIES:

LEAVE OF ABSENCE:

ABSENT:

STAFF IN ATTENDANCE:

WELCOME

BUSINESS

1. ELECTED MEMBERS’ DECLARATIONS OF INTERESTS

The Mayor will ask if any Member wishes to disclose an interest in relation to any item being considered at the meeting.
2. CONFIRMATION OF MINUTES

2.1 FULL COUNCIL MEETING - 9 JULY 2019

RECOMMENDED that the Minutes of the Full Council Meeting held on 9 July 2019 be confirmed.

3. ADJOURNED MOTIONS

Nil

4. DEPUTATIONS

Deputations are to be no more than three minutes in length, without leave of the meeting.

5. ADJOURNED BUSINESS

Nil
6. **GALLERY QUESTION TIME**

Members of the Gallery may ask two questions.

*These questions must be in writing and supplied to the Minute Secretary. If a response is not given by the Mayor or Administration at the meeting, the reply will be provided in a future Agenda.*

**QUESTION FROM THE COUNCIL MEETING**

6.1 **MR YOUNG - STURT DISTRICT CRICKET CLUB 26 JUNE 2019**

**QUESTION**

1. If the Sturt District Cricket Club (SDCC) doesn’t spend the grant money in the time stipulated will the grants be lost?

**ANSWER**

*The SDCC has entered into an agreement with the funding provider that provides for specific timeframes for funds to be spent and works to conclude. Unless negotiated otherwise, any change to this agreement may result in the funding being ‘lost’.*
7. PETITIONS

Nil
8. DECISION REPORTS

8.1 PLANNING REFORMS - HERITAGE (CONTRIBUTORY ITEMS)

Report Author/Manager: Ben Hignett / Marc Duncan
General Manager: Craig Harrison
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $0)

PROPOSAL

To update Council on work to identify, understand and address the impact of major planning reforms on the City of Mitcham. More specifically, this report:

- provides a timeframe for the commencement of the State Government’s new Planning and Design Code;
- discusses why the pursuit of changes to planning policy may be beneficial in the lead-up to the transition to the Planning and Design Code; and
- seeks a decision from Council on a preferred approach to address the loss of individual heritage area ‘Contributory Items’ in the Planning and Design Code.

OPTIONS

Option 1 (Staff Recommendation)

That Council does not commence a Local Heritage Development Plan Amendment process to convert some or all existing Contributory Items listed in the Mitcham (City) Development Plan into Local Heritage Places in their own right.

Option 2

That a project plan and proposed funding arrangements be presented to Council for a targeted Local Heritage Development Plan Amendment process. This option would include the following preliminary work to inform a draft Statement of Intent:

- a desktop review of existing Contributory Items to shortlist those properties considered most likely to fulfil local heritage listing criteria; and
- a desktop review of those items within Adey Road Historic (Conservation) Policy Area 17 that were originally identified as Contributory Items in the 2015 Heritage DPA process, to shortlist those properties considered most likely to fulfil local heritage listing criteria.

Option 3

That a draft Statement of Intent, project plan and proposed funding arrangements be presented to Council for a Local Heritage Development Plan Amendment process to convert all existing Contributory Items listed in the Mitcham (City) Development Plan into Local Heritage Places in their own right.

BACKGROUND

Planning Reform

The South Australian Planning System is currently undergoing significant change. These changes are likely to impact Council and our community in several ways, including how development applications are processed and assessed; how the community participates in the planning system; and how local issues are addressed in a system that will be weighted more in favour of a one-policy-fits-all approach.
Changes to the planning system in Metropolitan Adelaide will take effect from 1 July 2020. Details of these changes are being released by the State Government on a staged basis, the most recent of which is guidance on how heritage may be affected. A Memo to Elected Members dated 17 May 2019 (see Attachment A) provided a brief update on heritage and character as well as a link to guidance material and details of briefing sessions to be held by the State Planning Commission.

Council’s Development Plan

One of the main implications of the Planning Reform will be the replacement of all individual Council Development Plans with a single set of rules to be applied consistently across the State. The new rulebook has been named the ‘Planning and Design Code’.

The impact of this change is likely to be more pronounced in the City of Mitcham as Council’s current Development Plan has a significant number of local insertions and has not previously been reviewed in its entirety to fit the State Government’s ‘Better Development Plan’ (BDP) format.

Spatial Vision

Council has been working with the State Government and our community to understand and address the impact that the new Planning and Design Code will have on the City of Mitcham.

To inform this work a Spatial Vision has been produced, which seeks to translate Council’s Strategic Management Plan onto a map of the City by identifying:

- Five key precincts which have opportunity for significant change;
- A set of outcomes to support and guide the development of each key precinct;
- Key connections to, from and within the City;
- Areas for small-scale and gradual change within the City;
- Areas of the City that should be ‘off-limits’ for further development; and
- Residential areas with identified special character.

A copy of the endorsed Spatial Vision is provided at Attachment B.

Amending Council’s Development Plan

Council has a limited window of opportunity to make changes to its existing Development Plan before it is transitioned into the Planning and Design Code. Any changes that Council proposes will have to gain the agreement of the Minister for Planning at the beginning and end of the change process, with no guarantee of success.

There are several reasons why the pursuit of change now may prove beneficial to Council and the community, including:

- to aid the translation of Council’s Development Plan into the new Planning and Design Code;
- to update Council’s Development Plan to better reflect the community’s expectations;
- to proactively address apparent anomalies in Council’s existing Development Plan and/or new Planning and Design Code, which may if ignored have a long-term impact on heritage and/or character in the City.

To this end, Council has initiated a Growth Areas Development Plan Amendment and reached agreement with the Minister for Planning for this to proceed to the detailed investigations stage.
A Statement of Intent has also been submitted to progress a Special Residential Character Area Development Plan Amendment. This work seeks to amend policy to recognise areas of special residential character prior to the commencement of the Planning and Design Code, with view to these areas being transitioned into the Code as part of a ‘Character Area Overlay’.

Council has been advised that only a limited number of Development Plan Amendments will be accepted in the lead-up to the 1 July 2020 commencement of the Planning and Design Code. The Development Plan Amendments that are more likely to be accepted involve growth and/or will aid the transition of existing Development Plans to the Planning and Design Code.

However, as noted in State Government guidance provided at Attachment D, “Prior to the introduction of the Code there will be an opportunity for councils to undertake Development Plan Amendment processes (with extended timeframes) to obtain Local Heritage Place status for contributory items they believe meet the legislative criteria [for Local Heritage Places].”

Attachments:

A. Memo - Heritage and Character
B. Spatial Vision
C. Snapshot for Practitioners - Heritage and Character
D. Guidance - Contributory Items

STRATEGIC OBJECTIVES

Goal 1 Accessible & Connected Community

Objective 1.6 Our community is actively encouraged and supported to have a voice and to participate in a meaningful way in shaping our City.

Goal 4 Vibrant & Rich Culture

Objective 4.5 The strong characteristics of the City, including the natural and rural landscape character of the Mitcham Hills, the leafy streetscapes of the plains, and the heritage values of the City, are protected and enhanced.

DISCUSSION

Heritage Definitions

In this discussion, and in the Planning Reform process as a whole, it is important that terminology used is clearly understood. To this end, recent State Government guidance provides the following useful descriptions:

**Heritage** has an established frame of reference (ICOMOS / Burra Charter) and is about how a place represents history and evolution of an area and its people and activities that have taken place. Heritage and cultural significance is embodied in the fabric and setting of a place.

**Heritage Areas** should comprise and demonstrate:

- significant built form composed of historic elements that contribute to the character of the streetscape;
- physical character including natural and cultural landscapes and land division patterns which relate to historic development of the local area; and
- unified, consistent physical form in the public realm with an identifiable historic, economic or social theme associated with an earlier era of development.
Contributory Items are examples of particular forms of development, representing a defined period and its built form character. Unlike State and Local Heritage Places, there is no legislative criteria for the identification of Contributory Items. It is typical for Contributory Items to sit within Historic (Conservation) Zones and Policy Areas.

Heritage and the Planning and Design Code

Council’s existing Development Plan provides a higher level of protection for:

- the State Heritage Area of Colonel Light Gardens
- 41 State Heritage Places;
- 222 Local Heritage Places; and
- 4 Historic Zones and Policy Areas, which together contain 142 identified Contributory Items*.

* No new contributory items have been added to development plans since 2012.

The last time Council added to this list was 2015, with the process to make these changes taking 7 years and costing Council and the community more than $100,000. This process added the Adey Road Historic (Conservation) Policy Area and 13 Local Heritage Places to Council’s Development Plan, but at least 40 proposed Local Heritage Places and the addition / extension of 3 Historic (Conservation) Policy Areas were rejected by the Minister for Planning.

However, as evidenced in the Spatial Vision (Attachment B), in which heritage areas are highlighted in pink, the proportion of Council’s approximately 23,000 rateable properties that are affected by this higher level of protection is relatively low.

Recent State Government guidance (Attachment C) suggests that existing State Heritage Areas & Places; Local Heritage Places; and Historic Conservation Zones & Policy Areas will be transitioned across from Council’s Development Plan to the new Planning and Design Code. How this will work in practice is not yet known due to an absence of policy detail. However, the shift to a single set of consistent policies across the State has the potential to diminish some protection afforded to these buildings and areas under Council’s current Development Plan.

Importantly, this same State Government guidance suggests that Council’s 142 existing Contributory Items “will not be individually identified in the new planning system but the policies within [the] new Local Heritage Areas Overlay will address them”. It is further stated that “appropriate demolition controls / replacement controls will be established at the overlay level, eliminating the need for building-specific controls”.

It should be noted that all of Council’s existing Contributory Items are located within Historic (Conservation) Zones or Policy Areas so will be covered by the new Local Heritage Areas Overlay.

Additional information specific to Contributory Items can be viewed at Attachment D.

To put this change in context, Council was aware in 2015 that it was no longer permitted to identify Contributory Items when adding new Historic (Conservation) Zones or Policy Areas to its Development Plan. As a result, Contributory Items were identified in the heritage survey work to add Adey Road Blackwood Historic (Conservation) Policy Area 17, however they were not subsequently added to Council’s Development Plan.

Council has only recently been advised that the Contributory Item designation will disappear altogether in the transition to the Planning and Design Code, even when they already exist in Council’s Development Plan.

Contributory Items, whether or not they are individually identified in planning policy, undoubtedly play a pivotal role in preserving the integrity of Heritage (Conservation) Zones and Policy Areas. This is highlighted in the following extract from Council’s Development Plan as it relates to Historic (Conservation) Policy Area 15 in Kingswood:

“Although the greater bulk of the places supporting the Policy Area are Contributory, rather than Local Heritage Places, the buildings, considered as part of a collective whole, represent a fundamental contribution to the integrity of the historic architectural character of the area. Loss of these Contributory Items would result in significant gaps in the integrity of the area”

It follows that the integrity of a heritage area cannot be re-built when Contributory Items are demolished.

State Government guidance indicates that Council can seek agreement of the Minister for Planning to commence a DPA for the conversion of Contributory Items into Local Heritage Places. Additional time has been granted to carry out this work, however there has been no relaxation of the eligibility criteria to become a Local Heritage Place.

Advice has been received that the Minister will not agree to proposals for new Local Heritage Places where they are outside of existing heritage (conservation) areas, until after the commencement of the Planning and Design Code on 1 July 2020.

With the above in mind, Council has a limited window of opportunity to determine its strategy to address the loss of the Contributory Item designation in the new Planning and Design Code. Options include, but are not necessarily limited to:

**Option 1 (Staff Recommendation)**

*That Council does not commence a Local Heritage Development Plan Amendment process to convert some or all existing Contributory Items listed in the Mitcham (City) Development Plan into Local Heritage Places in their own right.*

Administration recommends this option for the following reasons:

- All of Council’s existing Contributory Items are located within Historic (Conservation) Zones and Policy Areas. These Areas will be transitioned to a Local Heritage Areas Overlay in the new Planning and Design Code;
- Contributory Items in Council’s Development Plan have not been deemed to meet the legislative criteria for Local Heritage Places in previous heritage surveys. If legislative criteria are not met, the Minister for Planning is unlikely to support these changes;
- The opportunity exists for Council to initiate an amendment to the Planning and Design Code after its go-live date of 1 July 2020. This amendment would not need to be limited to the conversion of Contributory Items, but could also investigate other buildings across Council that meet Local Heritage Place criteria;
- Finite administrative resources in Council and DPTI are currently focussed on the Growth Area DPA and the push to recognise Special Residential Character Areas in the transition to the Planning and Design Code. Albeit an important issue, the introduction of a third potential DPA in the lead-up to the transition could cause other projects to be sidelined.

**Option 2**
That a project plan and proposed funding arrangements be presented to Council for a targeted Local Heritage Development Plan Amendment process. This option would include the following preliminary work to inform a draft Statement of Intent:

- a desktop review of existing Contributory Items to shortlist those properties considered most likely to fulfill local heritage listing criteria; and
- a desktop review of those items within Adey Road Historic (Conservation) Policy Area 17 that were originally identified as Contributory Items in the 2015 Heritage DPA process, to shortlist those properties considered most likely to fulfill local heritage listing criteria.

This option offers a middle-ground whereby preliminary work is undertaken to identify those existing Contributory Items (if any) that might have the best chance of being accepted as Local Heritage Places in a DPA process.

Many of the reasons outlined in Option 1 are equally relevant to this option, however the following are also of note:

- The time required to undertake the preliminary work associated with this option is prohibitive. Desktop assessments of properties flagged as potential Local Heritage Places are not straightforward and often require significant background research to better understand the history of each building; This time delay could impact the viability of Council hitting the State Government’s transition timetable on this matter;
- The cost to carry out this work has not been budgeted and it is considered unlikely, based on previous work, that Council will achieve a significant return on investment;
- It is likely that this option would trigger substantial community debate as evidenced in previous Heritage DPA exercises.

Option 3

That a draft Statement of Intent, project plan and proposed funding arrangements be presented to Council for a Local Heritage Development Plan Amendment process to convert all existing Contributory Items listed in the Mitcham (City) Development Plan into Local Heritage Places in their own right.

This option offers a prompt submission of a Statement of Intent to the Minister for Planning. This catch-all option is likely to be met with cynicism and prompt a request for additional information that could come at a considerable cost to Council in terms of staff resourcing and budget.

Community Implications

There are significant community implications arising from the planning reform process. These implications are being addressed by Council on a case-by-case basis as new information and guidance is released by the State Government.

Council’s 18-month Spatial Vision project culminated with the endorsement of the Spatial Vision at a meeting of Council on 26 February 2019. The Spatial Vision is being used to inform planning policy work to bring Council’s Development Plan in line with community expectations prior to the commencement of the Planning and Design Code on 1 January 2020.

Environmental / Heritage Implications

The preservation and enhancement of heritage remains a key consideration of Council in the work to transition Council’s Development Plan to the Planning and Design Code.

Some of the direct impacts on heritage that are the result of this transition are the subject of this report.
Cost Shifting Implications / Legislative Cost Imposts

There will be cost implications associated with the planning reform, however these implications are still relatively unknown at this stage.

Impact on Budget including Lifecycle Costing

Planning reform matters have consistently been approached with utmost importance to procure the best possible outcome for the City of Mitcham.

Administration is endeavouring to accommodate all preliminary work, including the production of Statements of Intent, within the existing budget for the planning policy program.

The cost for options 2 and 3 would depend on several yet-to-be-determined factors. Using work to inform the 2015 Heritage Development Plan Amendment as a guide, it is estimated that desktop assessments could cost Council approximately $200 per property. It is further estimated that full assessments against relevant legislative criteria could cost Council in the region of $500 to $1000 per property, allowing for site visits and consultant involvement in relevant stages of the DPA process including representation at the Minister’s Local Heritage Advisory Committee (LHAC).

A conservative cost estimate for desktop assessments of 150 properties and subsequent detailed assessment for 50 properties is $28,000. This work has not been budgeted for in Council’s planning policy programme.

Risk Management / WHS Assessment

Nil

Legal / Policy Implications

Nil

Engagement

Community engagement will be a key component of any Development Plan Amendment process associated with the matters highlighted in this report.

CONCLUSION

Guidance documents released by the State Government foreshadow some significant challenges faced by Council in the transition to the Planning and Design Code as it relates to heritage.

These matters remain a key consideration of Council throughout the transition process as it seeks to influence the emerging planning policy framework and shape the future of the City of Mitcham.

To this end, this Report seeks guidance from Council in relation to the status of Contributory Items in existing Historic (Conservation) Zones and Policy Areas.

RECOMMENDATION – ITEM 8.1

Option 1 (Staff Recommendation)

That Council does not commence a Local Heritage Development Plan Amendment process to convert some or all existing Contributory Items listed in the Mitcham (City) Development Plan into Local Heritage Places in their own right.
Option 2

That a project plan and proposed funding arrangements be presented to Council for a targeted Local Heritage Development Plan Amendment process. This option would include the following preliminary work to inform a draft Statement of Intent:

- a desktop review of existing Contributory Items to shortlist those properties considered most likely to fulfil local heritage listing criteria; and
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Option 3

That a draft Statement of Intent, project plan and proposed funding arrangements be presented to Council for a Local Heritage Development Plan Amendment process to convert all existing Contributory Items listed in the Mitcham (City) Development Plan into Local Heritage Places in their own right.
Dear Mayor and Elected Members

This Memo provides a brief update on heritage and character matters relating to the introduction of the Planning & Design Code in Metropolitan Adelaide from 1 July 2020.

The State Planning Commission recently released a suite of documents that outline the Commission’s policy position on heritage and character. These documents will inform the content of the new Planning & Design Code and can be accessed via the following link: http://www.saplanningcommission.sa.gov.au/news?a=542579

A copy of the Commission’s ‘Snapshot for Practitioners’ guidance note has been attached to this Memo as a simple introduction to proposed changes.

One key change foreshadowed by the Commission relates to the preservation and protection of contributory items in historic conservation zones and policy areas, which will directly affect approximately 142 properties in the City of Mitcham.

The Commission has announced two briefing sessions on this matter aimed specifically at Council Mayors, Chief Executives and Elected Members. One of these briefing sessions is to be livestreamed. Details of these sessions are provided on an attached information sheet.

Administration continues to work to understand and address the implications of the Planning Reform for the City of Mitcham. As part of this work, it is anticipated that a draft Statement of Intent to undertake a Special Character Area Development Plan Amendment (DPA) will soon be put before Council to progress one of the key components of the recent Spatial Vision project.

The purpose of the DPA will be aimed directly at protecting the special character areas that are important to our community.

Should you have any queries in relation to this matter I can be contacted by telephone on 8372 8152 or by email at mduncan@mitchamcouncil.sa.gov.au

Yours sincerely

MARC DUNCAN
MANAGER DEVELOPMENT SERVICES
WHAT HAPPENS NOW → WHAT WILL HAPPEN IN THE NEW PLANNING SYSTEM

STATE HERITAGE AREAS & PLACES

- The Heritage Places Act 1993 refers to the creation of State Heritage Areas but no criteria is identified.
- The criteria for State Heritage Places is outlined under the Heritage Places Act 1993.
- Development Plans provide a list of State Heritage Areas and State Heritage Places.
- Development Plans usually spatially map and provide policy to guide development within State Heritage Areas and Places.
- The assessment process for the designation of State Heritage Areas and Places varies between Development Plans but is usually 'non-complying'.
- Development applications are referred to the Heritage Minister for 'advice' only.

STATE HERITAGE AREAS OVERLAY & STATE HERITAGE PLACES OVERLAY

- Existing State Heritage Areas and State Heritage Places will be equally protected in the new planning system via the Planning and Design Code.
- A new State Heritage Areas Overlay and a new State Heritage Places Overlay will more accurately map and identify these areas and places.
- Alterations, additions and demolition control will be 'performance-assessed'. However, development applications will continue to be referred to the Heritage Minister who will have increased power 'to direct' decision-making.
- A single set of consistent policies will apply across the state.
- Heritage impact statements will be retained as an assessment tool.
- There may be an opportunity for Design Review.

LOCAL HERITAGE PLACES

- The Development Act 1993 includes specific criteria for Local Heritage Places.
- Relevant Development Plans provide a list of Local Heritage Places and provide maps and policy to guide development.
- The assessment process for the designation of Local Heritage Places varies between Development Plans but is usually 'on merit'.
- It is the responsibility of a local council or the State Commission Assessment Panel to assess applications.

LOCAL HERITAGE PLACES OVERLAY

- Existing Local Heritage Places will transition to the Planning and Design Code.
- A new Local Heritage Places Overlay will more accurately map and identify Local Heritage Places than under the Development Act 1993.
- A single set of consistent policies will apply across the state.
- Alterations, additions and demolition control will be assessed against criteria ('performance-assessed').
- Demolition will only be considered if a building:
  - has little heritage value
  - is structurally unsound or has public safety issues
  - is economically unviable.
- A heritage impact assessment will be required.
- Adaptive reuse policies will be strengthened.
- Deferred-to-satisfy policies will be available for development that does not affect heritage values e.g. demolition of a modern lean-to.
- There may be an opportunity for Design Review.

HISTORIC CONSERVATION ZONES

- There is currently no legislative criteria for the creation of Historic Conservation Zones/policy areas (including Contributory items).
- Relevant Development Plans map Historic Conservation Zones/policy areas and contain policy to guide development.
- The Development Act 1993 lists development activity that is exempt from development approval within Historic Conservation Zones/policy areas.
- The assessment process for the designation of buildings within Historic Conservation Zones/policy areas is on 'merit'.
- Many Historic Conservation Zones/policy areas include Contributory Items (however no new Contributory Items have been added since 2010).

LOCAL HERITAGE AREA OVERLAY

- Historic Conservation Zones/policy areas and related policy areas will be mapped under a new Local Heritage Area Overlay in the Planning and Design Code.
- A single set of consistent policies will apply across the state.
- Alterations, additions and demolition control will be assessed against criteria ('performance-assessed').
- The criteria for demolition approval will include consideration of:
  - heritage values of the existing building and contribution to the heritage values of the area
  - proposed replacement dwelling
  - contextual analysis outcomes
  - how well the theme is represented.
- Contributory Items will not be individually identified in the new planning system but the policies within this new Local Heritage Area Overlay will address them.
- Eligible Contributory Items may be elevated to Local Heritage Places through the Development Plan Amendment process prior to the new planning system being implemented.
- There may be an opportunity for Design Review.

CHARACTER AREAS

- There is currently no legislative criteria for the creation of residential character/landscape zones/policy areas.
- Relevant Development Plans map residential character/landscape zones/policy areas and contain policy to guide development.
- Planning consent for demolition is not required in the majority of residential character/landscape zones/policy areas as the policy focus is on the form and character of the replacement building/s.

CHARACTER OVERLAY

- Residential character/landscape zones/policy areas will be mapped under a new Character Overlay in the Planning and Design Code.
- A single set of consistent policies will apply across the state.
- Alterations and additions may be 'performance-assessed'.
- Certain types of simple development that does not impact on character will be exempt from development approval.
- Demolition will be classified as 'accepted development' and therefore will not need planning consent.
- The development assessment process for replacement dwellings will require a contextual analysis to ensure that existing character is maintained/enhanced.
- There may be an opportunity for Design Review.

Timing for transitioning to the new planning system will be staged – regional council areas will transition in late 2019 and metropolitan council areas will transition mid-2020. Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places. They may apply across one or more zones. Deferred-to-satisfy provisions within suburban neighbourhood zones or other overlaying zones will be ‘turned off’ by the relevant overlay and will not apply. For further information and definitions, see the Practitioner Overview of Heritage & Character in the New Planning System on the SA Planning Portal at: saplanning.sa.gov.au/.
EXISTING PLANNING SYSTEM

As part of the identification of Historic (Conservation) Zones and Policy Areas, the State Government has previously accepted the identification of ‘Contributory Items’ (CIs) by local Councils. There are almost 12,000 contributory items across South Australia, however no new items have been added since 2012.

Unlike State and Local Heritage Places, there is no legislative criteria for the identification of Contributory Items. It is typical for CIs to sit within Historic (Conservation) Zones and Policy Areas. In fact, it is common for them to constitute the bulk of listed properties in a Historic Conservation Area, with some rare exceptions. The demolition of CIs is typically subject to the on-merit assessment process in all Development Plans.

Given the structure of some Development Plans and current statutory tools, it is understood that some Councils with CIs typically anticipated they would be retained rather than demolished and replaced. That is, councils considered the identification of CIs to have a similar statutory force to Local Heritage Place listing because of their location within historic conservation areas. In other words, CIs currently perform much like de-facto Local Heritage Places, but without having been through a rigorous assessment. This presents equity issues for property owners. For example, owners of Local Heritage Places get directly notified and have a right of appeal under the new PDI Act.

PROPOSAL FOR THE NEW CODE

It is proposed that CIs not be carried across to the Code because, unlike Local Heritage Places, there is no clear definition, nor are there any statutory criteria against which they should be assessed and justified.

However, given the undoubted contribution these places make to the broader character values of our neighbourhoods, it is proposed that existing CIs are captured by the proposed Local Heritage Area Overlay. It is intended that appropriate demolition controls/replacement controls will be established at the overlay level, eliminating the need for building-specific controls. It is also proposed that, converse to the current system, places that do not contribute to existing heritage and/or character values will be exempted from the more vigorous protections to enable their replacement/improvement over time.

It is also acknowledged that there may be some instances where existing CIs may be worthy of elevation to the status of a Local Heritage Place. Prior to the introduction of the Code there will be an opportunity for councils to undertake Development Plan Amendment processes (with extended timeframes) to obtain Local Heritage Place status for contributory items they believe meet the legislative criteria.

<table>
<thead>
<tr>
<th>FEATURE</th>
<th>CURRENT SYSTEM</th>
<th>NEW SYSTEM (PHASED INTRODUCTION FOR REGIONAL AND METROPOLITAN COUNCIL AREAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislative criteria</td>
<td>There are no current legislative criteria for the establishment of Contributory Items</td>
<td>Contributory items will not be individually identified but will be addressed within the new Local Heritage Areas overlay.</td>
</tr>
<tr>
<td>Listing and mapping</td>
<td>Currently mapped within some Development Plans</td>
<td>Overlay to list and map all Local Heritage Areas across South Australia.</td>
</tr>
</tbody>
</table>
| Demolition controls      | Currently on merit within Development Plans                                    | Demolition approval will be Code Assessed (Performance Assessed) and include consideration of:  
|                          |                                                                                | • value of the existing building to the streetscape  
|                          |                                                                                | • proposed replacement building  
|                          |                                                                                | • contextual analysis outcomes  
|                          |                                                                                | • how well the theme is represented |
| Alterations and additions| Currently on merit within Development Plans                                   | Will be Code Assessed (Performance Assessed) 
|                          |                                                                                | Deemed-to-satisfy policies will be available for development that does not affect historic/period values e.g. demolition of a modern Isan-to |
| Exemptions from requiring approval | Currently some within Development Act and Regulations | Certain development listed in Code |
| Referral to Minister      | No referrals                                                                  | No referrals                                                                  |
8.2 CITY OF MITCHAM EVENTS
Report Author/Manager: Katrina Head & Ulus Fuat & Natasha Franklin
General Manager: Kate O’Neill
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $Nil)

This report has been previously brought to Council as a Discussion Paper and is now provided as a Decision Report. Changes are highlighted in bold italic

PROPOSAL

To consider event options for Council’s major annual event ‘Carols’ in 2019 and to select a site for the 2020 Australia Day Event.

OPTIONS

DECISION 1 – HOST ‘CAROLS’ EVENT IN 2019 OR CEASE EVENT

Option 1 (Staff Recommendation) Council Hosts the ‘Carols’ Event in 2019 (Maintain Service Level)

That Council hosts the annual ‘Carols’ event in 2019.

Option 2 Cease Event and (Decrease Service Level)

That Council ceases to host the ‘Carols’ event from 2019 and considers alternate options.

DECISION 2 – IF ‘CAROLS’ IS HOSTED IN 2019, SITE SELECTION

Option 1 (Staff Recommendation) Kingswood Oval

That Council hosts the annual ‘Carols’ event at Kingswood Oval in 2019.

Option 2 Alternate Venue

That Council hosts the annual ‘Carols’ event at an alternative site assessed and scored for event suitability by Administration (delete as appropriate):

- Mortlock Park, Colonel Light Gardens
- St Marys Park, St Marys

DECISION 3 – IF ‘CAROLS’ IS NOT HOSTED IN 2019, ALTERNATE EVENT

Option 1 (Staff Recommendation) Fringe and Christmas Movie in the Park Event (Increase Service Level)

2. That additional funding for these events be considered as part of the 2019/20 Annual Business Plan and Budget Operating Projects discussion.

**Option 2 Alternate Event – Pop Up Events (Maintain Service Level)**

1. That Council provides in principle support for a series of four (4) minor ‘Pop Up’ events for community including a ‘Christmas Movies in the Park’ event.

