



Contact for apologies:

Sue Hammond
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Contact number for meeting venue:

8384 0614

12 August 2021

NOTICE OF MEETING

NOTICE IS HEREBY GIVEN in accordance with Section 83 of the *Local Government Act 1999* that an **Ordinary meeting of Council** of the City of Onkaparinga will be held on **Tuesday 17 August 2021** at **6.30pm** at the Council Chamber at the Civic Centre, Ramsay Place, Noarlunga Centre for the purpose of considering the items included on the attached agenda.

A recording of this public meeting will be conducted and published to council's website. Vision of persons present in the gallery will be captured in the recording.

We recognise that the land on which we meet has considerable natural and cultural heritage, including thousands of years of traditional ownership by Kaurna.

A handwritten signature in blue ink, appearing to read "Scott Ashby".

Scott Ashby
Chief Executive Officer

Disclaimer: Please note that the contents of the Council Agendas have yet to be considered by Council and recommendations contained herein may be altered or changed by the Council in the process of formally making decisions of Council.

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AGENDA

Council Meeting 17 August 2021

VENUE: Council Chamber
Civic Centre, Ramsay Place, Noarlunga Centre

TIME: 6.30pm

APOLOGIES:

LEAVE OF ABSENCE: Nil

Pledge

We recognise this City's considerable natural and cultural heritage, including thousands of years of traditional ownership by Kurna, and the more recent contribution from people either born here or who have migrated here. As we meet together, we build on this heritage by respecting and listening to each other, thinking clearly, being receptive to new ideas, speaking honestly, and deciding wisely for the current and future well-being of those we serve.

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1. Opening of meeting

2. Confirmation of minutes

That the minutes of the proceedings of the [Council meeting held on 20 July 2021](#) be received and confirmed as an accurate record of those proceedings.

3. Adjourned business

Nil.

4. Leave of absence

Nil.

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5. Mayor's Communication

5.1 Mayor's Report

Cherry Gardens Iron Bank Recreation Grounds - new modular change rooms

Council partnered with the state government to share the costs for the new modular. The club delivered the project themselves and we are incredibly proud of them for the results they have been able to achieve. A combined funding total of \$532,000.

It will truly be a facility that the community can use for years to come and will help the recreation ground and its member clubs to flourish.

I was pleased to be there to help launch the new modular.

Listening Posts

Together with the ward councillors, I have been holding listening posts across the city to hear directly from our residents.

A range of issues have been raised with us at these posts, with the most recent listening post being held in Pimpala Ward with Cr Brown and Cr O'Brien.

Volunteering at Foodbank's Mobile Food Hub

Rain, hail or shine, the amazing Foodbank SA volunteers are out and about making sure everyone has access to the essentials.

I gave them a hand at the Aberfoyle Community Centre where they set up every second Thursday from 10.30am - 12.30pm. They are at Seaford Community Centre on the alternating weeks.

For more information on emergency food relief [click here](#)

Volunteering in kitchen at Elizabeth House

Great to help in the kitchen at Elizabeth House preparing tasty and wholesome meals for delivery to vulnerable and socially isolated people in our community.

Gardeners at both centres are growing as many winter vegetables as possible to be able to meet an expected increase in demand for meals in the colder months.

The meal deliveries provide a way for staff to stay in touch with many older residents and make sure they are okay, as well as giving them nutritious food.

For details about accessing meals from Elizabeth House phone 8384 5170.

The 2021 Councils Blood Challenge

This month I joined the Local Government Blood Challenge and rolled up my sleeve and donated blood.

Demand for blood is at its highest level in over a decade, with hospitals now using more blood compared to the last couple of years. Donating blood is an essential service and regardless of restrictions or lockdown status, you are still allowed (and encouraged) to roll up your sleeves for a blood donation. One donation has the power to help 3 patients in need, so imagine the impact if our whole team got on board!

I encourage all eligible donors to donate, for more information visit their website [click here](#)

Mayors Cup

The annual Mayors Cup between South Adelaide Football Club and Central District Football Club was held at Elizabeth Oval on 7 August. We came home with a win and the cup is heading South for another year.

Go Panthers!

Mayor's Garden Competition

We are on the lookout for local green thumbs to enter the Mayor's Garden Competition. With gardeners across our city spending more time than ever at home in their gardens, now is the perfect time to enter your garden into the competition.

We'll be awarding prizes in four categories:

- Urban
- Rural
- School
- Community

Entries close on Friday 17 September 2021. For further information and nomination forms please visit [click here](#)

Morton Road tennis courts

The Morton Road tennis courts are now open!

Four new multi-use courts have joined the sprawling, recently opened, skate park at Christie Downs' Morton Road Reserve, as the new \$3.5 million sports and community hub nears completion, ahead of its official launch in spring.

So, come down for a look with family and friends, serve up a storm, practice your netball skills, or do some "sick tricks" in the skate park.

[Roger Rasheed Sports Foundation](#) (RRSF) contributed \$100,000 towards the hub, which will become home to the foundation's "life-changing" sports coaching and mentoring programs for children from disadvantaged backgrounds.

The federal government contributed \$400,000 towards the courts and oval earthworks and irrigation, through its Local Roads and Community Infrastructure program.

These contributions are on top of the \$1.5 million each from the City of Onkaparinga and the state government towards the entire project.

Soon you'll have a chance to vote on the name of the hub, following suggestions from the community. The formal name will be unveiled at the launch event.

Find out more [click here](#)

Elected Member Representation

Thank you to Deputy Mayor McMahon for representing me at:

- Christies Beach SLSC annual dinner and awards.
- Tribe FM Monthly Radio Interview.

Correspondence

Att 1	Letter from Hon Corey Wingard MP	Response regarding road safety Main South Road, Seaford
Att 2	Letter from Hon Corey Wingard MP	Response re Main Road Cherry Gardens upgrade
Att 3	Letter from South Australia Coastal Councils Alliance	Letter in response to membership
Att 4	Letter to Hon David Speirs MP	Response to Green Industries grant program
Att 5	Letter from Airservices Australia	Aerial sterile fruit fly release in the Greater Adelaide Region
Att 6	Letter from Hon David Speirs MP	Letter in response to Mount Bold dam safety upgrade project
Att 7	Letter to Department for Infrastructure and Transport	Letter of behalf of community regarding road accessibility at Southern Cross Drive/Chandlers Hill Road, Happy Valley

Mayor's calendar

- My activities between 16 July to 12 August 2021 are reflected in Attachment 8.
- The Deputy Mayor's activities are reflected in Attachment 9.

Thank you.



Erin Thompson
Mayor

Recommendation

That Council note the 17 August 2021 Mayor's report.

Attachment 1**Hon Corey Wingard MP****Government
of South Australia****Minister for Infrastructure
and Transport****Minister for Recreation,
Sport and Racing**GPO Box 668
ADELAIDE SA 5001
DX 450

T: (08) 8490 6200

E: MinisterWingard@sa.gov.au21MTR0895
Your ref: 5342306/KSMs Erin Thompson
Mayor
City of OnkaparingaBy email: erin.thompson@onkaparinga.sa.gov.auDear Mayor 

Thank you for your recent correspondence on behalf the Seaford District Residents Association (SDRA) regarding road safety on Main South Road between the Southern Expressway and Victor Harbor Road.

After receiving your correspondence, I asked the Department for Infrastructure and Transport (DIT) for advice about this matter.

I am advised that DIT has searched its records for correspondence from the SDRA during December 2020 regarding this matter but unfortunately have not been able to locate any record of delivery. However, the SDRA wrote to me in November 2020 to which I responded in December 2020.

DIT advised a technical review of this section of Main South Road was undertaken which included an analysis of the road layout, traffic volumes, crash statistics and existing speed limits.

Speed limits are determined and applied in accordance with the Speed Limit Guidelines for South Australia. As such, the current change in speed limit coincides with the change in roadside development, with the 60km/h speed limit being applied on the approach to a more developed area. In order to emphasize the change in speed limit, as well as allowing drivers to see the speed signs from a further distance, DIT has installed extra-large 60km/h speed signs on the northern Main South Road approach to Seaford Road.

Regarding the installation of '60 AHEAD' signs, I am advised that the reduction of the speed limit on this section of Main South Road does not meet the technical requirements for a speed limit ahead sign as the Speed Limit Guidelines state that these signs can only be used for speed limit changes of 30km/h or more.

It is also observed that this section of Main South Road straightens and has suitable sightlines to the upcoming intersection. Therefore, it is considered by DIT that drivers are able to navigate and safely reduce their speed along this section of road.

Subsequently, DIT considers that this section of Main South Road is operating satisfactorily and there are no plans to make changes to signage at this time.

I am assured though that DIT will continue to monitor traffic movements at this location and should the need for change become evident the appropriate action will be taken in the interests of road safety.

I trust this information is of assistance.

Yours sincerely



Hon Corey Wingard MP
Minister for Infrastructure and Transport

17 / 7 / 2021

Attachment 2**Hon Corey Wingard MP**

21INF0658
Your ref: 5448786/AB

Ms Erin Thompson
Mayor
City of Onkaparinga

By email: erin.thompson@onkaparinga.sa.gov.au



**Government
of South Australia**

**Minister for Infrastructure
and Transport**

**Minister for Recreation,
Sport and Racing**

GPO Box 668
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T: (08) 8490 6200

E: MinisterWingard@sa.gov.au

Dear Mayor

Thank you for your correspondence received on 11 June 2021 regarding Main Road, Cherry Gardens.

After receiving your correspondence, I asked the Department for Infrastructure and Transport (DIT) for advice about this matter.

The Marshall Liberal government is improving road safety across our state with the delivery of \$373 million in vital road maintenance and upgrade works. This is part of our record \$17.9 billion investment in South Australia's infrastructure over the next four years, which is more than any other four-year period in the state's history and will help us to address the massive \$750 million road maintenance backlog that was left behind by the former Labor government.

As you have noted, a safety assessment of Main Road between Black Road and Chandlers Hill Road, Cherry Gardens has been undertaken by DIT.

I understand DIT is now in the process of engaging a consultant to undertake concept planning for potential improvements to Main Road. The concept design will clearly define the scope of works required which is likely to include widening of the road corridor, installing roadside safety barriers, modifying embankments, additional widening on curves, improving signs and delineation, rehabilitating the pavement, and removal of roadside hazards such as trees close to the road.

The concept planning will be used to help further design works which may be considered in future when assessing projects.

I trust this information is of assistance.

Yours sincerely



Hon Corey Wingard MP
Minister for Infrastructure and Transport

22 July 2021



SOUTH AUSTRALIA
**COASTAL
COUNCILS
ALLIANCE**

COORDINATION • COLLABORATION • ADVOCACY

Attachment 3

27 July 2021

Mayor Erin Thompson
City of Onkaparinga
By Email; erin.thompson@onkaparinga.sa.gov.au

Dear Mayor Thompson

South Australia Coastal Councils Alliance membership 2021-22

In response to correspondence received by the South Australia Coastal Councils Alliance (SACCA) from the Metropolitan Seaside Councils Committee (MSCC) dated 8 June 2021 I am writing to you seeking financial support of \$2,500 +GST from the City of Onkaparinga for the 2021-22 financial year. This contribution is being sought directly from all metropolitan coastal Councils as an interim measure while the MSCC resolves its own long-term structure, function and funding arrangements.

The MSCC correspondence specifically requested that SACCA provide the following information to support this funding request.

- That SACCA request for each council to pay the SACCA membership fee for the 2021/22 financial year, including the rationale for the funding
- SACCA outcomes and achievements for the financial year 2020/21, including reasons for delays to existing deliverables and milestones
- SACCA Business Plan for the 2021/22 financial year, including financial statements

I trust that the following information and the attached supporting documents are sufficient to justify the support of your Council for SACCA in 2021-22.

Background

Based on the mounting challenges facing coastal Councils and strong demand from the local government sector for a more collective approach, the 'South Australia Coastal Councils Alliance' was formed in 2018 and formally launched in October 2019 with the initial objectives of providing -

1. An informed, coordinated advocacy voice: and,
2. a forum for information sharing and networking on coastal management issues facing Councils across SA.

To facilitate the formation of SACCA as an 'informal representative network' leadership within the local government sector developed a Terms of Reference and Governance arrangements to establish an Executive Committee. Committee members were sought from Councils across the State and included nominations from regional LGAs including the Metropolitan Seaside Councils Committee (MSCC).

Over the period 2019-2021 the SACCA has operated with the support of an executive officer utilising ad hoc funding support from the following -

- the LGA R&D Scheme
- Regional Local Government Association bodies including the Metropolitan Seaside Councils Committee
- Both LGA SAROC and GAROC Committees, and
- The Coast Protection Board of SA.

At its 3 April 2020 meeting the SACCA Executive Committee endorsed maintaining SACCA as a long-term network and requested the development of a 5-year Strategic Objectives and Business Plan (refer attached).

Identified in this Plan was the need to resolve both revised funding and governance arrangements that would sustain SACCA into the future.

SACCA Funding and Governance arrangements

A proposal for revised funding and governance arrangements was endorsed by the SACCA Committee in December 2020 and included in a Funding and Governance Discussion Paper (refer attached) for consultation with regional LGAs, the MSCC and their Council members. In February 2021 the SACCA wrote to each of the regional LGAs and MSCC seeking endorsement of the proposed new arrangements and requesting formal commitment for both the proposed governance arrangements and membership subscriptions.

In discussing these proposed arrangements with the MSCC it was resolved by the MSCC members that firstly the MSCC must undertake its own governance, structure and function review and as such that SACCA should approach each of the metropolitan coastal councils directly for governance and funding support in 2021-22.

As of July 2021 all regional LGAs and their member Councils have endorsed the proposed SACCA funding and governance discussion paper arrangements and financial support to sustain SACCA for at least the 2021-22 financial year.

As you will note from the proposed structural elements within the Funding and Governance Discussion Paper the SACCA committee determined that effective engagement with coastal Councils be facilitated by closer funding and governance arrangements with Council representative associations (regional LGAs including the MSCC).

This paper also describes the SACCA financial and budget position however it should be noted that SACCA's 2021-22 budget and financial statements will be defined once funding sources for 2021-22 have been confirmed and by the SACCA Committee at a future committee meeting.

The SACCA committee looks forward to supporting metropolitan coastal Councils in undertaking its review of the MSCC and developing a constructive working relationship going forward.

2021-22 SACCA Business Plan

While SACCA's overarching objectives for 2021-22 have been largely defined by our 2020-25 Strategic and Business Plan specific activities for this period include -

- The SACCA committee will continue to meet on a bi-monthly basis.
- Leading the outcomes from the SACCA LGR&DS project - Funding the Future – A New Approach for Coastal Management project. This project aims to address the key funding

challenges coastal Councils face associated with sea level rise, erosion/inundation, tourism, development etc

- Engage with key coastal stakeholders such as Flinders University, the Australian Coastal Councils Alliance (ACCA) and the Australian Coastal Society (ACS) to build our knowledge & evidence base, develop policy and amplify our advocacy.
- Working with stakeholders to further develop SACCA's Strategic Objectives & Business Plan
- Continued engagement with coastal Councils to implement the objectives of the 'SACCA Funding and Governance Discussion Paper 2021-25'
- Engagement with coastal Councils at regional LGAs and the MSCC at regional meetings to share ideas, build networks and support capacity building.
- Engage with the DEW Crown Lands Office to identify opportunities for a pilot program to assist Councils with public access and off-road vehicles on Crown Land
- Ongoing participation on the Coast Protection Board Local Government Advisory Committee

Projects and Partnerships

➤ SACCA LGR&DS project - Funding the Future

At its meeting in September 2019, LGA Board of Directors approved an LGR&DS funding application from the Limestone Coast LGA, for SACCA to lead the 'Funding the Future – A New Approach for Coastal Management' project.

This project seeks to provide a new, collaborative and evidence based coastal protection and management funding model for South Australian coastal councils. It is currently being progressed by consultants Edge Environment in partnership with Marsden Jacob.

This project has experienced significant delays and SACCA is currently in negotiation with the consulting consortia for its immediate completion. The results and recommendations of this project will inform SACCA of key areas for advocacy as it relates to funding for coastal management in 2021-22.

➤ Flinders University Coastal Research Project

In February 2020 SACCA supported a grant application from the Flinders University to the Department for Environment and Water Coastal R&D Grant program, for a project:

"To better understand coastal adaptation planning (readiness, tangible actions and demonstrated adaptive capacity) and implementation progress of coastal councils across South Australia as they adjust to a changing climate."

This project was successful in receiving funding and SACCA has been working with Flinders University to facilitate delivery of this project. Findings from this project will help inform SACCA of areas of support that might be needed by coastal Councils to adapt and respond to coastal zone hazards.

➤ Coastal Asset Management - IPWEA

SACCA has agreed to investigate how it might support coastal councils in better estimating long term, whole of life coastal asset costs for inclusion in financial and asset management plans. SACCA has liaised with the Institute of Public Works and Engineering Australasia (IPWEA) and is investigating project funding options for 2021-22 to support councils with this type of asset management data.

➤ **Australian Coastal Councils Association, the Australian Coastal Society and IPWEA**

SACCA has engaged with the Australian Coastal Councils Association (ACCA) and the Australian Coastal Society (ACS) as key stakeholders, to further promote the role of SACCA and the opportunity for South Australian councils to inform activities at the national level.

➤ **LGA of SA - MoU**

The Local Government Association of SA and SACCA have a shared role in supporting South Australian councils to manage coastal issues. In recognition of this SACCA and the LGA have entered an MOU that confirms the commitment by both parties to achieve a high standard of customer service for South Australian councils, recognising that the LGA and SACCA have a common interest in working together.

I sincerely hope that SACCA receives the support of metropolitan coastal Councils during this review period for the Metropolitan Seaside Councils Committee. I look forward to receiving feedback from your Council.

If you require any further information please don't hesitate to contact me as per my details below or Adam Gray, SACCA Executive Officer at adam.gray@adam.com.au or 0409 908 191.

Yours Sincerely



Mayor Keith Parkes

Chairperson - SA Coastal Councils Alliance
Keith.Parkes@alexandrina.sa.gov.au

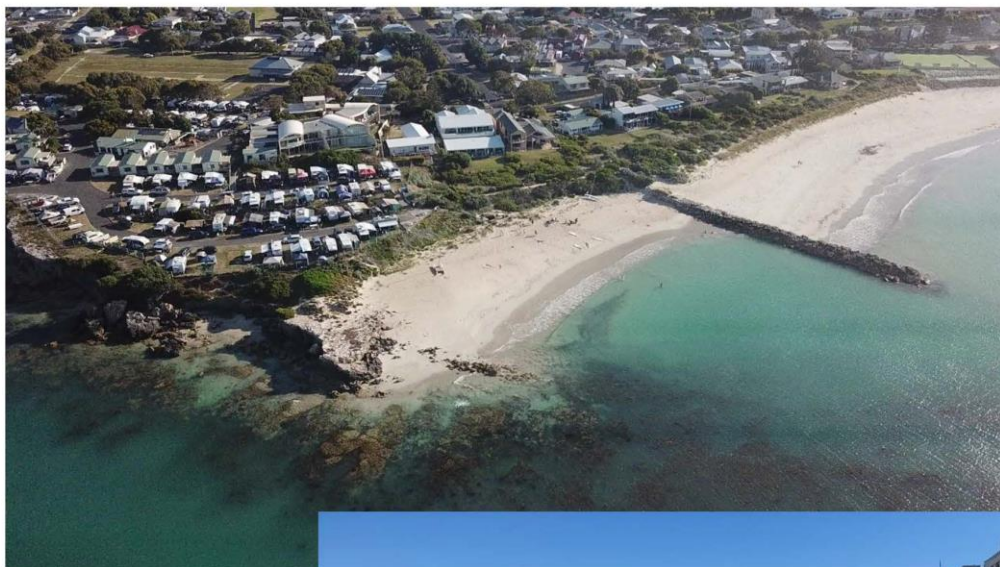
Attached

1. SACCA Strategic Objectives and Business Plan 2020-25
2. SACCA Funding and Governance Discussion Paper



SOUTH AUSTRALIA
**COASTAL
COUNCILS
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COORDINATION • COLLABORATION • ADVOCACY



STRATEGIC OBJECTIVES & BUSINESS PLAN 2020 – 2025

www.sacoastalcouncils.com.au

INTRODUCTION

Half of South Australia's sixty-eight local Councils are coastal.