2. That additional funding for these events be considered as part of the 2019/20 Annual Business Plan and Budget Operating Projects discussion.

**Option 3 Further Report**

That a further report be brought to Council on the scope and costs associated with a wider range of alternate community event options.

**DECISION 4 – AUSTRALIA DAY CITIZENSHIP EVENT, SITE SELECTION**

**Option 1 (Staff Recommendation) Soldiers Memorial Gardens (Maintain Service Level)**

That Council host the Australia Day Citizenship event for 2020 at the Soldiers Memorial Gardens, Hawthorn until further review.

**Option 2 Alternate Venue (Maintain Service Level)**

That Council hosts the annual ‘Australia Day Citizenship’ event at an alternative site assessed and scored for event suitability by Administration (delete as appropriate):

- Mitcham Reserve, Mitcham
- St Marys Park, St Marys

**BACKGROUND**

The City of Mitcham hosts two key community events annually: the ‘Carols’ event in December, and the ‘Australia Day Citizenship’ event in January.

Due to planned works, historical site locations for each event were assessed by Administration as unsuited to hosting events in 2019 and 2020, leading to a decision being sought for the location of each event.

In addition to the pressing need for alternate site decisions for each event, Elected Member feedback resulting from the overview of Council’s community events, as presented at the Designated Informal Gathering held on 7 May 2019, has informed the inclusion of consideration of alternate event options for the 2019 ‘Carols’ event.

This report seeks to clarify Council’s direction with regard to continuation and location of its annual major event (Carols) in 2019 and secondary event (Australia Day Citizenship Event) in 2020.

**Attachments:**
A. Assessment of Sites for Australia Day and Carols - Full Details
B. Scoring Sheet for Sites - Australia Day and Carols

STRATEGIC OBJECTIVES

Goal 1 Accessible & Connected Community

Objective 1.3 Our community has access to high quality, vibrant, well services places and spaces to meet, learn and recreate.

Goal 4 Vibrant & Rich Culture

Objective 4.1 We have special places, spaces and stories that create a strong sense of place and great experiences for our community.

DISCUSSION

‘CAROLS’ EVENT

For the past 22 years, the City of Mitcham has hosted an annual ‘Carols’ event (formerly ‘Carols by the Creek’) to enable community members to gather and share in the Christmas spirit.

In 2018, due to creek remediation works associated with the redevelopment of the Mitcham Memorial Library and Brown Hill Creek project, the ‘Carols’ event was held at Kingswood Oval for the first time. The larger open space of Kingswood Oval presented new opportunities to reimagine the ‘Carols’ event and resulted in an attendance of 4,200 people.

Feedback from attendees of the 2018 ‘Carols at Kingswood Oval’ event was a priority because of the required change of venue. Attendee feedback obtained from these attendees revealed 62% of respondents choosing Kingswood Oval as their preferred location for ‘Carols’, and 25% selecting the Soldiers Memorial Gardens.

The budget associated with the ‘Carols’ event in 2018 was:

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Actuals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Income</td>
<td>$7,000</td>
<td>$7,300</td>
</tr>
<tr>
<td>Total Expense</td>
<td>$52,185</td>
<td>$51,414</td>
</tr>
<tr>
<td>Rate Payer Subsidy (net)</td>
<td>$45,185</td>
<td>$44,114</td>
</tr>
</tbody>
</table>

Infrastructure associated with the event included: stage, lighting, audio visual equipment, security barriers, power generator, digital signage, marquees, food vendors, portable toilets, security officers, entertainment management, tables and chairs, communications, first aid, and performers. With a new location, a requirement of increased marketing and communications activity was also required to ensure community awareness of the change to the new location.
Following the success of the ‘Carols’ event held at Kingswood Oval, Kingswood and the decreased open space footprint at the Soldiers Memorial Reserve, Hawthorn, Council has the opportunity to consider the event’s location in 2019.

‘CAROLS’ EVENT SITE SELECTION

If Council decides to host the ‘Carols’ event in 2019 site selection is required, with the following sites assessed by Administration as potential site options:

- Blackwood Football Club
- Carrick Hill
- Flinders University
- Hawthorndene Oval
- Kingswood Oval
- Mitcham Reserve
- Mortlock Park
- St Marys Oval
- Soldiers Memorial
- Wittunga Botanic Gardens

To inform a recommendation, Administration’s event specialist staff assessed each site against criteria pertaining to events execution. Consultation also occurred with Council’s Open Space and Property Departments to ensure any major development works are noted and considered.

Additionally the following was considered:

- Associated with the bump-in and bump-out nature of the infrastructure is risk-based logistical planning. A key consideration is the impact weather can have on the event site, including bushfire risk.

- There may be some variation to costs associated with delivering the event at different locations including security fencing, portable toilets, traffic management measures and increased marketing.

- Administration seeks sponsorship in accordance with the Sponsorship and Donations Received by Council Policy. The scale of the event, determined by the site may impact potential sponsorship.

- If the location changes annually, there will be a commensurate ongoing need to fund marketing of the event to advise of the change of sites.

Scoring from the assessment of all site options indicated three potential sites best meeting criteria, with Kingswood Oval being recommended by Administration for the 2019 event. This recommendation recognises the site’s success in 2018, its suitability as determined in the assessment rubric, and consideration of community confusion and possible lower attendance should the event change sites again in 2019.
Mortlock Park, Colonel Light Gardens and St Marys Park: St Marys scored similarly and both provide viable site options, noting differences in scoring by category.

A full assessment is provided of assessed sites (Attachments A and B).

**ALTERNATIVES TO ‘CAROLS’ EVENT**

If Council does not wish to continue with the ‘Carols’ event as Council’s major event, alternative events identified could include:

- Mitcham Fringe on Tour
- Christmas Movie in the Park
- Series of Pop Up Events

Alternatively Council could resolve to:

- Not hold a major event and return the funds to Council’s bottom line
- Request a further report detailing alternative event options

‘Mitcham Fringe on Tour’ – Major Event

‘Mitcham Fringe on Tour’ could be a three (3) day family friendly Fringe event held in February 2020 to activate Mitcham’s newly refurbished Soldiers Memorial Gardens, Mitcham Memorial Library and the Hawthorn Community Centre. With fringe performers and caravan, food vans, buskers and festoon lighting connecting the library and community centre along the creek line, the event would showcase Mitcham, attract locals and introduce a new economic development opportunity for the city.

**Estimated Cost - $48,000**: Additional funding of the event (if required) could be considered as part of the 2019/20 Annual Business Plan and Budget Operating Projects discussion.

**Christmas Movies in the Park – Minor Event**

To offer an alternative event to ‘Carols’ that represents a continued opportunity for the community to gather with family in the Christmas spirit, a smaller event could be run at Soldiers Memorial Gardens with an outdoor cinema, some food vans and a small offering of local stallholders. The balance of budget could be returned to Council’s bottom line or reinvested in smaller pop-up events during the course of the financial year.

**Estimated Cost - $4,000**

**OTHER EVENTS SUPPORTED BY COUNCIL IN 2019**

It is noted that in addition to the events run by Council, the March 2019 Grants Round resulted in support for nine (9) community led events to be held in 2019 representing a geographic spread across the city and a diversity of culture and activity. These events are:

- Croatian Connections
- Blackwood Christmas Tree Festival
- Edwardstown Baptist Church All Nations Fair
Feast of Many Cultures  
4 Zest Fest Community Concerts  
Blackwood Spring Market  
Trail Super Series  
Gaelic Football Regional Games  
Australian Samba Retreat

AUSTRALIA DAY 2020 SITE SELECTION

The Australia Day Citizenship event has been held at Carrick Hill for over 15 years. In January 2020, Carrick Hill will be undergoing renovations with a potential of works being incomplete and occurring on event day. Additional to this significant risk, a number of site accessibility issues make this location challenging, leading to the requirement to determine a new location for the 2020 event.

A new visitor centre at Carrick Hill is planned for development adjacent to the car park and renovations will be happening in the Main House from July 2019 until April 2020. This major development will be mid construction at the time of the proposed Australia Day Citizenship event with no guarantee from Carrick Hill staff that there will not be scaffolding around the building or works occurring on the day of the event, rendering the site unsuitable for use in 2020.

Attendees at the Australia Day Citizenship event are all specifically invited guests meaning there would be minimal impact to our community with a change of location as they would all be advised individually via their invitation.

The budget associated with the Australia Day Citizenship event in 2019 was $15,000 and was fully expended.

Community Implications

Community events are an opportunity for Council to lead place activation in our City, to celebrate and attract visitors to local attractions and businesses, and to engage in positive participation building.

Although transient by nature, events are an important, visible element within the fabric of social connection and liveability of a region. They represent Mitcham’s identity to the broader community, enhancing and defining the City of Mitcham brand while optimising our community’s sense of place and belonging.

Environmental / Heritage Implications

Nil

Cost Shifting Implications / Legislative Cost Imposts

Nil
Impact on Budget including Lifecycle Costing

The costs associated with the two events are included in the 2019/20 draft budget and are detailed in reading.

Risk Management / WHS Assessment

The events and sites carry inherent risk that vary from site to site. These are detailed in Attachments A and B. Administration, through its event experience, is able to manage and mitigate these risks.

Legal / Policy Implications

- Public Event Cancellation or Relocation Policy
- Fire Danger Policy
- Sponsorships and Donations Received by Council Policy

Engagement

A Designated Informal Gathering was held with Elected Members on 7 May 2019 where an overview of Council’s events and options moving forward were presented. During this session, Administration sought feedback from Elected Members. This feedback has helped inform this report and directed the inclusion of consideration to alternate event options.

Typical with all events, appropriate stakeholder engagement will take place in running the event. This includes internal stakeholders (WHS, parks staff, traffic, etc) and external stakeholders such as service clubs, performers, suppliers and potential sponsors.

Depending on the site selection decision made, marketing and communicating the outcomes will also require careful planning to help ensure success. This is particularly important if sites change and is more relevant to the ‘Carols’ event.

Formal community consultation was not considered required.

At each event feedback will be sought from attendees.

CONCLUSION

Events play an important role in activating pride, community participation, identity and liveability of the City.

The City of Mitcham hosts two key community events annually, the ‘Carols’ in December, and the ‘Australia Day Citizenship’ event in January.

This report seeks to clarify Council’s direction with regard to continuation and location of its annual major event (Carols) in 2019 and location of its secondary event (Australia Day Citizenship) in 2020.

RECOMMENDATION – ITEM 8.2
DECISION 1 – HOST ‘CAROLS’ EVENT IN 2019 OR CEASE EVENT

Option 1 (Staff Recommendation) Council Hosts the ‘Carols’ Event in 2019 (Maintain Service Level)

That Council hosts the annual ‘Carols’ event in 2019.

Option 2 Cease Event and (Decrease Service Level)

That Council ceases to host the ‘Carols’ event from 2019 and considers alternate options.

DECISION 2 – IF ‘CAROLS’ IS HOSTED IN 2019, SITE SELECTION

Option 1 (Staff Recommendation) Kingswood Oval

That Council hosts the annual ‘Carols’ event at Kingswood Oval in 2019.

Option 2 Alternate Venue

That Council hosts the annual ‘Carols’ event at an alternative site assessed and scored for event suitability by Administration (delete as appropriate):

- Mortlock Park, Colonel Light Gardens
- St Marys Park, St Marys

DECISION 3 – IF ‘CAROLS’ IS NOT HOSTED IN 2019, ALTERNATE EVENT

Option 1 (Staff Recommendation) Fringe and Christmas Movie in the Park Event (Increase Service Level)


2. That additional funding for these events be considered as part of the 2019/20 Annual Business Plan and Budget Operating Projects discussion.

Option 2 Alternate Event – Pop Up Events (Maintain Service Level)

1. That Council provides in principle support for a series of four (4) minor ‘Pop Up’ events for community including a ‘Christmas Movies in the Park’ event.

2. That additional funding for these events be considered as part of the 2019/20 Annual Business Plan and Budget Operating Projects discussion.

Option 3 Further Report

That a further report be brought to Council on the scope and costs associated with a wider range of alternate community event options.

DECISION 4 – AUSTRALIA DAY CITIZENSHIP EVENT, SITE SELECTION
Option 1 (Staff Recommendation) Soldiers Memorial Gardens (Maintain Service Level)

That Council host the Australia Day Citizenship event for 2020 at the Soldiers Memorial Gardens, Hawthorn until further review.

Option 2 Alternate Venue (Maintain Service Level)

That Council hosts the annual ‘Australia Day Citizenship’ event at an alternative site assessed and scored for event suitability by Administration (delete as appropriate):

- Mitcham Reserve, Mitcham
- St Marys Park, St Marys
## ASSESSMENT OF LOCATION FOR THE 2019 CAROLS AND 2020 AUSTRALIA DAY

<table>
<thead>
<tr>
<th>Site and Capacity (taking into account the stage area and space for food trucks)</th>
<th>Shade / Shelter / Open Space</th>
<th>Aesthetics</th>
<th>Site Topography – even ground/hills, etc.</th>
<th>Lighting and Security, ie fences around perimeter</th>
<th>Site exposure / Visibility / Marketing</th>
<th>Public Toilets (including location)</th>
<th>Parking / Access to Public Transport</th>
<th>Facility for performers to change, gather, etc (green room)</th>
</tr>
</thead>
</table>
| **Blackwood Football Club – Trevor Terrace**  
Blackwood  
5,000 Ample capacity for Cars  
Too large for Aus Day | Oval – open with no shade. Trees around the perimeter with the bike trails on the northern side (lots of trees)  
Very exposed and windy. | Beautiful surrounds | High and exposed to wind, flat oval and surrounds. The flat terrain not ideal for Aus Day | Fully fenced perimeter with multiple gate entries for both vehicles and foot traffic | Minimal | Accessible, male and female toilets entrance from the outside of the clubrooms, only minimal cubicles  
Would need to bump more toilets in for either event | Parking – narrow streets  
Potential of using St Peter’s Lutheran Staff/Performers/Accessible – great parking behind the main football room  
Potential to shuttle people from the train station | Pending the location of the stage, could use the shed as a change room, otherwise would need to bump in a green room |

<table>
<thead>
<tr>
<th>Carols</th>
<th>3</th>
<th>1</th>
<th>2.5</th>
<th>3</th>
<th>3</th>
<th>1</th>
<th>1</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Australia Day</strong></td>
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<td>1</td>
<td>2.5</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing infrastructure, ie playground</th>
<th>Access to site for trucks with long trailers – turning circles, street width, etc.</th>
<th>Risk and OHS considerations</th>
<th>Bushfire Zone</th>
<th>Impact to nearby residents</th>
<th>Cost</th>
<th>Any known upcoming works / deeming it unavailable</th>
<th>Additional notes</th>
<th>TOTAL SCORE</th>
</tr>
</thead>
</table>
| **Blackwood Football Club – Trevor Terrace**  
Blackwood  
2 x playgrounds, one at each end of the oval  
Club rooms  
Toilets | Yes, great access with multiple entry sites including wide turning circles for trucks | Emergency evacuation would be disastrous, it would result in a complete gridlock for cars should there be the need | Yes | High Trevor Terrace and Craigburn Road residents would be impacted, as well as surrounding properties as a result of the noise and parking requirements | Discussions would need to be had with the Blackwood Football Club and Coromandel Valley Cricket Club re the cost | Works will be complete Sept/Oct this year as advised by Sport and Rec Officer | Discussions would need to be had with the Blackwood Football Club and Coromandel Valley Cricket Club re availability  
It would be a high risk to host Carols or Aus Day in the hills as a result of the bushfire risk. We would be inviting additional residents into the hills adding to the number of people needing to evacuate the area increasing the possibility of a gridlock | 22.5 |

<table>
<thead>
<tr>
<th>Carols</th>
<th>1.5</th>
<th>3</th>
<th>0</th>
<th>0</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>22.5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Australia Day</strong></td>
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<td>-</td>
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<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>13</td>
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</tbody>
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<th>Size and Capacity (taking into account the stage area and space for food trucks)</th>
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</table>
| **Carrick Hill**  
1,000 including the lower level where we usually host kids activities  
Too small for Carols  
Great for Aus Day | Great shelter from the large trees scattered throughout the grounds early in the morning, completely exposed from around 10am onwards | Stunning space with amazing views over Adelaide and the beautiful historic Carrick Hill House | Uneven surface – inaccessible for someone in a wheelchair or with a disability | Minimal external lighting | No problems for Aus Day, not suitable for Carols | Poor site exposure/visibility as in the backstreets of Springfield | Accessible, male and female toilets available  
OK for Aus Day, not Carols, would need to bump more in | Parking for roughly 300 cars on the property, there is the need to cart people from car parks to the grounds – line for Aus Day  
Additional parks around the area would be minimal and could cause concern for residents - Carols  
A grassed area that can be utilised for Aus Day along with the toilets but would need to bump in a green room for Carols |

<table>
<thead>
<tr>
<th>Carols</th>
<th>0</th>
<th>2</th>
<th>3</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Australia Day</strong></td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>-</td>
<td>2</td>
<td>1</td>
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# ASSESSMENT OF LOCATION FOR THE 2019 CAROLS AND 2020 AUSTRALIA DAY

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</tr>
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</table>
| **Carriick Hill**            | Toilets and the grass room are the only existing infrastructure we use, besides the backdrop of the gardens | Good access                                                                       | Trip and slip hazards with the slate stones at the top of each stair way | Yes High risk as only one driveway all vehicles can exit from in the main car parking area | Yes Currently there is a restriction on the time we can open the gates to the public, or begin work as a result of nearby residents complaints regarding events that occur at this site | $1,000 ex GST – 2013 price | Large renovations occurring from July 1 and reopening around April – May 2020 | Potential for scaffold to be around the main house but not clear as yet – as advised by Carriick Hill staff | The landscape makes it inaccessible for any one in a wheelchair or who may be on catchers  
With the renovations and no guarantee that works won’t be undertaken whilst we are utilising the site, there is the potential for machine noises in the background during the ceremony  
High risk bushfire zone with a history of 40 degrees on Aus Day | 12 |
| **Australia Day**            |                                                     |                                                                                     |                             |               |                             |      |                                                | Contingency Plan | 12 |

<table>
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<th>Size and Capacity (taking into account the stage area and space for food trucks)</th>
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</table>
| **Flinders University**       | Oval on the western side of University Drive                                   | Large open space, a few trees around the perimeter not much shade offered as a result of them | Main Roads and car parks surrounding the oval | Flat oval with raised perimeters | Great lighting Small posts around the perimeter | Very visible to the public | Some available within the Pavilion | Lots of parking but all paid parking and quite a distance from any of the ovals  
With the lay of the land, we couldn’t offer the golf cart as too steep and would need to go on public roads | No as a result of where the stage would need to be located for Carols |
| **Carols**                    | 6,000                                                                             | 1                           | 0          | 1.5                                    | 1                                    | 0                                 | 0                           | 0                          | 0 |
| **Australia Day**             | Ample space for Carols Too large for Aus Day                                    | 0                           | 0          | 1.5                                    | 1                                    | 0                                 | 0                           | 0                          | 0 |

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<th>TOTAL SCORE</th>
</tr>
</thead>
</table>
| **Flinders University**       | Club rooms, could be used as a base for Event Management Team but too far from where the stage would need to be to be useful  
Toilets – location as above | Steep entrance off University Drive  
Additional gate entrance off Shepherds Hill Road but could cause traffic concerns on such a major arterial road | Main roads on two sides of the oval, would need to bump in security fencing around the perimeter to make it safe | No  
The oval east of University Drive is the one we assessed and this isn’t in the bushfire zone | Nil $35 per hour includes access to the pavilion  
To use the kitchen it is an additional $25. Could potentially negotiate a rate for the extended period we require | Not sure of when the South Road Roadworks will be complete | Being so close to the hospital, there is the potential for ambulance sirens to frequently interrupting the show  
have been advised the Crockett Club will be using in the summer unless it is on a week they are playing an away game | Not available for use | 10 |
| **Carols**                    | 1                                                                                  | 1                           | 1          | 3                                       | 0                                           | 0                                 | 0                           | 0                          | 0 |
| **Australia Day**             | 1                                                                                  | 1                           | 1          | 3                                       | 0                                           | 0                                 | 0                           | 0                          | 0 |
## Assessment of Location for the 2019 Carols and 2020 Australia Day

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Hawthornede Oval</strong></td>
<td>4,000 Good for Carols Too large for Aus Day</td>
<td>Yes, trees around the oval for the stage and audience Shade from the large trees cast across the oval</td>
<td>Beautiful surroundings, very tranquil and peaceful area Flat oval surrounds slightly elevated</td>
<td>No lighting and only a small area with fencing around it close to the small car park</td>
<td>Minimal exposure Small toilet block at the southern end of the oval, no accessible toilets, would need to bump them in as well as additional toilets</td>
<td>Bad parking with narrow streets surrounding the area Bus does go past</td>
<td>No, would need to bump in a green room</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Carols</strong></td>
<td>2</td>
<td>2</td>
<td>2.5</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Australia Day</strong></td>
<td>0</td>
<td>1</td>
<td>2.5</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Existing infrastructure, please list, ie playground</strong></td>
<td>Access to site for trucks with long trailers – turning circles, street width, etc</td>
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<td>Bushfire Zone</td>
<td>Impact to nearby residents</td>
<td>Cost</td>
<td>Any known upcoming works deeming it unavailable</td>
<td>Additional Notes</td>
<td>TOTAL SCORE</td>
<td></td>
</tr>
<tr>
<td><strong>Hawthornede Oval</strong></td>
<td>Small truck access, would cause a lot of traffic delays along an arterial road in the region to get larger trucks in, ie a multipurpose turn would be required</td>
<td>People would need to cross an arterial road to access the oval from their parking as well as any children that were playing at Apex Park and at the BMX track</td>
<td>Yes</td>
<td>High being that parking would have to be along side streets, a lot of residents in the surrounding areas would be impacted by this, as well as the noise</td>
<td>Discussions would need to be had with the Coromandel Ramblers Cricket Club re the cost</td>
<td>Applied for funding, won’t find out until July 31. If successful then requires a report to Council and possible additional funds, very doubtful anywhere near starting as advised by Sport and Rec Officer</td>
<td>If would be a high risk to host Carols or Aus Day in the hills as a result of the bushfire risk. We would be inviting additional residents into the hills adding to the number of people needing to evacuate the area, increasing the possibility of a gridlock</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Carols</strong></td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Australia Day</strong></td>
<td>1</td>
<td>-</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Contingency Plan 0</td>
<td>10.5</td>
<td></td>
</tr>
<tr>
<td><strong>Kingswood Oval</strong></td>
<td>5,000 as a result of the need to cordon off the cricket pitch Ample space for Carols Too large for Aus Day</td>
<td>Nil shade/Shelter All open space</td>
<td>Minimal trees surrounding the oval, only on verges</td>
<td>Flat surface Great lighting and fencing around the perimeter</td>
<td>Great exposure being on Belair Road A male and female toilet connected to the club rooms, would need to bump in toilets for Carols and Aus Day</td>
<td>Not bad parking in the surrounding wide streets Buses on Belair Road and crossing lights</td>
<td>Can use the club change rooms for some of the performers with the need for a small green room next to the stage</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Carols</strong></td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1.5</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>25</td>
<td>2</td>
</tr>
<tr>
<td><strong>Aus Day</strong></td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>25</td>
<td>-</td>
</tr>
</tbody>
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## Assessment of Location for the 2019 Carols and 2020 Australia Day

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<th>Any known upcoming works deeming it unavailable</th>
<th>Additional Notes</th>
<th>TOTAL SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingswood Oval Playground and club rooms</td>
<td>One access area for large trucks but with a tight turning circle so a little restrictive</td>
<td>Minimal as the oval has fencing around the perimeter with multiple access points</td>
<td>No</td>
<td>Yes, as a result of parking and noise</td>
<td>Discussions would be needed with the Cricket Club as a result of the need for them to change their fixture for the season to accommodate our use</td>
<td>Very doubtful this will be anywhere near commencing works as it’s over $2.5m. Short funds as advised by the Sport and Rec Officer</td>
<td>Need to conond off the cricket pitch minimizing the space we can use – hence the figure of 5,000</td>
<td>30</td>
</tr>
<tr>
<td>Carolines</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Aus Day</td>
<td>1</td>
<td>-</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>15.5</td>
</tr>
<tr>
<td>Size and Capacity (taking into account the stage area and space for food trucks)</td>
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</tr>
<tr>
<td>Mitcham Reserve 1,000 spread out across both sides of the creek</td>
<td>A few trees to offer shelter but where we would need to host the ceremony as a result of space, we would need to bump in marquees for shade</td>
<td>Lovely natural landscape with trees and the creek</td>
<td>Slight elevation out of a central focal point, ie stage for Aus Day</td>
<td>Only street lights, would need to bump in lighting for Carolines, what is there would suffice for Aus Day</td>
<td>Access to various power boxes at the north eastern end of the space</td>
<td>Good exposure on a main arterial road</td>
<td>Existing toilet block that would service the needs for Aus Day – would need to bump in extra toilets for Carolines</td>
<td>Nice wide open streets for parking in the surrounding areas</td>
</tr>
<tr>
<td>Carolines</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2.5</td>
</tr>
<tr>
<td>Aus Day</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>-</td>
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<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Mitcham Reserve Great new playground with a variety of activities for children to enjoy as well as the creek for some nature play</td>
<td>Small truck access only which would be suitable for Aus Day but not Carolines</td>
<td>The creek could be a consideration in the winter months, and the crossing of Old Belair Road</td>
<td>No, the bushfire zone ends at Old Belair Road</td>
<td>Minimal – parking would be the main concern in front of their properties</td>
<td>Nil</td>
<td>Wating to hear from Rick Heming about this one</td>
<td>24.5</td>
<td></td>
</tr>
<tr>
<td>Carolines</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Aus Day</td>
<td>3</td>
<td>-</td>
<td>2</td>
<td>1.5</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>26</td>
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<tr>
<td><strong>Mortlock Park</strong></td>
<td>15,000 concerned it was too small to make it feel intimate, the stage was too large for Aus Day, would feel empty</td>
<td>Open space, trees and hedge around perimeter</td>
<td>Stunning views of the hills and surrounds</td>
<td>Flat even surface</td>
<td>Great lighting towers</td>
<td>Minimal exposure</td>
<td>Some are currently being built with an anticipated completion date of Aug 2019</td>
<td>Nice wide streets for parking in the surrounding area</td>
</tr>
<tr>
<td><strong>Carols</strong></td>
<td>3</td>
<td>1.5</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Aus Day</strong></td>
<td>0</td>
<td>1.5</td>
<td>3</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Total Score</strong></td>
<td>30.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Mortlock Park</strong></td>
<td>Great access to site for large trucks</td>
<td>Fully enclosed space</td>
<td>No</td>
<td>Yes, as a result of parking and noise</td>
<td>Discussions would be needed with the CGF Football Club and Goodwood Recreation Club to establish if there would be any costs</td>
<td>Very doubtful this will be anywhere near commencing works as it’s $25m short of funds as advised by the Sport and Recreation Officer</td>
<td>No pegging as a result of the reticulation system</td>
</tr>
<tr>
<td><strong>Carols</strong></td>
<td>2.5</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>Aus Day</strong></td>
<td>1.5</td>
<td>-</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Score</strong></td>
<td>18.6</td>
<td></td>
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<td></td>
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<tr>
<td><strong>St Marys Sporting Facility</strong></td>
<td>6,000</td>
<td>Good available space for Carols Qld large for Aus Day – would need to be cordoned off</td>
<td>Open oval with a few trees around the perimeter</td>
<td>Lovely view with the hills in the background</td>
<td>Flat with hills around the perimeter of the oval</td>
<td>Full oval lights with advice from the Club Representative that they have secured a grant to upgrade them</td>
<td>Not very good exposure</td>
<td>In the club rooms but would need to bump in more for Carols. What is there would suffice for Aus Day</td>
</tr>
<tr>
<td><strong>Carols</strong></td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1.5</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Aus Day</strong></td>
<td>1</td>
<td>1</td>
<td>1.5</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Recently upgraded club rooms</td>
<td>Driveway that would work</td>
<td>Potential of grid locking of cars due to the street layout if parking cars around the oval would need to be closely monitored for safety</td>
<td>No</td>
<td>Yes, as a result of parking and noise</td>
<td>Discussions would be needed with the Kenilworth Football Club and Gaels Association to establish if there would be any costs</td>
<td>Works will be complete by September this year as advised by the Sports and Rec Officer</td>
<td>Discussions would be needed with the Kenilworth Football Club and Gaels Association to establish if the grounds are available. Would need additional traffic management to assist with streamlining the mass exit</td>
<td>30</td>
</tr>
</tbody>
</table>

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<tr>
<th>soldier's Memorial Gardens</th>
<th>Size and Capacity (taking into account the stage area and space for food trucks)</th>
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<th>Site Topography – even ground/hills, etc</th>
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<th>Public Toilets (including location)</th>
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<th>Facility for performers to change, gather, etc</th>
<th>TOTAL SCORE</th>
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<tr>
<td>1,500</td>
<td>Shade / Shelter / Open Space</td>
<td>Good shade coverage</td>
<td>Reserve lighting fenced along Belair Road and part of Angas Road</td>
<td>Great exposure being on Belair Road</td>
<td>Optional toilet facilities are located in the library building for Aus Day. Additional facilities would be required for Carols which would take up more space</td>
<td>Access to public transport is great, minimal parking, narrow side streets. With Aus Day being a public holiday, this would enable better parking options</td>
<td>Yes, the new library meeting rooms for Aus Day. Carols – Pending on location of the stage, we could use the library and meeting rooms.</td>
<td>23.5</td>
<td></td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>A gazebo for shade drinking fountain</td>
<td>The creek / nature play area</td>
<td>Poor visibility, would need to be considered</td>
<td>No</td>
<td>High</td>
<td>There are a large amount of residential properties that would be impacted, not only by noise but also by parking</td>
<td>No</td>
<td>Waiting to hear from Rick Henning</td>
<td>As a result of the creek width, we wouldn’t be able to use the deck as the stage, meaning we would have to build a stage and cover. Good site for a market</td>
<td>27</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Carols</th>
<th>1</th>
<th>1.5</th>
<th>3</th>
<th>1</th>
<th>3</th>
<th>3</th>
<th>1</th>
<th>1</th>
<th>TOTAL SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aus Day</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>27.5</td>
<td></td>
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<tbody>
<tr>
<td>Wittunga Botanical gardens</td>
<td>1,500</td>
<td>Yes, lots of shade located around the site</td>
<td>Stunning space with lots of native trees and shrubbery, including a lake</td>
<td>Slightly elevated areas with paths around the lake and throughout the site for safe walking, including a lake in the middle</td>
<td>Fencing – yes around the perimeter Lighting – no, would need to bump in lights for an evening event – Carols</td>
<td>Very visible as located on Shepherds Hill Road</td>
<td>Yes, a block of toilets with multiple cubicles in male and female sections Would still need to bump in additional toilets for Carols which would take up more space</td>
<td>Small car park on the grounds Opportunity to utilize Blackwood Primary and High School for parking. Bus route along Shepherds Hill Road and train station very close Could shuttle people from the train station</td>
</tr>
</tbody>
</table>

| Carols | 0 | 3 | 3 | 1.5 | 1 | 2 | 2 | 1.5 | 0 |
| Aus Day | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | - |

<table>
<thead>
<tr>
<th>Risk and OHS considerations</th>
<th>Bushfire Zone</th>
<th>Impact to nearby residents</th>
<th>Cost</th>
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<th>Additional Notes</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Wittunga Botanical Gardens</td>
<td>Various gazebos around the site Toilet block Lots of nature play opportunities</td>
<td>Yes, easy access to the site with gates on Shepherds Hill Road and Sherbourne Road</td>
<td>One section of the lake isn’t fenced so people can feed the ducks and would need to be roped off or monitored Walking along Shepherds Hill Road from car parks would need to be monitored, especially post event when attendees are exiting the venue</td>
<td>Yes</td>
<td>Minimal for noise as there are only a few residential properties along Sherbourne Road Parking in nearby streets could impact nearby residents</td>
<td>Waiting to hear from the grounds men at Wittunga None that have been made public</td>
</tr>
</tbody>
</table>

| Carols | 2 | 2 | 1 | 0 | 2.5 | 1 | - | - | 22.5 |
| Aus Day | 2 | - | 1 | 0 | 2.5 | 1 | Contingency Plan | 0 | 22.5 |
### Carnell Venue Selection Assessment Table

<table>
<thead>
<tr>
<th></th>
<th>Size and Capacity</th>
<th>Shade Shelter Open Space</th>
<th>Aesthetics</th>
<th>Site Topography</th>
<th>Lighting and Security, Venues, etc.</th>
<th>Site Exposure, Visibility</th>
<th>Public Toilets</th>
<th>Parking Public Transport</th>
<th>Facility for Performers</th>
<th>Existing Infrastructure</th>
<th>Track Access</th>
<th>Risk and DHS</th>
<th>Bushfire Zone</th>
<th>Resident Impact</th>
<th>Cost</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blackwood Football Club</td>
<td>2</td>
<td>2.5</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1.5</td>
<td>1.5</td>
<td>1.5</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>23.5</td>
</tr>
<tr>
<td>Carrick Hill</td>
<td>0</td>
<td>3</td>
<td>1</td>
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### Australia Day Venue Selection Assessment Table

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8.3 COMMUNITY TREE PLANTING OPPORTUNITIES
Report Author/Manager: Tim Johnson / Rick Hennig
General Manager: Daniel Baker
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $0)

PROPOSAL

To engage our community to plant suitable trees in appropriate locations on public and private land.

This report has been previously brought to Council as a Discussion Paper and is now provided as a Decision Report.

Changes to the previous report are highlighted in Bold and Italics. Attachment A has also been updated since the previous report.

OPTIONS

Option 1 (Staff Recommendation)

(1) That Council:
   - Endorses in principle an Arbour Day tree planting event near the start of spring 2020 and annually thereafter
   - involves local schools in Arbour Day.

(2) That Council authorise the Mayor and CEO to apply for the City of Mitcham’s registration as a Tree City of the World.

(3) That $16,000 be considered as part of the 2020/2021 Recurrent Operating Budget to enable Arbour Day and National Tree Day events, including disbursement of 250 trees to residents at these events.

Option 2

(1) That Council:
   (Council to select / delete / add options as desired)
   - holds an Arbour Day tree planting event near the start of spring 2020 and annually thereafter
   - hosts a National Tree Day event near the end of July 2020 and annually thereafter
   - involves local schools in Arbour Day and National Tree Day events
   - provides a tree for up to 250 participants at Arbour Day and National Tree Day events for them to plant on their property in the City of Mitcham.
   - approves the engagement of a consultant to conduct a preliminary investigation of:
opportunities for Council and volunteers to produce and distribute trees locally

requirements, costs and anticipated demand for establishing a voucher scheme to support residents to purchase trees at local nurseries to plant on their private property

requirements, costs and anticipated demand for establishing a reimbursement scheme for residents and business owners who wish to purchase trees at local nurseries to plant on their private property.

- makes no change to current levels of community engagement regarding trees
- does not provide trees for planting on private property
- does/does not authorise the Mayor and CEO to apply for the City of Mitcham’s registration as a Tree City of the World.

(2) That Council allocates an additional ($ Council to enter amount) to the recurrent operating budget to facilitate these initiatives.

BACKGROUND

At the meeting of Full Council on 26th March 2019 Council resolved:

1) That Council in principle support the development of a ‘Community Planting Program’ to complement and supplement Council’s Tree Strategy in contributing towards greening the City and increasing the tree canopy across the City of Mitcham.

2) That Council develop options for a ‘Community Planting Program’ including approach, resourcing and timescales and that these options be brought back to Council for consideration.

3) That Council supports the concept of promoting tree planting in private property to enable individual Elected Members to commence engagement with residents on an individual basis to promote the idea.

Page 255 of the Agenda of 26 March documents the context of this decision, and suggests ideas and options to potentially engage, inform, inspire and support the Mitcham community to increase tree canopy cover across the City, including the idea of trees being promoted as birthday presents for planting on private property. This report provides some options for Council’s consideration, as required by part 2 of the resolution recorded above. These options and the recommended approach extend considerably on previous tree-related community engagement.

Supporting community members to plant trees on their properties is consistent with the Local Government Act 1999:

- Section 6, Principal role of a council, part (c): to encourage and develop initiatives within its community for improving the quality of life of the community, and
• Section 7, *Functions of a council*, part (e): to manage, develop, protect, restore, enhance and conserve the environment in an ecologically sustainable manner, and to improve amenity.

Provisions of the Planning, Development and Infrastructure Act 2016 provide limited means to influence tree planting and/or protection on private property. However, supporting tree planting on private property is consistent with the Government of South Australia’s *30 Year Plan for Greater Adelaide*, in which Target 5, *A green and liveable city*, sets Mitcham the target of ‘no net loss’ of tree canopy. The benefits of trees, whether planted on public or private property, also support wider Council initiatives, including the *Resilient South Action Plan 2015/16 – 2018/19* and the *Living Well Regional Plan for Health and Wellbeing for the Cities of Unley and Mitcham*.

Tree planting on private property is beyond the scope of Infrastructure Policy 14:30 Tree Policy, but there is no conflict between the goals and principles of the Tree Policy and the goal of achieving community benefit by supporting planting on private property.

**Attachments:**

Nil

**STRATEGIC OBJECTIVES**

Goal 2 Sustainable City

Objective 2.5 Our community is resilient to climate change and the impacts of natural disasters.

Goal 2 Sustainable City

Objective 2.6 Developments in our City are sustainable and complement the natural environment.

**DISCUSSION**

Achieving no net loss of tree canopy across the City of Mitcham presents many challenges. In addition to urban infill diminishing planting opportunities on private property, the roll-out of utilities and connections to service additional (infill) dwellings, engineering standards for roads and footpaths, and the renewal of ageing infrastructure all constrict tree planting in streets. Soil sealing by housing and infrastructure reduces ground water recharge, increases urban heat island effects, degrades soil quality and limits evaporation from the soil surface, all of which impact tree growth and health. More extreme climatic conditions and urban development make tree planting and establishment more difficult.

Engaging local communities to establish and maintain trees on private property, as well as on public land, will support the goal of no canopy loss and help to maintain Mitcham’s residents’ quality of life. Whilst the idea of trees making ideal birthday presents has considerable merit, timing planting to coincide with birthdays might present seasonal difficulties, as trees planted in
late spring through to early autumn require substantial ongoing care if they are to thrive and many such trees die during summer months. A multi-faceted and long-term approach is likely to have the best chance of success in engaging with the community to increase tree planting, including promotion of tree gift giving in appropriate seasons.

Council is able to work to increase awareness of the benefits of trees, involve the community in planting and establishing trees on public land, and encourage and support tree planting and establishment on private property. Communication and information sharing through various media are proposed, to raise the profile of trees in our City and to share the knowledge needed to sustain them. Community tree planting events on public land are recommended to link trees, places, people and communities. Supporting planting on private property is also possible, including supply of trees and financial support to purchase trees.

Opportunities for raising appreciation of trees, their benefits and care

1. Ongoing communication: Mitcham Community News and Website

   Information relating to tree planting and establishment has been provided on many occasions in Mitcham Community News (MCN) and Council’s Website. It is proposed to increase the presentation of tree-related information by including more articles to inform regarding tree-related activities and achievements and to provide general information about trees. Many of the communication goals relating to community tree planting, as described in the Agenda of 26 March, could be readily achieved through communication in MCN and Council’s Website. Increased use of MCN and Council’s Website to communicate tree-related matters can proceed without additional funding and will therefore begin in the near future.

2. Community engagement: leaflets

   a) Information provision through leaflets was raised as an option in the Agenda of 26 March. Design, printing and distribution of leaflets is readily achievable and indicative costing is provided further in this report. Current trends suggest a move away from printed media, with promotion relying increasingly on digital media, but a combination of the two approaches might serve to increase community involvement and promotion.

   b) Greater impact from leaflets may result from engaging local school children in their design. Items produced by the children could include birthday cards which could be printed for use by residents. Examples of these might be displayed in schools, Council’s libraries and community centres. Preparation of leaflets and flyers might coincide with planting events, or form the basis of competitions, or promote the distribution of trees for planting on private property as discussed below. Engagement of the community in preparing leaflets and presentation of some examples on Council’s Website is recommended.
3. Community engagement – National Tree Day

Council has facilitated community planting events in the past but not in recent years. Schools, community groups and individuals have previously helped to plant indigenous plants on Council land on National Tree Day. Held on or near the last Sunday in July, National Tree Day in Mitcham has in the past focused on planting indigenous species for delivery of habitat and environmental benefits.

Community engagement and involvement in National Tree Day events is highly regarded and a relatively cost-effective way of restoring habitat. National Tree Day focuses more broadly than on trees however, with many of the small tubestock that are typically planted being shrubs and ground layer plants. Council’s annual involvement in National Tree Day is recommended. Site selection, site preparation and community engagement would be possible to enable celebration of National Tree Day in July 2020.

4. Community engagement – Arbour Day

Prior to National Tree Day, Arbour Day was once widely celebrated across Australia. Quite distinct from the benefits delivered by trees as part of an ecological system, Arbour Day can focus on planting individual specimen trees to celebrate their value to the community. Feature trees can be planted to inspire and unite communities, to create a sense of place and belonging, to link generations of citizens, and to commemorate events.

Arbour day plantings might also help to extend the ‘birthday trees’ concept. On their birthdays children might be encouraged to visit the park and the tree they helped plant on Arbour Day. Photographs taken on their birthday, recording their growth and the tree’s development, would become irreplaceable mementos. Imagine the value a magnificent old tree might have to the descendants of those who helped to plant it, particularly if they had a series of photographs recording their association. Such trees link communities over generations.

Reinstating Council’s annual celebration of Arbour Day is recommended as an effective means of increasing local ownership and appreciation of trees. Site selection, site preparation and community engagement would be possible in time to celebrate Arbour Day in August or September 2020.

5. Tree Cities of the World

On Thursday 5 September 2019 the Tree Cities of the World initiative will be officially launched in Australia, see: [http://www.fao.org/forestry/48025-05df046866065c1558d4490e6e7f48877.pdf](http://www.fao.org/forestry/48025-05df046866065c1558d4490e6e7f48877.pdf) This initiative will be launched during TREENET’s 20th National Street Tree Symposium.

Tree Cities of the World is a joint initiative of the Food and Agriculture Organisation of the United Nations and the Arbor Day Foundation. This initiative aims to promote the value of trees to communities by formally recognising and acknowledging cities that manage trees well on behalf of their citizens.

To be recognised as Tree City a city must have:
1. a tree strategy which establishes responsibility and direction for tree management
2. a tree policy which details that trees are to be managed to current best practices
3. a tree inventory which enables the urban forest to be effectively managed for present and future generations
4. an annual budget dedicating adequate resources to manage its trees.
5. an annual celebration of trees to raise awareness among residents.

The City of Mitcham meets requirements 1 to 4 above, but does not currently hold an annual celebration of trees. Hosting either an annual Arbour Day or National Tree Day event, or both, to celebrate the value of trees in our community would allow Council to apply for recognition as a Tree City. If Council were to apply prior to the symposium, Mitcham’s early application may be noted during Tree Cities of the World’s Australian launch at the 2019 TREENET Symposium.

The City of Mitcham has collaborated to advance urban tree management and water sensitive urban design with TREENET since its inception, with many joint achievements presented at past symposia. At the 20th symposium, Council staff will on Friday 6th September present details of the innovative stormwater infiltration system at Netherby Reserve (corner of Netherby and Bartley Avenues, Netherby), including water level monitoring which is quantifying its harvesting capacity, and the rapid growth of saplings in response to this stormwater infiltration.

It is recommended that, subject to Council supporting an annual Arbour Day and/or National Tree Day event, Council authorise the Mayor and CEO to apply for the City of Mitcham’s recognition as a Tree City of the World.

6. Involve local schools in tree planting and related initiatives

The March 26 Agenda records the suggestion that support of local schools be sought regarding display and distribution of tree-related materials. This idea could be extended to include school involvement in Arbour Day and National Tree Day events, design of printed information and tree distribution for planting on school grounds and by students in their home gardens.

Limited resources would prevent involvement of all school students in Council-run tree planting activities each year but, should Council support a planting event, students might encourage their families to support events held in their local community. Increased engagement with schools could be achieved largely through promotion in MCN and on Council’s Website, as discussed above.

7. Provision of trees for planting on private property

Council could distribute trees through various means for planting by residents and business owners on their private property. As Council would have no control over the planting on private property, to prevent problems arising from planting inappropriate species or in inappropriate locations only small tree species could be provided.
If Arbour Day or National Tree Day events are supported by Council, after their involvement in tree planting on Council land residents could be provided with a seedling to plant in their own property. Suitable small tree species would be sourced from local nurseries for provision to residents at community tree planting events, for planting on their private property.

It would also be possible to make trees available at times to residents at the Lynton Green Organics Waste Transfer Station, or for collection from Council’s City Operations at 5 Winston Court Melrose Park, but these options would present significant storage and handling challenges and would compete directly with commercial nurseries. Trees have a relatively short shelf life based on root occupancy of the pot. Planting before the root system has fully occupied the soil can result in the collapse of the root ball and damage to the roots. Retention in the pot too long after the roots have fully occupied the soil can result in girdling, which is responsible for poor establishment and high tree failure rates.

Further logistical concerns relating to tree provision include storage and supply to the public. Tree storage requires a clean, irrigated and well-drained space that is open to sunshine. To minimise tree losses during storage and handling, Council’s tree planting projects aim to plant nursery stock as soon as possible following its delivery. With rapid stock turnover and trees having varying water requirements, spray irrigation can be ineffective and wasteful. Manual watering with a hose is often necessary, which is one reason Council does not hold trees for long periods.

Having trees on hand to supply to residents would require an appropriate space and staff time. Residents calling to collect trees at times when staff were not available would likely result in service complaints. Holding a supply of trees for collection by residents is not recommended.

8. Tree sales

The possibility that Council might encourage broader retailing of trees, perhaps involving volunteers, and sell trees at markets and community events was raised in the Agenda of 26 March. Retailing a living product which has a long production time, specific handling and storage requirements, and a short shelf life is a specialist task which presents many challenges.

The local nursery industry currently services a well-established and mature market. Entering such a market presents difficulties, typically involves extremely competitive pricing and/or quality differentiation, and it inevitably affects existing suppliers. The potential for Council’s involvement in tree production, distribution or sales to service a relatively small local market would require thorough investigation and is beyond the scope of this report. A consultant could be engaged, at considerable expense, to investigate potential opportunities and costs of Council involvement in this market, but as the established market is already well served this is not recommended.

9. Financial incentives to encourage tree planting by residents

Providing vouchers to schools and residents to purchase trees from local nurseries was raised as a means to increase tree planting locally. Such means may assist establishing additional trees, but would not support the
wider community benefits that can be achieved through participation in a planting event. Encouraging support of local events by supplying trees to participants would value add to tree provision by stimulating interaction between local residents and by engaging with residents in planting on public land.

Most nurseries supply a broader range of products than trees, such as smaller plants, irrigation parts, fertilisers and pesticides. Given the range of products available, ensuring that vouchers were used to purchase trees might be difficult. Voucher systems may also be misused; vouchers might be passed from residents to others, for example.

A voucher system would also require new administrative processes with appropriate checks and balances, which may not be justified by the relatively small value of the vouchers. However, a direct financial incentive which used existing administrative processes may provide a solution. An alternative approach, such as a reimbursement system, might be more appropriate.

As an example, residents purchasing a tree from a nursery in the City of Mitcham might present their receipt and rates notice to Council’s Customer Services Staff at the Civic Centre to receive, say, up to a $20 cash reimbursement. Should every residential and commercial ratepayer access such a scheme the draw on finances would amount to over half a million dollars, so the scheme would need to be capped and extremely well defined. Detailing such a scheme is beyond the capacity of this report, but such a scheme may be worthy of further consideration and development.

10. Supporting biodiversity and tree establishment

Following presentation of Discussion Report, Item 10.1 9 July 2019, the supply of shrub and ground layer plants as well as trees, and providing residents with buckets to water newly planted trees near their home, were raised as potential ways to add value to community engagement to help keep Mitcham green.

10a. Shrubs and ground-layer plants

Ground layer and shrub species are vital components of a healthy urban ecology. They and particularly their root systems provide essential habitat for soil-dwelling and ground-dwelling micro fauna (insects, worms and other invertebrates) which along with the plants support the web of life. The use of shrubs and ground layer plants in the landscape is to be encouraged.

Providing the positive biodiversity and aesthetic values of shrubs and ground layer plants should be considered on balance with equally valid concerns which suggest a moderated approach. Broad growth at low levels makes shrubs ideal for screening for privacy, but this can affect domestic security, personal safety and opportunistic crime. Driver’s line-of-sight when entering or leaving a property can be impaired by shrubs, sometimes giving rise to serious hazards. In bushfire risk areas shrubs and ground-layer plants can hamper preparation for the fire season, potentially preserving ignition points and fuel.
A considerable body of research over several decades has investigated the benefits and costs of many tree species. The benefits of large trees far outweigh the benefits of small trees, whereas the costs of providing, establishing and in some cases maintaining the different species is similar. This means that where tree-derived benefits have been valued in monetary terms (e.g. reduced energy consumption for heating and cooling, including air quality improvement, property value enhancement, catchment protection, carbon sequestration, stormwater interception and others) large trees generate a large positive return on investment, medium sized trees can provide a moderate return, but small trees can generate a net financial loss. This is not to say Council shouldn’t plant small trees in some situations and that the benefits they provide aren’t justified, but that larger trees are preferable in appropriate locations.

It is reasonable to assume that the decreasing financial benefit/cost trend would continue as plant size diminished from trees to shrubs and ground layer plants. This assumption can be based on the benefits of biodiversity conservation being difficult to value, and the wider community not seeing or benefitting from the aesthetic qualities of smaller species growing on private property. Given the reduced benefits of smaller species, and the potential for associated problems as shrubs grow, provision of plants smaller than trees is not recommended.

10b. Community engagement with tree watering – supplying buckets

In April 2007 Council’s Engineering and Environmental Services Committee considered a report (Item 7.3) titled Street Tree Watering – Community Involvement. Council resolved:

MOVED Mayor Brooks, seconded Cr Ward that Council endorses the supply of a bucket to encourage property owners to assist with watering newly planted street trees

In accordance with the 2007 report and resolution, buckets bearing ‘Keep Mitcham Green, please water your new street tree’ were provided during planting programs for several years, but for reasons not yet determined this has not occurred recently. Provision of buckets to residents living near newly planted trees will as soon as practical be restored as a routine part of planting operations.

Community Implications

Wider appreciation of the benefits of trees, involvement in community tree planting events, and improvement of the local environment through increased tree establishment has potential to foster greater community interaction and socialization. Participation in community tree planting events would instill a greater sense of ownership and connection with public open spaces. Because trees can live for centuries, events like Arbour Day and National Tree Day can bring families together in the present and bring generations together in decades to come.
Environmental / Heritage Implications

Trees link communities with environment and heritage. All activity recommended in this report can support increased connection of residents to Mitcham’s environment and natural, cultural and built heritage. Trees planted during community events would be consistent with environmental and heritage values of the planting sites, and these values would be promoted through related community engagement. Should trees be supplied for planting by residents, species will be selected that would be suitable to local conditions and to avoid conflicts with heritage and environmental values.

Cost Shifting Implications / Legislative Cost Impacts

Nil

Impact on Budget including Lifecycle Costing

Estimated costs associated with the opportunities described are provided in the table below.

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<td>2a.</td>
<td>Council to prepare leaflets: outsource graphic design and printing</td>
<td>$1,300 (1000 A4) plus staff time 16hrs (estimate)</td>
<td>Unfunded</td>
<td>Not recommended</td>
</tr>
<tr>
<td>2b.</td>
<td>Engage with schools through MCN regarding leaflet design and provide displays at Civic Center, in MCN, etc.</td>
<td>Staff time 50hrs/year (estimate)</td>
<td>Recommended</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Hold annual National Tree Day planting events (750 tubestock, 20 semi-advanced trees)</td>
<td>$8,000 inc. events staff time 16hrs/year (estimate)</td>
<td>Unfunded</td>
<td>Recommended</td>
</tr>
<tr>
<td>4.</td>
<td>Hold annual Arbour Day planting events (plant 50 semi-advanced trees and distribute 250 trees (150 mm pots) to residents</td>
<td>$14,000 inc. events staff time 16hrs (estimate)</td>
<td>Unfunded (2020/21 and beyond)</td>
<td>Recommended</td>
</tr>
<tr>
<td>5.</td>
<td>Apply for registration as a Tree City of the World</td>
<td>Negligible</td>
<td>Recommended</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Involve local schools in Arbour Day and/or National Tree Day</td>
<td>Negligible, but 3 and/or 4 above are</td>
<td>Recommended</td>
<td></td>
</tr>
<tr>
<td>Task</td>
<td>Item</td>
<td>Budget impact</td>
<td>Funding</td>
<td>Status</td>
</tr>
<tr>
<td>------</td>
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<td>---------------</td>
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</tr>
<tr>
<td>events</td>
<td>prerequisites</td>
<td>7. Provision of 250 trees at community event, for planting on private property (150 mm pot size)</td>
<td>$2,000 plus staff time 4hrs (estimate)</td>
<td>Unfunded (2020/21 and beyond)</td>
</tr>
</tbody>
</table>

Note: staff time requirements are indicative estimates only at this stage and may vary with the desired scale of event, the level of promotion desired, and level of community uptake.

**Risk Management / WHS Assessment**

Hosting of community events and tree planting projects are core functions of Council; best management practices are applied to address risk and workplace concerns.

**Legal / Policy Implications**

Nil

**Engagement**

There has been no community engagement to date by Council Staff associated with the opportunities described in this report. Community engagement regarding trees and tree-related events and activities will utilize Council’s Website and Mitcham Community News as described in the body of this report.

**CONCLUSION**

A number of initiatives to better engage the community regarding trees and tree planting have been considered, many of which can be applied without additional funding. Additional funding will allow residents to be provided with trees suitable for planting on private property to enhance the City’s canopy cover and improve the local environment. The recommended reintroduction of annual celebration of Arbor Day supports ongoing engagement through community tree planting events. Increasing public involvement in tree planting has potential to unite the community and improve the City at relatively low cost.

**RECOMMENDATION – ITEM 8.3**

**Option 1 (Staff Recommendation)**

(1) That Council:
- Endorses in principle an Arbor Day tree planting event near the start of spring 2020 and annually thereafter
- involves local schools in Arbor Day.
(2) That Council authorise the Mayor and CEO to apply for the City of Mitcham’s registration as a *Tree City of the World*.

(3) That $16,000 be considered as part of the 2020/2021 Recurrent Operating Budget to enable Arbour Day and National Tree Day events, including disbursement of 250 trees to residents at these events.

**Option 2**

(1) That Council:

* (Council to select / delete / add options as desired)
  - holds an Arbour Day tree planting event near the start of spring 2020 and annually thereafter
  - hosts a National Tree Day event near the end of July 2020 and annually thereafter
  - involves local schools in Arbour Day and National Tree Day events
  - provides a tree for up to 250 participants at Arbour Day and National Tree Day events for them to plant on their property in the City of Mitcham.
  - approves the engagement of a consultant to conduct a preliminary investigation of:
    - opportunities for Council and volunteers to produce and distribute trees locally
    - requirements, costs and anticipated demand for establishing a voucher scheme to support residents to purchase trees at local nurseries to plant on their private property
    - requirements, costs and anticipated demand for establishing a reimbursement scheme for residents and business owners who wish to purchase trees at local nurseries to plant on their private property.
  - makes no change to current levels of community engagement regarding trees
  - does not provide trees for planting on private property
  - does/does not authorise the Mayor and CEO to apply for the City of Mitcham’s registration as a *Tree City of the World*.

(2) That Council allocates an additional ($ Council to enter amount) to the recurrent operating budget to facilitate these initiatives.
8.4 APPOINTMENT OF INDEPENDENT CHAIRPERSON TO EASTERN WASTE MANAGEMENT AUTHORITY BOARD
Report Author/Manager: Jamie Barrett / Deb Horton
General Manager: Kate O’Neill
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $Nil)

PROPOSAL

To seek Council's support for the re-appointment of Mr Brian Cunningham as the Independent Chairperson of the Eastern Waste Management Authority Board.

OPTIONS

Decision 1 - Reappointment

Option 1 – Council approves of reappointment (Staff Recommendation)

That Council;

1) Approves of the re-appointment of Mr Brian Cunningham as the Independent Chairperson of the Eastern Waste Management Authority Board for a further term until 30 June 2021.

2) Writes to the Chief Executive Officer, East Waste advising of such.

Option 2 – Council requests further information

That Council;

1) Requests further information about the re-appointment of Mr Brian Cunningham as the Independent Chairperson of the Eastern Waste Management Authority Board for a further term until 30 June 2021.

2) Writes to the Chief Executive Officer, East Waste requesting further information.

Decision 2 - Confidential decision (if required)

DECISION TO GO INTO CONFIDENCE

1) That pursuant to Section 90(2) of the Local Government Act 1999, the Council orders the public be excluded with the exception of staff present on the basis that the Council considers it necessary and appropriate to act in a meeting closed to the public in order to receive, discuss or consider in confidence Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board.

2) The Council is satisfied that pursuant to section 90(3)(a) and 90(3)(b) of the Act, the information to be discussed and considered in relation to the Agenda item: Appointment of Independent Chairperson to
Eastern Waste Management Authority Board is information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of the Eastern Waste Management Authority Board Chairperson and/or commercial matters in relation to East Waste.