Eight are located along the metropolitan Adelaide coastline, with the remaining twenty-six spread around the vast regional coastline, from Eyre Peninsula, Spencer Gulf, Yorke Peninsula, Fleurieu Peninsula & Kangaroo Island and Limestone Coast.

All Councils are under increasing pressure to do more, with less. Coastal Councils have an additional responsibility to provide, manage and maintain a wide range of coastal assets that not only benefit residents and ratepayers, but a much wider visiting and tourist population.

Regardless of size and location, or whether they are metropolitan or rural, coastal Councils are facing the same issues and resourcing pressures including; accelerated cliff and dune erosion; inundation; managing coastal access; maintenance and replacement cost of recreational infrastructure like jetties and boat ramps; planning and development anomalies in coastal areas; sand and beach management; illegal dumping; dredging; managing coastal biodiversity; and construction and maintenance of protection infrastructure including levees, seawalls and groynes.

Every day Local Government is dealing first-hand with these issues and the impact on their communities. To address these challenges Councils consistently identify several barriers, but also the remedies and opportunities to deliver better coastal management outcomes, including;

- New funding and investment strategies are needed to meet the growing demand for infrastructure and mitigate risk from coastal hazards
- Better coordination between levels of government is needed to maximise resources and enhance efficiencies.
- The desire to develop local expertise in coastal planning and decision making to reduce the risk from coastal hazards; and
- To build Local Government resources and capacity, particularly in small and non-metropolitan Councils to undertake the range of required coastal management works, maintenance, data capture and monitoring.

Over the last ten years expenditure by Local Government on coast protection, management and infrastructure has nearly doubled, however the level of funding from other tiers of government to support this has remained relatively static.

Over the next ten years, the cost of managing the coast is forecast to grow exponentially, with Councils in SA conservatively identifying capital works and operating expenses in excess of \$200 million.

Based on the mounting challenges facing coastal Councils and strong demand from the sector for a more collective approach, the 'South Australia Coastal Councils Alliance' was formally launched in October 2019 with the initial objectives of providing;

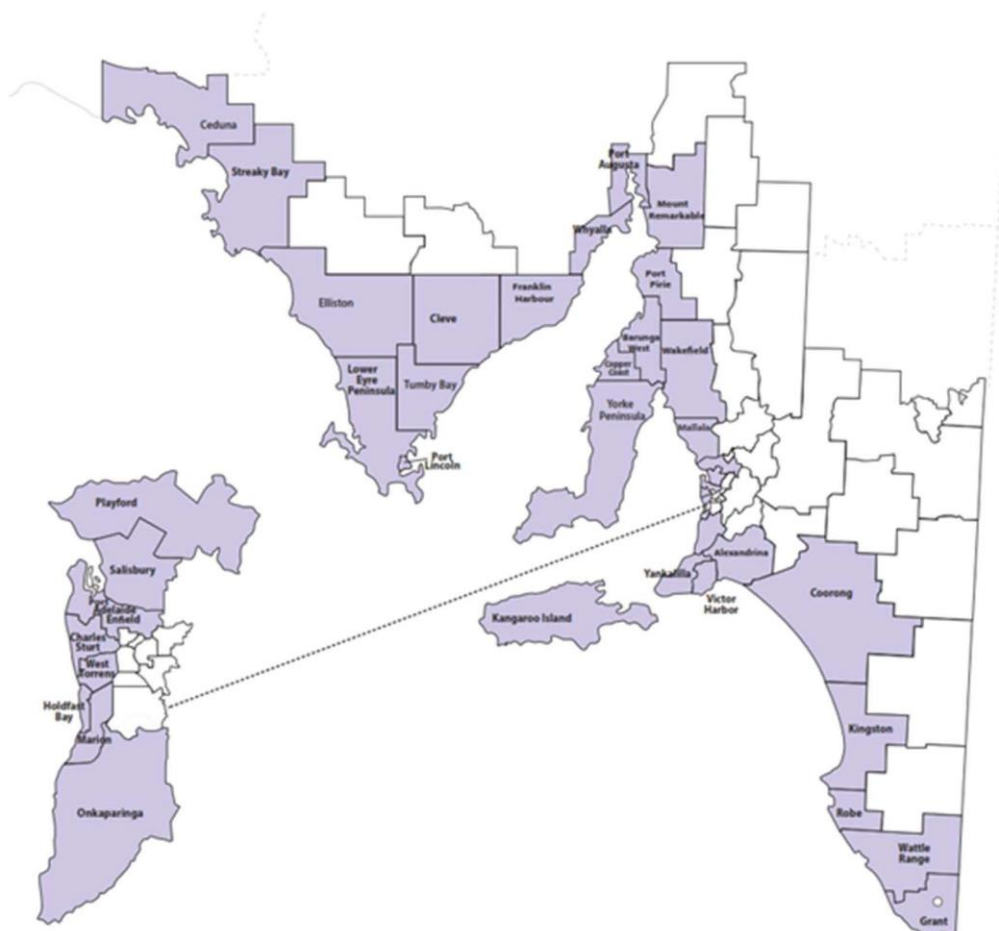
1. An informed, coordinated advocacy voice; and,
2. a forum for information sharing and networking on coastal management issues facing Councils across SA.

This Plan identifies the strategic objectives of the South Australia Coastal Councils Alliance (SACCA) and its annual activities.

MEMBER COUNCILS

Adelaide Plains Council
 Alexandrina Council
 Barunga West Council
 District Council of Ceduna
 City of Charles Sturt
 District Council of Cleve
 Coorong District Council
 Copper Coast Council
 District Council of Elliston
 District Council of Franklin Harbour
 District Council of Grant
 City of Holdfast Bay
 Kangaroo Island Council
 Kingston District Council
 District Council of Lower Eyre Peninsula
 City of Marion
 District Council of Mount Remarkable

City of Onkaparinga
 City of Playford
 City of Port Adelaide Enfield
 Port Augusta City Council
 City of Port Lincoln
 Port Pirie Regional Council
 District Council of Robe
 City of Salisbury
 District Council of Streaky Bay
 District Council of Tumby Bay
 City of Victor Harbor
 Wakefield Regional Council
 Wattle Range Council
 City of West Torrens
 City of Whyalla
 District Council of Yankalilla
 Yorke Peninsula Council



GOVERNANCE

The SA Coastal Councils Alliance is governed by an Executive Committee. Two Committee members and one proxy member is elected from the Councils within each of the following coastal zones;

Southern Region	Metropolitan Adelaide	Northern Zone	Western Zone
Grant, Wattle Range, Robe, Kingston, Coorong, Alexandrina, Victor Harbor, Kangaroo Island, Yankalilla	Onkaparinga, Marion, Holdfast Bay, West Torrens, Charles Sturt, Port Adelaide Enfield, Salisbury, Playford	Adelaide Plains, Wakefield, Yorke Peninsula, Copper Coast, Barunga West, Port Pirie, Mount Remarkable, Port Augusta, Whyalla	Franklin Harbor, Cleve, Tumby Bay, Port Lincoln, Lower Eyre, Elliston, Streaky Bay, Ceduna

* The President of the LGA shall be an ex-officio member of the SA Coastal Councils Alliance.

Chairperson

- One Chair and one Deputy Chair shall be selected from and by the Executive Committee members for two years.
- The Chair of the Executive Committee shall be the primary spokesperson of the SA Coastal Councils Alliance.

Meeting Frequency

- The SA Coastal Councils Alliance will meet twice per year in April and October, in conjunction with SA Local Government Association's ordinary and annual general meetings.
- The Executive Committee will meet at least quarterly, or on an as needs basis.

Resources

- Executive support for the SA Coastal Councils Alliance and Executive Committee shall be provided by an Executive Officer.
- Core funding for SACCA shall be sought from an equal, annual allocation from the LGA's Greater Adelaide Regional Organisation of Councils (GAROC) and SA Regional Organisation of Councils (SAROC). This funding model however is under review and to be confirmed from 30 June 2021.
- Additional project or specialist support shall be funded by grants, Councils or other external assistance as relevant.

Delegated Authority

- Nil – The SA Coastal Councils Alliance is an informal representative network of the States thirty-four coastal Councils. The Alliance Executive Committee is chaired by a Council elected member. The Alliance reports against its strategic objectives regularly to its members and to the LGA SAROC and GAROC committees.

Review

- The SACCA Strategic Objectives and Business Plan 2020-25 will be reviewed annually.

SACCA EXECUTIVE COMMITTEE 2019 – 2021

The inaugural 2019-2021 SA Coastal Councils Alliance Executive Committee consists of the following elected members.

Chairperson – Mayor Keith Parkes

Deputy Chairperson – Mayor Richard Sage



Metropolitan Zone
Councillor Bill Jamieson - City of Onkaparinga (delegate)
Councillor Oanh Nguyen – City of Charles Sturt (delegate)
Councillor William Miller – City of Holdfast Bay (proxy)
Southern Zone
Mayor Keith Parkes – Alexandrina Council (delegate)
Mayor Richard Sage – District Council of Grant (delegate)
Mayor Alison Nunan – District Council of Robe (proxy)
Northern Zone
Mayor Darren Braund – Yorke Peninsula Council (delegate)
Mayor Leon Stephens – Port Pirie Regional Council (delegate)
Mayor Mark Wasley – Adelaide Plains Council (proxy)
Western Zone
Councillor Alan Tingay – District Council of Lower Eyre Peninsula (delegate)
Councillor Andrea Broadfoot – Port Lincoln City Council (delegate)
Deputy Mayor Robert Randall – District Council of Tumby Bay (proxy)
LGA President
Mayor Sam Telfer - District Council of Tumby Bay (ex-officio)

MISSION & STRATEGIC OBJECTIVES

The mission of the South Australia Coastal Councils Alliance is;

To provide leadership, support and advocacy for the benefit of all South Australian coastal Councils and their communities.

The activities of SACCA are guided by its five-year Strategic Objectives and Business Plan and the four key strategic objectives identified below;

1. Coordination

- Support coastal Councils by coordinating state-wide strategic coastal activities
- Act as a central point of contact for key stakeholders to engage with SA coastal Councils

2. Collaboration

- Partner with other key stakeholders to advance the interests of SA coastal Councils
- Support member Councils in partnering with other stakeholders to advance the interests of SA coastal Councils

3. Capacity building

- Develop and deliver information, services or projects to build expertise and knowledge within the SA coastal Councils community.
- Build the capacity of the SACCA to deliver its strategic objectives

4. Advocacy

- Represent the interests of SA coastal Councils to key stakeholders, including research institutions, industry bodies and State and Commonwealth Governments.
- Work with key stakeholders to deliver strategic objectives established by the SACCA

BUSINESS PLAN

The 2020-25 SACCA business plan is the first for the Alliance and represents both the short and medium targets established by the inaugural SACCA Executive Committee. As a new organisation for the Local Government sector in South Australia the Alliance is building its foundation while delivering a program of work to benefit its member Councils and their communities. The SACCA Business Plan will be revised annually.

Objective	SACCA role	2020-21 SACCA Actions
Support coastal Councils by coordinating state-wide strategic coastal activities	Coordination	Build awareness of all coastal stakeholders and their activities and create linkages with relevant Councils. Support the SA Coast Protection Board to work with Councils to identify priority works programs and provide support and resources.
Act as a central point of contact for key stakeholders to engage with SA coastal Councils	Coordination	Promote the role of the SACCA and its capacity to engage with all coastal Councils across the state. Support education, awareness and information dissemination between key stakeholders and relevant Councils. Maintain effective and valued communication with coastal Councils
Partner with other key stakeholders to advance the interests of SA coastal Councils	Collaboration	Work with the SA Coast Protection Board and the SA Department for Environment and Water (DEW) to support and deliver relevant coastal projects, programs and services. Work with the SA Coast Protection Board and the SA Department for Environment and Water (DEW) to develop a program of review and reform (including a new State Coastal Management Strategy) for coastal zone management roles/responsibilities, priorities and investment. Collaborate with the Metropolitan Seaside Councils Committee to create linkages between metropolitan and regional coastal Councils to share expertise and resources. Work with interested parties to influence R&D at local, state and national level. Engage with National stakeholders (incl. the Australian Coastal Councils Association, local government coastal alliances, state LGA bodies) to represent interests of SA Councils, learn from experience and collaborate where mutually beneficial.
Support member Councils in partnering with other stakeholders to advance the interests of SA coastal Councils.	Collaboration	SACCA will facilitate information exchange and provide support in creating partnerships between Councils and key stakeholders incl. the LGA SA & other Councils, State and Federal Government, Australian Coastal Councils Alliance and research institutions.

Objective	SACCA role	2020-21 SACCA Actions
Develop and deliver information, services or projects to build expertise and knowledge within the SA coastal Councils community.	Capacity Building	SACCA will provide support (either financial or in-kind) where appropriate to encourage coastal zone management capacity building and R&D.
Build the capacity of the SACCA to deliver its strategic objectives	Capacity building	Establish both strategic and business planning frameworks for SACCA.
		Resolve long term SACCA funding arrangements with members.
		Design and develop a SACCA website and other communication platforms.
		Review SACCA governance arrangements.
Represent the interests of SA coastal Councils to key stakeholders, including research institutions, industry bodies and State and Federal Governments.	Advocacy	In partnership with DEW deliver the LGAR&DS Coastal Management Funding Models Reform project. Actively promote the principles identified and engage all relevant stakeholders to consider reforms in both coastal zone management roles and responsibilities as well as shared investment models.
		SACCA participation as a member on the CPB LG Advisory Committee.
		Seek out opportunities to represent the activities of SACCA at various forums and promote the strategic objectives of SACCA.
Work with key stakeholders to deliver strategic objectives established by the Alliance	Advocacy	Identify and collaborate with relevant stakeholders to advance the interests of the SACCA.

FUNDING & BUDGETS

Income for the South Australia Coastal Councils is derived from four main sources:

1. Subscriptions and Project Fees from SA Coastal Councils
2. Funding from the LGA SAROC and GAROC committees
3. Funding from the SA Coast Protection Board; and
4. Project funding through partnerships with external organisations.

Annual expenditure is divided between two main areas:

1. Operating – expenditure required to employ an Executive Officer, and general costs for administration, subscriptions/memberships, travel and other general organisational expenses, and
2. Projects – expenditure required to deliver specific projects.

The SACCA 2020/21 FY Budget and P/L is outlined below.

SACCA BUDGET AND P/L 2020-21													
INCOME	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	TOTAL
GAROC	\$20,000												\$20,000
SAROC	\$20,000												\$20,000
Members contributions	\$0												\$0
Grants DEW				\$5,000									\$5,000
Grants - coastal				\$35,000									\$35,000
Total	\$40,000	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
EXPENSES	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	TOTAL
Consultancy	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,100	\$5,100	\$5,100	\$5,100	\$5,100	\$5,100	\$60,600
Projects		9,000		18,000		18,000							\$45,000
Travel and Accommodation	833	833	833	833	833	833	833	833	833	833	833	833	\$10,000
Memberships				5,000			5,000						\$10,000
Communications	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$416.67	\$5,000
Admin and overheads	200	200	200	200	200	200	200	200	200	200	200	200	\$2,400
IT	100	100	100	100	100	100	100	100	100	100	100	100	\$1,200
Total	\$6,550	\$15,550	\$6,550	\$29,550	\$6,550	\$24,550	\$11,650	\$6,650	\$6,650	\$6,650	\$6,650	\$6,650	\$134,200
P&L	\$33,450	-\$15,550	-\$6,550	\$10,450	-\$6,550	-\$24,550	-\$11,650	-\$6,650	-\$6,650	-\$6,650	-\$6,650	-\$6,650	-\$54,200
Cashflow	\$123,924	\$108,374	\$101,824	\$112,274	\$105,724	\$81,174	\$69,524	\$62,874	\$56,224	\$49,574	\$42,924	\$36,274	

18/05/2020 Adjustment

Starting cash \$101,973.67 \$11,500.00 \$90,473.67

SA COASTAL COUNCILS ALLIANCE - LEADERSHIP



Photo Courtesy of Ms Anita Crisp. Photo depicts representatives from South Australian coastal Councils at the launch of the Alliance in 2019 including Mayor Sam Telfer (LGASA President), Mayor Keith Parkes (Inaugural SACCA Chairperson) and Mayor Richard Sage (Inaugural SACCA Vice Chairperson). The 'SA coastal snapshot' was presented at the launch.



SOUTH AUSTRALIA
**COASTAL
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DISCUSSION PAPER - FUNDING AND GOVERNANCE

2021 – 2025

www.sacoastalcouncils.com.au

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Introduction

Based on the mounting challenges facing coastal Councils and strong demand from the local government sector for a more collective approach, the 'South Australia Coastal Councils Alliance' was formed in 2018 and formally launched in October 2019 with the initial objectives of providing;

1. An informed, coordinated advocacy voice: and,
2. a forum for information sharing and networking on coastal management issues facing Councils across SA.

To facilitate the formation of SACCA as an 'informal representative network' leadership within the local government sector developed a Terms of Reference and Governance arrangements to establish an Executive Committee.

At its 3 April 2020 meeting the SACCA Executive Committee endorsed maintaining SACCA as a long-term network and requested the development of a 5 year Strategic and Business Plan.

This discussion paper is aimed at identifying revised and sustainable funding and governance arrangements to support the SACCA into the future, and at least the next 5 years.

GOVERNANCE - Current

The following describes the initial governance arrangements utilised to establish SACCA.

Committee Representatives

The SA Coastal Councils Alliance is currently governed by an Executive Committee. Two Committee members and one proxy member is elected from the Councils within each of the following coastal zones;

Southern Region	Metropolitan Adelaide	Northern Zone	Western Zone
Grant, Wattle Range, Robe, Kingston, Coorong, Alexandrina, Victor Harbor, Kangaroo Island, Yankalilla	Onkaparinga, Marion, Holdfast Bay, West Torrens, Charles Sturt, Port Adelaide Enfield, Salisbury, Playford	Adelaide Plains, Wakefield, Yorke Peninsula, Copper Coast, Barunga West, Port Pirie, Mount Remarkable, Port Augusta, Whyalla	Franklin Harbor, Cleve, Tumby Bay, Port Lincoln, Lower Eyre, Elliston, Streaky Bay, Ceduna

** The President of the LGA shall be an ex-officio member of the SA Coastal Councils Alliance.*

Chairperson

One Chair and one Deputy Chair is to be selected from and by the Executive Committee members for a period of two years.

- The Chair of the Executive Committee shall be the primary spokesperson of the SA Coastal Councils Alliance.



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Meeting Frequency

The SA Coastal Councils Alliance will meet twice per year in April and October, in conjunction with SA Local Government Association's ordinary and annual general meetings.

- The Executive Committee will meet at least quarterly, or on an as needs basis.

Resources

Executive support for the SA Coastal Councils Alliance and Executive Committee shall be provided by an Executive Officer.

- Core funding for SACCA shall be sought from an equal, annual allocation from the LGA's Greater Adelaide Regional Organisation of Councils (GAROC) and SA Regional Organisation of Councils (SAROC). This funding model however is under review and to be confirmed from 30 June 2021.
- Additional project or specialist support shall be funded by grants, Councils or other external assistance as relevant.

Delegated Authority

Nil – The SA Coastal Councils Alliance is an informal representative network of the States thirty-four coastal Councils. The Alliance Executive Committee is chaired by a Council elected member. The Alliance reports against its strategic objectives regularly to its members and to the LGA SAROC and GAROC committees.

Review

The SACCA Strategic Objectives and Business Plan 2020-25 will be reviewed annually.

GOVERNANCE - Proposed

When considering future SACCA funding and governance arrangements it is essential that both elements work in unison to deliver a clear line of sight between coastal Councils, funding & governance arrangements and the value provided by SACCA.

It is proposed that future funding and governance structures are closely aligned to the current Regional Local Government Associations and the Metropolitan Seaside Councils Committee (or GAROC as alternate).

Alignment with existing regional associations offers several significant benefits for both SACCA and coastal Councils;

- Reporting and accountability via regional LGAs
- Financial management efficiencies
- Utilising existing governance arrangements to establish Regional LGA direct representation on the SACCA Executive Committee
- Clear communication linkages through established forums, and
- Linkage between regional LGA bodies and SACCA for the provision of strategic policy/strategy and advocacy direction.

**Representation**

It is proposed that the SACCA consists of two governing bodies, an Executive Committee of elected members and a management committee consisting of regional LGA administration staff. These bodies are described below;

1. **SACCA Executive Committee** – a body of elected local government members that provides policy and strategy direction for the SACCA. It is proposed that SACCA Executive Committee nominations (members and proxy) are sought from;
 - Metropolitan Seaside Councils Committee (or GAROC as alternate)
 - Eyre Peninsula LGA
 - Legatus Group
 - Spencer Gulf Cities
 - Limestone Coast LGA
 - Southern and Hills LGA (+ Coorong Council*)

Each Association utilises its established 'representatives on outside bodies' process to identify and select suitable candidates with support from the SACCA Executive Officer.

The number of Executive Committee nominees sought from each regional LGA is determined equitably based on the number of coastal Councils within each State zone (metropolitan, northern, southern and western). This is described below, and in Figure 1. over page.

Committee/Governance (representation)

Metropolitan Zone (8 Councils)

MSCC – nominates 2 representatives + 2 proxy

Northern Zone (9 Councils)

Spencer Gulf – 1 nominee + 1 proxy

Legatus – 1 nominee + 1 proxy

Southern Zone (9 Councils)

Limestone Coast – 1 nominee + 1 proxy

Southern and Hills – 1 nominee + 1 proxy

*Coorong Council may nominate a rep/proxy via either LCLGA or S&HLGA (TBD)

Western Zone (8 Councils)

EPLGA – 2 nominees + 2 proxy

SACCA Executive Committee - Total 17 representatives

- 8 committee members
- 8 Proxy members and,
- the LGA president (or nominee) as ex officio.

** Coorong District Council is the only coastal Council within the Murray and Riverland LGA. For the purpose of nominating a representative to the SACCA Executive Committee the Coorong District Council may select to process its nomination via either of the regional LGAs within the Southern Zone (Limestone Coast or Southern and Hills LGAs).*



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2. **SACCA Management Committee** – the EO / CEO from each of the Regional LGAs and MSCC (or GAROC as alternate) identified above, to support SACCA with administration and delivery of objectives, including communications. Regional LGA Boards may need to allocate a small proportion of their EO time to this function in their annual Business Plan.

The description of the Chair, Vice Chair, meeting frequency, resources and delegated authority remains as current (and described above under '1. Governance – current').



Figure 1 ; The relationship between SACCA, the regional LGA's and other key stakeholders (informal and formal)



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Strategic planning/objectives and reporting

Alignment with regional LGAs for both funding and governance creates an important relationship for both SACCA and its member Councils facilitating sound governance as well as structured strategic planning and communications.

SACCA has prepared a Strategic and Business plan for the 2020-25 period. The activities and direction of SACCA is guided by this plan and the Executive Officer operates within this framework.

The Strategic and Business Plan is scheduled for review every 12 months.

Under this proposed funding & governance model it is proposed that SACCA;

1. Engage with regional LGAs and MSCC (or GAROC as alternate) on the annual review of the SACCA Strategic and Business Plan 2020-25.
2. Request that Regional LGA Boards include SACCA within their own strategic and business plan.
3. Provide regular reporting to regional LGAs and MSCC (or GAROC as alternate) on the progress of SACCA against its Business Plan, and
4. That both SACCA staff (Executive Officer) and members of its governing bodies (Executive Committee and Management Committee) actively facilitate engagement and information flow between SACCA, regional LGAs (incl. MSCC) and coastal Councils across the State.
5. Because the Coorong District Council is the only coastal Council within its regional LGA (Murray and Riverland LGA) this Council will be engaged directly by the SACCA Executive Officer.



**FUNDING - Current**

Formed in late 2018 by the States 34 Coastal Councils the South Australian Coastal Councils Alliance (SACCA) was founded utilising a range of funding sources available at the time.

This funding included the LGA Research & Development Scheme, regional LGAs and the Metropolitan Seaside Councils Committee group during 2018-19. In 2020 the Coast Protection Board provided funding to support the cooperation and collaborative effort between State and Local Government.

These funding arrangements are described in Table 1 below;

Table 1: SACCA funding Sources

Funding Source	Dec 2018 - 2019	2020 Jan 2020 – July 2021 18 months	Proposed 2021 – 2024* FY's
LGA R&DS	\$100,000	\$35,000 (project based)	TBA (projects)
Regional LGAs (5x)	\$5,000	\$5,000	\$50,000
MSSC	\$5,000	\$5,000	\$20,000
CPB	-	\$35,000	\$35,000
LGA	-	-	TBA (projects)
SAROC/GAROC		\$25,000 + (**\$40,000)	TBA (projects)
Carry over	-	\$5,000	TBA
TOTAL	\$110,000	\$115,000 core \$35,000 project	\$105,000 core Up to \$40,000 projects

*minimum CPI indexed in forward years

**For SACCA to move from calendar year to financial year planning an additional contribution of approximately \$40,000 was required during the 2020-21 FY to fund the period from 1 January 2021 to 30 June 2021. LGA SAROC and GAROC committees have included this contribution into their draft 2020-21 business plans.

It has been identified that the current funding model (ad hoc contributions from various sources) is not sustainable and that revised funding arrangements are required.

FUNDING – Proposed - Principles

As the Alliance looks to the future and its financial sustainability it is necessary for SACCA to identify a sustainable funding model based on agreed funding principles. These principles are framed by the questions who benefits, who pays and how much?

The following principles have been endorsed by the SACCA Executive Committee and are included for consultation with coastal Councils.

- The SACCA was formed to progress coordination, collaboration and reform in management of the SA coastal zone specifically in those areas of interest and responsibility of the Local Government sector.



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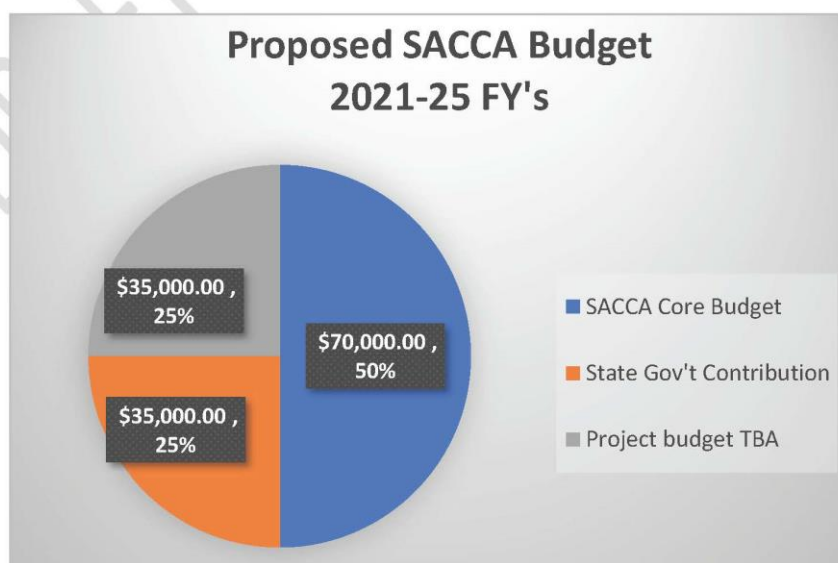
- The core beneficiaries of the SACCA are the 34 South Australian coastal Councils. Core costs should be recovered from those Councils.
- The 34 South Australian coastal Councils range significantly in size and capacity. Any agreed funding model should reflect this.
- All South Australian Councils and their communities enjoy the benefits that our coastal environments provide. A contribution from all SA Councils should be built into the SACCA budget - SAROC/GAROC should be considered.
- The South Australian Government benefits significantly from the Alliance and its representation of the Local Government sector. A funding agreement with the State should be considered by SACCA.

FUNDING – Proposed – Funding Model

Based on the funding principles outlined above the following funding model has been developed by SACCA for consideration of councils.

The total quantum of the SACCA budget for 2021-2024 is proposed at approx. \$140,000 / annum. It is proposed that;

- SA Coastal Councils and the Coast Protection Branch of DEW contribute \$70,000 and \$35,000 respectively towards core SACCA activities. This is broken down into;
 - Regional councils (via Regional LGAs) contributing \$50,000,
 - Metropolitan councils via the MSCC contributing \$20,000, and;
 - DEW Coast Protection Board contribution of \$35,000
- An annual project/research budget of approx. \$35,000 - \$50,000 is sought annually in consultation with GAROC/SAROC and the LGA of SA (LGAR&DS) and/or any other relevant funding/grant body.





Based on the above described principles it is recommended that a future funding model should include;

1. Funding for core SACCA structure/function and administrative costs that is met via contributions from the 34 SA coastal Councils and equitably attributed. This funding is collected annually by the relevant regional LGA and using existing subscriptions formula to deliver equity between councils. Funding split is proposed as follows;
 - a. \$50,000 from the 26 regional coastal Councils, and
 - b. \$20,000 from the 8 metropolitan coastal Councils.

This proposed funding split equates to approx. \$2,000 pa for regional, and \$2,500 pa for metropolitan councils.

It should be noted that this proposal identifies the relevant Regional LGA as the entity that SACCA will invoice for the per annum / coastal Council value. How this fee is collected from individual coastal Councils (if at all) is at the discretion of the Regional LGA. Any Council that chooses not to be a member of SACCA via its regional LGA is requested to advise the Regional LGA and SACCA Committee in writing.

2. Funding from the State Government (DEW Coastal Branch / Coast Protection Board) of \$35,000 pa under the auspice of a State/Local Government funding agreement. This funding is obtained annually under a joint agreement between SACCA and the Coast Protection Board.
3. Funding that is project based and/or reflective of a Statewide contribution towards coastal reform that offers potential benefits for the LG sector more widely – this may include SAROC/GAROC and/or LGAR&DS project contributions. This funding is ad-hoc and dependent on strategic priorities, grant availability, eligibility and application funding guidelines.
4. A core funding arrangement that is supported by appropriate governance, reporting and communications (discussed further in above '2. Governance – Proposed' section).
5. Budgets are set using financial year planning cycles.

Next steps - timeframes

- 1 December 2020 - Draft discussion paper prepared for consideration of SACCA Executive Committee. Feedback from SACCA collated.
- 21 December 2020 – Final discussion paper endorsed by SACCA (out of session) as a draft to be used for consultation with coastal Councils & regional LGAs.
- January/February 2021 – Draft discussion paper distributed to Regional LGAs & MSCC for consultation.



- February/March 2021 – Feedback from consultation considered by SACCA and final Funding & Governance Model endorsed by SACCA.
- 30 March 2021 – Final funding/governance model prepared and distributed to coastal Councils, regional LGAs and MSCC (or GAROC) for implementation from 30 June 2021.

DRAFT FOR CONSULTATION



Attachment 4

From the office of the Mayor
City of Onkaparinga

Your Reference: 21EW0013086
Our Reference: 5513106/kh

29 July 2021

Minister David Speirs MP
Minister for Environment and Water
Minister.Speirs@sa.gov.au

Dear Minister

I would like to thank Green Industries South Australia in providing City of Onkaparinga with \$74,450 through the Council Modernisation Grants program. We are excited about the benefits the new and improved technology will bring to our kerbside collection services.

The City of Onkaparinga is a strong supporter of grants programs that reinvest funds collected through solid waste levy back into the industry. These programs have an important role to play in supporting the waste and recycling sector as it shifts its focus towards a circular economy.

I commend you for your ongoing leadership in South Australia's transition.

Yours sincerely



Erin Thompson
Mayor



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Woodcroft office
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Morphett Vale
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Facsimile (08) 8382 8744

BY EMAIL

mail@onkaparinga.sa.gov.au

Cr Erin Thompson
Mayor
City of Onkaparinga
30 July 2021

Aerial sterile fruit fly release in the Greater Adelaide Region

Dear Mayor Thompson,

I would like to provide you with information regarding continuation of aircraft operations associated with sterile fruit flies. These operations are being conducted by Lincoln Air Charter on behalf of the Department of Primary Industries and Regions (PIRSA). More information about the initiative can be found at: <https://fruitfly.sa.gov.au/>

Further operations are planned between August and December 2021. Members of the community and your constituency may notice a low flying aircraft which will perform a set of flight path sweeps to drop sterile flies in targeted areas of the greater Adelaide region. Lincoln Air Charter has a Civil Aviation Safety Authority (CASA) dispensation to operate not below 500 feet (152 metres) above the ground over built up areas. Due to the requirement for these operations to be conducted at lower levels than normal, we have established a Letter of Agreement (LoA) between Lincoln Air Charter and ourselves requiring the following mitigations;

Lincoln Air Charter

- Agree to take all reasonable measures to minimise noise disturbance to members of the community
- Are aware of potential noise outcomes relating to the operations associated with these operations and will work together with us to identify, investigate and where possible implement noise improvement measures
- Agree that future reviews of this LoA will take into consideration any noise complaints relating to the operations undertaken as part of this LoA.
- Where possible, the operator shall:
 - Keep the number of flights to a minimum
 - Conduct flights at the maximum height possible.

As part of raising awareness around the benefits of the initiative and providing more information to concerned residents, we have established a dedicated project page on our *Engage Airservices* website which can be accessed at: <https://engage.airservicesaustralia.com/greater-adelaide-region-aerial-sterile-fruit-fly-release> We would appreciate you sharing this information with your communities and have attached a social media tile for you to use on your engagement channels.

I trust this information is of assistance. Should you have any questions, please contact our Community Engagement Team at communityengagement@airservicesaustralia.com

Kind Regards,



Donna Marshall
Community Engagement Head
Airservices Australia
COMMUNITY ENGAGEMENT
AIRSERVICES AUSTRALIA
Locked Bag 747 QLD 4009

www.airservicesaustralia.com



Aerial sterile fruit fly release Greater Adelaide Region

Communities in the Greater Adelaide Region may notice a low flying aircraft during August through to December 2021. Sterile fruit flies are being dropped by aircraft on behalf of the Department of Primary Industries and Regions (PIRSA) in the region to control the fruit fly population. This activity protects the commercial production of fruit, vegetables, wine grapes and almonds, particularly in the Riverland and Murraylands which are vital to the state. It also reduces the need for pesticides when growing fruit and vegetables at home.

To find out more visit;

PIRSA

<https://fruitfly.sa.gov.au/>

Engage Airservices

<https://engage.airservicesaustralia.com/greater-adelaide-region-aerial-sterile-fruit-fly-release>



Attachment 6**Government
of South Australia**Office of the Minister for
Environment and Water81-95 Waymouth Street
Adelaide SA 5000GPO Box 1047
Adelaide SA 5001Tel 08 8463 5680
minister.speirs@sa.gov.au

21EW0014046

Mayor Erin Thompson
City of Onkaparinga
Email: Erin.Thompson@onkaparinga.sa.gov.au

Dear Mayor Thompson *Erin,*

Thank you for your most recent letter regarding the Mount Bold dam safety upgrade project.

As you identified in your letter, our joint application to the National Flood Mitigation Infrastructure Fund was unsuccessful.

SA Water has advised me that the expected deadline for the concept design for the dam upgrade is 1 October 2021. From this point onwards SA Water will incur costs for any delays or changes in the project's scope.

There is an opportunity to provide stronger flood mitigation for the Old Noarlunga community as part of the Mount Bold Dam Safety upgrade. I encourage the City of Onkaparinga to consider making a fair and meaningful contribution to the cost of the project, in line with council's function under Section 7(d) of the *Local Government Act 1999*: "to take measures to protect its area from natural and other hazards and to mitigate the effects of such hazards."

To discuss this matter further please contact Ms Cate Hart, Executive Director Environment, Heritage and Sustainability within the Department for Environment and Water on cate.hart@sa.gov.au or 0439 936 296.

Yours sincerely



DAVID SPEIRS MP
Minister for Environment and Water

Date: 8/8/21

Attachment 7

From the office of the Mayor
City of Onkaparinga

Our Reference: 5541270/sl

10 August 2021

Mr Tony Braxton-Smith
Chief Executive Officer
Department for Infrastructure and Transport
GPO Box 1533
ADELAIDE SA 5001

Dear Mr Braxton-Smith

I write to you on behalf of local community members who have expressed concerns to council regarding road accessibility at Southern Cross Drive which intersects with Chandlers Hill Road, Happy Valley.

Southern Cross Drive is the sole access road catering for a residential catchment of around 500 dwellings, including the Hillsview Retirement Village.

Over the years, there have been numerous requests for a new road connection between McHarg Road and Education Road to provide an additional emergency access option to Southern Cross Drive in the event of a bushfire or other critical situations. Detailed investigations by council into this proposal indicates that construction of this proposed new road link is not feasible due to the existing topography of the area and the likely road safety impacts of providing this new road. To alleviate community concerns regarding emergency access, council constructed a shared pathway in 2014 connecting McHarg Road with Education Road that was built to be able to withstand informal access for vehicles if required, including fire appliances.

Due to requests for construction of the McHarg Road extension recently being raised again by community members, it is understood that residents' concerns relate to existing accessibility issues on the surrounding road network given council has now provided an alternative emergency access. In particular, the intersection of Southern Cross Drive with Chandlers Hill Road may be challenging for residents to negotiate due to increasing volumes on this state-controlled road combined with the likelihood of vehicles travelling above the signposted speed limit of 60km/h, especially downhill.