3) That Council is satisfied that the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to the matter under consideration because the information relates to the personal affairs of the Eastern Waste Management Authority Board Chairperson and/or commercial matters in relation to East Waste.

DECISION COME OUT OF CONFIDENCE

1) That having considered Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board pursuant to Section 90(2) and (3)(a) under Part 3 of Chapter 6 of the Local Government Act 1999, the Council orders pursuant to Section 91(7)(b) of the Local Government Act 1999 that the discussion regarding Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board be kept Confidential until such time that East Waste has publicly announced the appointment of the Chairperson of the Eastern Waste Management Authority Board (which is expected to be prior to September 2019).

2) That the Chief Executive Officer be authorised to review the confidentiality order annually.

3) That pursuant to Section 91(9)(c) of the Local Government Act 1999 the Chief Executive Officer be authorised to revoke this order.

BACKGROUND

In accordance with the Eastern Waste Management Authority Charter (the Charter), an independent person (who shall be the Chairperson) is to be appointed for a two year term. The Charter allows for the Independent Chairperson to be reappointed at the expiration of the term subject to absolute majority of the Constituent Councils.

The current Independent Chairperson, Mr Brian Cunningham, was initially appointed in 2013, reappointed to the position in 2015 for a further two years and then reappointed in 2017 for a further two years. His term expired on 30 June 2019.

At the 1st of July 2019 Special Board Meeting of the Eastern Waste Management Authority (East Waste) it was resolved that Mr Cunningham’s tenure be extended until 30 September 2019 and that the General Manager of East Waste write to Member Councils seeking unanimous approval of Mr Cunningham’s reappointment for a further two years until 30 June 2021.
Council received a letter from East Waste on 5 July 2019 seeking this approval (Attachment A).

Attachments:

A. Letter Dated 5 July 2019 from East Waste
B. Summary of Eastern Waste Management Authority Board Achievements under the direction of Chair, Brian Cunningham
C. 2019-20 Annual Business Plan

STRATEGIC OBJECTIVES

Goal 3 Dynamic & Prosperous Economy

Objective 3.3 We work collaboratively with neighbouring Councils, State Government and private sector partnerships.

DISCUSSION

The Board of Eastern Waste Management Authority (the Board) is responsible for the administration of the affairs of East Waste. The Board meets bi-monthly in accordance with the requirements of the Charter. East Waste is predominately responsible for the collection of waste on behalf of constituent Councils.

The Charter provides that the Board must consist of seven Directors; one person from each Member Council and one independent person who will be the Chairperson. The appointment is for a term of two years.

The functions of the Chairperson are:

- To preside at all meetings of the Board.
- To serve as an ex officio member and Chairperson of all Committees established by the Board.
- To represent East Waste in relations with the media and the public generally.
- To exercise other functions as the Board determines.

The Chairperson is appointed by a majority of the constituent Councils including:

- Adelaide Hills Council
- City of Burnside
- City of Norwood, Payneham & St Peters
- City of Mitcham
- City of Prospect
- Town of Walkerville

Mr Cunningham was initially appointed as Chairperson in 2013 and reappointed in 2015 and 2017 in recognition of his contributions to East Waste. Given that Mr Cunningham’s term expired 30 June 2019 and has temporarily been extended to September 2019 to allow consultation with the
constituent councils regarding the appointment of a Chairperson, the Board is seeking Council’s approval for his reappointment for another two years.

According to a previous report presented to the East Waste Board, Mr Cunningham has overseen “a period of stabilization and consolidation at East Waste, which is testament to his leadership and governance acumen, and the clear strategic intent of the Board”.

Decision one (1)

Option one (1) Council approves reappointment

A summary of the performance of East Waste during Mr Brian Cunningham’s appointment as Chairperson is provided (Attachment B) along with the 2019-20 Annual Business Plan (Attachment C) for information. The Administration supports Mr Cunningham’s reappointment to provide East Waste with further continuity and traction in the delivery of key focus areas included in its 10 Year Business Plan 2015 – 2024.

Option two (2) Council requests further information

Should Council resolve to request further information, it may result in the appointment of a new Chairperson. At the time of writing this report it is unknown which constituent Councils have recommended reappointment.

Decision two (2)

Option one (1) Confidential decision if required)

Should Council wish to discuss confidential matters such as personal affairs or commercial information, Administration recommend that Council undertake such discussions in confidence for which this option provides.

It is also recommended that whilst the discussion remain in confidence, the decision of Council remains a public decision which allows for the public’s scrutiny of information and good governance practice.

Community Implications

Nil

Environmental / Heritage Implications

Nil

Cost Shifting Implications / Legislative Cost Imposts

Nil

Impact on Budget including Lifecycle Costing
The Independent Chairperson will be remunerated by the East Waste Board during their term of office. Accordingly, there are no financial implications for the City of Mitcham in respect of this recommendation.

**Risk Management / WHS Assessment**

Nil

**Legal / Policy Implications**

Nil

**Engagement**

Nil

**CONCLUSION**

Taking into consideration the views of the Eastern Waste Management Authority Board, the benefits that have occurred under Mr Brian Cunningham’s leadership as Chairperson and the direction that East Waste has taken since his appointment, Administration recommends that Council supports Mr Brian Cunningham’s reappointment for a further two years.

**RECOMMENDATION – ITEM 8.4**

**Decision 1 - Reappointment**

**Option 1 – Council approves of reappointment (Staff Recommendation)**

That Council;

1) Approves of the re-appointment of Mr Brian Cunningham as the Independent Chairperson of the Eastern Waste Management Authority Board for a further term until 30 June 2021.

2) Writes to the Chief Executive Officer, East Waste advising of such.

**Option 2 – Council requests further information**

That Council;

1) Requests further information about the re-appointment of Mr Brian Cunningham as the Independent Chairperson of the Eastern Waste Management Authority Board for a further term until 30 June 2021.

2) Writes to the Chief Executive Officer, East Waste requesting further information.

**Decision 2 - Confidential decision (if required)**

DECISION TO GO INTO CONFIDENCE
1) That pursuant to Section 90(2) of the Local Government Act 1999, the Council orders the public be excluded with the exception of staff present on the basis that the Council considers it necessary and appropriate to act in a meeting closed to the public in order to receive, discuss or consider in confidence Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board.

2) The Council is satisfied that pursuant to section 90(3)(a) and 90(3)(b) of the Act, the information to be discussed and considered in relation to the Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board is information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of the Eastern Waste Management Authority Board Chairperson and/or commercial matters in relation to East Waste.

3) That Council is satisfied that the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to the matter under consideration because the information relates to the personal affairs of the Eastern Waste Management Authority Board Chairperson and/or commercial matters in relation to East Waste.

DECISION COME OUT OF CONFIDENCE

1) That having considered Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board pursuant to Section 90(2) and (3)(a) under Part 3 of Chapter 6 of the Local Government Act 1999, the Council orders pursuant to Section 91(7)(b) of the Local Government Act 1999 that the discussion regarding Agenda item: Appointment of Independent Chairperson to Eastern Waste Management Authority Board be kept Confidential until such time that East Waste has publicly announced the appointment of the Chairperson of the Eastern Waste Management Authority Board (which is expected to be prior to September 2019).

2) That the Chief Executive Officer be authorised to review the confidentiality order annually.

3) That pursuant to Section 91(9)(c) of the Local Government Act 1999 the Chief Executive Officer be authorised to revoke this order.
5 July 2019

Mr Matthew Pears
Chief Executive Officer
City of Mitcham
PO Box 21
TORRENS PARK SA 5062

Dear Matthew,

RE: Re-appointment of Independent Chairperson, Mr Brian Cunningham

The East Waste Chair is an independent role and is appointed for a period of two years as per the requirements of the East Waste Charter.

23.1.2 one independent person (who shall be the Chair) appointed jointly by Absolute Majority of the Constituent Councils for a two year term (and at the expiration of the term is eligible for re-appointment) who is not an officer, employee or elected member of a Constituent Council, but who has expertise in:
   (a) corporate financial management and/or
   (b) general management and/or
   (c) waste management and/or
   (d) transport fleet management and/or
   (e) public sector governance
   (f) marketing and/or
   (g) economics and/or
   (h) environmental management.

Mr Brian Cunningham has held the role since 2013 and was last appointed in July 2017, with his tenure expiring on 30 June 2019. Since late 2015 he has also held the role as Chair of Northern Adelaide Waste Management Authority (NAWMA)

The cessation of our contract with SKM Recycling and the subsequent engagement of NAWMA on a short-term contract has created a live conflict of interest situation. This conflict of interest has been diligently managed throughout the whole process and has been supported by legal advice to ensure the integrity of East Waste, NAWMA and Mr Cunningham.

The recent signing of at least a three-year contract with NAWMA for the receipt and processing of our recyclables will result in the conflict of interest remaining live and while it would need to be effectively managed, it is in itself not a unique situation. As mentioned, legal advice from Michael Kelly, Kelly Jones Lawyers on this matter was sought prior to the commencement of the Recycling Tender process (refer Attachment 1) and more recently when it appeared likely East Waste would be entering into a contract with NAWMA (refer Attachment 2). Both pieces of legal advice support the process taken to date and suggest that there are appropriate avenues for East Waste and Mr Cunningham to take should he be supported to be retained as Chair of the East Waste Board. This is summarised specifically in the following excerpt.

---

1 Temple Court, Ottoway 5013
PO Box 26, Mansfield Park SA 5012
T. 8347 5111
E. east@eastwaste.com
"Finally, if NAWMA is awarded the contract, in the event that East Waste or NAWMA consider and deal with any contractual issues during the life of the contract, those matters can be managed by you on an Agenda by Agenda basis, just as any Board member is required to consider whether they have a conflict of interest captured under the LG Act for any particular Agenda item on an ongoing basis.”
Michael Kelley 16 October 2018

A decision on the Chairing role had been delayed until confirmation of the Recycling Contract was known which has resulted in the expiration of Brian’s tenure on 30 June 2019. The East Waste Board at a Special Board meeting on 1 July resolved:

Moved Cr Green that the Board
1. Approves the extension of Mr Cunningham in the role of Chair for a period of three (3) months, through until 30 September 2019 in order to facilitate a consultation process with Member Councils; and

2. Seeks Member Council approval to re-appoint Brian Cunningham as Independent Chair for a further term through until 30 June 2021.

Seconded Mayor Holmes-Ross Carried

The above resolution sees Mr Cunningham engaged for an initial period of three months, to facilitate Member Council endorsement. Further to this and consistent with the requirements of Clause 21.1.2 of the Charter, I am seeking the approval of the City of Mitcham to re-appoint Mr Brian Cunningham as Independent Chairperson for a further two (2) year term, expiring on 30 June 2021.

The next Board meeting is scheduled for 26 September 2019, whereby the endorsement or otherwise of the Member Council’s will be tabled, so I respectfully request you provide a response to me no later than Friday 6 September 2019, so that it may be included in the Board papers.

Please do not hesitate to contact me on mobile, 0417 466 929, or email robg@eastwaste.com, if you have any questions.

Yours sincerely,

[Signature]

ROB GREGORY
GENERAL MANAGER
HIGH LEVEL SUMMARY OF EAST WASTE PERFORMANCE UNDER CHAIR BRIAN CUNNINGHAM

Brian Cunningham commenced as East Waste Chairman in 2013 and to date has complete three, two-year terms (six in total) as Chairman.

During this time Brian has overseen significant change, growth, maturity and development of the Organisation. This includes:

- Harmonisation of the Board;
- Review of East Waste’s 10-year Strategic plan (twice);
- Overseen improved Governance arrangements;
- Overseen improved reporting and internal control mechanisms;
- Rationalised and increased transparency of Subsidiary finances;
- Implementation of long term supply contracts, providing financial savings and refined budgeting;
- Numerous financial returns to Member Councils and nil or low Annual Fee increases;
- In addition to Chairing the Board, Chair of the Audit & Risk Committee and General Manager Performance Review Committee;
- Appointment, development and mentoring of two General Managers;
- Overseen expanded service offerings to Member Councils;
- On-boarding of the City of Prospect as a Member Council, which increases the influence of East Waste as a subsidiary and reduces operational costs for remaining Members;
- Rebranding of East Waste to a contemporary, easily identifiable brand;
- Development and roll out of the successful Which Bin? Education program;
- Progressed East Waste from a waste logistics Organisation into a holistic resource management and waste education Organisation with industry credibility; and,
- Overseen a commitment to increased innovation and trials that advance resource recovery and service efficiency.

In addition to the above it is challenging to place a metric on the general leadership and guidance that Brian has bought which undoubtedly has advanced the Organisation.
2019/2020 Annual Plan
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Introduction

East Waste is the trading name of Eastern Waste Management Authority, which was established in 1928 (celebrating our 90th birthday last year). The Authority is a regional subsidiary of the Adelaide Hills Council, City of Burnside, Campbelltown City Council, City of Norwood, Payneham & St Peters, City of Mitcham, City of Prospect and Town of Walkerville.

Through the servicing of kerbside waste, recycling and organics bins and street and reserve litter bins, East Waste undertakes over 11.5 million bin lifts per year for the Member Councils. East Waste however is far more than a waste logistics company and has led the state in waste education in recent years, culminating in the State Government in late 2018 licencing the East Waste developed ‘Which Bin?’ education program to enable a State-wide roll out.

East Waste is governed by a Charter (the Charter) pursuant to Section 43 of the Local Government Act 1999 and administered by a Board, which includes a director appointed by each Council and an independent Chair. Clause 51 of the Charter requires the Authority each year to have an Annual Plan which supports and informs the budget. Specifically, it is to include an outline of East Waste’s objectives, the activities intended to be pursued, and the measurement tools defined to assess performance. It must also assess and summarise the financial requirements of East Waste, and set out the proposals to recover overheads and costs from the Member Councils.

The 2019/20 Draft Annual Plan is to be read in conjunction with East Waste’s broader strategic planning framework including the 10 Year Business Plan 2015 - 2024, Asset Management Plan and Long-Term Financial Plan, and Risk Management Planning Framework. The 2019/20 Draft Annual Plan builds on the recent success of East Waste in delivering waste collection logistics and education, and documents the objectives, activities, financial requirements and metrics of East Waste to ensure continued collection and appropriate management of waste, organics, and recycling resources for Member Councils in a sustainable, efficient, and competitive manner.

The 10 Year Business Plan (which will be reviewed within the next 12 months) sets out five (5) Key Focus Areas for the activities of East Waste. These are listed in Table 1. The activities to be undertaken by East Waste in the coming year to work toward achieving these are detailed further in the ‘Delivery’ section of this document.

Table 1: East Waste Business Plan 2015 -2024 Key Focus Areas

<table>
<thead>
<tr>
<th>Business Plan Key Areas</th>
<th>Included Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Governance</td>
<td>• Organisational Structure</td>
</tr>
<tr>
<td></td>
<td>• Collective Workplace Agreement</td>
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<tr>
<td></td>
<td>• Risk Management</td>
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<td></td>
<td>• Market Evaluation</td>
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<tr>
<td>Operational Management</td>
<td>• Enhanced Service Offerings</td>
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<td></td>
<td>• Service Level Agreements</td>
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<td></td>
<td>• Key Performance Indicators</td>
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<td></td>
<td>• Operational Committee</td>
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<td></td>
<td>• Recycling and Disposal Contracts</td>
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<tr>
<td></td>
<td>• Additional Customer Offerings and Flexibility</td>
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<td></td>
<td>• Asset Management</td>
</tr>
<tr>
<td>Communication</td>
<td>• Customer Service</td>
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<td></td>
<td>• Community Waste and Recycling Education</td>
</tr>
<tr>
<td>Workplace Health and Safety</td>
<td>• Health and Safety</td>
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<tr>
<td></td>
<td>• Vehicle Safety</td>
</tr>
<tr>
<td>Financial Management and Performance</td>
<td>• Budget Forecasting and Reporting Timeframes</td>
</tr>
<tr>
<td></td>
<td>• Long Term Financial Plan</td>
</tr>
</tbody>
</table>
Delivery

Appendix 2 of the 10 Year Business Plan 2015-2024 sets out a 10 Year Action Summary, with key tasks listed to ensure delivery of the Plan. Table 2 presents the Action Summary with an update on the activities - those completed are shaded Green and those outstanding are shaded Red. Actions with an asterisk have not been completed at time of writing, but are scheduled to be completed by the commencement of this plan (1 July 2019). This Plan will deliver on Year 6 (2019) actions and complete the single outstanding action, Action 8, which has been delayed due to the expiration timings of existing waste disposal contracts.

As part of a broader plan to maximise the efficiency of assets and resources, East Waste has taken on a number of new services in recent times and also expanded its service offerings. East Waste will continue to pursue suitable expansion options where there is financial, logistical benefit and values alignment. The range of services currently provided to Member Councils is detailed in Table 3. East Waste currently does not provide any non-core activities to non-Member Councils or Organisations, however this does not preclude East Waste from investigating and/or pursuing these opportunities as they arise.

Other key activities for delivery in 2019/20 are detailed on the following pages against the 10 Year Business Plan 2015-2024 Key Focus Areas.
## Table 2: East Waste Business Plan 2015–2024 Action Summary

<table>
<thead>
<tr>
<th>Actions</th>
<th>4 Year Delivery Plan</th>
<th>10 Year Business Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action 1: East Waste to continue to provide core services to Member Councils, and advise Member Councils of the capacity to deliver the full range of core services which could further drive efficiencies and alignment between Member Councils and East Waste.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 2: East Waste to determine current performance of Member Councils against the two key WISA Waste Strategy targets and report annually.</td>
<td>X</td>
<td>X X X X X X X X X X</td>
</tr>
<tr>
<td>Action 3: East Waste to undertake an internal, and where required, independent, Market Evaluation of the East Waste model versus alternative waste and recycling service delivery models.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 4: East Waste to prepare SLA’s for Member Councils within 12 months.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 5: East Waste to establish operations KPIs as per Table 3 within 12 months. KPIs to be reported monthly to Member Councils once established.</td>
<td>X</td>
<td>X X X X X X X X X X</td>
</tr>
<tr>
<td>Action 6: East Waste to prepare a suitable recyclables processing specification and tender by February 2013 on behalf of Member Councils, issue to market by March 2015 and proceed to board approval with recommended contractor for approval ready for 1 July 2015 commencement.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 7: East Waste to prepare a suitable organics processing specification and tender by February 2013 on behalf of Member Councils, issue to market by March 2015 and proceed to board approval with recommended contractor for approval ready for 1 July 2015 commencement.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 8: East Waste to assess the disposal contract opportunity and provide a business case for Member Councils to consider by year 4 of the Business Plan and provide a waste disposal specification and tender to the market for Councils that choose to take up this option.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 9: East Waste to demonstrate the potential of the Customer Service software to Member Councils and seek interest in moving to this solution by year 3 of the Business Plan.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 10: East Waste to develop an employee satisfaction survey to be conducted at a frequency to be determined by the end of the first year of the Business Plan.</td>
<td>X X X X X X X X X X</td>
<td></td>
</tr>
<tr>
<td>Action 11: East Waste to develop a fleet management plan to achieve an average fleet age of 7 years by end of year three of the Business Plan, and continually commit to implementing best practice technologies.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 12: East Waste to prepare an example or trial presentation of one vehicle for Member Councils to consider and business case for broader fleet implementation over time by year 2 of the Business Plan.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 13: East Waste to prepare example or trial demonstrate capabilities and benefits of RFID bins to Member Councils by year 3 of the Business Plan.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Action 14: East Waste to develop customer satisfaction KPIs, and a process regarding resident customer service surveys, to identify and track customer satisfaction at a frequency to be determined.</td>
<td>X X X X X X X X X X</td>
<td></td>
</tr>
<tr>
<td>Action 15: East Waste to investigate a service offer for community waste and recycling education and propose a model(s) to Member Councils that indicate and interest by Year 1-2 of the Business Plan.</td>
<td>X X X X X X X X X X</td>
<td></td>
</tr>
<tr>
<td>Action 16: East Waste initiate an independent mechanical and operational audit of the entire collection fleet at least annually, commencing in year 1 of the Business Plan.</td>
<td>X X X X X X X X X X</td>
<td></td>
</tr>
</tbody>
</table>
Table 3: East Waste Service Offering to Member Councils

<table>
<thead>
<tr>
<th>Council</th>
<th>Field Services</th>
<th>Procurement &amp; Contract Management</th>
<th>Customer Service</th>
<th>Innovation</th>
<th>Education and Marketing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adelaide Hills Council</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>City of Burnside</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X X X X X X</td>
<td>X</td>
</tr>
<tr>
<td>Campbelltown City Council</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X X X X X X</td>
<td>X</td>
</tr>
<tr>
<td>City of Mitcham</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X X X X X X</td>
<td>X</td>
</tr>
<tr>
<td>City of NPSP</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X X X X X X</td>
<td>X</td>
</tr>
<tr>
<td>Town of Walkerville</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X X X X X X</td>
<td>X</td>
</tr>
<tr>
<td>City of Prospect</td>
<td>X X X X X X X X</td>
<td>X</td>
<td>X X X X X X</td>
<td>X X X X X X</td>
<td>X</td>
</tr>
</tbody>
</table>
Governance

G1. Implementation of a compliant Records Management System
In 2018/19 an investigation into a fit for purpose Records Management System was undertaken. Physical implementation now needs to occur for all hard copy and electronic files, coupled with the development of revised internal processes.

G2. Implementation of Policies and Procedures GAP Analysis
An internal review of all policies and procedures was undertaken in 2018/19 and resulted in the identification of areas for improvement. Over the FY20 financial year these will be progressively developed, endorsed by the Board where required and implemented.

G3. Review of Business Continuity Plan
East Waste developed a Business Continuity Plan (BCP) in 2015. Since this time the business has grown significantly and many systems and processes changed. As such it is timely to review the BCP and ensure it sufficiently addresses all current and known future requirements.
Operational Management

OM1. Continue & Expand Existing Core Services
East Waste will continue to pursue a complete suite of service offerings to all Member Councils. Where gaps exist with the current service offerings (refer Table 3), East Waste will work with the respective Council(s) to provide business case(s) for a superior and financially more efficient service. Ultimately this will be undertaken with a goal of ensuring all assets and resources are fully utilised, however where required additional resources and/or vehicles will be procured to meet service demand.

Furthermore, should opportunities arise to expand the existing membership model and/or fee for service offerings, these will be investigated.

OM2. Upgrade Fleetmax to Waste Track and computer hardware/cloud server
The common fleet service model employed by East Waste has GPS tracking at its core and an upgrade to ensure the latest and most beneficial software is used and is to be implemented over the coming three (3) years. Year 1 includes adoption of the Customer Service software in Waste Track, upgrading to a cloud-based server and hardware upgrades where required.

OM3. Purchase of replacement RACVs
In line with the East Waste’s Vehicle Asset Register, five (5) collection vehicles are due to be replaced in the 2018/19 Financial Year. Replacement of five, will ensure no collection vehicle is greater than seven (7) years old and will assist with the delivery of seamless service and minimal lost time due to breakdowns and maintenance costs. Additionally, these purchases will upgrade the technological capabilities of the existing fleet, as they will be fitted standard with RFID readers and additional cameras, which the oldest trucks in the fleet do not have. With the current contract expiring in June 2019, it is proposed at this stage to undertake another multi-year tender for the supply of Cab Chassis and Compactors.

OM4. Waste Disposal Opportunities
Carried over from 2018/19 Annual Plan.
This is an outstanding Action from Year 4 (2018) of East Waste’s 10 Year Business Plan 2015-2024 (refer Action 8). Currently Member Councils individually hold waste disposal contracts, unlike Green Organics Disposal and Recycling, which is managed under a head contract by East Waste. With the expiration of a number of contracts occurring in or around 2021, preliminary feasibility work will be undertaken to determine the value and appetite of commencing work towards a common waste disposal agreement. This work will also include an assessment of existing known waste disposal alternatives.
Communication

C1. Continued implementation of ‘Why Waste It?’ Program
The ‘Why Waste It?’ campaign has been a highly successful educational and exposure campaign across Member Councils. In late 2018, the subset branding and educational messaging ‘Which Bin?’ was licenced to Green Industries SA (GISA) to allow a Statewide rollout - testament to the leadership role East Waste has taken in the waste education space over the past 4 years. Work will continue to roll out generic educational messaging, maximising partnership value with the State Government where possible under both the Why Waste it? and Which Bin? Branding.

Incorporating the ‘Which Bin’ website and My Local Services App, spotlight on waste messaging service, provides a strong and valuable base educational message and reminder service. Over the past 12 months the offerings under this program have expanded to include educational stalls and bin labelling at community events.

To continue to drive the community towards reducing waste to landfill and minimisation of recycling contamination, both of which have significant financial and environmental implications for Member Councils, it is critical for the community messaging to remain. Continued partnering with the Local Government Association and improvement of the My Local Services App in the 2018/19 financial year, will see targeted bin messaging and reminders pushed out that can also be responsive to changes in the collection cycle (e.g. Public Holidays, Catastrophic Fire Ban Days).

Industry leadership and partnership to improve the Local Government Association managed My Local Services App, will be provided as and when required. Similarly, the School Programs will continue to be run through the well-received and highly successful KESAB Wipe Out Waste and Litter Less Programs.

C2. Implementation of Kerbside Services Plan
In late 2018, the need for a strategic, coordinated and staged education and services program which aligned community engagement and technology, whilst staying flexible to maximise external opportunities, was identified. This multi-year program will commence with the rollout of Year 1 activities.

C3. Customer/Staff Satisfaction Survey
As shown in Table 2, East Waste’s 10 Year Business Plan 2015-2024 identifies the need to undertake an employee satisfaction survey annually (refer Action 10). This has previously been deemed as excessive and is now undertaken on a biennial basis in conjunction with the Customer Satisfaction Survey (efficiencies are derived by running the two jointly).
Workplace Health & Safety

**WS1. Independent Truck Fleet Audit (A16)**
An annual requirement of *East Waste’s 10 Year Business Plan 2015-2024* (refer Action 16), the independent truck audit provides invaluable mechanical information and peace of mind around the integrity and operational conformance of all collection vehicles. This program coupled with ongoing maintenance ensures East Waste is ahead of the requirements of the planned State Government Heavy Vehicle Inspection program.

**WS2. Implementation of the 2019 Risk Management Evaluation Plan**
The 2019 Risk Management Evaluation Plan contains a number of actions for implementation. A strong focus will be on implementing all WHS data management systems into Skytrust, providing a holistic and integrated management approach to the organisation’s compliance and due diligence across all aspects of business.
Financial Management & Performance

FM1. Review of Accounting Program
In conjunction with the review of the Records Management System, an assessment of the current accounting system, MYOB, will be undertaken to ensure it will continue to meet the existing and future needs of the business.

FM2. Review of Long-term Financial Plan
The evolution of knowledge, systems, services and practices within the Organisation, has resulted in a number of aspects of the long-term financial plan becoming outdated. As such resourcing will be invested to update the Plan.

FM3. Asset Evaluation Assessment
The East Waste business relies heavily on vehicle assets to undertake service delivery. While these are well understood and appropriately insured, East Waste in recent years in particular, has developed a strong suite of complementary and ancillary assets. This evaluation is designed to ensure these are all registered and appropriately insured.
## Performance Metrics

### Table 4: Summary of Activities and Performance Metrics

<table>
<thead>
<tr>
<th>Activity Code</th>
<th>Activity</th>
<th>10YR Business Plan Link</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>Implementation of a compliant Records Management System</td>
<td>2.3.3</td>
<td>State Records Act 1997 Compliant Records Management System integrated into business activities</td>
</tr>
<tr>
<td>G2</td>
<td>Implementation of Policies and Procedures GAP Analysis</td>
<td>2.3.3</td>
<td>All Policies and Procedures updated</td>
</tr>
<tr>
<td>G3</td>
<td>Review of Business Continuity Plan</td>
<td>2.3.3</td>
<td>Revised &amp; endorsed Plan</td>
</tr>
<tr>
<td>OM1</td>
<td>Continue &amp; Expand Existing Core Services</td>
<td>1.3 2.4.1</td>
<td>Expansion of existing Service Provisions</td>
</tr>
<tr>
<td>OM2</td>
<td>Upgrade Fleetmax to Waste Track and computer hardware/cloud server</td>
<td>2.4.2</td>
<td>Systems installed</td>
</tr>
<tr>
<td>OM3</td>
<td>Purchase of replacement RACVs</td>
<td>2.4.7</td>
<td>Purchase of replacement vehicles in accord with AMP</td>
</tr>
<tr>
<td>OM4</td>
<td>Waste Disposal Opportunities</td>
<td>2.4.5</td>
<td>Business case presented to Board</td>
</tr>
<tr>
<td>C1</td>
<td>Continued implementation of ‘Why Waste It?’ Program</td>
<td>2.5.2</td>
<td>Rollout of Why Waste It? Campaign</td>
</tr>
<tr>
<td>C2</td>
<td>Implementation of Kerbside Services Plan</td>
<td>2.5.2</td>
<td>Development of a long-term integrated behavior change Program</td>
</tr>
<tr>
<td>C3</td>
<td>Customer/Staff Satisfaction Survey</td>
<td>2.4.6.5 2.5.1</td>
<td>Two surveys undertaken and results presented to Board</td>
</tr>
<tr>
<td>WS1</td>
<td>Independent Truck Fleet Audit</td>
<td>2.6.2</td>
<td>All trucks audited and identified issues corrected</td>
</tr>
<tr>
<td>WS2</td>
<td>Implementation of the 2019 Risk Management Evaluation Plan</td>
<td>2.3.3</td>
<td>All actions implemented</td>
</tr>
<tr>
<td>FM1</td>
<td>Review of Accounting Program</td>
<td>2.7.1</td>
<td>Review undertaken</td>
</tr>
<tr>
<td>FM2</td>
<td>Review of Long-term Financial Plan</td>
<td>2.7.2</td>
<td>Revised &amp; endorsed Plan</td>
</tr>
<tr>
<td>FM3</td>
<td>Asset Evaluation Assessment</td>
<td>2.3.3</td>
<td>Assessment undertaken</td>
</tr>
</tbody>
</table>
Budget Management

East Waste operates almost entirely on a Common Fleet Costing methodology, whereby Member Councils are charged directly against the time it takes to undertake their services. This is achieved through the utilisation of a specialised, highly accurate and powerful cloud-based, real-time GPS based system, supported by detailed reporting capabilities. As a result of this minor variations in the common fleet percentages (and therefore apportioning of Common Fleet costs) occur from year to year in response to efficiencies and increased collection costs (e.g. increase in developments, Fire Ban days and events). Specific costs (and rebates where applicable) such as waste disposal and resource processing are directly on-charged, to Member Councils.