I would therefore request that the Department for Infrastructure and Transport consider upgrading the intersection of Chandlers Hill Road and Southern Cross Drive to improve safety for motorists turning in and out of this intersection.

In addition, I also request consideration of measures to control vehicle speeds on Chandlers Hill Road through Happy Valley, especially the portion between Happy Valley Drive and Mount Malvern Road where there are numerous intersections and residential driveways.



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Willunga
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Facsimile (08) 8382 8744

Woodcroft office
175 Bains Road
Morphett Vale
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

We look forward to hearing your response.

If you wish to discuss this matter further, please contact Morgan Ellingham, Manager Assets and Technical Services on 8384 0666 or mail@onkaparinga.sa.gov.au

Yours sincerely



Erin Thompson
Mayor

Mayor's calendar 16 July to 12 August 2021

Attachment 8

July	
17	Cherry Gardens Ironbank Recreation Ground – changeroom opening ceremony
18	Pimpala Ward – listening post
20	EM Enquiry interview
20	Pre-Council meeting
20	Council meeting
22	Volunteering at Foodbank's Mobile Food Hub at Aberfoyle Community Centre
23	First Nations People Advisory Group (FNPAG) Elected Member pre-meeting
23	Meeting with staff and member of the Hub Gymnastics
28	Volunteering in kitchen at Elizabeth House
28	Meeting with Enrich360
28	FNPAG workshop
29	LGA Board of Director meeting

August	
2	Meeting of the Australia Day Council of South Australia (ADCSA) - Board Meeting
3	Meeting with staff member on sporting facilities and grant opportunities
5	Morton Road tennis courts opening - filming
5	Meeting with community member - Seaford Community Garden
5	Meeting with community member - Seaford Scout Garden
7	Mayors Cup round between Centrals and South Adelaide Football Clubs
9	Community Coffee Catch up - Port Noarlunga
10	Pre-Council meeting
10	Meeting with Port Noarlunga trader
10	Meeting with Cr Eaton
10	Meeting with staff - Thalassa Ward briefing - City Operations Projects & Programs
10	Elected Member Session - Biodiversity
11	ADCSA - Board Meeting
12	Coast FM radio Interview – general council updates
12	Presented at Dare to Dream and INCUB8 Graduation - event

Deputy Mayor's calendar 16 July to 12 August 2021

Attachment 9

July	
17	Christies Beach SLSC annual dinner and awards
August	
6	Tribe FM Radio Interview

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6. Presentations

Nil.

7. Deputations

7.1 Peter Davies, Reynella Smallbore and Air Rifle Club – Funding towards clubroom toilet

Request form shown below.



Request for Deputation:

I/We hereby request to be heard at the Council meeting on 20th July 2021

OR

I/We hereby request to be heard at the next
Committee meeting on

Name: Peter Davies

Address: [REDACTED]

Email: [REDACTED]

Telephone: [REDACTED]

I will be speaking on my own behalf No

or

I will be speaking as the spokesperson of a group of persons:
(If yes, who or what group are you representing?)

Reynella Smallbore & Air-Rifle Club.

The topic or issue I wish to speak about is: *(please give sufficient details of the matter to enable consideration of your request for a deputation):*

In regards to building a disabled and uni-sex toilet as an addition to our Clubrooms at the Reynella Sports and Social Club - Complex.

The relevance to Council in relation to the subject matter is:

We are a volunteer run club and are asking for a financial contribution from council to assist us with this project.

What expectations do you have of Council as a result of this deputation?

A positive outcome that would both assist all our members, disabled, young and elderly, plus our International and Olympic competitors who train at our club.

What benefit will be delivered to the general community as a result of this deputation?

Members and visitors of all ages and disabilities would be able to have much needed toilet facilities on hand, instead of walking 120m in all kinds of weather to gain access to the nearest facilities.

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7.2 Tim Possingham – Adelaide Rally – Five Year Agreement 2021-2025

Request form shown below.



Request for Deputation

(If a deputation is approved this form will be published in the relevant Council or Committee agenda)

I hereby request to be heard at the Council meeting on 17 August 2021

OR the *Choose an item.* **Committee meeting on** *Click or tap to enter a date.*

Name: *Tim Possingham*

Address: 

Email: 

Telephone: 

I will be speaking on my own behalf: ☒

OR

I will be speaking as the spokesperson of a group of persons: ☐

If so, please advise name of group and name of person authorising on behalf of the group:

Insert name of group you are representing here

Insert name of person who authorises you to speak on behalf of the group

<p>The topic or issue I wish to speak about is: <i>(please give sufficient details of the matter to enable consideration of your request for a deputation)</i></p> <p><i>Adelaide Rally – Road Closure Approvals</i></p>
<p>The relevance to Council in relation to the subject matter is:</p> <p><i>The Adelaide Rally seeks annual road closure approvals in the region</i></p>
<p>What expectations do you have of Council as a result of this deputation?</p> <p><i>Council to consider making the process more efficient by way of a multi year approval to use roads traditionally used over the last 26 years .</i></p>
<p>What benefit will be delivered to the general community as a result of this deputation?</p> <p><i>Efficiencies to council, the event and certainty for the event</i></p>

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8. Presentation by Committee chairpersons and reports to Council by Council Committees

8.1 Audit, Risk, Value and Efficiency Committee meeting minutes of 9 August 2021

Report contact

Sue Hammond, Council and Committee Meeting Coordinator
8384 0747

Meeting

Council

Approving officer

Chris White, Director Corporate

Date

17 August 2021

1. Purpose

A meeting of the Audit, Risk, Value and Efficiency Committee meeting was held on 9 August 2021.

The agenda for this meeting is available on the website [here](#)

The below item requires a resolution of Council.

2. Recommendations

1. Re Item 7.6 Audit and Risk Committee terms of Reference and Work Plan

That Council approve:

- a. The revised Audit and Risk Committee Terms of Reference (as per attachment 1 to the Audit, Risk, Value and Efficiency Committee [agenda report](#)).
- b. The 2021 22 Audit and Risk Committee Work Plan (as per attachment 2 to the Audit, Risk, Value and Efficiency Committee [agenda report](#)).
- c. That the Committee meet as many times as practical to meet the business-critical requirements of the Work Plan.

2. That Council note the minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 9 August 2021 (as per attachment 1 to the agenda report).

3. Attachments

Attachment 1 – Minutes of the Special Audit, Risk, Value and Efficiency Committee meeting of 9 August 2021 (6 pages)

- END OF REPORT -



MINUTES

Audit, Risk, Value and Efficiency Committee

Meeting 9 August 2021

VENUE: Council Chamber
Civic Centre, Ramsay Place, Noarlunga Centre

MEETING COMMENCED: 3pm

PRESENT: Emma Hinchey (Chair)
Corinne Garrett (electronically)
Peter Brass (electronically)
Cr Eaton
Cr McMahon

APOLOGIES: Nil

LEAVE OF ABSENCE: Nil

ABSENT: Nil

1. Opening of meeting

Emma Hinchey officially declared the meeting open at 3pm.

2. Confirmation of minutes

MOVED Corinne Garrett.

- *That the minutes of the proceedings of the Audit, Risk, Value and Efficiency Committee meeting held on 24 June 2021 be received and confirmed as an accurate record of those proceedings.*
- *That an action list be kept.*

Seconded by Cr Eaton.

CARRIED

Moved Corinne Garrett.

- *That the minutes of the proceedings of the Special Audit, Risk, Value and Efficiency Committee meeting held on 28 June 2021 be received and confirmed as an accurate record of those proceedings.*

Seconded by Peter Brass.

CARRIED

3. Adjourned business

Nil.

4. Chairperson's report

Nil.

5. Presentations

Nil.

6. Deputations

Nil.

7. Reports of officers

7.1 Internal Audit Report- Legislative Compliance - Permits and Licenses

Tim Muhlhausler from Galpins was in attendance for this item.

MOVED Peter Brass.

That the Audit, Risk, Value and Efficiency Committee:

- 1. Receive and note the Legislative Compliance - Permits and Licenses internal audit report provided as Attachment 1 to the agenda report.*
- 2. Notes that the implementation of the agreed audit actions will be monitored and reported to the Audit, Risk, Value and Efficiency Committee on a quarterly basis through the Internal Audit Quarterly update report.*
- 3. Thanks Galpins for their service as internal auditors.*

Seconded by Cr Eaton.

CARRIED

Committee notes/actions

- Internal Audit to use Galpin's Risk rating when reporting on progress against the agreed actions in the Internal Audit Findings Tracking Report.
- Organisational Effectiveness to compare the payment process for permits and licences with other councils, noting any incentives for early applications or penalties for late submissions.

With leave of the meeting Emma Hinchey brought forward item 7.4 at this point.

7.4 Internal Audit Quarterly Update

Tim Muhlhausler from Galpins was in attendance for this item.

MOVED Cr Eaton.

That the Audit, Risk, Value and Efficiency Committee receive and note the Internal Audit Quarterly Update report including:

- the status of actions arising from Internal Audit Actions Summary and the Internal Audit Task Summary (Attachments 1 and 2 to the agenda report).*

Seconded by Cr McMahon.

CARRIED

Committee notes/actions

- The Internal Audit Actions Summary and the Internal Audit Task Summary reports to be combined into a single Internal Audit Findings Tracking Report to be presented quarterly to the Committee showing the date the finding was made, the auditors rating of the finding, the approved Expected Completion Date (ECD), and all previous ECDs. The report should show the previous status update and a current update showing what has happened since the last report and what the next steps are to mitigate the identified risk. This report should be updated prior to inclusion in the meeting papers.
- That where documents are being re-presented to the Committee with minor amendments, that the updated documents are presented highlighting the tracked changes.

- That as per the 2020 Legislative Compliance audit finding #108, a policy / procedure be developed to provide an overarching framework to guide Council's approach to ensuring appropriate internal controls, as outlined in S 125 of the Act. This should include setting out the appropriate timelines and actions that should be taken in response to the internal auditor's findings, based on the level of the auditor's risk rating.

With leave of the meeting Emma Hinchey brought forward item 7.6 at this point.

7.6 Audit and Risk Committee Terms of Reference and Work Plan

Tim Muhlhausler from Galpins was in attendance for this item.

MOVED Peter Brass.

That the Audit, Risk, Value and Efficiency Committee:

1. *Receive and note the agenda report and attachments.*
2. *Recommend to Council that:*
 - a. *The revised Audit and Risk Committee Terms of Reference at Attachment 1 to the agenda report be approved*
 - b. *The 2021-22 Audit and Risk Committee Work Plan (at Attachment 2 to the agenda report) be approved.*
 - c. *the Committee meet as many times as practical to meet the business-critical requirements of the workplan.*

Seconded by Corinne Garrett.

CARRIED

Committee notes/actions

- Remove references to "ARVEC" in draft Terms of Reference.
- Suggest benchmarking Section 270 reporting in an annual report.
- Workplan – to show how work is going to get done – schedule more meetings as required.
- Change Terms of Reference that a verbal report will be provided by the elected members of the Committee at the subsequent Council meeting when presenting minutes.
- At 5.10 include the words Prudential Report after 48 (1)
- At 5.11 include the words Internal Review of a Council Decision after Section 270
- The Committee requested that management review the options for the meeting procedures to be amended to provide for greater flexibility in the discussion of the items on the agenda and amend the Terms of Reference relating to meeting procedures to support that where possible.
- The Committee requested that management review the options for recording enhanced minutes to track the discussion and provide greater feedback to the Council through the minutes.

Tim Muhlhausler from Galpins left the meeting at 4.09pm.

7.2 Organisational Effectiveness Report

At 4.57pm Cr McMahon MOVED that the meeting break for five minutes.

Seconded by Cr Eaton.

CARRIED

Emma Hinchey reconvened the meeting in the Chamber at 5.03pm with all members present that were present before the break.

MOVED Cr McMahon.

That the Audit, Risk, Value and Efficiency Committee receive and note the agenda report.

Seconded by Corinne Garrett.

CARRIED

Committee notes/actions

- The Committee noted the large amount of work in the forward works program and requested that the program show the scheduled start and completion dates and that the desired outcomes of the projects be included in the program list.

7.3 Rationalisation of Financial Reserves

MOVED Cr McMahon.

That the Audit, Risk, Value and Efficiency Committee receives and notes the agenda report, including:

- *the Council Report "Rationalisation of Financial Reserves" presented to Council at agenda item 9.8 at the (adjourned) 15 June 2021 Council meeting (attachment 1 to the agenda report), and*
- *the associated Council minutes and resolution (attachment 2 to the agenda report).*

Seconded by Corinne Garrett.

CARRIED

Committee notes/actions

- The Committee noted there is still work to be done to determine the final impact on the financial statements before the Council resolution is implemented.
- The Committee enquired as to whether these amendments would require a restatement of opening balances in future financial statements. Management agreed to investigate and advise.
- The Committee noted the use of the term Liability in relation to some of the items listed and noted that this was more of a retention of a commitment to provide a budget than an actual contingent liability as would appear in the financial statements.
- The Committee requested that Management ensure that reference to when a Reserve should / should not be created is included in financial policies / procedures / guidelines.

7.5 Risk Management Quarterly Update

MOVED Cr Eaton.

That the Audit, Risk, Value and Efficiency Committee receive and note the Risk Management Quarterly Update report.

Seconded by Corinne Garrett.

CARRIED

Committee notes/actions

- The Committee noted that the Work Plan that was presented to the Committee in May included reports on Strategic Risk, Corporate Risk Review and Insurance Review were not presented to the Committee. The Committee requested that a report showing the agreed work plan be developed and presented to each Committee meeting, noting the status of each item on the plan.
- The Committee noted the work that has been done with Council to develop the Risk Appetite and noted that Management will circulate the Risk Appetite to the Committee out of session for comment, prior to submission to the next Council meeting.

8. Questions on notice

Nil.

9. Motions on notice

Nil.

10. Petitions

Nil.

11. Urgent business

Nil.

12. Confidential items

Nil.

13. Closure

Emma Hinchey officially declared the meeting closed at 5.25pm.

Certified Correct *Chair*

/ /2021

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9. Reports of officers

9.1 Adelaide Rally – Five-year agreement 2021–25

Report contact

Bobbie-Jean Stevens

Manager Communication and Engagement

8384 1079

Meeting

Council

Approving officer

Julia Grant, Director Strategy and Engagement

Date

17 August 2021

1. Purpose

This report seeks approval for the proposed partial road closure of Pole Road, Iron Bank Thursday 25 November and to enter a five-year agreement from 2021–25 with the Adelaide Rally noting the Chief Executive Officer will exercise his road closure delegation during this period.

2. Recommendations

That Council:

- 1. In accordance with Clause G of the Instrument of General Approval and Delegations to Council dated 22 August 2013 from the Minister for Transport and Infrastructure which delegates the power to close roads and grant exceptions for events, Council consents to the proposed partial road closure of Pole Road, Ironbank Thursday 25 November, 1.45pm–5.45pm for the Adelaide Rally 2021 event (as per attachments 1 and 8 to the agenda report).**
- 2. Approve entering a five-year agreement with the Adelaide Rally from 2021–25, noting the Chief Executive Officer (CEO) will exercise his road closure delegation for this period.**
- 3. Note an update report will come back to Council at the conclusion of the five year period.**
- 4. Note yearly updates will be provided to elected members via Weekly News about the event.**

3. Executive summary

The Adelaide Rally and its predecessor the Classic Adelaide Rally has been a car rally event operating in the City of Onkaparinga region for 26 years. It is an annual event that generates economic benefit for local businesses by attracting participants and spectators to the City of Onkaparinga.

The declaration of the event and road orders for the required closures is approved and issued by the Commissioner of Police under delegation from the Minister for Transport and Infrastructure.

Under the *Road Traffic Act 1961*, council is required to give consent to the road closure and approval for the use of temporary traffic control devices on roads under council's care and control.

Annually the organisers present to Council and seek approval for the necessary road closures. In May 2019 a report was presented to Council seeking approval of the Adelaide 2019 event road closures. As part of seeking this approval the report proposed that future events be managed under the CEO's delegation however this recommendation was removed from the final resolution at that time.

The Adelaide Rally Owner/Director, Tim Possingham has contacted council (as per attachment 2) requesting a multi-year agreement, delegating CEO approval for road closures. This approval is consistent with seven other councils who also host the Adelaide Rally.

Delegating to the CEO would provide efficiencies to council and certainty for the event in our region, including potential additional stages. This would see continued economic outcomes delivered for our region.

The Adelaide Rally currently deals with ten councils for this event. The City of Onkaparinga and Yankalilla Council seek annual elected member approval each year when an application is received, three councils have multi-year agreements and the remaining councils are managed under CEO delegation.

The 2021 event, Special Stage 8 Skinny Pole, is proposed to be held in The City of Onkaparinga Thursday 25 November, 1.45pm–5.45pm on one kilometre of Pole Road, Ironbank (as per attachment 8 to the agenda report). The remaining section of the Pole Road stage falls within the Mitcham Council who have approved this portion of road closure. Approval is sought from Council for the partial closure of this road.

This event also has the support of the state government South Australian Tourism Commission (SATC) (as per attachment 3).

There is no financial impact to the City of Onkaparinga by this event being held.

4. Background

Community Plan 2030	prosperity: economically strong, environmentally thriving The city is a 'destination of choice' with events attracting people to visit our area and contribute to the economy.
Policy and/or relevant legislation	Temporary road closures are considered by Council through General Approval and Delegation to Council under Section 33 of the <i>Road Traffic Act 1961</i> .
Who did we talk to/who will we be talking to	Property owners along each route will be notified annually by the event organiser four weeks prior to the event.

5. Discussion

The Adelaide Rally event comprises a number of stages throughout the Adelaide Hills with one to two days of the event held within the City of Onkaparinga requiring temporary road closures.

The organisers of the event prepare risk management and safety plans each year for consideration by the South Australia Police. This includes consideration of public safety and noise monitoring.

Under Section 33 of the *Road Traffic Act 1961* we are required to give our consent to the road closure and approval for the use of temporary traffic control devices on roads under our care and control.

Other events that require temporary road closures, with the exception of motor sport events, are currently approved under delegation by the CEO.

The Adelaide Rally road closure has traditionally been brought to Council for consideration rather than being exercised under the CEO's delegation due to community interest in motor sports events.

Of the 10 councils benefiting from this event, the City of Onkaparinga and Yankalilla Council require elected member approval for road closures with the remaining councils closures approved under delegation by the CEO.

A five-year agreement is proposed for this 26-year event in our region to deliver greater certainty, streamline planning and see continued and increased economic outcomes delivered for our region.

The 2020 Adelaide Rally road closures were approved by Council however the event was postponed due to COVID and subsequently held in March 2021, requiring half day road closures on Wickham Hill Road, Kangarilla and Old Willunga Hill Road, Willunga.

Stages of the Adelaide Rally and roads requiring closure are subject to change annually.

The 2021 event, Special Stage 8 Skinny Pole, will be held in The City of Onkaparinga Thursday 25 November 1:45pm-5:45pm on Pole Road, Iron Bank. This event has the support of the state government South Australian Tourism Commission (SATC) as per attachment 3.

Previous requests for motor sport events have raised questions from elected members prior to and during the Council meetings. These are summarised below.

Complaints associated with recent motor sport events

A search of council's customer service records indicate no complaints were received in relation to the *Adelaide Rally* associated with the previous two events held on 1 December 2019 and 24 March 2021. Furthermore, following the March 2021 event the organisers advised council that no complaints or enquiries were received specifically within the City of Onkaparinga in the lead-up and during the event.

There was however a single vehicle incident on Willunga Hill where the vehicle impacted with a guardrail. Following this the organisers received one email from a resident on the Willunga Hill stage requesting that a water barrier be placed in front of their driveway when future events are operating. The organisers have agreed to do this in future and the resident expressed their thanks and support.

In March 2019 one complaint was received from a member of the public prior to the *Falcon GT Nationals* event held 21 April 2019 and was addressed at the 15 October 2019 Council meeting where the road closure associated with the 2019 *Willunga Hillclimb* event was considered. This complaint was broadly against any motorsport events being held on Old Willunga Hill Road.

In March 2018 one complaint from the Friends of Willunga was received in regard to the December 2017 *Willunga Hillclimb* event. The concerns outlined in their letter were addressed in the Council reports for the 2018 Adelaide Rally and Willunga Hillclimb events.

Benefits and issues discussed during past Council meetings are addressed below.

Event Impact Modelling - the economic benefit for the City of Onkaparinga and Willunga

An Event Impact Report multi year agreement (attachment 5) prepared for a one-day Willunga Stage event in 2022, is based on an estimate of 1750 direct visitors, which is mid-way between previous estimates of 2480 spectators during dry event conditions and 1000 spectators during wet weather conditions. Council's event impact calculator for the Willunga Stage event is a total value-added benefit of \$251,153. The Event Impact Report (attachment 4) for the November 2021 stage shows a total value-added benefit of \$14,982.

It is standard practice for competitors to often visit the area in the months prior to the event to prepare pace notes and this in turn can generate economic activity through additional discretionary spending.

Event Impact Modelling – how is it calculated

The event impact calculator has been developed by *.id consulting pty ltd* to enable the City of Onkaparinga to calculate the potential economic impact of a proposed event. This can be used in conjunction with other methods to help the City of Onkaparinga select the most appropriate events to support.

This calculator alone cannot predict which events will be successful, however it can indicate the potential economic impact a successful event may have across a range of economic measures such as output, employment, wages and salaries and local jobs. This tool uses input/output estimates to calculate the impact of an event based on the average spend per day by visitors to the event.

Noise from Rally cars

When the Rally is held in Willunga, cars are typically released from High Street every 30 seconds to one minute.

Previous events have involved approximately 300 cars that enter the rally. Of these around 200 have been non-competitive road cars. Of the 100 competitive cars 50 are typically full race cars. The non-competitive road cars need to meet the mandated CAMS decibel noise level 95dB, measured in accordance with the NTC test procedure ([click here for link](#)), at a distance of 0.5 metres from the exhaust of a vehicle running at 3200–4500 rpm. Registered vehicles in South Australia are limited to 96dB if the vehicle was manufactured before 1983 and 90dB if manufactured after that date. All cars need to meet the mandated CAMS decibel noise level.

The noise from the exhausts vibrating heritage buildings

The exhaust noise meets the CAMS requirements at the vehicle and degrades at further distances. There is no evidence that noise vibration at the race start point will have an impact on heritage buildings. Cars need to comply with the speed limit when travelling on the public road network between each competitive stage. When the event is held in Willunga the cars move at very low speeds on High Street as they queue up to enter each closed road stage.

6. Financial implications

There is no financial impact to the City of Onkaparinga by this event being held. All costs associated with advertising the event, managing the road closure and repairing any damage to infrastructure are borne by the event organiser.

There is no impact to the Long Term Financial Plan.

7. Risk and opportunity management

Risk	
Identify	Mitigation
Public liability	The event is covered by Adelaide Rally's Public & Products Liability insurance of \$20,000,000 through Websters, with certificate of currency provided (attachment 6).
Political/resident concerns	<p>The event organiser will:</p> <ul style="list-style-type: none"> • notify adjoining landowners, businesses and residents in the Willunga township, in writing • consult with affected landowners, as required • facilitate the road closures and assist residents and road users through the detours, using marshals and accredited traffic management contractors • place advance event notification signage four weeks prior to the event.
Damage to council infrastructure	All costs associated with the repair of any damage to council infrastructure will be borne by the event organiser.
Emergency Services	The event organiser will notify Emergency Services of the proposed road closures. An event safety plan is developed and communicated with event medical and fire services who are available to attend to any resident emergency if required.

Opportunity	
Identify	Maximising the opportunity
Economic and community benefit	<ul style="list-style-type: none"> • The Adelaide Rally is a major event with significant sponsors. These events attract tourists to our region including spectators and participants. • This event supports local businesses. • There is the potential for additional stages to be held within the City of Onkaparinga, which could attract visitors associated with the event to stay and spend much longer. • An event impact report multi-year (attachment 5) to the agenda report prepared for the 2022 event has shown that for a one day there will be an estimated value-added benefit of \$251,153.

8. Timelines and deadlines

Road closures must be applied for twelve weeks in advance of the event date of 25 November 2021 to facilitate organisation of the event as per event application form (attachment 1).

9. Next steps

Approval of the road closure delegation to the CEO for 2021–25 will allow for future stages of the Adelaide Rally being held within the City of Onkaparinga to proceed as planned by the organiser.

10. Attachments

Attachment 1 – Application from Rally Organiser (3 pages)

Attachment 2 - Letter from Adelaide Rally seeking a multi-year deal with the City of Onkaparinga (1 page)

Attachment 3 – State Government support for the 2021 event (1 page)

Attachment 4 - Economic Impact Report Nov 2021 (2 pages)

Attachment 5 - Economic Impact Report Multi year (2 pages)

Attachment 6 – Insurance Certificate of Currency (1 page)

Attachment 7 - Certificate of Currency from the event regulator (Motorsport Australia) (1 page)

Attachment 8 – Map of portion of Pole Road, Iron Bank road closure (1 page)

- END OF REPORT -



Event Application

To ensure approval timeframes are being met, we require this application form to be submitted at least **8 weeks** prior to the activity/event. We endeavour to support all requests, but in some instances the proposed activity/event may not be deemed appropriate and therefore may not be approved.

1 EVENT DETAILS		
Event name	Adelaide Rally Special Stage 8	
Venue / location	Pole Rd - Upper Sturt	
Date	From 25th Nov	To 25th Nov
Time	From 1:45pm	To 5:45pm
Event description (event activities and objectives/benefits to community)	Annual Adelaide Rally - Largest Tarmac Rally event in Southern Hemisphere	
Is your event sponsored by the City of Onkaparinga?	No	
Is the event to be held on council land?	No	How many people are expected to attend? 10

2 APPLICANT / EVENT ORGANISER DETAILS		
Organisation	Massive Events Corp P/L	
Address	Po Box 198 Crafers 5152	
Contact person	Tim Possingham	
Phone	(mob) 0417171730	(A/H)
Email	tim@soonmarketing.com.au	

3 TEMPORARY SIGNS AND BANNERS	
Will you be erecting event advertising signs or banners on council land? No	
If yes, please visit our website and complete the banner application form www.onkaparingacity.com > Living Here > Permits & regulations > Permits & licences > Temporary Banners for Community Events including Sport & Recreation Clubs/School Open Days	

4 FOOD STALLS (Please complete the following if food will be available at the event)	
Please provide a short description of the type of food and drinks to be provided None	
Name of Food Business	Contact Name
Email address	Contact number
Postal address	
Food Business Notification Number (FBN)	Name of the council where notified
FBN is the Food Business Notification Number issued by councils where the temporary food stall is garaged	
I have read the Temporary Food Premises fact sheet and will follow the requirements of the Food Safety Standards. <input type="checkbox"/>	

Document ID: 104738
 Version: 3, Version Date: 21/03/2018
 A thermometer must be available on the day if storing potentially hazardous foods.



Event Application

5 OPERATIONAL DETAILS

Vehicle access (Please provide details of movements)	No
None required	
Temporary parking controls (Please provide traffic plans)	No
Power	
PA system / music (EPA requirements after 10pm)	No
Stall holders	No
Liquor consumption (If yes, a liquor licence application has to be made to the Office of Liquor and Gaming)	No
Marquee / tents (weighted only)	No
Staging / platforms	No
Amusements	No
Animals	No
Fireworks	Yes
Additional information	
This event only requires a temporary road closure	

6 TEMPORARY ROAD CLOSURE/S (3 month notification required)

Name of road/s to be closed	1. Pole Rd	2.
	3.	4.
	5.	6.
Time of road closure/s	1:45pm to 5:45pm	
Traffic control devices and signage being hired from?	Council	✓ Other Seychell Traffic Management
Do you have accredited trained traffic personnel?	Yes	

7 WASTE MANAGEMENT

Waste bins required	0	Bin delivery date	0	Time	0
Recycling bins required		Bin collection date	0	Time	0
0 Delivery address of bins	Bottom of Wickham Hill Rd. Willunga Hill Rd adjacent old courthouse				



Event Application

8 EQUIPMENT AND SUPPLIES

Item	Qty	Item	Qty
Witches hats		Pencil bollards	
Barrier mesh (metres)		Flag bunting (metres)	
Sponsorship banners		Signs	
Portable toilets (conditions apply)		Type of signs	
Toilet delivery Date Time			

Equipment is to be collected from City of Onkaparinga FOC Stores, Railway Road, Seaford Meadows between 8am and 3.30pm

9 CHECKLIST AND ATTACHMENTS

Please attach the following documents (indicate using tick boxes that items are attached)

Copy of public liability insurance certificate (min (\$10M))	<input checked="" type="checkbox"/>
Event site plan	<input type="checkbox"/>
Risk management plan	<input checked="" type="checkbox"/> TBA
Copy of liquor licence (if applicable)	<input type="checkbox"/>
Temporary food notification form/s (if applicable)	<input type="checkbox"/>
Map of temporary road closures (if applicable)	<input checked="" type="checkbox"/>

Have Emergency Services and SAPol been notified of the event? **Yes** Date notified **July 2021**

Additional comments DTI Notified, Adelaide Hills Council Notified and
Mitcham Council Notified all of which bound this area.

I have read and understand the Terms and Conditions (including all links) and agree to comply with these conditions. ☒

Name *Tim Possingham*

Date **13/7/21**

Please forward to:
Event Operations (FOC)
City of Onkaparinga
PO Box 1
Noarlunga Centre SA 5168

Ph: 8384 0666 Email: mail@onkaparinga.sa.gov.au

Submit



For office use only

Date received	Booking No.	CI No.	Receiving Officer

Document Set ID: 4330733
Version: 3, Version Date: 21/03/2018

Attachment 2

Po Box 198 Crafers

SA 5152

www.adelaiderally.com.autim@adelaiderally.com.au

0417171730



31/3/21

Brett Williams
Senior Traffic Coordinator
City of Onkaparinga

Dear Brett,

The Adelaide Rally and its predecessor the Classic Adelaide Rally have been operating in the Onkaparinga Council region for 25 years.

Annually the organisers seek approval for the necessary road closures. At last year's elected member vote on the closures it was suggested by some of the members that they are tired of the exhaustive annual process which receives approval every year.

It would deliver greater certainty for the event and streamline planning if there was a delegated approval by the CEO as we experience in other council areas. I feel that significant support for this exists amongst the members and that they can see benefits to council by employing a more efficient process.

This year we are also nearing final approvals of a 5 year arrangement with some of the largest councils and we wish to explore this with the City of Onkaparinga.

In short we propose that council vote to have the CEO sign off on the annual approvals and that council agrees that the event may use roads historically utilised for the running of the Adelaide Rally and its predecessors subject to the organisers consulting with the directly affected residents, erecting advanced notice signs 4 weeks pre event and making best endeavors to accommodate residents needs where possible as well as adherence to councils normal festivals and events criteria.

Should council wish me to deliver a workshop on the event I am happy to do such.

Please communicate this to the appropriate department such that our proposal can be considered and the resultant actions undertaken.

Regards Tim Possingham

Owner/Director – Adelaide Rally

0417171730

Attachment 3

26 July 2021

To whom it may concern,

The South Australian Tourism Commission (SATC) through Events South Australia is proud to be supporting the Shannon's Adelaide Rally.

The 2021 event is set to run from the 25 to 28 November, as part of our state's Spring offering, and with a growth in its participant offering and presence in the city of Adelaide.

Drawing upon South Australia's rich motorsport history, the Shannon's Adelaide Rally is an important inclusion in South Australia's event calendar returning a significant economic benefit to the State through intrastate and interstate visitation.

Massive Events Corp Pty Ltd owns and operates the Shannon's Adelaide Rally, and may approach you in the future for assistance. Please accept this letter as confirmation of SATC's support of the 2021 Shannon's Adelaide Rally.

Kind regards,



Hitaf Rasheed
Executive Director
Events South Australia

City of Onkaparinga

Attachment 4

Event impact calculator – Adelaide Rally #2 (2021) Ironbank Stage

Events are very important contributors to local and regional economies. A successful well run event can provide significant value to an area by adding jobs and money to the local economy and providing additional cultural and social benefits. Alternatively, the wrong event may have considerable negative impacts such as a loss of money or reputation.

The event impact calculator has been developed to enable the City of Onkaparinga to calculate the potential economic impact of a proposed event. This can be used in conjunction with other methods to help the City of Onkaparinga select the most appropriate events to support. This calculator alone cannot predict which events will be successful, however it can indicate the potential economic impact a successful event may have across a range of economic measures such as output, employment, wages and salaries and local jobs.

This tool uses input/output estimates to calculate the impact of an event based on the average spend per day by visitors to the event. Simply enter the type of event, the significance of the event, the duration of the event and the average spend per day to calculate the potential economic impact.

As events can also contribute to an area in other ways, such as socially, culturally and environmentally, it is important that other tools or methods are also used to evaluate the potential or benefit of an event.

Event Impact Summary

City of Onkaparinga - Adelaide Rally #2 (25 November 2021 – Day One Ironbank stage) - Modelling the effect of \$20,050 from a Sports and Recreation Activities event with Local significance

	Output (\$)	Value-added (\$)	Local Jobs (annual jobs)	Resident Jobs (annual jobs)
Direct impact	18,241	7,536	0.2	--
Industrial impact	7,304	3,102	0.0	--
Consumption impact	10,071	4,344	0.0	--
Total impact on City of Onkaparinga economy	35,616	14,982	0.2	--

Source: [National Institute of Economic and Industry Research \(NIEIR\)](#) ©2021. Compiled and presented in economy.id by [.id](#) (informed decisions).

Note: All \$ values are expressed in 2018/19 base year dollar terms.

The proposed Adelaide Rally 2021 #2 is a SA Government designated Major Event held over four days. The Day One of the event includes a stage in City of Onkaparinga (Ironbank stage) planned on the 25/11/2021. It is a stage of Local significance and is estimated to attract 401 visitors per day over the 1 day, with an average spend per person per day of \$50. This equals a total visitor spend of \$20,050 attributed to this event. In future years City of Onkaparinga and the organisers can explore more stages to improve the economic benefit to the region. With the 25 November 2021 Day One stage of the event being held in the City of Onkaparinga, it is calculated to have the following potential impact:

Impact on Output

The total visitor spend of \$20,050 attributed to staging the Adelaide Rally #2 (late 2021) would lead to a direct impact on output of \$18,241. This additional direct output from the economy would also lead to an increase in indirect demand for intermediate goods and services across related industry sectors. These indirect industrial impacts (Type 1) are estimated to be an additional \$7,304 in Output.

There would be an additional contribution to the City of Onkaparinga economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in Output of \$10,071.

The combination of all direct, industrial and consumption effects would result in total estimated rise in Output of \$35,616 in the City of Onkaparinga economy.

Impact on value added and GRP

The impact of an additional of \$20,050 spend to the local economy as a result of running Adelaide Rally #2 (late 2021) in the City of Onkaparinga would lead to a corresponding direct increase in value added of \$7,536. A further \$3,102 in value added would be generated from related intermediate industries.

There would be an additional contribution to the City of Onkaparinga economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in value added of \$4,344. The combination of all direct, industrial and consumption effects would result in an estimated addition in value added of \$14,982 in the City of Onkaparinga economy.

Value added by industry represents the industry component of Gross Regional Product (GRP). The impact on the City of Onkaparinga's GRP as a result of staging this event is directly equivalent to the change in value added outlined above.

In summary, GRP in the City of Onkaparinga is estimated to increase by \$14,982.

Impact on Employment (local jobs, 12mth jobs)

The employment impact of an event is expressed in local jobs. For example, an event that generates 4 weeks of work for 13 people (52 weeks of work in total), would have an employment impact equivalent to 1.0 annual local job.

The direct addition of \$20,050 spend to the local economy as a result of staging the Adelaide Rally #2 (late 2021) event in the City of Onkaparinga is estimated to lead to a corresponding direct increase of employment equivalent to 0.2 annual local jobs across a range of industries. From this direct expansion in the economy it is anticipated that there would be flow on effects into other related intermediate industries, creating an additional employment equivalent to 0.0 annual local jobs.

This addition of employment in the local economy would lead to a corresponding increase in wages and salaries, a proportion of which would be spent on local goods and services, creating a further increase equivalent to 0.0 annual local jobs through consumption impacts.

The combination of all direct, industrial and consumption effects would result in a total estimated increase of employment equivalent to 0.2 annual local jobs located in the City of Onkaparinga.

City of Onkaparinga

Attachment 5

Adelaide Rally – Onkaparinga stages - event impact calculator report

Events are very important contributors to local and regional economies. A successful well run event can provide significant value to an area by adding jobs and money to the local economy and providing additional cultural and social benefits. Alternatively, the wrong event may have considerable negative impacts such as a loss of money or reputation.

The event impact calculator has been developed to enable the City of Onkaparinga to calculate the potential economic impact of a proposed event. This can be used in conjunction with other methods to help the City of Onkaparinga select the most appropriate events to support.

This calculator alone cannot predict which events will be successful, however it can indicate the potential economic impact a successful event may have across a range of economic measures such as output, employment, wages and salaries and local jobs.

This tool uses input/output estimates to calculate the impact of an event based on the average spend per day by visitors to the event. Simply enter the type of event, the significance of the event, the duration of the event and the average spend per day to calculate the potential economic impact.

As events can also contribute to an area in other ways, such as socially, culturally and environmentally, it is important that other tools or methods are also used to evaluate the potential or benefit of an event.

Event Impact Summary

City of Onkaparinga - Adelaide Rally - Modelling the effect of \$336,105 from a Sports and Recreation Activities event with Local significance

	Output (\$)	Value-added (\$)	Local Jobs (annual jobs)	Resident Jobs (annual jobs)
Direct impact	305,788	126,322	2.9	--
Industrial impact	122,434	52,008	0.5	--
Consumption impact	168,817	72,824	0.8	--
Total impact on City of Onkaparinga economy	597,039	251,153	4.2	--

Source: [National Institute of Economic and Industry Research \(NIEIR\)](#) ©2021. Compiled and presented in economy.id by [id](#) (informed decisions).

Note: All \$ values are expressed in 2018/19 base year dollar terms.