The budget to deliver this Annual Plan, along with all of East Waste’s Services and legislative requirements is detailed in the following proposed 2019/20 Financial Papers (refer Attachment 1 – 5).
### EAST WASTE
PROJECTED STATEMENT OF COMPREHENSIVE INCOME (BUDGET)
for the Financial Year Ending 30 June 2020

<table>
<thead>
<tr>
<th></th>
<th>FY 2018 Audited Actuals</th>
<th>FY 2019 Proposed Budget (BR2)</th>
<th>FY 2020 Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$'000</td>
<td>$'000</td>
<td>$'000</td>
</tr>
<tr>
<td><strong>INCOME</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>User Charges</td>
<td>12,889</td>
<td>15,394</td>
<td>15,576</td>
</tr>
<tr>
<td>Investment income</td>
<td>19</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Grants, subsidies and contributions</td>
<td>15</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Other</td>
<td>413</td>
<td>613</td>
<td>676</td>
</tr>
<tr>
<td><strong>TOTAL INCOME</strong></td>
<td>13,136</td>
<td>16,041</td>
<td>16,282</td>
</tr>
<tr>
<td><strong>EXPENSES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee Costs</td>
<td>5,605</td>
<td>5,396</td>
<td>5,545</td>
</tr>
<tr>
<td>Materials, contracts &amp; other expenses</td>
<td>5,776</td>
<td>8,285</td>
<td>8,240</td>
</tr>
<tr>
<td>Depreciation, amortisation &amp; impairment</td>
<td>1,767</td>
<td>2,000</td>
<td>1,970</td>
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<tr>
<td>Finance costs</td>
<td>321</td>
<td>395</td>
<td>390</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSES</strong></td>
<td>13,469</td>
<td>16,076</td>
<td>16,145</td>
</tr>
<tr>
<td>(333) OPERATING SURPLUS / (DEFICIT)</td>
<td></td>
<td>(35)</td>
<td>137</td>
</tr>
<tr>
<td>Asset disposals &amp; fair value adjustments</td>
<td>10</td>
<td>15</td>
<td>-</td>
</tr>
<tr>
<td>(323) NET SURPLUS / (DEFICIT)</td>
<td></td>
<td>(20)</td>
<td>137</td>
</tr>
<tr>
<td>Other Comprehensive Income</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>(323) TOTAL COMPREHENSIVE INCOME</td>
<td></td>
<td>(20)</td>
<td>137</td>
</tr>
</tbody>
</table>
### EAST WASTE

**PROJECTED BALANCE SHEET (BUDGET)**
for the Financial Year Ending 30 June 2020

<table>
<thead>
<tr>
<th>FY 2018 Audited Actuals $'000</th>
<th>FY 2019 Proposed Budget (BR2) $'000</th>
<th>FY2020 Proposed Budget $'000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CURRENT ASSETS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1,376 Cash &amp; Cash Equivalents</td>
<td>2,278</td>
<td>2,233</td>
</tr>
<tr>
<td>1,127 Trade &amp; Other Receivables</td>
<td>412</td>
<td>412</td>
</tr>
<tr>
<td>- Other Financial Assets</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL CURRENT ASSETS</strong></td>
<td>2,503</td>
<td>2,690</td>
</tr>
<tr>
<td><strong>NON-CURRENT ASSETS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6,165 Infrastructure, Property, Plant &amp; Equipment</td>
<td>6,076</td>
<td>6,611</td>
</tr>
<tr>
<td><strong>TOTAL NON-CURRENT ASSETS</strong></td>
<td>6,165</td>
<td>6,076</td>
</tr>
<tr>
<td><strong>TOTAL ASSETS</strong></td>
<td>8,668</td>
<td>8,766</td>
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<tr>
<td><strong>LIABILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CURRENT LIABILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>821 Trade &amp; Other Payables</td>
<td>821</td>
<td>821</td>
</tr>
<tr>
<td>2,007 Borrowings</td>
<td>2,077</td>
<td>2,287</td>
</tr>
<tr>
<td>530 Provisions</td>
<td>600</td>
<td>640</td>
</tr>
<tr>
<td><strong>TOTAL CURRENT LIABILITIES</strong></td>
<td>3,358</td>
<td>3,498</td>
</tr>
<tr>
<td><strong>NON-CURRENT LIABILITIES</strong></td>
<td></td>
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</tr>
<tr>
<td>4,774 Borrowings</td>
<td>4,688</td>
<td>4,751</td>
</tr>
<tr>
<td>63 Provisions</td>
<td>62</td>
<td>102</td>
</tr>
<tr>
<td><strong>TOTAL NON-CURRENT LIABILITIES</strong></td>
<td>4,837</td>
<td>4,750</td>
</tr>
<tr>
<td><strong>TOTAL LIABILITIES</strong></td>
<td>8,195</td>
<td>8,248</td>
</tr>
<tr>
<td><strong>NET ASSETS</strong></td>
<td>473</td>
<td>518</td>
</tr>
<tr>
<td><strong>EQUITY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>473 Accumulated Surplus</td>
<td>518</td>
<td>655</td>
</tr>
<tr>
<td><strong>TOTAL EQUITY</strong></td>
<td>473</td>
<td>518</td>
</tr>
</tbody>
</table>
## EAST WASTE

### PROJECTED STATEMENT OF CASH FLOWS (BUDGET)
for the Financial Year Ending 30 June 2020

<table>
<thead>
<tr>
<th></th>
<th>FY 2018 Audited Actuals</th>
<th>FY 2019 Proposed Budget (BR2)</th>
<th>FY2020 Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$’000</td>
<td>$’000</td>
<td>$’000</td>
</tr>
<tr>
<td><strong>CASH FLOWS FROM OPERATING ACTIVITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RECEIPTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Receipts</td>
<td>12,400</td>
<td>16,725</td>
<td>16,252</td>
</tr>
<tr>
<td>Investment Receipts</td>
<td>20</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td><strong>PAYMENTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee costs</td>
<td>(5,548)</td>
<td>(5,396)</td>
<td>(5,545)</td>
</tr>
<tr>
<td>Materials, contracts &amp; other expenses</td>
<td>(5,808)</td>
<td>(8,215)</td>
<td>(8,160)</td>
</tr>
<tr>
<td>Interest Payments</td>
<td>(320)</td>
<td>(395)</td>
<td>(390)</td>
</tr>
<tr>
<td><strong>NET CASH PROVIDED BY (OR USED IN) OPERATING ACTIVITIES</strong></td>
<td>744</td>
<td>2,749</td>
<td>2,187</td>
</tr>
<tr>
<td><strong>CASH FLOWS FROM INVESTING ACTIVITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RECEIPTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sale of Replaced Assets</td>
<td>11</td>
<td>15</td>
<td>35</td>
</tr>
<tr>
<td><strong>PAYMENTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditure on Renewal/Replaced Assets</td>
<td>(1,887)</td>
<td>(1,911)</td>
<td>(2,540)</td>
</tr>
<tr>
<td>Expenditure of New/Upgraded Assets</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>NET CASH PROVIDED BY (OR USED IN) INVESTING ACTIVITIES</strong></td>
<td>(1,876)</td>
<td>(1,896)</td>
<td>(2,505)</td>
</tr>
<tr>
<td><strong>CASH FLOWS FROM FINANCING ACTIVITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RECEIPTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Contributed by Member Councils</td>
<td>185</td>
<td>65</td>
<td>-</td>
</tr>
<tr>
<td>Proceeds from Borrowings</td>
<td>1,971</td>
<td>1,890</td>
<td>2,260</td>
</tr>
<tr>
<td><strong>PAYMENTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repayment of Borrowings</td>
<td>(1,632)</td>
<td>(1,906)</td>
<td>(1,987)</td>
</tr>
<tr>
<td><strong>NET CASH PROVIDED BY (OR USED IN) FINANCING ACTIVITIES</strong></td>
<td>524</td>
<td>49</td>
<td>273</td>
</tr>
<tr>
<td><strong>NET INCREASE (DECREASE) IN CASH HELD</strong></td>
<td>(608)</td>
<td>902</td>
<td>(45)</td>
</tr>
<tr>
<td><strong>1,984 CASH &amp; CASH EQUIVALENTS AT BEGINNING OF PERIOD</strong></td>
<td></td>
<td>1,376</td>
<td>2,278</td>
</tr>
<tr>
<td><strong>1,376 CASH &amp; CASH EQUIVALENTS AT END OF PERIOD</strong></td>
<td></td>
<td>2,278</td>
<td>2,233</td>
</tr>
</tbody>
</table>
### EAST WASTE
PROJECTED STATEMENT OF CHANGES IN EQUITY (BUDGET)
for the Financial Year Ending 30 June 2020

<table>
<thead>
<tr>
<th>FY 2018 Audited Actuals</th>
<th>FY 2019 Proposed Budget (BR2) $'000</th>
<th>FY 2020 Proposed Budget $'000</th>
</tr>
</thead>
<tbody>
<tr>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>611</td>
<td>473</td>
<td>518</td>
</tr>
<tr>
<td>(323)</td>
<td>(20)</td>
<td>137</td>
</tr>
<tr>
<td>185</td>
<td>65</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>473</strong></td>
<td><strong>518</strong></td>
<td><strong>655</strong></td>
</tr>
</tbody>
</table>

**BALANCE AT END OF PREVIOUS REPORTING PERIOD**

**BALANCE AT END OF REPORTING PERIOD**
### EAST WASTE

**PROJECTED UNIFORM PRESENTATION OF FINANCES STATEMENT (BUDGET)**
for the Financial Year Ending 30 June 2020

<table>
<thead>
<tr>
<th>FY2018 Audited Actuals</th>
<th>FY 2019 Proposed Budget (BR2)</th>
<th>FY 2020 Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>$'000</td>
<td>$'000</td>
<td>$'000</td>
</tr>
<tr>
<td>Income 13,136</td>
<td>16,040</td>
<td>16,282</td>
</tr>
<tr>
<td>Expenses 13,469</td>
<td>16,075</td>
<td>16,145</td>
</tr>
<tr>
<td><strong>(333)</strong> Operating Surplus / (Deficit)</td>
<td><strong>(35)</strong></td>
<td><strong>137</strong></td>
</tr>
</tbody>
</table>

**less Net Outlays on Existing Assets**

<table>
<thead>
<tr>
<th></th>
<th>FY 2019 Proposed Budget (BR2)</th>
<th>FY 2020 Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$'000</td>
<td>$'000</td>
</tr>
<tr>
<td>Capital Expenditure on Renewal and Replacement of Existing Assets (1,887)</td>
<td>(1,911)</td>
<td>(2,540)</td>
</tr>
<tr>
<td>Depreciation, Amortisation and Impairment 1,767</td>
<td>2,000</td>
<td>1,970</td>
</tr>
<tr>
<td>Proceeds from Sale of Replaced Assets 11</td>
<td>15</td>
<td>35</td>
</tr>
<tr>
<td><strong>(109)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>104</td>
<td>(535)</td>
</tr>
</tbody>
</table>

**Less Net Outlays on New and Upgraded Assets**

- Capital Expenditure on New and Upgraded Assets - -
- Amounts Specifically for New and Upgraded Assets - -
- Proceeds from Sale of Surplus Assets - -

**Net Lending / (Borrowing) for Financial Year**

<table>
<thead>
<tr>
<th></th>
<th>FY 2019 Proposed Budget (BR2)</th>
<th>FY 2020 Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$'000</td>
<td>$'000</td>
</tr>
<tr>
<td>(442) Net Lending / (Borrowing) for Financial Year</td>
<td>69</td>
<td>(398)</td>
</tr>
</tbody>
</table>
9. CONFIDENTIAL REPORTS

Nil

10. DISCUSSION ITEMS FOR FUTURE DECISION

Nil
11. INFORMATION ONLY REPORTS

11.1 OUTSTANDING RATES - JUNE 2019

Report Author/Manager: Benjamin Griffen / Leta Northcott
General Manager: Wade Reynolds
(Meeting Date: 23 July 2019)
<Location: Council Wide>
(Consultant Used: $Nil)

PROPOSAL

To provide Council with an update on the outstanding rates as at the end of March 2019.

BACKGROUND

It was resolved at the Full Council Meeting of 13 February 2018:

(1) That a quarterly report be brought to Council that details the number of rateable properties that have rates in arrears of greater than 24 months and total dollar amount of rates outstanding.

(2) That the first report be brought to Council in April for the period ending 31 March 2018.

This report presents to Elected Members a summary of the number of properties and the dollar amount of rates in arrears greater than two years. With the implementation of TechnologyOne, this data can be captured and Rates Metric Reports developed to provide this summary to Council.

Attachments:

Nil

STRATEGIC OBJECTIVES

Goal 5 Continuous Organisation Improvement Strategy

Objective 5.3 Efficient and Effective Organisation with a culture of positive change, process improvement and productivity gains.

DISCUSSION

With the implementation of TechnologyOne we have improved access to data on outstanding rates, this allows enhanced monitoring and action in relation to following up outstanding rates in an efficient, effective and fair manner as well as maintaining the payment history of ratepayers.

This has resulted in an increase in transferring rates arrears to the Debt Collection Agency, which has sent out more letters of demand, resulting in an increase in payments.
As at 1 July 2019 there were 148 rateable properties that had rates in arrears of greater than 24 months, owing a total of $1.09 million in rates.

This is represented in the following table.

<table>
<thead>
<tr>
<th></th>
<th>In Arrangements</th>
<th>With Debt Collection Agent</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Properties</td>
<td>6</td>
<td>142</td>
<td>148</td>
</tr>
<tr>
<td>As a % of Total Rateable Properties</td>
<td>0.0%</td>
<td>0.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Rates Outstanding</td>
<td>$54K</td>
<td>$1,037</td>
<td>$1,091K</td>
</tr>
<tr>
<td>As a % of 2018/19 Assessed Rates</td>
<td>0.1%</td>
<td>2.0%</td>
<td>2.1%</td>
</tr>
</tbody>
</table>

The following table outlines the totals and dollar amounts for the last three quarter reporting periods.

<table>
<thead>
<tr>
<th></th>
<th>September 2018</th>
<th>December 2018</th>
<th>March 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number &gt; 24 months</td>
<td>164</td>
<td>159</td>
<td>148</td>
</tr>
<tr>
<td>Total Dollars &gt; 24 months</td>
<td>$1,264K</td>
<td>$1,199K</td>
<td>$1,115K</td>
</tr>
</tbody>
</table>

**Community Implications**

The community’s ability to pay outstanding rates is an important factor in determining future rating strategic decisions and understanding if Council’s rate debt is acceptable.

**Economic Implications**

The appropriate follow-up of outstanding rates promotes a healthy cash flow and reduces the working capital costs to the community. The steps taken to follow-up outstanding rates is balanced against the equitable and compassionate treatment of ratepayers.

**Environmental / Heritage Implications**

Nil

**Cost Shifting Implications / Legislative Cost Imposts**

Nil

**Impact on Budget including Lifecycle Costing**

The efficient and effective follow up of outstanding rates is a key principle for maintaining a healthy cash flow and reducing working capital costs whilst ensuring equitable and compassionate treatment of ratepayers.

Since this is the inaugural creation of the system, this report now takes one to two labour hours to produce.
Risk Management / WHS Assessment

The establishment of controls such as outstanding rates reporting allows for the efficient and effective follow-up of outstanding rates, reducing the risk to cash flow and of working capital costs.

Legal / Policy Implications

Long outstanding rates may be assigned to a Debt Collection Agency, which may lead to legal proceedings to enforce the collection of rates.

The Local Government Act 1999 provides that Council may sell any property where the rates have been in arrears for three years or more.

Engagement

The Rates Policy is endorsed annually.

CONCLUSION

This report provides Council with an update on the outstanding rates as at the end of June 2019 and summarises the three previous periods.

RECOMMENDATION – ITEM 11.1

That the report be received for information only.
11.2 TRAFFIC AND TRANSPORT UPDATE REPORT
Report Author/Manager: Richard Tang / Chris Haskas
General Manager: Daniel Baker
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $0)

PROPOSAL

To provide Council with an update on traffic, transport, road safety and lighting management projects across the Council area undertaken by Administration from January to July 2019.

BACKGROUND

The City of Mitcham receives many requests from the Community, Elected Members, Members of Parliament (State and Federal) and Council Administration pertaining to management of traffic, transport, parking, road safety and lighting management across the Council Area.

An initial assessment of all requests received is undertaken with reference to Australian Standards and best practice guidelines. Whilst a multitude of minor requests are managed by Administration within current delegations some issues require more extensive and detailed investigation, have an impact on the greater community or incur significant financial considerations. For complex issues like this, Administration has established the Traffic and Transport Program based on a systematic priority approach to ensure Administration resources are most efficiently utilised to address traffic, transport and lighting management across the City.

CURRENT PRIORITISATION CRITERIA

Council Administration provides a systematic and unbiased approach to assessing the priority of a project listed on the Traffic and Transport Program.

These priorities are determined from an aggregation of assessment ratings against the following factors;

1. Safety and/or Risk to road safety
   - Project listings are assigned higher priority where there is a recorded safety and/or road safety risk

2. Traffic Volume (including non-residential or ‘cut through’ traffic)
   - Project listings are assigned higher priority where recorded two-way traffic volumes along exceed typical daily traffic volumes representative of the function of the road.

   - Project listings are assigned higher priority where the volume of non-local or “cut-through” traffic along a road before intervention represents more than 20% of overall traffic flows as validated through traffic data on record.
3. Crash history
   • Project listings are assigned higher priority where there have been greater than three casualty crashes within a 5-year period.

4. Speed
   • Project listings are assigned higher priority where the average (85th percentile) vehicle speed exceeds 5km/h above the relevant speed limit.

5. Community/Councillor interest
   • Provides consideration of local community concerns, representations, petitions and the like together with interest from local ward councillor(s).

Priorities are assigned from Priority 1 to 5, with 1 being the highest priority and 5 being the lowest priority. As the highest priority listings are completed, the next highest priority listings are systematically commenced subject to resource and funding availability.

Attachments:
A. Current Traffic and Transport Program
B. Current DPTI Projects
C. Completed Projects

STRATEGIC OBJECTIVES

Goal 1 Accessible & Connected Community

Objective 1.1 Our community is connected to places through a people friendly transport, cycling and pedestrian network which offers accessible, integrated and efficient transport options.

DISCUSSION

Council Administration (through the Traffic and Transport Team) receives many requests from the community, Elected Members, Members of Parliament (State and Federal) pertaining to traffic, transport, parking, road safety and lighting management across the Council area.

Operational Request Management

Utilising the capabilities of Council’s Request Management system (Technology One), statistics can be extracted to analyse the management of requests received, investigated and completed to review the current operating levels and introduce efficiency improvements in resource distribution and allocation.

Over the course of 2019 between January and July, Council’s Traffic and Transport team has received a total number of 513 requests and of these 496 requests have been investigated and completed as of 16 July 2019.
From these requests and other investigations during this period, the team have undergone community engagement to consult or inform on 36 proposals to improve the level of road safety and parking management.

Drawing comparisons from January to July 2018 to the same periods in 2019 demonstrates a significant increase in the quantum of requests received and subsequently the number of investigated and completed requests by the team, as shown in Table 1.

<table>
<thead>
<tr>
<th>Table 1: Requests Received and Completed Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td># Requests Received</td>
</tr>
<tr>
<td>January 2018 to July 2018</td>
</tr>
<tr>
<td>January 2019 to July 2019</td>
</tr>
<tr>
<td>Increase in requests:</td>
</tr>
<tr>
<td>% Increase</td>
</tr>
</tbody>
</table>

Figures 1 and 2 have been prepared to show the monthly trend in requests received and completed. Note that the July 2019 statistic was taken as of 16 July 2019.
More holistic analysis shows that in comparison to 2018, the number of requests received (to date) of 513 requests is equivalent to 82% of the total number of requests in 2018, further illustrating the increased demand in investigations relating to traffic, transport, parking, lighting and road safety across the City of Mitcham.

COUNCIL TRAFFIC AND TRANSPORT PROJECTS:

A status update on each individual project currently listed on the Traffic and Transport Program is provided in Attachment A with completed projects provided in Attachment C.

An overall high-level summary of key traffic projects over the period of January 2019 to July 2019 is provided below for reference;

- GRANGE ROAD/SUSSEX TERRACE/SALISBURY CRESCENT ROUNDABOUT UPGRADE

As part of the Australian Government Black Spot Program, this proposed upgrade at the roundabout was considered to improve road safety through modifications to the geometry by;
- Improved deflection on the approaches to the roundabout by modifying kerb extensions and the splitter islands
- Pavement marking treatment to encourage cyclists to command the lane to increase their visibility to entering motorists on the approaches to the roundabout
- Mountable aprons to cater for larger vehicles
- Safe storage areas for pedestrians.

The roundabout upgrade, currently under construction was awarded to T&J Constructions and is scheduled for completion by late July – early August 2019.
**PASADENA GREEN PARKING AND TRAFFIC REVIEW**

Following concerns raised by the Community and Elected Members in relation to the road safety and parking management on the roads surrounding the Pasadena Green Shopping Centre, Council Administration undertook an assessment of the traffic and parking management in the area.

Various spot parking occupancy surveys were undertaken and reviewed against the available parking inventory on-street and within the basement carpark of the Pasadena Green Shopping Centre and based on this assessment determined that there was sufficient on-street parking capacity within the available area to accommodate parking for properties and visitors.

It was noted that whilst there was available capacity within the road network, there were locations where parking was concentrated in close proximity to the shopping centre (particularly Forbes Street, Fitzgerald Road and Painter Street). Improvements have been developed to assist in distributing the on-street parking to ensure that the parking profile is more distributed to provide more equity for affected properties.

These improvements will need to undergo community engagement to determine the level of support from the community for the proposed treatments.

Other recommendations developed as part of this review include reviewing asset renewal timeframes against infrastructure maintenance intervention thresholds and enhanced enforcement by Council's Community Safety Inspectors.
**HAWTHORN ALDI POST DEVELOPMENT REVIEW**

Concerns were raised by the community prior to the development of the ALDI on the corner of Angas Road and Belair Road relating to potential increases in traffic volumes/generation and issues with on-street parking management.

A study was undertaken to evaluate the post-development conditions following the completion of the ALDI Development to evaluate the impact on traffic volumes and parking in the immediate streets surrounding the ALDI development.

The post implementation review has been completed and Administration are in the process of preparing a memorandum to inform Elected Members on the outcome of the review.

**KINGSWOOD NETHERBY TORRENS PARK NETWORK STUDY**

Administration have received a number of ongoing concerns raised by the local community in relation to traffic/parking management issues within the Kingswood/Netherby and Torrens Park area. Concerns relate to a perceived issue with ‘rat running’, high levels of saturation of parking amenity and impacts on traffic management in the study area specifically surrounding the above activity nodes as a predominant trigger for these requests.

A study was undertaken to:
- Review the existing road network, including but not limited to relevant traffic volumes, crash history, parking occupancy and roadside conditions.
- Identify and investigate of potential ‘rat-running’ routes
- Consider impacts on the surrounding road network
- Optimise on-street parking provisions
- Make recommendations and design traffic control devices for traffic management suitable to the function of the road.

This project is anticipated to be completed by the end of July 2019 subject to detailed review by Administration.

A further update will be provided to Council once the study and recommendations are complete.

**BRIGHTON PARADE POST IMPLEMENTATION REVIEW**

Administration undertook a post implementation review and road safety audit to measure the performance effectiveness against the original pre-implementation traffic conditions.

Administration presented the findings of the post implementation review at a Designated Informal Gathering held in May 2019 and are preparing a report documenting the findings and recommendations for Council consideration.
• **BELAIR – CITY BIKEWAY – STAGE 1**

Stage 1 of the Belair City Bikeway provides a continuation of the Rugby/Porter Bikeway through Rugby Street to Eynesbury Avenue and concludes at the Pedestrian Actuated Signals between Bank SA and the Soldiers Memorial Gardens at Belair Road.

The construction of the kerb extensions, coloured asphalt treatment, give-way priority rearrangement, and pavement marking sharrows is now complete and operational.

• **BELAIR – CITY BIKEWAY – STAGE 2**

Stage 2 of the Belair City Bikeway is proposed to provide a connection through Soldiers Memorial Gardens from Belair Road to Angas Road, provide an on-road connection to Abbottshall Road, across Grange Road, through a shared use path along the railway corridor and subsequently connecting into the existing on-road bicycle connection along Price Avenue to Lynton Trails.

The design documentation for Stage 2 has recently been completed and will undergo public consultation with the community in late July 2019. Subject to the feedback received, the project is scheduled to commence construction later in the year.

• **WAY2GO PROGRAM**

The Way2Go Program developed by the Department of Planning, Transport and Infrastructure (‘DPTI’) is aimed at encouraging children, families and school communities to choose active forms of travel such as walking, cycling and public transport to get around their local areas and for school journeys. The Way2Go Program uses an evidence-based approach to create change in travel choices through a process of engagement and consultation with the school communities, DPTI and Council. As part of this process, an understanding of the travel choices and target infrastructure improvements to support healthier alternatives can be developed.

- **2017/2018 PROGRAM – WESTBOURNE PARK PRIMARY SCHOOL**

As part of the 2017/2018 financial year, Westbourne Park Primary School participated in the Way2Go Program in conjunction with DPTI and Council.

The collaborative effort of the stakeholders have developed proposed upgrades aimed at improving traffic flow, parking management and pedestrian safety on the round surrounding the school in the form of:

- Rearrangement of the on-street parking controls to allow for improved pick-up and drop-off on Carlisle Road and Marlborough Road
- Enhanced pedestrian connectivity through provision of a safe crossing point on Marlborough Road
The proposed upgrades have recently undergone consultation with the community and Administration are currently in the process of evaluating the feedback, which has generally been positive in response.

At this stage, the timing for construction is anticipated to occur during the October 2019 school holidays.

- **2018/2019 PROGRAM – COROMANDEL VALLEY PRIMARY SCHOOL**

  As part of the 2018/2019 financial year, Coromandel Valley Primary School participated in the Way2Go Program in conjunction with DPTI and Council.

  The collaborative effort of the stakeholders have developed proposed upgrades aimed at improving traffic flow, parking management and pedestrian safety on the round surrounding the school in the form of;
  - Enhanced pedestrian connectivity along Main Road, particularly to facilitate movement from the North at Turners Avenue and additionally through to Minno Creek.

  The proposed upgrades are currently still in the design development phase and are not yet ready to undergo community consultation.

- **2018/2019 PROGRAM – CLAPHAM PRIMARY SCHOOL**

  As part of the 2018/2019 financial year, Clapham Primary School participated in the Way2Go Program in conjunction with DPTI and Council.

  The collaborative effort of the stakeholders have developed proposed upgrades aimed at improving traffic flow, parking management and pedestrian safety on the round surrounding the school in the form of;
  - Reviewing and improving the pedestrian connectivity surrounding the school, particularly the footpath connections to the Barretts Road frontage of the school

  The proposed upgrades are currently still in the design development phase and are not yet ready to undergo community consultation.