Started in 1997 as the Classic Adelaide Rally, the next proposed 2021 Shannons Adelaide Rally four-day event is planned to run a one-day stage in Onkaparinga (then repeated each year for the next five years).

This event is the largest tarmac rally in the southern hemisphere, with a record field of more than 400 cars taking part in the 2020 deferred event (run in February 2021).

With a large contingent of Touring (road cars) participants in a variety of prestige, historic and rare vehicles, the Rally is a significant tourism event for South Australia, taking in four distinct tourism regions: the Adelaide Hills, Barossa Valley, Fleurieu Peninsula and McLaren Vale.

Many entrants come to South Australia from interstate: more than 50 vehicles came from NSW, Victoria, Queensland and Western Australia in the February 2021 event. Given the uncertainties of COVID-19, this is a huge vote of confidence in the event and a big boost for tourism businesses in the state.

It is an event of Adelaide major event significance and is estimated to attract 3201 visitors to the Onkaparinga stage, with an average spend per person per day of \$105. This equals a total visitor spend of \$336,105 per annum attributed to this event.

With one-day of the annual event proposed to be held in the City of Onkaparinga, it is calculated to have the following potential impact each year:

Impact on Output

The total visitor spend of \$336,105 attributed to staging the Adelaide Rally would lead to a direct impact on output of \$305,788. This additional direct output from the economy would also lead to an increase in indirect demand for intermediate goods and services across related industry sectors. These indirect industrial impacts (Type 1) are estimated to be an additional \$122,434 in Output.

There would be an additional contribution to the City of Onkaparinga economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in Output of \$168,817.

The combination of all direct, industrial and consumption effects would result in total estimated rise in Output of \$597,039 in the City of Onkaparinga economy.

Impact on value added and GRP

The impact of an additional of \$336,105 spend to the local economy as a result of running Adelaide Rally in the City of Onkaparinga would lead to a corresponding direct increase in value added of \$126,322. A further \$52,008 in value added would be generated from related intermediate industries.

There would be an additional contribution to the City of Onkaparinga economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in value added of \$72,824.

The combination of all direct, industrial and consumption effects would result in an estimated addition in value added of \$251,153 in the City of Onkaparinga economy.

Value added by industry represents the industry component of Gross Regional Product (GRP). The impact on the City of Onkaparinga's GRP as a result of staging this event is directly equivalent to the change in value added outlined above.

In summary, GRP in the City of Onkaparinga is estimated to increase by \$251,153.

Impact on Employment (local jobs, 12mth jobs)

The employment impact of an event is expressed in local jobs. For example, an event that generates 4 weeks of work for 13 people (52 weeks of work in total), would have an employment impact equivalent to 1.0 annual local job.

The direct addition of \$336,105 spend to the local economy as a result of staging the Adelaide Rally event in the City of Onkaparinga is estimated to lead to a corresponding direct increase of employment equivalent to 2.9 annual local jobs across a range of industries. From this direct expansion in the economy it is anticipated that there would be flow on effects into other related intermediate industries, creating an additional employment equivalent to 0.5 annual local jobs.

This addition of employment in the local economy would lead to a corresponding increase in wages and salaries, a proportion of which would be spent on local goods and services, creating a further increase equivalent to 0.8 annual local jobs through consumption impacts.

The combination of all direct, industrial and consumption effects would result in a total estimated increase of employment equivalent to 4.2 annual local jobs located in the City of Onkaparinga.

Certificate of Currency

This Certificate;

- Is issued as a matter of information only and confers no rights upon the holder;
- Does not amend, extend or alter the coverage afforded by the Policy(ies) listed;
- Is only a summary of the cover provided;
- Reference must be made to the current Policy wording for full details;
- Is current at the date of issue only.

This Certificate confirms that the undermentioned Policy is effective in accordance with the details shown.

Issued to

Tim Possingham
Massive Events Corp Pty Ltd
tim@soonmarketing.com.au

The Insured(s)

Massive Events Corp Pty Ltd

Class(s) of Insurance

Business Package

The Insurer(s)

Insurance Aust Limited T/as CGU

Policy Number(s)/Reference(s)

15T1443389

Policy Period

From 15/07/2021

To 15/07/2022

Situation of Risk

Anywhere in Australia

Asset(s)/Sum(s) Insured

Public & Products Liability - \$20,000,000

Interested Party(s)

Adelaide Hills Council
City of Adelaide
Alexandrina Council

Onkaparinga Council
City of Mt Barker
Mitcham Council

Tea Tree Gully Council
Campbelltown Council
Burnside City Council

Yours faithfully,



Steve Pratt
Dip Fin Serv (Brok), QPIB
Director
0400 878 070
steve@websters.com.au

CERTIFICATE OF CURRENCY

Public and Products Liability including
Professional Indemnity Insurance



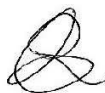
Insurance | Risk Management | Consulting

This is to certify the insurance policy detailed below is current and in force.

Policy Numbers:	B1262PC0790920, B1262PC0858020 & B1262PC0791020
Insured:	Confederation of Australian Motor Sport Ltd T/As Motorsport Australia and all controlled and related entities.
Including:	RallyOne P/L
Permit Number:	821/2811/02
Interested Party:	Mitcham Council, Adelaide Hills Council, Mt Barker Council, City of Adelaide, RallyOne P/L, Onkaparinga Council, City of Burnside, City of Tea Tree Gully, Campbelltown City Council, Alexandrina Council, SOON Marketing P/L, Massive Events Corp P/L, Bridgewater Mill
Coverage:	Section 1: Public and Products Liability Section 2: Professional Indemnity
Period of Insurance:	From 16:00 hours on 31 December 2020 To 16:00 hours on 31 December 2021
Interest Insured:	Section 1 – Public and/or Products Liability Legal Liability to third parties for Personal Injury and/or Property Damage occurring during the period of insurance and arising in connection with the Insured's business or products. Section 2 – Professional Indemnity Legal Liability for claims first made against the Insured and reported to the Insurers during the period of insurance arising from a breach of professional duty in the conduct of the Insured's business.
Limit of Indemnity:	Section 1: \$100,000,000 any one occurrence Section 2: \$10,000,000 any one occurrence and in the aggregate
Scope of events:	Those activities as permitted or approved by Motorsport Australia, and any such additional events for which Motorsport Australia may elect to specifically notify to Underwriters, from time to time.
Insurers:	Certain Underwriters at Lloyd's.

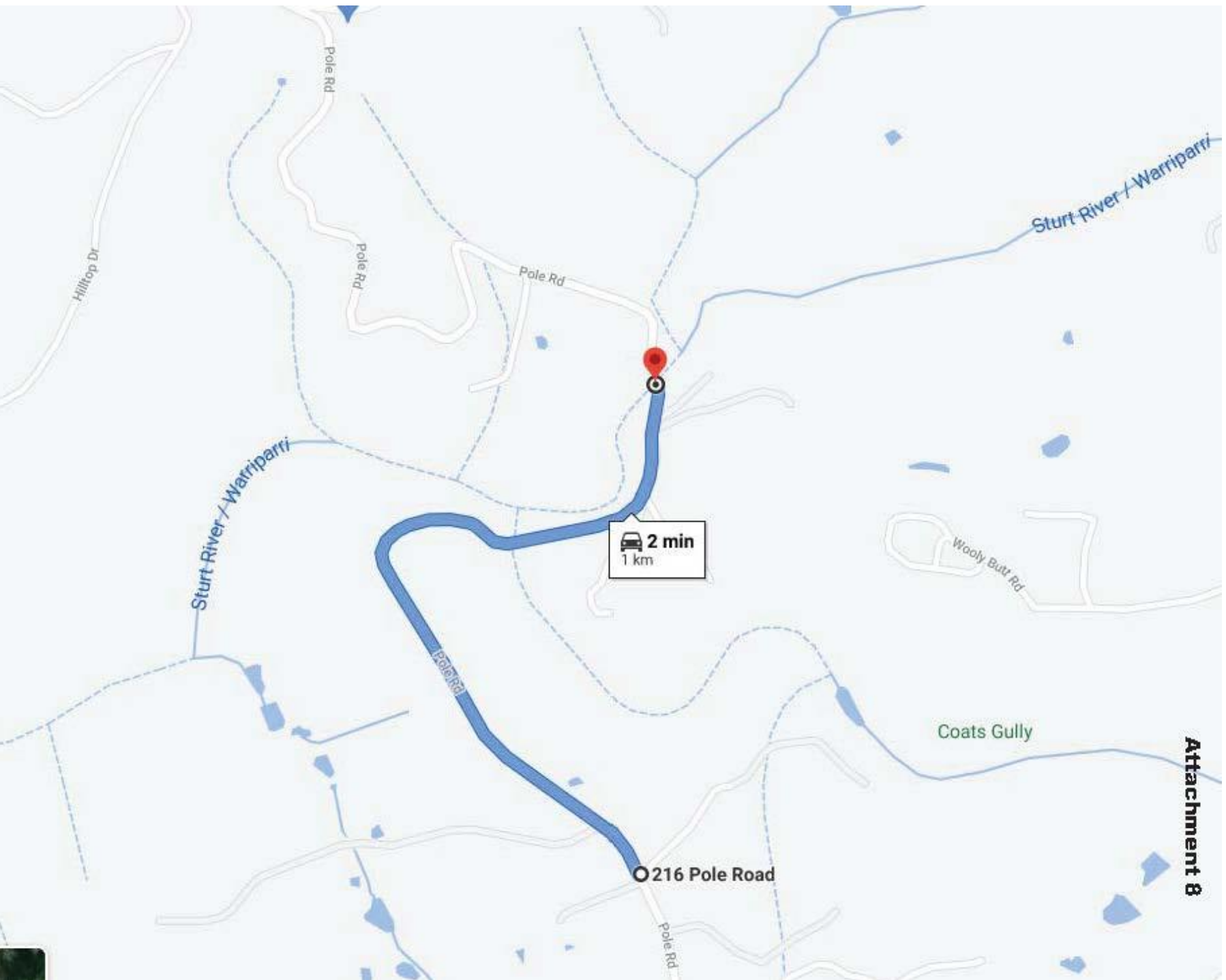
Subject to the Policy Wording, terms and conditions.

Signed on behalf of Certain Underwriters at Lloyd's:



11 July 2021

Please refer to sport.qig.com.au/Motorsport-Australia for a Policy Schedule and Insurance Information.



9.2 Managing Hazards to Hooded Plovers

Report contact

Ian Hawkins, Manager Community Safety and Property
8384 1765

Meeting

Council

Approving officer

Renee Mitchell, Director Planning and Regulatory Services

Date

17 August 2021

1. Purpose

This report addresses the Council resolution of the adjourned Council meeting of [15 June 2021](#) held on 29 June 2021 (item 11.2), in which Council resolved that a report come back in August 2021 to address the Notice of Motion and what Green Adelaide/BirdLife Australia are doing to manage risks to Hooded Plovers, council's role saving native fauna and what by-laws need to be amended to fulfil (BirdLife Australia's) dog on leash request.

2. Recommendations

That Council:

In exercise of its power under section 246(3)(e) of the *Local Government Act 1999*, resolves that effective immediately:

- 1. Clause 10.4 of the council's Dogs By-Law 2015 (By-law No. 7), applies to all fenced Hooded Plover breeding sites located on the foreshore and on any other Local Government land so that these sites are 'dog prohibited' areas;**
and
for the purposes of this resolution, a 'Hooded Plover breeding site' is any land that has been identified by a temporary fenced exclusion zone with a sign at least 20m away from the fence to indicate a Hooded Plover nest is or may be present on the land or in the vicinity.
- 2. Clause 9.8.1 of the council's Foreshore By-Law 2015 (By-law No. 6) applies to all fenced Hooded Plover breeding sites located on the foreshore so that these sites constitute an area on the foreshore where a vehicle may not be driven or propelled;**
and
for the purposes of this resolution, a 'Hooded Plover breeding site' is any land that has been identified by a temporary fenced exclusion zone with a sign at least 20m away from the fence to indicate a Hooded Plover nest is or may be present on the land or in the vicinity.

3. Executive summary

This report provides information about key hazards experienced by Hooded Plovers during nesting season and steps currently taken by council and external interest groups to limit the instances of predation and to protect these vulnerable birds. The report also contains recommendations to better manage protection of Hooded Plovers dependent on their foreshore habitat through the application of our by-laws.

Council's by-laws, Dogs and Foreshore, are in place to manage dog prohibited areas and vehicles on beaches, respectively. It is recommended that the by-laws be applied to Hooded Plover breeding sites where the sites are clearly fenced and signage is in place.

Temporary fencing is erected around hooded plover nests under instruction of staff from the Natural Areas Conservation Team who are supported by volunteers from BirdLife Australia.

The use of by-law provisions to support the protection of Hooded Plover breeding can be further explored when the by-laws are reviewed before they expire.

4. Background

Community Plan 2030	<p>people: connected, engaged, active, healthy</p> <p>place: green, inviting, accessible, liveable</p> <p>prosperity: economically strong, environmentally thriving</p> <p>performance: accountable, efficient, inclusive, sustainable</p> <p>Prosperity: We champion our environment by protecting its vulnerabilities. Ensuring a sustainable natural environment for healthy and thriving fauna and flora with a focus on endangered species.</p>
Policy and/or relevant legislation	<p>By-law 6 – Foreshore</p> <p>By-law 7 – Dogs</p> <p><i>Landscape South Australia Act 2019</i></p> <p><i>Dog and Cat Management Act 1995</i></p> <p><i>Local Government Act 1999</i></p>
Who did we talk to/who will we be talking to	<ul style="list-style-type: none"> • Green Adelaide • Bird Life Australia • Community Safety Rangers team • Kellady Jones Lawyers • Parks and Facility Operations team • Parks & Natural Resources team • Corporate Governance team

Hooded Plovers are a federal priority threatened species and listed as nationally vulnerable under the *Environment Protection and Biodiversity Conservation Act 1999*. Hooded Plovers are dependent on coastal habitats to survive, with many nesting sites evident on our council's beaches between August and March each year. Eggs and chicks are generally threatened by predatory birds, foxes, cats, dogs and people as well as vehicles on beaches.

Council is responsible for the protection of breeding sites and works together with Green Adelaide and BirdLife Australia to improve breeding success.

Fencing of Hooded Plover breeding sites with temporary bunting and signage is undertaken at the direction of council's Natural Areas Conservation Team. This team is supported by volunteers from BirdLife Australia. The Team ensures that other beach users and land manager responsibilities are considered in the placement of fencing and signage, particularly on our vehicle access beaches.

On 20 April 2021, Bird Life Australia, supported by Green Adelaide, made a deputation to Council about their work protecting Hooded Plovers during which they recommended the following actions for Council's consideration:

- A dedicated ranger to assist with compliance.
- Dogs-on-lead around Hooded Plover breeding zones.

- Work with council and stakeholders to investigate options for better protection of chicks on beaches where vehicles are permitted.
- Inviting interested staff and Elected Members to come along to a “Hoodie visit”.

5. Discussion

The following hazards exist to the successful breeding and fledging of Hooded Plovers and are managed by council, BirdLife Australia and Green Adelaide in the following ways:

Foxes

The fox is a declared pest animal under the *Natural Resources Management Act 2004* and it is the responsibility of property owners to control them. We collaborate with Green Adelaide at the Department for Environment and Water (DEW) to control foxes on our land and the adjoining lands owned by DEW, such as the Aldinga Scrub. Green Adelaide along with BirdLife Australia and their volunteers provide information on fox sightings and evidence to council to guide appropriate control.

Where a den has been identified on our land we apply appropriate control methods suitable to the conditions and locations. Methods include den fumigation and trapping on council land. However, fox baits are not used due to the high risk of off-target damage to domestic dogs.

Cats

BirdLife Australia’s 2019/20 Hooded Plover Breeding Season Report includes one detection of cat prints at Moana, which is a 0.14% detection rate and classed as low. Green Adelaide advises that they and BirdLife Australia staff and volunteer coordinators are not aware of cat disturbance or predation being an issue at this site or a trigger for birds to change nesting locations.

The *Dog and Cat Management Act* provides for the destruction of cats in a reserve or sanctuary within the meaning of the *National Parks and Wildlife Act* or *Wilderness Protection Act*, however there are no declared or designated conservation or sanctuary areas within our council area.

Cat containment is promoted by council and the Dog and Cat Management Board, recognising that contained cats lead healthier lives, there are positive environmental benefits and a reduction in nuisance cat behaviour. However, the *Dog and Cat Management Act* does not make containment mandatory. Council has been advocating to the state government, Dog and Cat Management Board and to the LGA for a review of the Act and for a state-wide approach to cat management.

Seagulls

Seagull activity is uncontrolled and part of the natural ecology of the foreshore area. BirdLife Australia provides some data on seagull and other avian predator attacks on Hooded Plover eggs and chicks.

For example, BirdLife Australia notes that seagull and other avian predators are more likely to steal eggs and chicks when:

- Hooded Plover parents are preoccupied protecting their chicks from other threats, like dogs off leashes.
- Increased localised numbers of seagulls due to the presence of food scraps left on the beach by users, food vendors or in overflowing bins.
- Chicks become separated from their parents or each other due to disturbances created by beach users, including vehicles and dogs off leash.

Dogs

Dogs off leash have been known to chase and attack Hooded Plover chicks and trample nesting sites, breaking eggs. In addition to the current bunting of known nesting sites and signs encouraging dogs to be on lead, council can apply its Dog's by-law to prohibit dogs from signed and fenced breeding sites during the nesting season. Application of the current by-law in this way is recommended and the inclusion of a 'Hooded Plover' specific clause can be considered when the by-law is reviewed before it expires (on 1 January 2023).

Vehicles

Vehicles on beaches may pose a threat to Hooded Plovers, their nests and eggs. BirdLife Australia volunteers advise vehicle drivers of the presence of chicks but do not have authority to direct traffic.

In addition to the current bunting of known nesting sites and signs encouraging drivers to keep their distance, council can apply its Foreshore by-law to create an offence to drive or propel a vehicle on a portion of the foreshore, identified by temporary fencing and signage at least 20m away from the fence to indicate a Hooded Plover nest is or may be present on the land or in the vicinity.

Application of the current by-law in this way is recommended and the inclusion of a 'Hooded Plover' specific clause can be considered when the by-law is reviewed before it expires (on 1 January 2024).

Dedicated Ranger to patrol our coastline

Council's Community Safety Officers (Rangers) already undertake proactive patrols of our foreshore and respond reactively to reports of non-compliance with our by-laws.

At its meeting on [8 December 2020](#), Council endorsed actions recommended in the Management of Vehicle Compliance on Protected Foreshore Areas action plan.

Specifically, these actions included an increase in community safety patrols for the 2021/22 summer, implementation of afterhours patrols and hot spot patrols/inspections, collaboration with SAPol on beach compliance and vehicle compliance, subject to budget approval.

The estimated budget of \$120,000 for an additional Ranger, including on-costs and a vehicle, were approved in the 2021/22 budget. This position is currently being filled and a program of works to meet the resolution is being put in place.

It is expected that the foreshore ranger will work closely with the volunteers from BirdLife Australia when Hooded Plovers are located to manage existing requirements and the recommendations of this report if resolved as proposed.