- **2018/2019 PROGRAM – SCOTCH COLLEGE**

  As part of the 2018/2019 financial year, Scotch College participated in the Way2Go Program in conjunction with DPTI and Council.

  The collaborative effort of the stakeholders have developed proposed upgrades aimed at improving traffic flow, parking management and pedestrian safety on the round surrounding the school in the form of;
  - Reviewing and improving both the pedestrian connectivity and safety at the intersection of Albert Street/Welbourne Street/Lochness Avenue
The proposed upgrades are currently still in the design development phase and are not yet ready to undergo community consultation.

- **POLE ROAD – GUARD RAILING**

A road safety audit was undertaken in 2010 in conjunction with the City of Onkaparinga following concerns raised from local residents regarding the road safety along Pole Road, Hawthorndene,

Several of the recommendations identified within the City of Mitcham have since been attended to consisting of pavement marking upgrades, advisory speed and curve warning signage and most recently the installation of approximately 524m of guard-railing to safeguard against errant vehicles departing the roadway adjacent the steep drop-off.

At the Full Council meeting held on 24 October 2017, Council resolved as follows;

(4) _That, as part of its 2018/19 budget process, Council considers the allocation of further funds towards the project to complete the remaining extent of safety railing to complete the project._

Subsequently, as part of Budget Review 3 of the 2018/2019 financial year, Council allocated $30,000 to complete the remainder of the installation of guard railing along Pole Road from Upper Sturt Road to match into the recently installed existing section of guard-railing. A contractor has been engaged and awarded the project to undertake the works.

- **PARKING FLINDERS UNIVERSITY**

The following resolution was carried by Council at its Meeting held on 22 April 2014.

Dialogue to be established with Flinders University with a view to increasing parking on the Flinders University property to take parked vehicles off residential streets. Response to be brought back to the Chamber.

Over the intervening period, the matter has been discussed with Flinders University and Council’s Community Safety Team have scheduled monitoring in the surrounding locality. Parking congestion was noted during the course of the reconstruction/resurfacing of Flinders Drive and the construction of major infrastructure works at the Flinders Hospital. Council’s Traffic Team also implemented timed parking zones in the locality to assist in managing on street parking impacts. Included within these works is a new public car parking station which provides over 1800 car parking spaces. The Flinders University has also undertaken significant car parking improvements and installed electronic directional boards informing users of the location and numbers of available car parking spaces.
Recent monitoring of the surrounding locality post completion of these works demonstrates that the on street parking problems are now largely resolved.

Mr Mark Gregory representative from Flinders University addressed the Council on 9 July 2019 providing an overview of the Flinders Village/University Master Plan and car parking improvements that have been implemented over the recent years. The University is satisfied that sufficient car parking is available on campus to address their needs and will continue to work with users on improving accessibility and use. No further works are proposed to be undertaken until the Darlington Upgrade works and rail extension are completed and operational.

No further action is proposed on this item it is now completed.

If parking concerns are received by Council’s Community Safety Team, the request will be lodged and actioned. Monitoring of the locality reveals this to be an appropriate response.

STATE GOVERNMENT (‘DPTI’) TRANSPORT PROJECTS:

In addition to addressing the infrastructure under the care and control of the City of Mitcham, Administration plays a vital role as a key stakeholder in ensuring that State Government (through the Department of Planning, Transport and Infrastructure) led projects suitably consider the implications on Council’s road network. Administration continues to liaise with DPTI on a various number of projects and a high-level update on those projects has been provided below.

- **DARLINGTON UPGRADE PROJECT**
  Recent embankment slips adjacent Flinders University Oval have delayed the opening of the below ground motorway to traffic whilst investigations and repairs are undertaken. The current target for the opening of the below ground motorway from the Southern Expressway to Ayliffes Road is by August 2019. Opening the motorway to traffic will enable works to be completed on the ground level service roads and verge landscaping.

  As part of the project, Administration has been involved as an integral stakeholder and provides input to ensure that the upgrade provides an amicable balance between improved traffic management conditions and road safety benefit throughout the construction process.

- **BLACKWOOD ROUNDABOUT UPGRADE**
  All major civil infrastructure works associated with this project have now been completed and the roundabout is operational.

- **GOODWOOD ROAD BUS AND BICYCLE LANES**
  All major civil infrastructure works associated with this project have now been completed and the roundabout is operational.
GOODWOOD ROAD/DAWS ROAD/SPRINBANK ROAD INTERSECTION UPGRADE

DPTI are currently in the planning phase of the project to determine the level of impact on properties within the project area. DPTI have advised that they are currently in discussions with affected landholders.

Based on discussions with DPTI, the anticipated timeframes for the project are:
- 2019 - Service relocations, survey and design documentation
- 2020 - Major Construction

As part of the project, Administration will be involved as an integral stakeholder and will provide input to ensure that the proposed upgrade provides an amicable balance between improved traffic management conditions and road safety benefit throughout the planning, design and construction process.

MITCHAM HILLS CORRIDOR UPGRADE

- CRAIGBURN FARM WESTERN BYPASS FEASIBILITY STUDY
  Administration in partnership with DPTI have engaged GTA Consultants to undertake the feasibility assessment for the Craigburn Farm Western Bypass.

  The feasibility study has recently been finalised and will be distributed to Elected Members at the earliest opportunity anticipated.

- MAIN ROAD – ROAD LIGHTING UPGRADE
  The road lighting along Main Road between Rosella Avenue and Sheoak Road is under the care and control of Council and consists of ageing 90W Low Pressure Sodium luminaires. This project sought to upgrade the road lighting in this portion with LED luminaires to achieve compliance with the requirements of the Australian Standard and.
Administration in partnership with DPTI engaged ENERVEN to undertake the design documentation suitable for construction.

- CROSS ROAD/FULLARTON ROAD INTERSECTION UPGRADE

Cross Road and Fullarton Road are both important commuter routes, serving traffic to and from the Mitcham Hills area and the South Eastern Freeway. Cross Road forms part of Adelaide's Outer Ring Route ('ORR') which plays a key role in moving Adelaide traffic efficiently and safely.

The ORR is also a key freight route connecting to export and import gateways and intermodal terminals. Approximately 60,000 vehicles travel through the Cross and Fullarton Roads intersection each day and it currently experiences travel time delays in peak periods.

There have been 44 crashes at the intersection over the past five years (2013-2017), of which there were 19 casualty crashes.

As part of the recently announced State Budget, the intersection of Cross Road and Fullarton Road is due to be upgraded and aims to: Improve travel times, Improve safety for all users, Improve network reliability, Improve economic productivity

DPTI are planning to undertake design planning for this project alongside two other inner metro intersection upgrade projects (outside of the City of Mitcham) as part of a planning study tender package. At this stage, Administration has not been advised of the timing for the release of the tender package.

Community Implications

Traffic, transport, parking and road lighting investigations and projects form an integral part of maintaining and improving road safety, in addition to Council's customer service outcomes.

Whilst the majority of minor requests are managed by Administration within current delegations some issues require more extensive and detailed
investigation, have an impact on the greater community or incur significant financial considerations. For complex issues like this, Council Administration has established the Traffic and Transport Program based on a systematic priority approach to ensure Administration resources are most efficiently utilised to address traffic, transport and lighting management across the City.

A significant backlog of projects will incur delays to road safety improvements and as such, the establishment of the prioritized program ensures that resources are allocated to projects with the highest benefit with respect to road safety and traffic management.

**Environmental / Heritage Implications**

As the Traffic and Transport Program listings are scattered across the City, the implications associated with proposed treatments within local or state heritage areas will be reflected by undergoing an assessment process for conformity with the required technical documentation.

Administration recognizes the importance of conserving heritage areas/structures and strives to ensure that any infrastructure considerations are made to align with the principles, provisions and requirements prescribed in the respective Conservation Management Plan and/or Technical Data Sheets.

Additionally whilst the content of this report is not specifically identifying any specific treatments, it is noted that any environmental implications will be clearly identified and considered as part of any proposed treatments.

**Cost Shifting Implications / Legislative Cost Imposts**

Nil

**Impact on Budget including Lifecycle Costing**

Whilst this report is not specifically seeking any budget allocation, it is important to recognize and acknowledge that any proposed treatments will require funding to deliver the works irrespective of the size and scope of the projects, in addition to the maintenance/operating costs associated with the asset infrastructure.

**Risk Management / WHS Assessment**

All projects have been risk assessed to enable priorities to be set for investigation, reporting and action.

**Legal / Policy Implications**

Any proposed treatments that emanate from investigation will be designed to meet the requirements prescribed by the Australian Standard, State Government, industry and road authority standards.

Under the Instrument of General Approval and Delegation – Use of Traffic Control Devices, Road Closure and Granting of Exemptions for Events under
the Road Traffic Act 1961, as delegated from the Minister for Transport and Infrastructure, Council has general approval to install, maintain, alter, operate or remove, or cause to be installed, maintained, altered, operated, or removed any traffic control device on, above or near a road which is under its care, control and management.

Engagement

Traffic management can be an emotive issue to many people and there is a need to be seen to respond and or acknowledge the concerns that have been raised. Administration will endeavor to acknowledge the community request and prioritise works accordingly. All proposals for traffic control devices including parking controls are subject to community engagement in accordance with Council’s Public Consultation Policy and subsequent respective procedures.

All major traffic proposals are subject to a broader community consultation whereas minor traffic works (e.g. local parking controls, localized pavement marking treatments, etc.) are referred to residents in the immediate local area for comments and feedback.

Administration endeavours to ensure that Elected Members are informed of scheduled traffic and parking management proposal community consultations through the issue of memorandums.

CONCLUSION

The City of Mitcham receives many requests from the Community, Elected Members, Members of Parliament (State and Federal) and Council Administration pertaining to management of traffic, transport, parking, road safety and lighting management across the Council Area.

An initial assessment of all request received is undertaken with reference to Australian Standards and best practice guidelines. Whilst a multitude of minor requests are management by Administration within current delegations some issues require more extensive and detailed investigation, have an impact on the greater community or incur significant financial considerations. For complex issues like this, Council Administration has established the Traffic and Transport Program based on a systematic priority approach to ensure Administration resources are most efficiently utilised to address traffic, transport and lighting management across the City.

The Traffic and Transport Program as presented in the attachments to this report provides a snapshot of works currently being progressed and those awaiting review by the Traffic and Transport team as and when resources become available.

RECOMMENDATION – ITEM 11.2

That the report be received for information only.
## TRAFFIC AND TRANSPORT PROJECTS PROGRAM

**Last Modified: 07 July 2019**

<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>LOCATION1</th>
<th>SUBURB</th>
<th>WARD(S)</th>
<th>DESCRIPTION</th>
<th>PRIORITY</th>
<th>UPDATE</th>
<th>COMMENTS/PROJECT UPDATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>27/18 WAY/300 PROGRAM - WESTBOURNE PARK PRIMARY SCHOOL</td>
<td>Carlsia Road, Marlborough Road, Avenue Road</td>
<td>Westbourne Park</td>
<td>Gault</td>
<td>Review of infrastructure surrounding Westbourne Park Primary School to encourage safe and active travel to and from school. In partnership with the school and the Department of Planning Transport and Infrastructure</td>
<td>1</td>
<td>No Change</td>
<td>Designs are 80% complete and Council is currently in liaison with Westbourne Park Primary School prior to engaging in community consultation due to be undertaken in February 2020 and construction scheduled for October 2019 School Holidays.</td>
</tr>
<tr>
<td>18/19 WAY/300 PROGRAM - CLAPHAM PRIMARY SCHOOL</td>
<td>Calgary Avenue, Toronto Avenue, Barretts Road</td>
<td>Clapham</td>
<td>Babbage</td>
<td>Review of infrastructure surrounding Clapham Primary School to encourage safe and active travel to and from school. In partnership with the school and the Department of Planning Transport and Infrastructure</td>
<td>1</td>
<td>No Change</td>
<td>Currently under the planning/feasibility stage to determine if any improvements can be made in conjunction with the Department of Planning Transport and Infrastructure.</td>
</tr>
<tr>
<td>18/19 WAY/300 PROGRAM - COROMANDEL VALLEY PRIMARY SCHOOL</td>
<td>Main Road, Uppery Road, Thelvany Court</td>
<td>Coromandel Valley</td>
<td>Craigburn</td>
<td>Review of infrastructure surrounding Coromandel Valley Primary School to encourage safe and active travel to and from school. In partnership with the school and the Department of Planning Transport and Infrastructure</td>
<td>1</td>
<td>No Change</td>
<td>Currently under the planning/feasibility stage to determine if any improvements can be made in conjunction with the Department of Planning Transport and Infrastructure.</td>
</tr>
<tr>
<td>18/19 WAY/300 PROGRAM - SCOTCH COLLEGE</td>
<td>Evans Avenue, Muggs Hill Road, Lachness Avenue, Welbourne Street, High Street, Albert Street, Norman Walk</td>
<td>Terenure Park</td>
<td>Roeburn</td>
<td>Review of infrastructure surrounding Scotch College to encourage safe and active travel to and from school, in partnership with the school and the Department of Planning Transport and Infrastructure</td>
<td>1</td>
<td>Updated</td>
<td>Currently under the planning/feasibility stage to determine if any improvements can be made in conjunction with the Department of Planning Transport and Infrastructure. Minor treatments have been undertaken to improve road signage and line marking consistencies with the modern day standard.</td>
</tr>
<tr>
<td>BLACKPOST PROGRAM - SUSSEX/ORGANO/JALIBURY CRESCENT ROUNDABOUT UPGRADE</td>
<td>Sussex Terrace, Orongo Road, Jalibury Crescent</td>
<td>Westbourne Park, Hawthorn, Colonel Light Gardens</td>
<td>Gault</td>
<td>Successfully funded under the Australian Government Blackspot Program. The scope of works required to modify/surge the roundabout to facilitate the crash reduction factors include the provision of: • pavement marking to encourage cyclists to command the lane to increase their visibility to entering motorists on the approaches to the roundabout; • Mountable aprons to cater for larger vehicles (if necessary); • Safe storage areas for pedestrians</td>
<td>1</td>
<td>Updated</td>
<td>This project is currently under construction with an anticipated completion date of late July to early August 2019.</td>
</tr>
<tr>
<td>BRIGHTON PARADE POST IMPLEMENTATION REVIEW</td>
<td>Brighton Parade, Gladstone Road</td>
<td>Blackwood</td>
<td>Craigburn</td>
<td>Infrastructure features to improve bicycle access and reduce speeds. Council Resolution to install a series of flat top humps and intersection plateaus on Brighton Parade was made by Council on the 8th of November 2016.</td>
<td>1</td>
<td>Updated</td>
<td>The post implementation review has now been completed with a presentation at a Designated Informal Gathering held on 22 May 2019. A discussion report and a subsequent Decision Report is due to be presented to Full Council.</td>
</tr>
<tr>
<td>CYCLING AND WALKING STRATEGY</td>
<td>City Wide</td>
<td>City Wide</td>
<td>City Wide</td>
<td>Increase connectivity between bike routes both between internally (schools to hills), and externally (to either Councils and designated bike SA routes) and develop/establish a cycling and walking strategy to provide a strategic document to guide and inform the cycling and walking networks.</td>
<td>1</td>
<td>No Change</td>
<td>This project will form a deliverable from the Integrated Transport Plan and will be considered once the ITP has been endorsed by Council.</td>
</tr>
<tr>
<td>INTEGRATED TRANSPORT PLAN</td>
<td>City Wide</td>
<td>City Wide</td>
<td>City Wide</td>
<td>Development of an Integrated Transport Strategy for the City of Mitcham</td>
<td>1</td>
<td>No Change</td>
<td>The draft Integrated Transport Plan has now been completed and Council administration is in the process of developing a report and presentation to be presented to Council for discussion.</td>
</tr>
</tbody>
</table>
# TRAFFIC AND TRANSPORT PROJECTS PROGRAM

**Last Modified:** 07 July 2019

<table>
<thead>
<tr>
<th>INFORMATION</th>
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<tr>
<td><strong>PROJECT TITLE</strong></td>
<td><strong>LOCATION</strong></td>
<td><strong>SUBURB</strong></td>
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<tr>
<td>LED ROAD LIGHTING PERFORMANCE UPGRADES</td>
<td>City Wide</td>
<td>City Wide</td>
</tr>
<tr>
<td>RUGBY STREET BIKeway - STAGE 2</td>
<td>Abbotsford Road, Rail Corridor, Price Avenue</td>
<td>Lower Mitcham</td>
</tr>
<tr>
<td>KINGSWOOD/NEITHERBY TRAFFIC NETWORK STUDY</td>
<td>Hill Street</td>
<td>Kingswood</td>
</tr>
<tr>
<td>KINGSWOOD/NEITHERBY TRAFFIC NETWORK STUDY</td>
<td>Hill Street</td>
<td>Kingswood</td>
</tr>
<tr>
<td>KINGSWOOD/NEITHERBY TRAFFIC NETWORK STUDY</td>
<td>Hill Street, John Street</td>
<td>Kingswood</td>
</tr>
<tr>
<td>KINGSWOOD/NEITHERBY TRAFFIC NETWORK STUDY</td>
<td>Hill Street</td>
<td>Kingswood</td>
</tr>
<tr>
<td>KINGSWOOD/NEITHERBY TRAFFIC NETWORK STUDY</td>
<td>Hill Street</td>
<td>Neitherby</td>
</tr>
<tr>
<td>MCGHAN HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 1</td>
<td>Various</td>
<td>Hills Area</td>
</tr>
<tr>
<td>PRINCES ROAD ZEBRA CROSSING</td>
<td>Princes Road</td>
<td>Torrens Park</td>
</tr>
<tr>
<td>RUGBY STREET BIKeway STAGE 1 POST IMPLEMENTATION REVIEW</td>
<td>Tutt Avenue</td>
<td>Kingswood</td>
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### TRAFFIC AND TRANSPORT PROJECTS PROGRAM

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<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>LOCATION</th>
<th>SUBURB</th>
<th>WARD(S)</th>
<th>DESCRIPTION</th>
<th>PRIORITY</th>
<th>UPDATE</th>
<th>COMMENTS/PROJECT UPDATES</th>
</tr>
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<tbody>
<tr>
<td>MITCHELLE HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 2</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park, Park</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitchellem Hills Hilltop area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly of roads within the Hawthorndene and Upper Sturt Area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>MITCHELLE HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 3</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park, Boornan Park</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitchellem Hills Hilltop area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly of roads within the Lysterfield and Belair Area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>MITCHELLE HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 4</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park, Park</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitchellem Hills Hilltop area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly of roads within the Blue Hills area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>MITCHELLE HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 5</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park, Park</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitchellem Hills Hilltop area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly of roads within the Glenelg and Belair Area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>MITCHELLE HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 6</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park, Park</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitchellem Hills Hilltop area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly of roads within the Blackwood Area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>PROJECT TITLE</td>
<td>LOCATION</td>
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<td>WARD(S)</td>
<td>DESCRIPTION</td>
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</tr>
<tr>
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</tr>
<tr>
<td>MITCHAM HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 7</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitcham Hills Hilly terrain area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly roads within the Craigburn Farm Area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>MITCHAM HILLS AREAS ROAD SAFETY NETWORK AUDIT - STAGE 8</td>
<td>Various</td>
<td>Hills Areas</td>
<td>Craigburn, The Park, Babbage</td>
<td>In response to road safety concerns raised by the community, an audit of the road network in the hills area is required to evaluate the necessity and benefits of installing treatments to provide enhanced road safety particularly where steep drop-offs and level changes are present. The project area is all of the Mitcham Hills Hilly terrain area and due to the extent of the area has been broken into 8 stages. This stage comprises mainly roads within the Belvoir Heights and Babbage Park Area</td>
<td>2</td>
<td>New</td>
<td>The scope of work requires undertaking an assessment of the hills area road network to determine where road safety treatments would improve the level of road safety along roads within the project stage area</td>
</tr>
<tr>
<td>AURICHO AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Auricchio Avenue</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>2 requests received - increased traffic flow as a result of multiple dwellings being developed, plus cars parking adjacent to making it very difficult for residents to safely exit their property</td>
<td>3</td>
<td>No Change</td>
<td>Consolidated request with another listing (Auricchio Avenue - Parking Management Review)</td>
</tr>
<tr>
<td>AURICHO AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Auricchio Avenue</td>
<td>St Marys</td>
<td>Babbage</td>
<td>Increased traffic flow as a result of multiple dwellings being developed, plus cars parking adjacent to making it very difficult for residents to safely exit their property</td>
<td>5</td>
<td>No Change</td>
<td>A parking survey will be undertaken on Auricchio Avenue to ascertain parking capacity and saturation, an assessment will provide a summary of observations and recommendations</td>
</tr>
<tr>
<td>BLACKWOOD NORTH SPEED REDUCTION MEASURES</td>
<td>McIvor/Wake Street</td>
<td>Blackwood</td>
<td>Craigburn</td>
<td>Demonstration of high 50th percentile speeds</td>
<td>9</td>
<td>No Change</td>
<td>Once resources become available, a project brief will be developed to define the scope of works required to deliver the outcomes and objectives</td>
</tr>
<tr>
<td>CORONADEL PARADE BICYCLE CONNECTION</td>
<td>Coronadel Parade</td>
<td>Coronadel Valley</td>
<td>Craigburn</td>
<td>Request to investigate installation of bike lanes along Coronadel Parade between roundabout at Grand Blvd and Cumming St</td>
<td>3</td>
<td>No Change</td>
<td>Once resources become available, Administration to prepare a project brief to undertake conceptual design for feasibility to implement under existing road configuration or alternatively scope of works to upgrade road configuration to suit</td>
</tr>
<tr>
<td>FURINDERS CITY BIKEWAY</td>
<td>Various</td>
<td>St Marys</td>
<td>Babbage</td>
<td>Implementation of a North-South Bikeway to facilitate the Western catchment of the City of Melbourne to provide connectivity from the Darlington Project through to Cross Road</td>
<td>3</td>
<td>No Change</td>
<td>The scope of work requires a concept design based on a preliminary alignment identified in previous bicycle plans, this will form a strategic link that is further supported through the draft Integrated Transport Plan</td>
</tr>
<tr>
<td>GLADYS STREET - INTERSECTION PARKING MANAGEMENT REVIEW</td>
<td>Gladys Street</td>
<td>Clarence Gardens</td>
<td>Overton</td>
<td>Request to review parking and install parking controls on one side of Gladys Street near Winston Avenue. Vehicles are currently being parked adjacent, causing traffic congestion</td>
<td>3</td>
<td>No Change</td>
<td>Consolidation of Duplicate Carpark Listings to form a Single Listing treating root cause (Consolidated as Gladys Street - Intersection Parking Management Review)</td>
</tr>
<tr>
<td>GLADYS STREET - INTERSECTION PARKING MANAGEMENT REVIEW</td>
<td>Gladys Street</td>
<td>Clarence Gardens</td>
<td>Overton</td>
<td>Request to review parking and install parking controls on one side of Gladys Street near Winston Avenue. Vehicles are currently being parked adjacent, causing traffic congestion</td>
<td>3</td>
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<td>GLADYS STREET - INTERSECTION PARKING MANAGEMENT REVIEW</td>
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<td>Clarence Gardens</td>
<td>Overton</td>
<td>Request to review parking and install parking controls on one side of Gladys Street near Winston Avenue. Vehicles are currently being parked adjacent, causing traffic congestion</td>
<td>3</td>
<td>No Change</td>
<td>Consolidation of Duplicate Carpark Listings to form a Single Listing treating root cause (Consolidated as Gladys Street - Intersection Parking Management Review)</td>
</tr>
</tbody>
</table>

Sheet: Traffic and Transport Projects
Workbook: Traffic and Transport Program (Master Copy) - Revised 2019 July
Last Accessed: 12/07/2019

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### TRAFFIC AND TRANSPORT PROJECTS PROGRAM

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<tbody>
<tr>
<td>PROJECT TITLE</td>
<td>LOCATION</td>
<td>SUBURB</td>
</tr>
<tr>
<td>GOODWOOD ROAD/ATTLE STREET INTERSECTION</td>
<td>Little Street</td>
<td>Cumberland Park</td>
</tr>
<tr>
<td>SERPENTINE ROAD/OUD BEIR ROAD INTERSECTION</td>
<td>Serpentine Road</td>
<td>Belair</td>
</tr>
<tr>
<td>ST MARY'S PARKING CONTROLS AUDIT REVIEW</td>
<td>Various</td>
<td>St Marys</td>
</tr>
<tr>
<td>STURT AVENUE - TRAFFIC MANAGEMENT SCHEME</td>
<td>Sturt Avenue</td>
<td>Hawthorn</td>
</tr>
<tr>
<td>INTERSECTION PAINTER STREET/PORTS STREET - ROAD SAFETY UPGRADE</td>
<td>Palmer Street</td>
<td>Forbis Street</td>
</tr>
<tr>
<td>DARLINGTON UPGRADE - POST CONSTRUCTION TRAFFIC IMPACTS REVIEW</td>
<td>Cashel Street (Darlington Upgrade)</td>
<td>St Marys</td>
</tr>
<tr>
<td>EDWARDSTOWN PRIMARY PEDESTRIAN CROSSING</td>
<td>Price Street</td>
<td>Clarence Gardens</td>
</tr>
<tr>
<td>ULLEY PARK RAILWAY STATION PARKING REVIEW</td>
<td>Uttley Terrace</td>
<td>Westbourne Park</td>
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</table>
## DPTI Traffic Projects (Mitcham)

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<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>LOCATION</th>
<th>SURBURB</th>
<th>SUBURB</th>
<th>PROJECT DESCRIPTION</th>
<th>STATUS</th>
<th>COMMENTS/PROGRESS UPDATE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Darlington Upgrade</strong></td>
<td>South Road, Main South Road</td>
<td>Bedford Park</td>
<td>Balhaha</td>
<td>Construction of the South Rd Darlington underpass/overpass will create a number of traffic related issues: Increase traffic flows, access/regress issues, impact on pedestrian/bike routes.</td>
<td>Updated</td>
<td>Currently under construction, Council’s Engineering Team actively involved as a project stakeholder in the DPTI Gateway South managed project.</td>
</tr>
<tr>
<td><strong>Springbank Road/Goodwood Road/Daws Road Upgrade</strong></td>
<td>Springbank Rd, Goodwood Road, Daws Road</td>
<td>Daws Park, Panorama, Pasewalk</td>
<td>Gawler, Ovington, Goodwood</td>
<td>The proposed Goodwood, Springbank and Daws Road intersection upgrade will: - Realign the two staggered T-junctions, Goodwood Road/Springbank Road and Goodwood Road/Daws Road, to create a standard 4-way cross intersection. - Improve the flow and efficiency of traffic through one of Adelaide’s most congested intersections. - Improve safety for all road users at this location. - Remove the need for multiple turning movements for east-west traffic travelling between Springbank Road and Daws Road.</td>
<td>Updated</td>
<td>DPTI are currently in the planning phase of the project to determine the level of impact on properties within the project area. DPTI have advised that they are currently in discussions with affected landholders. As part of the project Council will be involved as an integral stakeholder and will provide input to ensure that the proposed upgrade provides an amicable balance between improved traffic management conditions and road safety benefit throughout the planning, design and construction process.</td>
</tr>
<tr>
<td><strong>Mitcham Hills Road Corridor Upgrade (Road Lighting)</strong></td>
<td>Main Road</td>
<td>Belair</td>
<td>The Park, Craigburn</td>
<td>Upgrade of Low Pressure Sodium Lighting along Main Road between Rosella Avenue and Sheperd Road to improve the lighting scheme to utilise LED technology to improve energy output.</td>
<td>Updated</td>
<td>ENERGY has been engaged as part of the partnership project between DPTI and Council to prepare design documentation suitable for construction. The feasibility study assessment of the Craigburn Farm Western Bypass is currently in the draft finalisation stage and is due to be reviewed by Council Administration. A memorandum is scheduled to be prepared and provided to Council following the detailed review by Administration.</td>
</tr>
<tr>
<td><strong>Craigburn Farm Western Bypass</strong></td>
<td>Various</td>
<td>Craigburn Farm</td>
<td>Craigburn</td>
<td>Feasibility assessment of a north-south bypass route through Craigburn Farm.</td>
<td>Updated</td>
<td></td>
</tr>
<tr>
<td><strong>Mitcham Hills Road Corridor Upgrade (Road Improvements)</strong></td>
<td>Various</td>
<td>Balair, Blackwood</td>
<td>Craigburn The Park</td>
<td>• Improvement of the safety and operation of the intersection of Main Road/Russell Street • Addressing road safety concerns and congestion reduction at the intersection of Shepherds Hill Road/Brighton Parade/Walde Street • Work with Council to resolve issues in Cornelian Parade and parking in the Blackwood Centre • Prioritise further road and safety upgrades throughout the Mitcham Hills road network, including the remaining recommendations of the Road Management Plan.</td>
<td>No Change</td>
<td>Administration is in the process of evaluating and prioritising our recommendations and will continue to liaise with DPTI with regards to the Mitcham Hills Road Corridor Improvements Projects. Further information will be provided to elected members as it becomes available.</td>
</tr>
</tbody>
</table>
# DPTI TRAFFIC PROJECTS (MITCHAM)

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<tr>
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<tr>
<td>CROSS ROAD/FULLERTON ROAD UPGRADE</td>
<td>Cross Road, Fullerton Road</td>
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Cross Road and Fullerton Road are both important commuter routes, serving traffic to and from the Mitcham Hills area and the South Eastern Freeway. Cross Road forms part of Adelaide’s Outer Ring Route (ORR) which plays a key role in moving Adelaide traffic efficiently and safely. The ORR is also a key freight route connecting to export and import gateway and intermodal terminals. Approximately 60,000 vehicles travel through the Cross and Fullerton Roads intersection each day and it currently experiences travel time delays in peak periods.