6. Financial implications

There are no material financial implications arising from this report. Minor costs will be incurred for signage, bunting and the requirement by Council under section 246(4a) of the *Local Government Act* to publish its resolution in the Government Gazette and local newspaper. These costs will be met from existing operational budgets.

7. Risk and opportunity management

Risk	
Identify	Mitigation
Reputation/community expectation	Potential for negative reaction towards council if community expectations are not met regarding protection of Hooded Plover breeding sites. Dog owners and motor vehicle drivers will continue to affect Hooded Plover nesting if signage and bunting is not erected during breeding season. A dedicated foreshore ranger will support Green Adelaide, Birdlife Australia and their volunteers to patrol the coastline particularly where Hooded Plovers are nesting.
Political	Hooded Plovers area a nationally threatened species and listed as Nationally Vulnerable under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> . Council has the capability to address and action the need for further protection of Hooded Plovers especially during nesting season and fledging of chicks.
Environment	Protecting an identified Hooded Plover nesting site by prohibiting access to dogs and motor vehicles. Ongoing predation risk associated with feral animals will be collaboratively managed between council, Green Adelaide and DEW to undertake larger scale pest animal control efforts.

Opportunity	
Identify	Maximising the opportunity
Council resolves to amend By-law 7 Dogs and By-law 6 Foreshore.	We have a responsibility to conserve our endangered species. By restricting dogs and motor vehicles from particular foreshore sites during Hooded Plover breeding season, positive steps will be taken to improve the likelihood of successful breeding outcomes.

8. Timelines and deadlines

If Council takes steps to further protect Hooded Plovers from threats posed by dogs and vehicles, moving the proposed recommendations prior to the next breeding season is recommended.

9. Next steps

The recommendations, if resolved, must be updated on our website and be published in the Government Gazette and local newspaper, consistent with the requirements of the *Local Government Act 1999*. Once published, application of the by-law requirements will come into effect.

10. Attachments

Nil.

- END OF REPORT -

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9.3 Proposal to commence a revocation of community land process to enable sale to the adjoining landowner – Glendale Avenue Flagstaff Hill

Report contact

David Haslam, Senior Property Officer
8301 7227

Meeting

Council

Approving officer

Renee Mitchell, Director Planning and Regulatory Services

Date

17 August 2021

1. Purpose

This report seeks Council approval to commence a revocation of community land process to enable the sale of a narrow portion of Council's reserve land to the adjoining landowner in occupation.

2. Recommendations

That for the council owned reserve land described as portions of Allotments 55 and 56 in Deposited Plan 10979, comprised in Certificates of Title Volume 5423 Folio 866 and Volume 5423 Folio 663 respectively, and bordered in red on Attachments 1 and 2 to the agenda report, Council:

- 1. Declares 'in principle' that the subject council owned community land is surplus to requirements and potentially suitable for disposal to the adjoining owner of the land bordered in yellow on Attachments 1 and 2 to the agenda report.**
- 2. Approves the commencement of the revocation process to revoke the community land classification, including undertaking public consultation in accordance with the provisions of subsection 194(2) of the *Local Government Act 1999* and in accordance with the Community Engagement Plan included as Attachment 3 to the agenda report.**
- 3. Approves a waiver of council's application fee (\$301) and processing fee (\$2,398) for the revocation of community land in order to undertake a process that will be of benefit to both Council and the adjoining landowner whilst adopting a compassionate approach to the circumstances of the adjoining landowner.**
- 4. Approves that approximately half (\$7,000) of the external costs for advertising, surveying, plan lodgement, conveyancing and legal fees (estimated to be approximately \$14,000 in total) be met by council from the Property Transactions Budget line.**
- 5. Approves that the value of the land (determined by an independent professional land valuer at \$10,000 (GST Exclusive)) will be paid by the adjoining landowner in accordance with Council's Disposal of Council Land and Other Assets Policy.**
- 6. Approves that the payment by the adjoining landowner of the approximate \$18,000 (value of land \$10,000, plus GST \$1,000, plus half costs \$7,000) be approved to be paid over five equal annual instalments (as requested by the adjoining landowner) and this amount be protected by the registration of a caveat on the adjoining landowner's title to ensure that the full amount is paid prior to any future transfer of the adjoining landowner's title.**

7. **Approves the net proceeds from the sale of the subject land (if ultimately approved by Council) to be assigned to the Community Investment Fund (CIF) to be used strictly in accord with council's approved use of that fund.**
8. **Requests a further report be presented to Council detailing the outcomes of the public consultation phase of the revocation process to enable Council to determine if the revocation and disposal should proceed.**

3. Executive summary

Council staff identified that an existing fence to demark a boundary between Council reserve land and private property located at 23 Glendale Avenue, Flagstaff Hill was incorrectly located, such that a triangular area of council reserve measuring approximately 60 m² and bordered in red on Attachments 1 and 2, had been fenced into the adjoining landowner's property.

The current landowner who purchased the adjoining property at 23 Glendale Avenue, Flagstaff Hill in 2008 with the subject fence in situ, has advised us that he was not aware of the encroaching fence until advised by council staff.

The recommended approach contained herein results in an equal shared cost arrangement between the benefitting landowner and Council, in an effort to permanently resolve the encroachment and fenced in land. This approach recognises past fencing contributions made by Council and the financial impact on the adjoining landowner. It also seeks to adopt a compassionate approach to the extenuating historical circumstances, to arrive at a solution acceptable to both parties.

4. Background

Community Plan 2030	Performance: accountable, efficient, inclusive, sustainable The approach recommended in this report recognises the circumstances surrounding the current situation and proposes a fair decision that achieves best long-term outcomes while adopting an accountable and transparent approach.
Policy and/or relevant legislation	Section 194 of the Local Government Act 1999 (Revocation procedure) Council's Disposal of Land and Other Assets Policy
Who did we talk to/who will we be talking to	Internal consultation was undertaken with officers to ascertain any future requirement for the subject land. Public consultation to seek community views on the proposal to revoke the community land status of the subject land to enable sale to the adjoining landowner will be undertaken in accordance with the Community Engagement Plan included as Attachment 3.

As a result of a planning application from the owners of 23 Glendale Avenue, Flagstaff Hill to undertake substantial residential renovations, it was identified that the existing northern fence of the applicant's property was not on the correct common boundary with the adjoining Council reserve. An identification survey showed that fencing was constructed at an angle, such that an area of approximate 60 square metres of council reserve land had been fenced in with the private property.

The landowner was contacted and advised of this situation with the view to either relocating the existing fence back on to the correct boundary or considering the possible revocation of the subject 60 square metres of community land for consolidation with his existing allotment.

In both situations the landowner was advised that the costs associated with resolution of the encroachment would need to be met by him.

The landowner was dismayed by this position as he had no knowledge of the encroachment when he purchased the already fenced property in 2008. He also expressed serious concern that he would be responsible to meet the costs for something he had no prior involvement in, and was not privy to, when he purchased the property.

Following further investigations, the landowner then produced copies of correspondence which proved Council had contributed to the cost of the offending fence when it was erected in 2000 and that an inspection of the fence was necessary prior to payment of the shared contribution.

A market valuation of the subject 60 square metres of land has been obtained from a professional land valuer in private practice and has been determined at \$10,000 (GST Exclusive). This valuation was obtained at an early stage to enable the adjoining landowner to consider and decide on the preferred way forward.

Discussion

Following advice that he would be responsible for costs associated with permanently resolving the encroachment and after obtaining the evidence that Council in fact contributed to the cost of the fencing in the offending location, the landowner approached the Mayor to seek a more balanced decision and way forward.

In considering the circumstances with which the landowner is faced (through no fault of his own), recognising his financial position and adopting a compassionate approach in an attempt to permanently resolve this situation, a proposal has been submitted to the landowner as follows:

1. That Council will forgo the application and processing fees (totalling \$2,699) normally associated with the revocation of community land process.
2. That Council will meet half (approx. \$7,000) of the expected external costs (total estimated at \$14,000 for advertising, surveying, plan lodgement, conveyancing and caveat) on the basis that the landowner meets the balance half (approx. \$7,000).
3. That the landowner agrees to pay the market value of \$11,000 (GST Inclusive) to purchase the subject land.
4. That Council will accept payment of the approximate \$18,000 in equal instalments over a five-year period with no interest to be applied to the sum.
5. That a caveat be registered on the title over the consolidated land to protect Council's financial interest and to ensure that the amount is paid prior to a transfer of the adjoining landowner's title at any time in the future.

This offer has been presented to the landowner by Council Executive (subject to the initial approval of Council to the commencement of the revocation process and the shared costs arrangements, together with the ultimate approval and completion of the revocation process) and has been accepted by the landowner.

Internal Consultation

Internal consultation had been undertaken with relevant teams and staff to ascertain if there are any objections to the proposal to revoke and dispose of the subject approximate 60 square metres of reserve land.

There was some concern that the watercourse in the council land to the north of the fence is partially restricted and there is past evidence of erosion management with the placement of rock protection.

The selling of the approximate 2.2 metre wide (at its widest point at the eastern end but narrowing down to nil at the western end) triangle of land to the property owner may also compromise future options for Council to maintain the watercourse in a manner that manages or mitigates potential surface flow from impacting on 23 Glendale Avenue.

Recognising that the offending fence has been in situ for 21 years and no flood damage has been reported in that time, it is an option for Council to adopt a risk management approach to this situation and accept that existing watercourse management practices are adequate and will be maintained, if the intent is to permanently resolve this situation by revoking and selling the subject land.

The ability to manage the watercourse and associated flows still exists with the offending fence in situ, however it is potentially constrained, but not to the extent that existing management practices cannot continue (as they have for the past 21 years).

On this basis it is considered that the future risk (of the fence remaining in situ and the thin slither being revoked and sold) is not unreasonable and that management consistent with current practices will be sufficient into the future (refer below photo of site showing the subject offending fencing, rock protection and stormwater swale).

Adopting a risk management approach in an attempt to permanently resolve this current occupation is considered an appropriate option.



Any outcome that does not achieve the inclusion of the subject 60 square metres of land into the adjoining landowner's property is not considered acceptable to the adjoining landowner, as forced removal and replacement of the fence onto the correct boundary will cause him financial stress and most importantly negate him from having vehicle access to his rear yard, garages and shedding.

Short term licensing will not permanently address the landowner's requirements and will only prolong the inevitable decision. Similarly, an easement will not change the fact that the fencing will remain in situ and not free up the subject narrow slither, so the revocation and disposal recommendation is considered most appropriate to permanently resolve the matter.

6. Financial implications

This proposal (if approved and implemented) will have no ongoing financial impact on Council's budget position or long-term financial plan as the administration costs associated with the revocation process and sale will be met from existing Property Transactions staff resources.

The external costs of \$7,000 would normally be met from the proceeds of sale, but because these costs will need to be met up front, and the landowner is being offered a payment plan over five years, payment of the estimated \$7,000 external costs will need to be initially met from the Property Transactions Budget line, recognising that ultimately \$10,000 will be assigned to the Community Investment Fund.

7. Risk and opportunity management

Risk	
Identify	Discussion
A failure to approve the commencement of the revocation and disposal process will expose Council to continued risk and liability.	Council is currently exposed to increased risk and liability due to the location of the fence and the absence of any formal licensed occupation that places liability with the occupier. The adjoining landowner has an identified need for the subject land (access to his rear shedding) and is not prepared to accept short term occupation rights that cannot be conveyed with his property in the event of a sale in the future. The proposed revocation and sale permanently resolves this matter.
The shared cost arrangement is not approved on the basis that it will set an undesirable precedent for future similar encroachments.	All application-based revocation and disposal transactions are considered individually, and decisions based on merit, taking into account any known extenuating circumstances. It is not considered that a precedent will be set for the future, as it is unlikely that a similar situation would arise where council has financially assisted an incorrect fence location.

Opportunity	
Identify	Maximising the opportunity
This report recommends a course of action that will permanently resolve the encroachment.	Permanently resolving this encroachment is the best outcome for both the adjoining landowner and Council, in that it removes our risk and liability, whilst adopting a fair and compassionate approach. The outcome is relatively consistent with our disposal of land policy, taking into account the personal circumstances of the adjoining landowner.

8. Timelines and deadlines

There are no specific timelines or deadlines associated with this matter as the revocation of community land and subsequent disposal process will take up to 2 years to complete.

9. Next steps

If the within recommendations are approved by Council, public consultation on the proposal to revoke and dispose of the subject community land will be commenced, followed by a subsequent report back to Council.

10. Attachments

Attachment 1 – Aerial showing subject land and adjoining land (1 page)

Attachment 2 – Aerial showing subject land, adjoining land and balance reserve land (1 page)

Attachment 3 – Community Engagement Plan (10 pages)

Attachment 4 – Additional Information Summary (3 pages)

- END OF REPORT -

Proposal to Revoke and Dispose Reserve Land Flagstaff Hill



The boundaries plotted hereon are indicative only and their location cannot be relied upon as accurate.



Legend

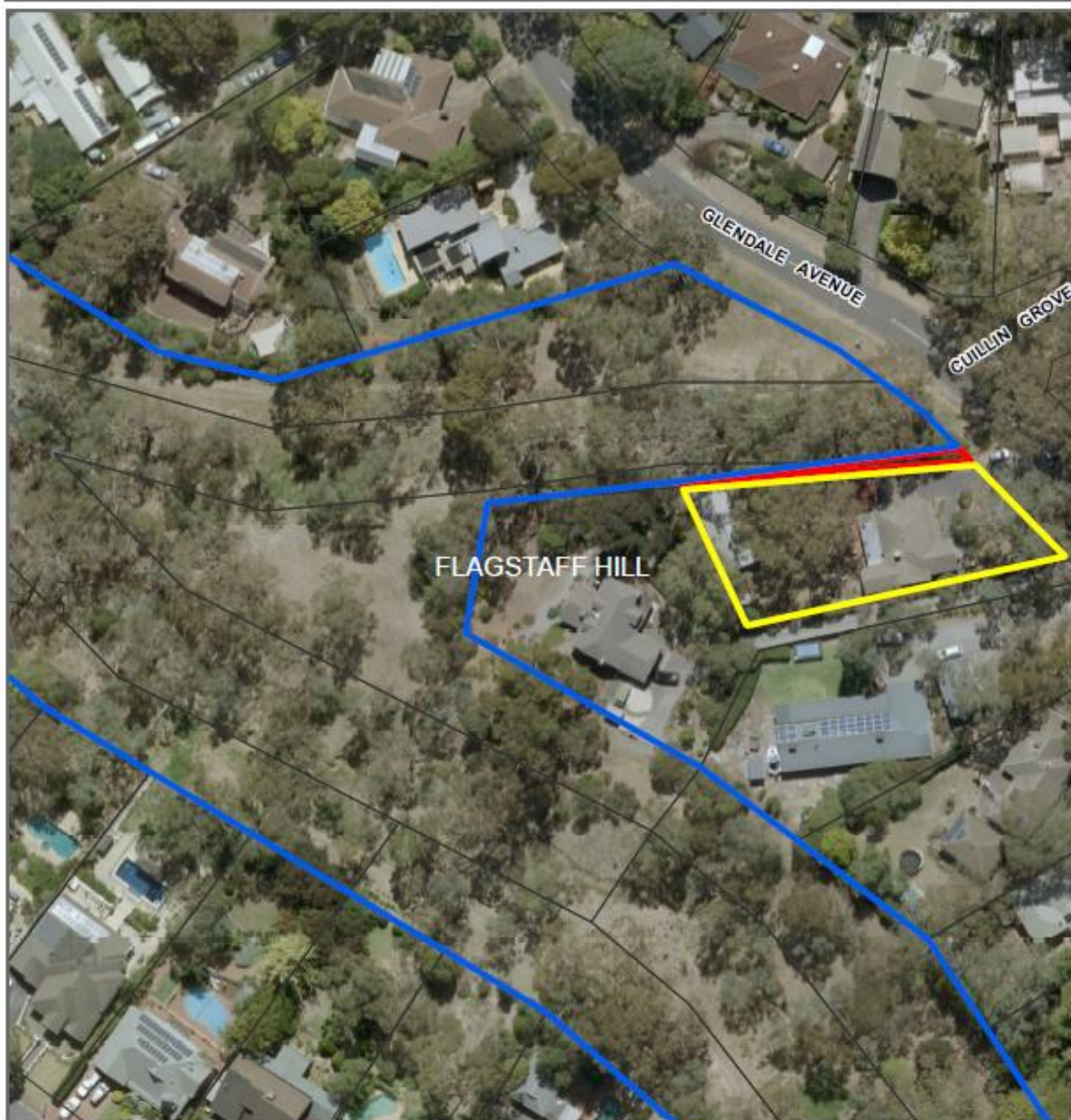


Subject land proposed for revocation and disposal

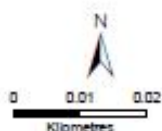


Adjoining landowner's land

Proposal to Revoke and Dispose Reserve Land Flagstaff Hill



The boundaries plotted hereon are indicative only and their location cannot be relied upon as accurate.



Legend



Subject land proposed for revocation and disposal



Adjoining landowner's land



Balance reserve land to be retained



Community Engagement Plan – Revocation of portion of reserve adjoining 23 Glendale Avenue, Flagstaff Hill to enable disposal

Background information

This Community Engagement Plan is prepared in relation to the proposal to revoke the community land classification of a narrow portion of community land adjoining 23 Glendale Avenue, Flagstaff Hill to enable disposal to the adjoining landowner in occupation, at 23 Glendale Avenue, Flagstaff Hill. The proposed revocation of community land process is to be undertaken in accordance with the provisions of the *Local Government Act 1999*, which prescribes the required consultation with adjacent residents and the general public through a public advertisement. This Community Engagement Plan also outlines the stakeholders to be consulted in accordance with, and beyond, the legislated requirements of the *Local Government Act 1999*.

Purpose of engagement

The purpose of the engagement is to provide genuine opportunities for members of the community to provide feedback concerning the proposed revocation of community land and intended sale to the adjoining landowner.

Engagement objectives

- Ensure legislative requirements are met.
- Ensure all adjacent landowners are given an opportunity to provide feedback.
- Provide opportunities for the community to provide feedback.
- To go above legislative requirements as appropriate to ensure transparency.
- To ensure a consistent approach to all revocations of community land classification.
- Ensure that stakeholders are kept informed.

Engagement scope of influence

- Through consultation, the community can influence Council's decision on whether to proceed with the proposed revocation of community land, to enable disposal to the adjoining landowner.

Related and/or Neighbouring Projects

- None Identified.

Risk and Community Expectations Assessment

The following table will assist you to assess the level of complexity, sensitivity and potential impact, and help to determine the best engagement approach.

Area	low	medium	high	explanation
degree of complexity of project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The subject portion of land proposed for revocation is a narrow triangular area of approximately 60 square metres that is currently fenced in with the residential land at 23 Glendale Avenue, Flagstaff Hill. The revocation of community land process is to be undertaken in accordance with the <i>Local Government Act 1999</i> .
degree of potential community impact of project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Whilst the balance of this large tract of reserve land to be retained would be frequently used by the community, the subject portion proposed for revocation and disposal has been fenced in with the adjoining property for approximately 21 years. The proposal will have minimal impact on the community.
degree of political sensitivity of project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is not anticipated that there will be any political sensitivity or ramifications to proceeding with this proposal to revoke and dispose. The balance of the reserve land in this locality will continue to be available for use by the community.
Total				Consult

Stakeholders

Council (Mayor and elected members/ward councillors)

- Mayor
- Elected Members
- Ward Councillors

Staff

- Property Transactions Team.
- Assets and Technical Services Team.
- Engagement Unit.
- Customer Relations.
- Council Land Assessment Group.
- Directors Group.