There have been 44 crashes at the intersection over the past five years (2013-2017), of which there were 19 casualty crashes. The Department of Planning, Transport and Infrastructure (DPTI) will be upgrading the intersection to improve safety and travel times for motorists. The $6.5 million project is jointly funded by the Australian and South Australian governments. The Australian Government has committed $30.5 million from its Urban Congestion Fund, with the South Australian Government contributing $35 million.

The intersection upgrade will improve travel times, improve safety for all users, improve network reliability, improve economic productivity.

As part of the project, Council will be involved as an integral stakeholder and will provide input to ensure that the proposed upgrade provides an amicable balance between improved traffic management conditions and road safety benefit throughout the planning, design and construction process.
## COMPLETED PROJECTS

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<table>
<thead>
<tr>
<th>Project Title</th>
<th>Location</th>
<th>Suburb</th>
<th>Ward</th>
<th>Description</th>
<th>Priority</th>
<th>Update</th>
<th>Action</th>
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<tbody>
<tr>
<td><strong>LAFERS ROAD - ROAD SAFETY REVIEW</strong></td>
<td>Laffers Road</td>
<td>Belair</td>
<td>The Park</td>
<td>2 requests received - Installation of No Parking on one side of Laffers Road. Road is too congested during school peak times.</td>
<td>1</td>
<td>COMPLETE</td>
<td>Consol</td>
</tr>
<tr>
<td><strong>LAFERS ROAD - ROAD SAFETY REVIEW</strong></td>
<td>Laffers Road</td>
<td>Belair</td>
<td>The Park</td>
<td>Install parking restriction on one or both sides of Laffers Road. There is too much traffic congestion during school peak times when vehicles are parked on both sides of Laffers Road.</td>
<td>1</td>
<td>COMPLETE</td>
<td>A Road Safety Audit has been undertaken on Laffers Road with the resultant recommendations to be reviewed and programmed for future Capital Works or operational maintenance.</td>
</tr>
<tr>
<td><strong>LAFERS ROAD - ROAD SAFETY REVIEW</strong></td>
<td>Laffers Road</td>
<td>Belair</td>
<td>The Park</td>
<td>Laffers Road has high 5th percentile speeds ($S_5$). Recommend minor line marking treatments as no history of crashes. Potentially through the introduction of pavement bar treatments. &quot;Multiple Lineages Present.&quot;</td>
<td>1</td>
<td>COMPLETE</td>
<td>Consol</td>
</tr>
<tr>
<td><strong>ELSA PLACE - TRAFFIC REVIEW</strong></td>
<td>Area Traffic Management Plan</td>
<td>Clapham</td>
<td>Salisbury</td>
<td>Outcomes of the Clapham/Panorama Local Area Traffic Management (LATOM) Plan - review installation of speed cushions in Elsa Place to verify their effectiveness</td>
<td>1</td>
<td>COMPLETE</td>
<td></td>
</tr>
<tr>
<td><strong>GOLDENWOOD ROAD BUS AND BICYCLE LANES</strong></td>
<td>Goldenwood Road</td>
<td>Pasadena</td>
<td>Salisbury</td>
<td>This project is being delivered as part of Operation Merging Traffic, which is an initiative to improve the efficiency, reliability and safety of the transport network, which includes both roads and public transport services across greater Adelaide. Works along Goldenwood Road are comprised of a new bus lane on Goldenwood Road, for the north-bound direction between Greenslopes Drive and Junction Avenue and a bicycle lane from the pedestrian crossing just south of Greenslopes Street to Grandview Drive in the southbound direction.</td>
<td>1</td>
<td>COMPLETE</td>
<td>DPTI have now completed all associated civil infrastructure works.</td>
</tr>
<tr>
<td><strong>BLACKWOOD ROODABOUT UPGRADE</strong></td>
<td>Sheppards Hill Road, Main Road, Coronation Parade, Station Road</td>
<td>Blackwood</td>
<td>Craigie</td>
<td>Traffic congestion and safety issues with the Blackwood Roundabout, particularly during peak morning and evening times.</td>
<td>1</td>
<td>COMPLETE</td>
<td>DPTI have completed all associated civil infrastructure works.</td>
</tr>
</tbody>
</table>
| **HAWTHORN ALDI - POST DEVELOPMENT TRAFFIC AND PARKING REVIEW** | Angas Road | Hawthorn | Duck | Review parking on Angas Road, between railway and Belair Rd. Installation of parking controls on one side of Angas Road, due to Aldi development. | 2        | COMPLETE | Consolidated request with another listing (Hawthorn Aldi - Post Development Traffic and Parking Review) |}

Sheet: Completed Projects
Workbook: Traffic and Transport Plans (Master Copy) - Reviewed 2019 July

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## COMPLETED PROJECTS

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<table>
<thead>
<tr>
<th>Project Title</th>
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</thead>
<tbody>
<tr>
<td>HAWTHORN ALDI - POST DEVELOPMENT TRAFFIC AND PARKING REVIEW</td>
<td>Anglo Road, ABOOKATH Road</td>
<td>Hawthorn</td>
<td>Geelong</td>
<td>REQUEST FOR REVIEW - Following the completion of the ALDI Development and a suitable duration for traffic patterns to re-establish, Administration will cause to re-establish a post implementation traffic and parking review of the surrounding streets to evaluate performance effectiveness.</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidated request with another listing (Hawthorn ALDI - Post Development Traffic and Parking Review)</td>
</tr>
<tr>
<td>HAWTHORN ALDI - POST DEVELOPMENT TRAFFIC AND PARKING REVIEW</td>
<td>ABOOKATH Road</td>
<td>Hawthorn</td>
<td>Geelong</td>
<td>Increased traffic flow in both directions causing safety issues, particularly with the approved ALDI development recently completed.</td>
<td>2</td>
<td>COMPLETE</td>
<td>The Traffic and Parking review following the construction and operation of the ALDI Development has now been completed and the review indicated that the traffic volumes along Anglo Road, ABOOKATH Road and Vincenzo Road have not increased significantly and the increase in volumes along these roads is consistent with industry based market growth rates. Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as ROCKVILLE AVENUE - PARKING MANAGEMENT REVIEW)</td>
</tr>
<tr>
<td>ROCKVILLE AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Rockville Avenue</td>
<td>Dare Park</td>
<td>Geelong</td>
<td>3 requests received - Review of parking controls on Rockville Ave- installation of new parking controls</td>
<td>2</td>
<td>COMPLETE</td>
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<td>Geelong</td>
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<td>Geelong</td>
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<td>ROCKVILLE AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Rockville Avenue</td>
<td>Dare Park</td>
<td>Geelong</td>
<td>Request for parking controls - Requests received pertaining to restricted thoroughfare in the roadway hindering ingress and egress from properties, in addition reduce collection vehicle have reduced access.</td>
<td>2</td>
<td>COMPLETE</td>
<td>Upon further review by Council's Traffic and Transport Team and subsequent consultations with the directly affected local properties, the issue relating to on-street parking here has dissipated and as such no further action is required at this time.</td>
</tr>
<tr>
<td>VERCO AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Verco Avenue</td>
<td>Lower Mitcham</td>
<td>Geelong</td>
<td>4 requests received - Issues with cars parking both sides, limiting access</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Verco Avenue - Parking Management Review)</td>
</tr>
<tr>
<td>VERCO AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Verco Avenue</td>
<td>Lower Mitcham</td>
<td>Geelong</td>
<td>Waste Vehicles having trouble accessing road due to cars parking adjacent</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Verco Avenue - Parking Management Review)</td>
</tr>
<tr>
<td>VERCO AVENUE - PARKING MANAGEMENT REVIEW</td>
<td>Verco Avenue</td>
<td>Lower Mitcham</td>
<td>Geelong</td>
<td>Cars parking almost, making it very dangerous for residents, vehicles travelling through and service vehicles</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Verco Avenue - Parking Management Review)</td>
</tr>
</tbody>
</table>
## COMPLETED PROJECTS

Last Modified: 07 July 2019

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<tbody>
<tr>
<td>Verno Avenue - Parking Management Review</td>
<td>Verno Avenue</td>
<td>Lower Mitcham</td>
<td>Gait</td>
<td>Installation of parking restrictions to be installed on Verno Avenue</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated in Verno Avenue - Parking Management Review)</td>
</tr>
<tr>
<td>Verno Avenue - Parking Management Review</td>
<td>Verno Avenue</td>
<td>Lower Mitcham</td>
<td>Gait</td>
<td>REQUEST FOR PARKING CONSULT - Requests received pertaining to restricted parking everywhere in the roadway heading to and from the property, in addition refuse collection vehi still have limited access.</td>
<td>2</td>
<td>COMPLETE</td>
<td>A parking survey and assessment has been undertaken on Verno Avenue for November. Further investigations required in December to gauge further results. An internal assessment was undertaken and determined that whilst Verno Avenue experiences high concentrations of parked vehicles on isolated occasions and based on recent spot parking occupancy surveys do not warrant any further action or implementation of parking controls.</td>
</tr>
<tr>
<td>Bellevue Heights - Parking Management Review</td>
<td>Glenwood Drive</td>
<td>Bellevue Heights</td>
<td>Craigburn</td>
<td>3 requests received - issue with cars parking almost in front of doors and another yellow line on the eastern side of Glenwood Drive opposite Yulla Drive</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Bellevue Heights - Parking Management Review)</td>
</tr>
<tr>
<td>Bellevue Heights - Parking Management Review</td>
<td>Glenwood Drive</td>
<td>Bellevue Heights</td>
<td>Craigburn</td>
<td>Installation of yellow line on one side of Glenwood Drive and another yellow line on the eastern side of Glenwood Drive opposite Yulla Drive</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Bellevue Heights - Parking Management Review)</td>
</tr>
<tr>
<td>Bellevue Heights - Parking Management Review</td>
<td>Heathfield Road</td>
<td>Bellevue Heights</td>
<td>Craigburn</td>
<td>Parking in Heathfield Road - due to the steep grades, virtually as you turn onto Heathfield Road from Shepherds Hill Road, the site distance along the road is limited. The other day I was forced to traverse the middle of the road due to parked cars on either side and was met head on with an approaching car that was &quot;out of site&quot;. Call me stupid but parking has always been on at least one side of the road for the first part of Heathfield Rd?</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Bellevue Heights - Parking Management Review)</td>
</tr>
<tr>
<td>Bellevue Heights - Parking Management Review</td>
<td>Heathfield Road</td>
<td>Bellevue Heights</td>
<td>Craigburn</td>
<td>Review parking on Heathfield Road near the Shepherds Hill Road intersection - many resident park near this intersection and then catch the bus (Bus Stop on Shepherds Hill Road)</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Bellevue Heights - Parking Management Review)</td>
</tr>
<tr>
<td>Bellevue Heights - Parking Management Review</td>
<td>Mill Terrace</td>
<td>Eden Hills</td>
<td>Craigburn</td>
<td>Review parking. As parking controls have been installed in Bedford Park and Bellevue Heights, parking has not shifted to Mill Terrace. It is extremely congested and unsafe.</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Bellevue Heights - Parking Management Review)</td>
</tr>
<tr>
<td>Bellevue Heights - Parking Management Review</td>
<td>Glenwood Drive, Ridgehaven Drive, Shepherds Avenue, Yulla Drive, Mill Terrace (Eden Hills)</td>
<td>Bellevue Heights</td>
<td>Craigburn</td>
<td>Glenwood Drive needs yellow no park line in one side. It is almost impossible to get through in a car as some people park opposite each other</td>
<td>2</td>
<td>COMPLETE</td>
<td>An assessment has been prepared externally and the findings have been reviewed. Engagement with the community is required to ascertain the level of community support prior to implementation to accommodate any further changes to existing street parking configurations. Each individual road identified with treatment will undergo Community Engagement to consult on the recommended treatments</td>
</tr>
<tr>
<td>Pasadena Green - Parking Management Review</td>
<td>Dobson Avenue</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>2 requests received - Request to install parking restrictions on one side of Dobson Avenue due to parking congestion across Pasadena Shopping Centre</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
</tr>
<tr>
<td>Pasadena Green - Parking Management Review</td>
<td>Dobson Avenue</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>3 requests received - Install parking restrictions opposite car park entrance, review parking near roundabout and restrict parking on one side of Day Drive, between Dobson Ave and Sierra Nevada Blvd</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a Single Listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
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### Completed Projects

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<tbody>
<tr>
<td>PASADENA GREEN - PARKING MANAGEMENT REVIEW</td>
<td>Fitzgerald Road</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>Initially low lines across from Pasadena shopping centre underground car park entrance and exit. Cars are parked across the entrance on Day Drive which makes it very difficult and dangerous, coming out of car park to turn right onto Day Dr requiring vast</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a single listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
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<td>PASADENA GREEN - PARKING MANAGEMENT REVIEW</td>
<td>Fitzgerald Road</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>Request to restrict parking on one side of Day Drive between Dobson Ave and Sierra Nevada Blvd. If vehicles are parked on both sides, it becomes a hazard when motorists are leaving/entering the roundabout</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a single listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
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<td>PASADENA GREEN - PARKING MANAGEMENT REVIEW</td>
<td>Fitzgerald Road</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>Parking congestion on parking lot on both sides of Day Drive, Pasadena between Dobson Ave and Sierra Nevada Blvd. Request for parking review to be undertaken</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a single listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
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<td>PASADENA GREEN - PARKING MANAGEMENT REVIEW</td>
<td>Fitzgerald Road</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>Installation of timed parking controls in Fitzgerald Rd and surrounding streets, impact from 9am-4pm parking on street staff</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a single listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
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<tr>
<td>PASADENA GREEN - PARKING MANAGEMENT REVIEW</td>
<td>Fitzgerald Road</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>Review of parking on Forbes Street - Introduce 2 or 3 hour parking restrictions</td>
<td>2</td>
<td>COMPLETE</td>
<td>Consolidation of Duplicate Content Listings to form a single listing treating root cause (Consolidated as Pasadena Green - Parking Management Review)</td>
</tr>
<tr>
<td>PASADENA GREEN - PARKING MANAGEMENT REVIEW</td>
<td>Fitzgerald Road</td>
<td>Pasadena</td>
<td>Babbage</td>
<td>Request for timed parking controls to provide vehicle parking space turnover given the long term parking by staff from the Pasadena Green Shopping Centre</td>
<td>2</td>
<td>COMPLETE</td>
<td>Council Administration undertook various spot parking occupancy surveys and reviewed against the available parking inventory on-street and within the basement carpark of the Pasadena Green Shopping Centre and based on this assessment determined that there was sufficient on-street parking capacity within the available area to accommodate parking for properties and visitors. It was noted that there were locations where parking was concentrated in close proximity to the shopping centre and improvements have been developed to assist in distributing the parking capacity to ensure that the parking profile is more distributed to provide more equity for affected properties. These improvements will need to undergo community engagement to determine the level of support from the community for the proposed treatments.</td>
</tr>
<tr>
<td>GREVILLEA WY/QUIV VIEW ROAD INTERSECTION TREATMENT</td>
<td>Grevilla Way</td>
<td>Blackwood</td>
<td>Craigburn</td>
<td>Upgrade the intersection of Grevilla Way and Grevilla Road – make it more clear who has to give way as a lot of motorists are currently breaking the law</td>
<td>3</td>
<td>COMPLETE</td>
<td>Administration has undertaken an investigation into the road safety at this location and the proposal to install a “give way” treatment is warranted. The proposal was based on consideration of community engagement and the proposed solution was supported and subsequently works arranged for implementation.</td>
</tr>
<tr>
<td>AURICHA AVE/TH CRESCENT - INTERSECTION TREATMENT</td>
<td>Auricsha Avenue</td>
<td>St Marys</td>
<td>Babbage</td>
<td>Following requests received by the Community and Elec Members, Council’s Traffic and Transport team undertook an investigation of the intersection of Auricsha Avenue and The Crescent St Marys and determined that the intersection could be improved with the installation of pavement marking treatment.</td>
<td>3</td>
<td>COMPLETE</td>
<td>Design work has been completed and community engagement has been undertaken to inform the directly affected residents of the proposed works. These works have been scheduled for installation by the end of August 2019 subject to favourable weather conditions and resource availability.</td>
</tr>
<tr>
<td>WHEELIE JACOBSON INTERSECTION DESIGN - EASTERN EEG</td>
<td>Jackson Avenue</td>
<td>Corndale Valley</td>
<td>Craigburn</td>
<td>Upgrade leg, lanes fixed intersection has been shifted normal to Jackson Avenue, need to be done on the eastern leg of Jackson Road. DTA to provide designs for intersection</td>
<td>4</td>
<td>COMPLETE</td>
<td>Design work has been completed and community engagement has been undertaken to inform the directly affected residents of the proposed works. These works have been scheduled for installation by the end of August 2019 subject to favourable weather conditions and resource availability.</td>
</tr>
</tbody>
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Sheet: Completed Projects
Workshop Traffic and Transport Program (Master Copy) - Reviewed 1809 July
Last Accessed: 12/07/2019
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## COMPLETED PROJECTS

Last Modified: 07 July 2019

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<tr>
<td>WINDING WAY - ROAD SAFETY IMPROVEMENTS</td>
<td>Winding Way</td>
<td>Beeli</td>
<td>The Park</td>
<td>Multiple Requests Received - Request to investigate and change road to one way to allow on street parking along Winding Way. Residents have raised concerns about parking, pedestrian safety, and vehicle traffic and speed of vehicles travelling along the road.</td>
<td>4</td>
<td>COMPLETE</td>
<td>A Road Safety Audit has been undertaken on Linkers Road with the resultant recommendations to be reviewed and programmed for future Capital Works or operational maintenance.</td>
</tr>
</tbody>
</table>

Sheet: Completed Projects
Workbook: Traffic and Transport Program (Master Copy) - Reviewed 2019 July
Last Accessed: 12/07/2019
11.3 CORRESPONDENCE FOR INFORMATION ONLY
(Meeting Date: 23 July 2019)
(Location: Council Wide)

PROPOSAL
To provide correspondence sent/received for information.

BACKGROUND
At its full council meeting on the 9 April 2019 Council unanimously resolved that; ‘Letters sent on behalf of the City of Mitcham as a result of an Elected Member motion shall be published in the next relevant Full Council Agenda under ‘Correspondence’ unless confidential, in the interests of transparency’.

The above is provided in addition to general correspondence sent/received for information.

Attachments:
A. MP Minister Knoll, Minister for Transport, Infrastructure and Local Government and Minister for Planning.
B. Hon Steven Marshall Premier South Australia.

STRATEGIC OBJECTIVES
Goal 1 Accessible & Connected Community
Objective 1.6 Our community is actively encouraged and supported to have a voice and to participate in a meaningful way in shaping our City.

DISCUSSION

Outgoing Correspondence
Attachment A – 17 July 2019 from Mayor Heather Holmes-Ross to MP Minister Knoll, Minister for Transport, Infrastructure and Local Government and Minister for Planning regarding the City of Mitcham’s Statement of Intent for the Special Residential Character Areas Development Plan Amendment as endorsed by Council 9 July 2019 (Item 8.3 Planning Reforms – Heritage and Character). Please note the Statement of Intent can be accessed via the City of Mitcham Website.

Incoming Correspondence
Attachment B – 16 June 2019 from The Hon Steven Marshall MP, Premier of South Australia to Mayor Heather Holmes-Ross regarding the on-line inauguration of South Australia Multicultural Story.

RECOMMENDATION – ITEM 11.3
That the report be received for information only.
17 July 2019

The Hon. Stephan Knoll  
Minister for Planning  
c/- DPA Coordinator  
DPTI.PDDPACoordinator@sa.gov.au

Dear Minister Knoll

CITY OF MITCHAM – SPECIAL RESIDENTIAL CHARACTER AREAS STATEMENT OF INTENT

Pursuant to Section 25(1) of the Development Act 1993, please find enclosed a copy of a Statement of Intent adopted by Council at its meeting held on 9 July 2019 and signed by the Chief Executive Officer.

Council now seeks the agreement of the Minister to progress a Special Residential Character Areas Development Plan Amendment (DPA).

The intention of the DPA is to identify residential areas in the City of Mitcham considered to exhibit a character that is special when compared to wider Metropolitan Adelaide (and are not currently subject to a Residential Code designation). This work seeks to progress Council’s Spatial Vision and complement the Growth Areas DPA that is currently underway. Together these DPA’s will aid the transition to the new Planning and Design Code by ensuring that the community’s expectations are met.

Council intends to engage a consultant firm to assist with the preparation of the DPA and will prioritise resources to enable the DPA to be undertaken in a timely manner, ahead of the transition to the Planning and Design Code.

Please contact Craig Harrison, General Manager Development Services and Community Safety on 8372 8123 or Ben Hignett, Business Partner Strategic Planning and Projects on 8372 8158 for further information.

Yours faithfully,

MATTHEW PEARS  
CHIEF EXECUTIVE OFFICER

enc: Special Character Areas Statement of Intent (MS Word & PDF)
Mayor Heather Holmes-Ross
City of Mitcham
PO Box 21
TORRENS PARK  SA 5062

Dear Mayor Holmes-Ross,

The Government of South Australia is pleased to inform you of the on-line inauguration of South Australia’s Multicultural Story.

Throughout South Australia’s proud history, many waves of migrants have continued to make great contributions to enrich our State. It is timely that we provide a new web-based resource that tells the story of migration to South Australia from the post-war era onwards.

This important initiative is a collaboration between Multicultural Affairs in the Department of the Premier and Cabinet and the Hugo Centre for Migration and Population Research at the University of Adelaide. South Australia’s Multicultural Story features a series of interactive charts and maps showing the changing patterns of migration in South Australia.

We believe our diverse community will be interested to get a deeper understanding and appreciation of the diversity and characteristics of migrants from all around the world who have chosen to make South Australia their home.

We encourage you to take the time to explore what South Australia’s Multicultural Story has to offer – please visit www.spatialonline.com.au/multicultural.

We trust the installation of South Australia’s Multicultural Story will be a useful on-line resource for you and your communities, and if you require further assistance, please do not hesitate to contact Multicultural Affairs at (08) 8429 5961 or MulticulturalAffairs@sa.gov.au.

Yours sincerely,

Hon Steven Marshall MP
PREMIER OF SOUTH AUSTRALIA

Hon Jing Lee MLC
ASSISTANT MINISTER TO THE PREMIER
11.4 LOCAL HISTORY SERVICE REPORT
Report Author/Manager: Ulus Fuat / Katrina Head
General Manager: Kate O’Neill
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $Nil)

PROPOSAL

To update Council on the function and achievements of the City of Mitcham Local History Service as at the end of June 2019.

BACKGROUND

The City of Mitcham’s Local History Service (LHS) is valued for the support it provides to the community, helping to preserve and promote history within Adelaide’s second oldest Council area.

This report provides Council with a summary update on key developments within the LHS, current resourcing, achievements and plans for the future.

Attachments:

Nil

STRATEGIC OBJECTIVES

Goal 1 Accessible & Connected Community

Objective 1.3 Our community has access to high quality, vibrant, well serviced places and spaces to meet, learn and recreate.

Goal 4 Vibrant & Rich Culture

Objective 4.1 We have special places, spaces and stories that create a strong sense of place and great experiences for our community.

DISCUSSION

Operating for over 33 years, the LHS has developed an enviable reputation for the collection and cataloguing of historic documents, photographs and newspapers, producing interpretive information, and participating in activities that highlight many aspects of Mitcham’s history.

The history service provided by the LHS is focused on the study, research, preservation, cataloguing, and celebration of the City of Mitcham’s past, distinct from Council’s heritage services that relate particularly to the preservation of the character and integrity of the City of Mitcham’s iconic architecture, structures and buildings.

The LHS is located at the Mitcham Heritage Research Centre (MHRC) in the former Police Station within the Mitcham Cultural Village, 103 Princes Road,
Mitcham. The LHS was formerly located at the old Mitcham School (now the Mitcham Community Centre), until its relocation to its current home in 2009.

The LHS is open to the public Tuesday - Thursday between 9.30 am and 4.00 pm. Administrative and service support is provided by:

- The Mitcham Local History Assistant (0.4 FTE);
- The Mitcham Cultural Village Centre Facilitator (0.5 FTE since April 2019); and
- A knowledgeable team of 13 volunteers who enrich the program.

With an annual operating budget of $5,850 (excluding salaries), the LHS aims to:

- Preserve, educate and promote written and photographic records of the City of Mitcham’s history;
- Maintain a collection of over 3,500 records – original and copied documents, correspondence, research papers, reports, newspapers, and cemetery records;
- Preserve over 4,000 historic photographs and a local history reference library;
- Research aspects of Mitcham history and inform the community through events, exhibitions and fact sheets;
- Provide tours of the Mitcham Cemetery to the public; and
- Give local history talks and guided walks to community groups and schools.

Following an internal review of the history service and consultation with LHS volunteers in 2012, a clear vision for the service was established:

- To collect and preserve the City of Mitcham’s documentary heritage for future generations;
- To help the community understand, appreciate and celebrate our City’s rich cultural history and built environment; and
- To engage the community in local history through the provision of resources and events that are appropriate across all ages and cultures.

During this time, the Local History Coordinator (0.8FTE) in the Organisational and Community Development Division, concurrently occupied the Heritage Advisor (0.1 FTE) role in Council’s Development Services and Community Safety Division.

The dual roles contributed to a blurring between heritage as it relates to local places or buildings of State heritage significance and associated standards of conservation practice, retention of heritage significance and development policy. The Heritage role was discontinued in 2017 with the cessation of State Government funding for the position.
LOCAL HISTORY SERVICE ACTIVITY SUMMARY 2018/19

South Australian History Festival

A key feature of the LHS annual calendar, is the participation in the South Australian History Festival.

In May 2019, within the constraints of resourcing, 10 individual tours / walks, two different activities and an open day resulted in 322 attendees in total.

All activities were well received, evidenced by capacity bookings, waitlists, and additional opportunities offered to meet public demand.

Events breakdown for the 2019 South Australian History Festival:

- 2 x Mitcham Cemeteries Tours (total 40 attendees);
- 4 x Mitcham Village Historic Walks (total 80 attendees);
- 2 x Brownhill Creek Walking Tours (total 40 attendees);
- 2 x Abbotshall Precinct Walks (total 40 attendees);  
- MHRC Open Days (total 95 visitors);  
- Family Ties in Coromandel Valley (total 15 attendees); and  
- Paper Treasures – Important Reminders of Our Past Workshop (total 12 attendees).

Maintaining the momentum generated over the month of well-attended events, staff and volunteers have commenced discussions regarding future events. Consideration for new tours, extending the focus to a greater range of local suburbs, and collaboratively supporting other City of Mitcham historical organisations that also present History Festival activities in their specific suburbs form part of future planning.

Student Engagement

The LHS provide a range of services to help support and enhance learning outcomes for local students. For example, 150 students from Scotch College Junior School participated in guided Mitcham Village walks in February, with a further 100 students from Mitcham Primary School participating in a history presentation and guided Mitcham Village walk in June 2019.

The popularity of guided walks and history presentations specifically targeted to local schools continues to grow, evidenced by the forward booking of Clapham Primary School with 50 students booked for August 2019. The success of the student engagement offerings and growth in interest has prompted the development of specifically designed communications for schools.

Engagement of Older Residents

Local Resthaven residents living with dementia visited the LHS as part of the aged care facility’s planned outings in the community. The positive impact interacting with historic photographs had on the residents was noted by aged care workers and LHS volunteers alike, and has led to an investigation into various programs that could be offered to other local aged care facilities.
Significant Historical Celebrations

The LHS is working with the Edinburgh Hotel and Scotch College, celebrating their 150th and 100th birthdays respectively. Future milestone events noted within planning include Colonel Light Gardens 100 year anniversary occurring in 2021.

Walks, Talks, and Tours

The LHS facilitated self-guided and hosted history tours including:

- Mitcham Anglican and General Cemeteries Tours – Held for the general public on the first Wednesday of each month, or by request for groups.
- Guided Tours at set times published on the City of Mitcham website, and by arrangement:
  - Mitcham Village Historic Walk;
  - Brownhill Creek Walking Tours; and
  - Abbotshall Precinct Walk taking in the suburbs of Lower Mitcham, Hawthorn and Kingswood.
- Self-guided Walking Tour Brochures:
  - Mitcham Village Historic Walk,
  - Brownhill Creek Heritage Trail Walk;
  - Blackwood Historic Walk;
  - Colonel Light Gardens Walk;
  - Abbotshall Precinct Walks; and
  - St Marys Walk.

Maggy Ragless Memorial Grant

The City of Mitcham Maggy Ragless Memorial Grant honours the work of the late Maggy Ragless, City of Mitcham’s historian from 1986 until 2012.

The Grant seeks to encourage and support original research or projects which will inform and educate the community about the City of Mitcham’s local history and / or heritage.

In 2019, a grant of $1,448.95 was awarded to a local Hawthorn resident for a project entitled ‘The Laneways of Colonel Light Gardens’. This project provides an online map of Colonel Light Gardens’ unique laneways using a 360-degree camera accompanied by a podcast recording of residents with interesting laneway stories and historical tales.

Improvements and Innovations

- MHRC Maggy Ragless Research Room has been updated with new comfortable furniture, research material and information brochures, permanent interactive history displays and glass display cases.
- A valuable project to record the priceless knowledge of our LHS volunteers has commenced following consistent feedback from staff, participants and visitors. All concurred, our oral history and the vast experience and knowledge of our volunteers is a gift for future
generations. From this, three audio and visual documentary style videos of the Mitcham Village Conservation precinct, Brownhill Creek and the Abbotshall Precinct commenced and are due for completion early in the new financial year.

- Investigation is underway to explore the potential of virtual reality technology to take recently completed 360 filming to the next level, with exciting potential for mobility impaired residents and visitors to Mitcham.
- Replacement of 12 damaged or outdated Mitcham Village interpretive signs commenced.
- Updated St Marys and Abbotshall Precinct Walk brochures are being developed.
- Updated history fact sheets on the different wards, suburbs, places and people are underway.

**Collaboration and partnerships**

This report summarises Council’s LHS led activity, but it is acknowledged that a vast amount of historical work is also undertaken annually by individuals and groups across the City of Mitcham. Engagement with individuals, groups and organisations involved in the history of the City of Mitcham has been identified as a future focus, with the aim to work together to promote the heritage and history of all suburbs within the Council area. The LHS is looking to collaborate with relevant individuals and groups and associations and is planning an annual information sharing meeting highlighting planned history activities within the City of Mitcham.

**Community Implications**

The LHS delivers a valuable service to the community preserving and promoting

**Environmental / Heritage Implications**

Heritage services do not form part of the LHS.

**Cost Shifting Implications / Legislative Cost Imposts**

Nil

**Impact on Budget including Lifecycle Costing**

Budgeted FTE: 0.9
Annual budget: $5,850 (plus above staffing)

**Risk Management / WHS Assessment**

Nil

**Legal / Policy Implications**

Nil
Engagement

Not required.

CONCLUSION

This report provides Council with an update on the activities of the City of Mitcham Local History Service (LHS).

RECOMMENDATION – ITEM 11.4

That the report be received for information only.
11.5 STORMWATER MANAGEMENT UPDATE REPORT

Report Author/Manager: Russell King / Chris Haskas
General Manager: Daniel Baker
(Meeting Date: 23 July 2019)
(Location: Council Wide)
(Consultant Used: $0)

PROPOSAL

To provide Council with an update on Stormwater Management Plans, current stormwater capital works projects and key initiatives.

BACKGROUND

Council is responsible for the management of local stormwater collection and disposal within our suburbs, and conveying the flows downstream to their eventual outfall to the ocean.

Modern urban stormwater systems comprise some or all of the following elements:

- **Onsite retention and detention** – these capture stormwater flows at the source for reuse and reduce/delay the runoff from a property to reduce the stormwater peak flow and volume in the street environment.

- **Water Sensitive Urban Design elements** – such as rain gardens, soakage trenches and aquifer storage and recovery (ASR) systems. These elements aim to capture and reuse stormwater in the urban environment through infiltration or aquifer injection.

- **Street drainage** – a combination of kerbing, pits and stormwater pipes which generally channel stormwater flows to a piped stormwater system which conveys flows to a disposal point. In larger storm events, flows are retained within the road reserve by the kerb and watertable and the road itself may act as a small detention basin.

- **Natural creeks and surface floodways** – which carry stormwater where there is no piped drainage network or where stormwater is unable to reach a piped system.

- **Major creeks and trunk stormwater drains** – major creeks such as Brown Hill Creek and trunk drains such as the large Sturt drain collect stormwater from smaller creeks or piped drainage systems and convey large volumes of stormwater through the environment to disposal points.

- **Disposal point** – typically the coastal environment such as Gulf St Vincent.

The situation is generally different in rural systems (e.g. Hills areas) where roads generally do not have formal kerb and watertable and there is very little piped drainage network to collect and transport stormwater flows. In these situations, flows follow natural creek lines or surface flow paths.

Within the City of Mitcham, many areas have informal or “natural” drainage systems rather than a piped drainage scheme. This is particularly evident in
the foothills suburbs which have expanded with higher density development. In recent years, the footprint of houses has increased together with an increase in paved areas – resulting in more intense and shorter duration runoff events.

**Stormwater Design Standards**

Council aims to achieve the following technical design standards for stormwater systems based on national guidelines (Australian Rainfall and Runoff):

1. Minor drainage systems – underground system of pits and pipes and kerb caters for rainfall events up to and including a 1 in 5 year Average Recurrence Interval (ARI) without significant ponding and depth/width of water in the street (i.e. a 20% annual exceedance probability).

2. Major drainage systems – major trunk drains and major creeks will be designed to convey stormwater flows from rainfall events up to and including a 1 in 100 year Average Recurrence Interval (ARI) without flooding of properties (i.e. a 1% annual exceedance probability).

3. Overland flow paths – Council’s roads and drainage reserves will be designed (where possible) to retain and/or convey stormwater resulting from rainfall events up to and including a 1 in 100 year Average Recurrence Interval (ARI) without flooding of properties (i.e. a 1% annual exceedance probability) (refer Diagram 2 below).

**Diagram 2**

**Overland Flow Path**

- Habitable Room Level
- Freeboard 200 mm
- MAJOR SYSTEM FLOWS (100 year ARI)
- MINOR SYSTEM FLOWS (1 to 5 year ARI)

**Attachments:**

A. Stormwater Capital Projects Priority List July 2019

**STRATEGIC OBJECTIVES**

Goal 2 Sustainable City
Objective 2.5 Our community is resilient to climate change and the impacts of natural disasters.

Goal 2 Sustainable City

Objective 2.3 Water sensitive urban design, and the use of alternative water sources to keep our natural and built environment green, is maximised.

DISCUSSION

Strategic Stormwater Master Plans (SMPs)

The master plan process results in the publication of a formal Stormwater Management Plan (SMP) which identifies areas at risk of flooding and the long term strategic measures (not necessarily infrastructure related) recommended to reduce flood risk and improve water quality through the implementation of Water Sensitive Urban Design (WSUD) and re-use opportunities.

The City of Mitcham has three major stormwater catchments within its boundaries:

- Brownhill Creek (Green)
- Sturt River Urban Catchments (Red)
- Upper Sturt River (Minno Creek) (Blue).

Each of the catchments span over multiple Council areas, and their extents in relation to the City of Mitcham can be seen in Figure 1.
Completion of a SMP then qualifies Council to apply for 50% State Government Stormwater Management Fund funding towards any capital works identified in the plan within the catchment.

Once SMP’s for all catchments have been completed, Council will have a suite of information to analyse long term investment stormwater development and funding priorities.

**Stormwater Management Plan Update - Sturt River Urban Catchment**

The Sturt River Urban Catchment is the largest urban drainage catchment within the City and was chosen for the first master plan due to its complex nature and high level of development that has occurred since the drainage system was first designed and constructed.

The master plan process is funded by the State Government’s Stormwater Management Authority Fund (33%), Natural Resource Management Board (33%), and the catchment Councils (Mitcham, Marion, Holdfast, West Torrens and Unley) contributing the remaining 33%, with the Steering Committee consisting of representatives of each of the funding bodies and catchment Councils.
The project commenced in January 2016 with a draft report being completed in June 2019.

Council staff presented an update on SMP progress and current status at the designated informal gathering on 5 March 2019.

The next stage of the SMP involves consultation on the draft report both with the Elected Members and broader community which will allow input and direction into the strategies and funding, with the consultation to be done simultaneously across all the catchment Councils using a consistent approach.

It is expected that the Steering Committee will endorse the draft SMP for consultation in August 2019, at which time a report will be brought to Council on the SMP and seeking authorisation to consult with the broader community.

**Stormwater Management Plan Update – Brownhill Creek Urban Catchment**

The Brownhill Creek Urban Catchment is part of the larger Brownhill Creek waterway system which has been extensively modelled and studied for the creek flows. There had been no investigation into the impacts on the urban pipes and street system.

The masterplan has looked only at the urban drainage system within the Mitcham Council boundaries to identify areas at risk and develop mitigation measures. This masterplan was initiated after a large storm event over the Kingswood, Torrens Park and Netherby area of the catchment in January 2016 which caused widespread flooding and damage.

A number of mitigation measures have already been constructed following work on the preparation of this plan such as the works on Taylors Road, Tutt Avenue walkway and Fullarton Road.

Council staff presented an update on SMP progress and current status at the designated informal gathering on 5 March 2019.

Administration are currently developing an implementation plan for the proposed upgrade strategies in the catchment in conjunction with future road and infrastructure renewals to optimise the investment in any upgrade works.

Following completion of the draft capital works implementation plan for the catchment a report will be brought to Council on the SMP and seeking authorisation to consult with the broader community.

**Smart Water Design (inc. Water Sensitive Urban Design (WSUD))**

Part of all Stormwater Management Plans are to assess the existing water quality in the catchment and recommend a number of strategies for its improvement before discharging to the local creeks and eventual outfall into the ocean.
A number of projects are currently underway to address water quality already which focus on using our stormwater resource smarter, and capturing it where it lands to water trees, verges, reserves, and infiltrate to the subsoil. A number of capital and research projects are undertaken annually which include:

Water Quality Capital Project Implementation:

- Installation of TREENET leaky wells to capture pollutants and provide additional water to street trees, which is now included where feasible and effective in kerb renewal projects as standard practice, and integrated with Council's tree planting program;
- Reserve scale stormwater infiltration where water is diverted to soakage systems within nearby reserves as part of the stormwater upgrade works to remove pollutants and peak flows while providing deep irrigation to tree roots within the reserve;
- Raingarden (biofiltration) systems being installed as part of stormwater or kerbing upgrades, or as retrofits to existing locations to reduce pollutants and improve streetscape amenity;
- Permeable paving to capture and reduce gutter flows widths and remove pollutants as part of footpath, streetscape or stormwater upgrades.
- Permeable asphalt carpark (St Marys Football Club Carpark), an alternative to permeable paving that provides an increased infiltration capacity as well as utilising recycled rubber tyres.

Water Quality Research Projects:

Focussing on water quality improvements in catchments is still a fairly new aspect of SMPs (only in the last 10 years) and so there is still a lot to do in developing low maintenance high impact solutions that achieve the desired benefits. Mitcham continues to lead the way in South Australian Local Government in innovation in this area, and currently has a number of water quality research projects underway:

- Hawthorn catchment stormwater quality and quantity monitoring
- Infiltration trench performance monitoring
- Sedimentation investigation – The Strand infiltration trench
- Permeable pavement tree root growth investigation
- Completing the cycle-street tree evapotranspiration potential.

These research projects are jointly funded by the Adelaide and Mount Lofty Ranges Natural Resources Management Board (AMLR NRM Board) and Council.

The research projects are being delivered in partnership with AMLR NRM Board, Flinders University, University of South Australia, University of Adelaide, Melbourne University, Goyder Research Institute, CSIRO and TREENET.

The draft Smart Water Design strategy and implementation guide is being developed that will outline what, how, and where measures can be included.
within stormwater or streetscape works, and the quantifiable benefits each provide.

Investigating Localised Flooding Issues

When a flooding issue is reported, Council’s field staff undertake an initial assessment of a stormwater issue, and while a multitude of minor matters are dealt with at this point, some issues require more extensive and detailed investigation that has an impact on the greater community and significant financial considerations.

Detailed investigation of issues can take a significant amount of time, and while many solutions can be developed internally, some more complex issues require detailed design and drafting and the input of a consultant.

Once the investigations and designs are completed, staff will prepare a high level cost estimate and include the project in the Stormwater Project Priority List (Refer Attachment A). Projects included within the list typically are due to one of the following:

(1) A detailed investigation has been undertaken of an issue raised by a resident where the proposed solution requires upgrading or extension of the pipe drainage system. These will typically include situations where there has been significant inundation of a property due to inadequate pit capacity or the underground drainage system is deficient.

(2) The project has been included due to a road being identified for a reconstruction (i.e. all new kerb, pavement, and seal), and when the drainage system has been reviewed as part of the design process the pit and pipe system has insufficient capacity. This is undertaken to ensure there are no major issues with the stormwater system that would require digging up the road again to rebuild part of the drainage system.

Each project has been risk scored against a number of criteria against how well the existing system performs in both the minor and major storm events. It should be noted that excessive ponding in minor events may cause some issues to traffic or pedestrians on high volume traffic roads. This is typically considered ‘nuisance’ flooding, whereas inadequate major system capacity results in damage to properties and claims against Council.

The risk rating score considers a number of factors for both events such as:

Major System Flooding (Property Inundation)
- Property type (residential/commercial/industrial)
- Number of properties at risk of flooding
- Depth and expected damage caused by flooding.

Minor System Nuisance Ponding (Water Ponding in the Street)
- Traffic volume
- Width of flow in gutter
• Velocity of flow in the gutter
• Whether there are bike lanes in the street
• Number of pedestrians crossing or walking in the street.

Council staff uses the list to prioritise the funding of capital works projects in the short to medium term to respond to ameliorate Council’s exposure to risk and claims for damage.

Projects that have been funded as part of the 2018/19 capital works renewal/new program are noted with ‘18/19’, and projects designated as ‘unfunded’ will be submitted for consideration in future capital works programs based on priority.

One of the most common stormwater problems in urban areas relates to stormwater flooding down driveways. This occurs typically where the volume of surface flow in the road reserve exceeds the capacity of the kerb and watertable. The kerb and watertable fills to capacity, then overflows, directing stormwater into private property. This is made worse by having too few pits/sumps for the volume of stormwater being generated; by having inadequate capacity in the piped network; or where driveway crossovers are built too low in contravention of Council’s standard requirements – i.e. without the preferred 150mm freeboard between the top of kerb and the property boundary.

It is important to note that the construction and maintenance of residential driveways (or crossovers) on Council land is the responsibility of the property owner.

In rural areas, stormwater inundation often occurs due to absence of kerb and water table, where driveways typically connect to the road at a level lower than the road itself. This allows stormwater to flow directly off the road surface and into driveways and the property. Rural areas are also affected by the informal surface flow paths – either creek lines, natural depressions or in some cases where neighbours have redirected surface flow paths causing localised flooding and inundation. Stormwater always follows the line of least resistance and will enter and leave properties via natural flow paths.

Stormwater Network Risk Based Assessment (CCTV Inspection)

Administration has completed a condition audit of all high risk stormwater assets in the stormwater asset network. These include pipes with the following characteristics:

• Pipes larger than 900mm in diameter
• Pipes older than 70 years in age
• Pipes under high usage arterial roads (for example South Rd, Goodwood Rd etc).

The condition audit has allowed Administration to identify sections of the pipe network that require renewal in future capital works programs to ensure the operate to their full capacity and to prevent the risk of pipe collapse and failure creating a risk to road users or pedestrians.
John Fisher Drive and George Street:

Administration are currently preparing a report in response to Council's resolution of 12 December 2017 to provide Council with the rationale and benefits of upgrading the stormwater systems in John Fisher Drive/Alton Avenue and George Street sections of the Torrens Park sub-catchment. This report should be provided to Council in the near future.

Community Implications

A range of drainage problems has adversely impacted the community. Short term assessments and corrective actions are underway in accordance with the priorities in this report. Longer term, the comprehensive Stormwater Management Plan process will provide the basis for future stormwater investment.

With increasing climate change impacts and drier summers and winters, there is an expectation from the community to utilise stormwater smarter and reduce our reliance on mains potable water supply. This is combined with a community that have a greater awareness of the environmental impacts of urban areas and the impacts they have on our creeks and oceans. Smart Water Design projects help to demonstrate that Council is dedicated towards a cleaner and greener Mitcham and a role model for other Councils.

Environmental / Heritage Implications

Smart water design projects have a significant impact on reducing the pollutants to local watercourses and the downstream receiving waters (Patawalonga outfall at Glenelg) to improve biodiversity and aquatic environments.

Cost Shifting Implications / Legislative Cost Imposes

Applications for grant funding (up to 50%) of eligible costs to assist Council undertake stormwater planning and construction are available via the Stormwater Management Authority (SMA). Funding for construction is contingent on first undertaking an SMA approved Stormwater Management Plan.

Impact on Budget including Lifecycle Costing

The 2019/20 operating budget includes funding for stormwater asset investigation to continue to assess the condition and age of critical stormwater infrastructure under arterial roads and high risk areas of the network.

Some minor work will continue on the stormwater master planning project in 2019/20 towards a Stormwater Master Plan for the Sturt River Urban Catchment (sourcing funding from the SMA and NRM Board) and adjoining Councils who are part of the catchment (Marion, Unley, West Torrens, Holdfast). The work is expected to be relatively minor changes to the draft report following consultation with the Elected Members and the community prior to completing the final report.
Capital funding of approximately $1.9m is currently allocated in the 2019/20 Capital Works Program to fund the construction and/or extension of stormwater systems, including the construction of water sensitive urban design (WSUD) raingardens at a number of sites. Of this $1.9m stormwater budget in the Capital Works Program, $850,000 has been allocated towards Council’s contribution towards the Brownhill Creek Catchment Authority.

The stormwater maintenance budget for 2019/20 is $367,000.

**Risk Management / WHS Assessment**

As part of the initial investigations of stormwater issues, staff undertakes risk assessments which include analysis of property damage, impacts on infrastructure, impacts on creeks and minor waterways.

**Legal / Policy Implications**

Nil

**Engagement**

Resident and community engagement will occur for individual projects and drainage scheme planning as appropriate.

**CONCLUSION**

The Stormwater Capital Project List summarises the current projects which Engineering staff are working on for future budget consideration. Projects are selected on a priority basis to ensure that workload and available resources are matched, with a focus on strategic projects that are outputs from Stormwater Management Plans and achieve catchment scale benefits.

**RECOMMENDATION – ITEM 11.5**

That the report be received for information only.
# STORMWATER CAPITAL PROJECTS PRIORITY LIST - JULY 2019

<table>
<thead>
<tr>
<th>PROJECT/STREET NAME</th>
<th>SUBURB</th>
<th>BUDGET YEAR</th>
<th>COMMENTS</th>
<th>DESIGN STATUS</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater Management Plan Identified Issue Areas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goodwood Rd/Avon Ave Stage 1</td>
<td>Colonel Light Gardens</td>
<td>19/20</td>
<td>Start Stormwater Management Plan Area Identification</td>
<td>In progress</td>
<td>$595,000</td>
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<tr>
<td>Oak Crescent</td>
<td>Hawthornedene</td>
<td>19/20</td>
<td>Morning Creek Stormwater Management Plan Area Identification</td>
<td>Complete</td>
<td>$150,000</td>
</tr>
<tr>
<td>Catherine St/Murray Ave</td>
<td>Mitcham</td>
<td>Unfunded</td>
<td>Start Stormwater Management Plan Area Identification</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Catherine St/The Grove/Chevot</td>
<td>Mitcham</td>
<td>Unfunded</td>
<td>Start Stormwater Management Plan Area Identification</td>
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<tr>
<td>Greenwood Grove</td>
<td>Urnbrae</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
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<tr>
<td>Springfield/Kinglake Watercourse</td>
<td>Springfield</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
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<tr>
<td>Pages Rd watercourse</td>
<td>Toorana Park</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
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<td></td>
</tr>
<tr>
<td>Coreega Ave watercourse</td>
<td>Springfield</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Fullarton Rd/Urnbrea School</td>
<td>Urnbrae</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
<td>Not Started</td>
<td></td>
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<tr>
<td>Hay St/French St</td>
<td>Netherby</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Fullarton Rd/Montrose/Delamere</td>
<td>Netherby</td>
<td>Unfunded</td>
<td>Bikch Stormwater Management Plan Area Identification</td>
<td>Not Started</td>
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<table>
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<th>Localised Stormwater Issue Projects</th>
<th></th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Hillside Ave/Red Rd intersection</td>
<td>Blackwood</td>
<td>19/20</td>
<td>Water sheets across road and through properties and Council footpath</td>
<td>Complete</td>
<td>$50,000</td>
</tr>
<tr>
<td>Sylvan Way Stage 2 (Sunvalley Dr)</td>
<td>Glenalta</td>
<td>19/20</td>
<td>Trapped low point under capacity that floods houses and footway</td>
<td>Complete</td>
<td>$120,000</td>
</tr>
<tr>
<td>Moriano Ave (in springs)</td>
<td>Panorama</td>
<td>Unfunded</td>
<td>Groundwater causing failure of roadway</td>
<td>In progress</td>
<td>$50,000</td>
</tr>
<tr>
<td>Hazells Tennis Courts Lanesway</td>
<td>Colonel Light Gardens</td>
<td>Unfunded</td>
<td>Runoff from tennis courts onto footway entering properties yards</td>
<td>Complete</td>
<td>$50,000</td>
</tr>
<tr>
<td>Bond Rd</td>
<td>Balair</td>
<td>Unfunded</td>
<td>roadside swale drain to prevent overflows into driveways on opposite side</td>
<td>Not Started</td>
<td>$30,000</td>
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<tr>
<td>View St (Myall Ave)</td>
<td>Blackwood</td>
<td>Unfunded</td>
<td>Upgrade pits and improve pipe capacity to prevent overflows</td>
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<td>$50,000</td>
</tr>
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<td>Cullery Ave</td>
<td>Balair</td>
<td>Unfunded</td>
<td>New kerbing on low side to prevent flows into properties</td>
<td>Complete</td>
<td>$80,000</td>
</tr>
<tr>
<td>Kent St/East Parkway</td>
<td>Colonel Light Gardens</td>
<td>Unfunded</td>
<td>Low side of road with no kerb and drainage that regularly blocks and floods</td>
<td>Complete</td>
<td>$25,000</td>
</tr>
<tr>
<td>Inverloch Ave</td>
<td>Torrens Park</td>
<td>Unfunded</td>
<td>Water overtops invert - footpath levels too low</td>
<td>Not Started</td>
<td>$10,000</td>
</tr>
<tr>
<td>25 Osborne Rd</td>
<td>Mitcham</td>
<td>Unfunded</td>
<td>Property below street level, when pipe reaches capacity flows into yard</td>
<td>Not Started</td>
<td>$20,000</td>
</tr>
<tr>
<td>Grange Rd</td>
<td>Lower Mitcham</td>
<td>Unfunded</td>
<td>Water overtops kerb in Grange road and side streets</td>
<td>Not Started</td>
<td>$22,000</td>
</tr>
<tr>
<td>Fraser St</td>
<td>Lower Mitcham</td>
<td>Unfunded</td>
<td>Wide gutter flow widths and water overtopping invert</td>
<td>Not Started</td>
<td>$75,000</td>
</tr>
<tr>
<td>Murtoa Rd</td>
<td>Eden Hills</td>
<td>Unfunded</td>
<td>Water flows over road edge into properties causing scour and damage</td>
<td>In progress</td>
<td>$225,000</td>
</tr>
<tr>
<td>21 and 40 Main Road (Service Road)</td>
<td>Balair</td>
<td>Unfunded</td>
<td>Water overtops service road and flows into property from verge</td>
<td>Not Started</td>
<td>$35,000</td>
</tr>
<tr>
<td>Surrey/Batley</td>
<td>Hawthornedene</td>
<td>Unfunded</td>
<td>Nuisance street flow ponding in excess of standard width</td>
<td>Complete</td>
<td>$280,000</td>
</tr>
<tr>
<td>Hill St</td>
<td>Mitcham</td>
<td>Unfunded</td>
<td>Gutter flow widths in excess of standard</td>
<td>Complete</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Watercourse and Drainage Reserve Issue Projects</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Glenalta Drainage Reserve Stage 1</td>
<td>Glenalta</td>
<td>19/20</td>
<td>Elizabeth Ave to Lowen Ave drainage reserve rehabilitation</td>
<td>In progress</td>
<td>$50,000</td>
</tr>
<tr>
<td>Watahuna Creek</td>
<td>Hawthornedene</td>
<td>Unfunded</td>
<td>Collapsed bank sections between Watahuna Ave and Sports Oval</td>
<td>In progress</td>
<td></td>
</tr>
</tbody>
</table>
12. RECOMMENDATIONS FROM COMMITTEES
   Nil

13. COUNCIL ASSESSMENT PANEL
   Nil

14. REPORTS FROM REGIONAL SUBSIDIARIES
   Nil

15. NOTICES OF MOTION
   Nil

16. MOTIONS WITHOUT NOTICE

   Motions Without Notice must be supplied to the Minute Secretary in writing.
17. QUESTIONS ON NOTICE

17.1 FLINDERS UNIVERSITY PARKING

QUESTION

1. What further actions have been taken in relation to increasing parking at Flinders University to take parked vehicles off residential streets?

2. When is it likely that a report will be delivered to council?

ANSWER

1. Mr Mark Gregory, representative from Flinders University, addressed the Council on 9 July 2019 providing an overview of the Flinders Village / University Master Plan and car parking improvements that have been implemented over the recent years at the University Campus.

The University has undertaken traffic movement and parking studies and initiated the installation of electronic directional signs to inform users of the location and numbers of available car parking spaces. Monitoring of their onsite parking arrangements demonstrates parking provided on site is sufficient.

The University is satisfied that sufficient car parking is available on campus to address their needs and will continue to work with users on improving accessibility and use. No further works are proposed to be undertaken until the Darlington Upgrade works and rail extension are completed and operational and / or further University development is undertaken.

Council’s Community Safety Officers monitor surrounding residential streets and whilst parking congestion was noted during the course of the reconstruction / resurfacing of Flinders Drive and the construction of major infrastructure works at the Flinders Hospital, these problems have now been resolved upon the completion of those works.

Included within these works is a new public car parking station which provides over 1,800 car parking spaces.

2. A report on this matter is included within the Traffic and Transport Update Report at Item 11.3 in this Agenda.
18. QUESTIONS WITHOUT NOTICE

*Questions Without Notice must be supplied to the Minute Secretary in writing.*
19. MAYORAL BUSINESS

19.1 BUSINESS RAISED BY THE MAYOR

The Mayor represented the City of Mitcham at numerous events in June and July 2019. The Mayor brought the Members’ attention to some of the meetings attended:

**July 2019:**
- Community Development Grants Civic Reception, 17 July
- Share with the Mayor, 17 July
- Council Briefing, 16 July
- Opening of Rotary Club of Blackwood Art Show, 10 July
- Share with the Mayor, 10 July
- Greater Adelaide Region Organisation of Councils Mayoral Meeting, 10 July
- Office Recreation Sport and Racing Consultation Session, Local Government Association, 8 July
- Citizenship Ceremony, St Mary’s Sporting Facility, 3 July
- Share with the Mayor, 3 July
- Attended Greater Adelaide Region Organisation of Councils Workshop, 1 July

**June 2019:**
- Meeting with Mayor Hanna, City of Marion, 28 June
- Share with the Mayor, 26 June
- Opening of Gala Concert, Mitcham Band Festival, 21 June
- Launch of World Refugee Day 2019 at Government House, 20 June
- East Waste Board Meeting, 20 June
- Attended National General Assembly of Local Government Association 2019 Conference, 17-19 June
- Councillor Tilley hosted Share with the Mayor, 19 June
- Spoke on a panel at Australian Institute of Urban Studies, 13 June
- Springbank Road Community Meeting, 12 June
- Share with the Mayor, 12 June
- Adelaide, Designed for Life, 12 June
- Meeting with Mayor O'Loughlin, City of Prospect, 5 June
- Share with the Mayor, 5 June
- Flinders Village Master Plan Opening, 3 June

**May 2019:**
- University of Adelaide – Town and Gala Dinner, 31 May
- Share with the Mayor, 30 May
- Mitcham Village Walk for Heritage Month, 30 May
- Mitcham Girls High – Opening of the Millhouse Centre, 28 May

**RECOMMENDATION – ITEM 19.1**

That the report be received for information only.
20. WRITTEN REPORTS BY ELECTED MEMBERS

Nil

CLOSE