Customer service centres where the proposal will be available for viewing:

- Ramsay Place, Noarlunga Centre front counter.
- The Hub, Aberfoyle Park.

Local Community

- The owners of the nearby land parcels will be notified in writing. The extent of those adjacent landowners to be notified is outlined under the 'Engagement Parameters' on page 4.

Cultural groups/Specific interest groups/NGOs/individuals

- None Identified

General Public

- The general public are to be informed by notice in The Advertiser newspaper, as required under the *Local Government Act 1999*. The minimum time period for public comment is 21 days from the date of publication.
- In addition to the requirements of the *Local Government Act 1999*, public notice of the proposed revocation and disposal will be published on Council's 'Your Say' website for public comment.
- The notice in the Advertiser newspaper will invite the public to submit their comments via Council's "Your Say" website.

Government agencies/MPs

- Minister for Planning and Local Government.

Utility providers

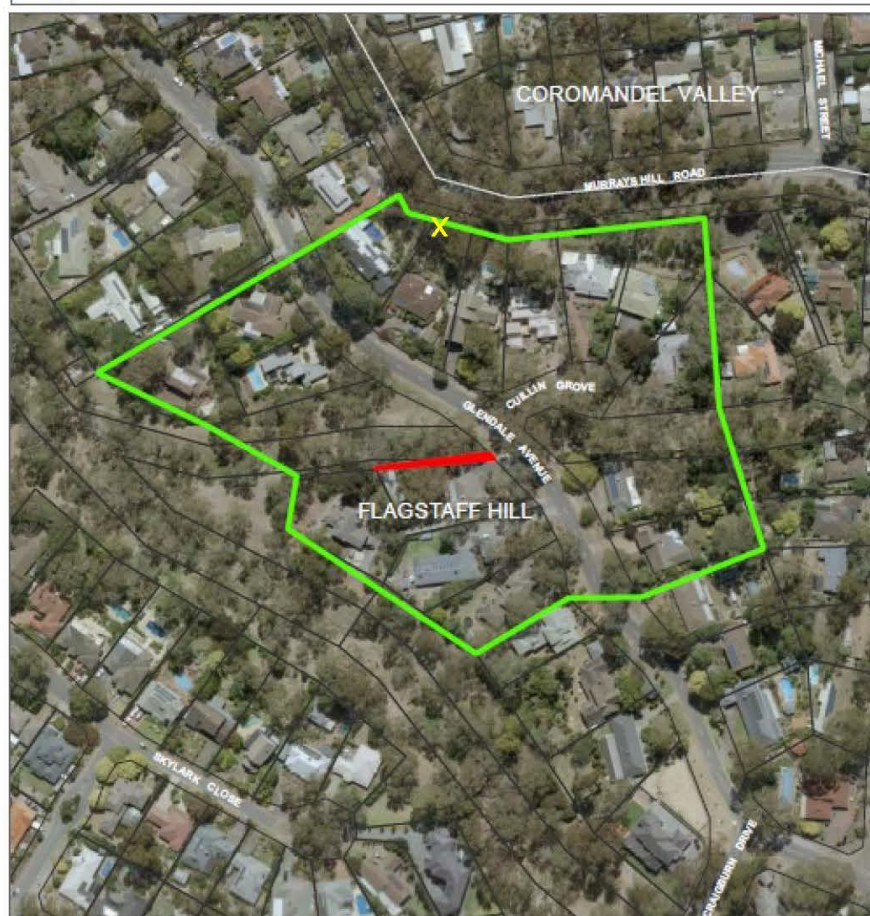
- None Specifically Identified.

Engagement parameters

Geographic boundaries

- The map below shows the subject narrow slither in red and highlights the residents to be written shaded in green.



Proposal to Revoke and Dispose Reserve Land Flagstaff Hill



The boundaries plotted hereon are indicative only and their location cannot be relied upon as accurate.



Legend

-  Subject land proposed for revocation and disposal
-  Residents to be notified

Timelines

- Should Council resolve to proceed with the revocation of community land process, consultation will commence following the applicant entering into a formal signed agreement to pay the market value of the land and fifty per cent of the associated costs to undertake and complete the revocation and disposal process.

Engagement Action Plan

If Council approves the revocation process to commence, the following engagement action plan will be undertaken:

Phase	Method	Stakeholders	Techniques	Who's Responsible	Desired outcome	Timeline
	Inform	Mayor/Elected Members	Council Report Weekly news and/or E-mail as considered necessary	Property Team	Elected members are aware that engagement is about to commence.	TBC
	Inform	Property Transactions Team. <ul style="list-style-type: none"> - Property Transactions Team. - Assets and Technical Services Team - Engagement Unit. - Customer Relations. - Council Land Assessment Group. - Directors Group. 	E-Mail	Property Team	<p>Internal stakeholders are aware that engagement is about to commence.</p> <p>Engagement Unit have prepared a Your Say page in preparation.</p> <p>Two customer service centres have information for viewing.</p> <p>Call Centre knows where to direct enquiries.</p>	TBC

		Customer service centres where the proposal will be available for viewing: <ul style="list-style-type: none"> - Ramsay Place, Noarlunga Centre front counter. - The Hub, Aberfoyle Park. 	Hard Copies	Property Team	Hard copies of the proposal are available to provide the opportunity for comment and feedback.	TBC
	Consult	Adjacent land owners at: <ul style="list-style-type: none"> - 17, 19, 21, 25, 27 and 29 Glendale Avenue, Flagstaff Hill - 14, 16, 26, 28, and 30 Glendale Avenue, Flagstaff Hill - 18, 20 and 22 Cullin Grove, Flagstaff Hill <p>Refer aerial showing landowners to be written shaded in green</p>	Letters	Property Team	Property Team sends letters to adjacent landowners as per mandatory requirements to provide the opportunity for comment and feedback.	TBC
	Consult	Government agencies: <ul style="list-style-type: none"> - Minister for Planning and LocalGovernment. 	Letter	Property Team	Minister is written to as part of the approval process and has the opportunity to advise of any issues/concerns with the revocation and potential disposal to the applicant.	TBC

	Inform	General public	The Advertiser	Property Team	Property Team arranges advertisement notices as per mandatory requirements.	TBC
		Community/interest groups/associations None Identified	Email	Property Team	Resident/association/interest groups are advised of the proposal and asked to provide feedback via the Your Say page.	
	Data analysis	Property Team	Community Engagement Feedback Report	Property Team Engagement Unit	Once engagement closes: The Property Transactions Team analyse the data using the Your Say reports and any other feedback received via other methods (emails, letters etc.). A community engagement feedback report is written from the data analysis.	TBC
	Reporting	Mayor Elected Members	Council Meeting	Property Team	A report is presented to Council with the community engagement feedback report.	TBC

	Inform	All stakeholders listed in this engagement plan	<p>Letter to adjacent landowners</p> <p>Email to resident/interest groups</p> <p>Your Say Newsletter to all online participants</p>	<p>Property Team</p> <p>Engagement Unit</p>	<p>All stakeholders have been made aware of the outcomes from the council meeting and next steps.</p> <p>Your Say page is updated with outcomes</p>	TBC
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Sign-off

Officer who prepared the document

Name: David Haslam

Position Title: Senior Property Officer

Reviewed by Community Engagement Advisor

Name: _____

Date: _____

Approved by

Name: Fiona Dallimore

Position Title: Team Leader Property Transactions

Signature _____ Date _____

Attachment 4**Proposal to commence a revocation of community land process to enable disposal of portion of council reserve land to the adjoining landowner in occupation at 23 Glendale Avenue, Flagstaff Hill****Additional Information Summary****Open Space Strategic Management Plan**

As the subject land is classified as community land, it automatically forms part of the open space considerations contained in the Open Space Strategic Management Plan (OSSMP). The OSSMP was approved by Council at its meeting on 12 December 2017.

Council's OSSMP identifies the land as Linear Open Space. Although the OSSMP does not identify any portion of this reserve as being surplus, no internal concerns were raised with the proposed disposal from an open space perspective, as revocation of the subject portion of the reserve would not adversely affect the continued use of the reserve.

It is also considered that the subject narrow slither of land has little community value from an open space, recreation and leisure perspective, due to its approximate 2.2 metre maximum width, its location up against a residential property boundary, the fact that it is already fenced in with the adjoining property and has been for the past 21 years and its topography and impractical shape.

Report pursuant to the *Local Government Act 1999*

The *Local Government Act 1999* prescribes that Council must prepare a report before it proposes to revoke the classification of land as community land. The report must address the following:

Summary of reasons:

The proposed revocation and disposal are as a consequence of the northern fence of 23 Glendale Avenue, Flagstaff Hill being incorrectly located on council reserve land, such that a triangular area of council land measuring approximately 60 square metres is fenced in with 23 Glendale Avenue, Flagstaff Hill.

The subject slither of land provides the adjoining landowner with the only available vehicle access to his shedding and garage improvements at the rear of his property at 23 Glendale Avenue, Flagstaff Hill.

The proposed revocation and disposal are to permanently resolve the existing encroachment by consolidating the subject land into the adjoining landowner's title.

It is considered that the land has little value from a recreational and leisure perspective due to its small size, location, topography, impractical shape and accessibility.

A statement of any dedication, reservation or trust to which the land is subject:

The land is not subject to any dedication, reservation or trust.

Proposal to sell

The intent of this report proposes the revocation of the subject portion of reserve land from its community land classification and the sale and transfer (subject to Council approval) of the subject portion to the adjoining landowner at no less than the current market value.

Fees associated with the revocation, survey and consolidation will be shared equally between the beneficiary and council on the basis that both parties require the matter to be permanently resolved, whilst recognising the extenuating historical circumstances surrounding this matter.

Net proceeds from the sale of the subject land (if approved by Council) will be assigned to the Community Investment Fund (CIF) to be used strictly in accord with Council's approved use of that Fund.

Summary of effect on the community

Disposal of the subject land currently presents no impact on current recreational opportunities for the community due to its small size, location, topography, impractical shape, use and accessibility.

A sale of the land will assist with the funding of other prioritised community projects, as the net proceeds will be assigned to the CIF (if the revocation and disposal is ultimately approved by Council).

Revocation process

The *Local Government Act 1999* states that all Council land (excluding roads) is classified as community land and that Council may only sell or otherwise dispose of an interest in community land after revocation of this classification.

To commence that process, Council must first declare the land surplus to requirements and potentially suitable for disposal, followed by public consultation.

As part of the public consultation process, Council follows the requirements of the *Local Government Act 1999* and seeks public comment for a minimum period of 21 days by placing a notice in the Advertiser Newspaper in addition to giving written notice to the applicant and adjacent land owners, uploading the proposal on Council's website and providing information folders at Noarlunga centre and at Aberfoyle Park. If appropriate, Council may also erect a sign on the land during the consultation period inviting comments on the proposal to revoke and the intention to ultimately dispose of the land.

A second update report is presented to Council discussing the outcomes of the public consultation phase to enable Council to decide if it should proceed with the revocation process by applying for the consent of the Minister for Planning and local Government.

A third report is provided to Council to formally approve the revocation once the consent of the Minister is received.

Council policy on the disposal of Council land

Council adopted a 'Disposal of Council Land and Other Assets' policy on 7 September 2010. Broadly, the policy provides several disposal options, a range of matters that may influence the disposal process and method, and possible conditions that should be applied to any real property disposal.

The proposal outlined in this report for the disposal of the land (should a revocation be successful) is predominantly in accordance with Council's disposal policy. Of relevance to this disposal are the following:

1. It is intended to deal direct with the adjoining landowner.
2. The land will be disposed at no less than the current market value.
3. The market value will be paid by the adjoining landowner.
4. Costs associated with the revocation and disposal will be equally shared between the landowner and council.
5. The landowner will be provided with the opportunity to pay the total costs (land value and fees) over a five-year period.
6. The subject land will be consolidated with the purchaser's existing title.

Valuation procedure

In this particular case a market valuation of the land has been obtained up front to assist the adjoining landowner to arrive at his preferred position.

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9.4 Place naming proposal for two parks in Aldinga Beach

Report contact

Dale Sutton, Team Leader Engagement, Grants and Events
8384 0623

Meeting

Council

Approving officer

Julia Grant, Director Strategy and Engagement

Date

17 August 2021

1. Purpose

This report seeks permission to undertake community engagement to invite feedback on place name options for two unnamed parks in Aldinga Beach.

2. Recommendations

That Council approve:**1. Undertaking community engagement on 15 public place names proposed by community members:**

- a. **Kurraka – an Aboriginal name taken from the Kurna language, or an alternative Kurna name as recommended by Kurna Warra Karrpanthi Aboriginal Corporation**
- b. **Nina Marni – an Aboriginal name taken from the Kurna language, or an alternative Kurna name as recommended by Kurna Warra Karrpanthi Aboriginal Corporation**
- c. **Crozer Family Park**
- d. **Dingo Park**
- e. **Eastern Froglet Park**
- f. **Jeff Wrigley Park**
- g. **Jim Jaggard Park**
- h. **John Ackers Park**
- i. **Kangaroo Park**
- j. **Leaping Lizard Park**
- k. **Louis Rupert Mumford Park**
- l. **Opal Park**
- m. **Periwinkle Shells Park**
- n. **Rain Moth Park**
- o. **William Glen Crisp Park**

for the open spaces in Aldinga Beach located between Greenlees Parade and Cuttle Street, and Periwinkle Drive and Bayside Avenue in accordance with our Place Naming Policy.

2. That a report be presented to Council on the place naming community engagement outcomes for a Council decision.

3. Executive summary

We have received a request from a local resident to name two unnamed parks in Aldinga Beach located along Greenlees Parade and Periwinkle Drive respectively, and separated by Pridham Boulevard (refer to attachment 1 for an aerial map).

These parks are both classified as local family. These types of parks are our most common with over 140 spread across the council area. They usually consist of minimal play equipment and are generally designed to cater for short visits.

In accordance with our [Place Naming Policy](#) and [Procedure](#):

- we sought input from the local community and communities of interest on known and potential names for the public place
- a traditional Aboriginal name should be considered for this location.

In addition to the original application we received a total of 28 submissions from the community (refer attachment 2):

- 12 suggestions for the park on Greenlees Parade
- 10 suggestions for the park on Periwinkle Drive
- 4 general suggestions not specific to either park
- 2 comments not providing a suggestion

From the original application and 28 submissions we received 25 unique name suggestions.

Most of the names were deemed appropriate in line with our Policy, however:

- Kevin Hutton has already been recognised through a plaque installed at nearby Snapper Point in recognition of his service to the community.
- it could potentially cause confusion (in particular for emergency services) to have a park named Norman Park that is not located on Norman Road within the same suburb.

The 23 suitable names include:

- ten names relating to servicemen, unit locations and battles that were checked with RSL SA for historical accuracy. Based on the feedback from the RSL it is proposed that we shortlist only the two servicemen that had a local connection; Louis Rupert Mumford and William Glen Crisp. The applicant is supportive of this approach, rather than considering the suggestions they originally put forward.
- seven names relating to naturally occurring objects such as native fauna and gemstones.
- four names relating to local residents who have made a significant contribution to the local community.
- two Kurna name suggestions 'Kurraka' and 'Nina Marni' that – in line with our policy – will be checked with Kurna Warra Karrpanthi Aboriginal Corporation (KWK) to ensure the names are appropriate for this location. If KWK determine that the names are not suitable, KWK will suggest an alternative Kurna name, possibly using the other names suggested involving native fauna. Once the First Nations People Advisory Group is operational we will seek their advice on how best to include them in the place naming process, and will update the Place Naming Policy and Procedure accordingly.

The European names have been checked for historical accuracy with the Local History Officer (Libraries), and the information provided will be included in the next stage of community engagement.

It is proposed that Council shortlist 15 names – six for the park on Greenlees Parade, seven for the park on Periwinkle Drive, along with the two Kaurua names.

In future we will seek community input on name suggestions during the first stage of the engagement to avoid such a lengthy list of eligible options for the second stage of community engagement.

Once Council approves the list of names and staff receive feedback from KWK, the second stage of community engagement will be undertaken where community members can vote on their preferred names. The outcomes will be presented to Council later this year for a decision on the formal name for the two parks. Given the close proximity of the two parks there may be an opportunity to adopt names that follow a theme.

4. Background

Community Plan 2030	<p>people: connected, engaged, active, healthy</p> <p>place: green, inviting, accessible, liveable</p> <p>Formally naming a public place creates a stronger identity for the place, while creating a greater connection to the area for the local community.</p>
Policy and/or relevant legislation	<p>The process and proposals described in this report comply with our Place Naming Policy and Procedure.</p>
Who did we talk to/who will we be talking to	<p>Community engagement stage 1 – seeking name suggestions (completed)</p> <ul style="list-style-type: none"> • local residents (letter) • local community groups (email) • temporary signs installed in both parks • engagement notification to ward councillors (email) <p>Community engagement stage 2 – voting on list of approved names</p> <ul style="list-style-type: none"> • as per stage 1 – along with anyone that contacted us during stage 1 to commence once the list of names is approved by Council for the next stage of community engagement <p>Community engagement stage 3 – notification of formal place names</p> <ul style="list-style-type: none"> • as per stage 1 – along with anyone that participated in stages 1 and 2 • notice in the Government Gazette (legislated requirement) • letter/email to state government, emergency services and utilities • place name signs installed in the parks <p>to commence once the formal names are approved by Council.</p>

5. Financial implications

There are no financial implications as a result of this report.

All place naming costs including community engagement and place name signs are included in existing budgets.

6. Risk and opportunity management

Risk	
Identify	Mitigation
<p>Reputation/community expectation</p> <p>Interested stakeholders may not be aware of the opportunity to nominate a known or potential name for the public place</p>	<p>To ensure people are aware of the place naming opportunity we:</p> <ul style="list-style-type: none"> • wrote to local residents • emailed local community groups • provided information on Your Say Onkaparinga • installed temporary signs in the parks directing people to Your Say Onkaparinga for more information.
Compliance/legal	We will ensure that our place naming process (including community engagement) complies with legislation as well as relevant policies and procedures.
Too many names are included in the second stage of community engagement	<p>Normally we would take a shortlist of names back to the community for voting in the second stage of community engagement (up to seven or eight names). In this instance we are naming two parks, and we have received a larger than usual number of valid suggestions. Therefore it is recommended that we take 15 options back to the community for voting.</p> <p>We are currently trialling an alternative option for the engagement process on another place naming project, to enable us to better shortlist the number of names that go to the voting stage (second stage of community engagement).</p>

Opportunity	
Identify	Maximising the opportunity
Increase community ownership of the area	A formal name supported by the community will create greater ownership of the parks by the local residents.
Create an identifiable location	By formalising a name for the unnamed parks we will create an identifiable location for emergency services, utilities, council staff and others. Among other benefits a formal name can increase safety by potentially reducing response times for emergency services.
Adjoining parks could have names that are linked	With two parks so close to each other there may be an opportunity to name them within a theme. This will be considered when the community feedback is presented to Council.

7. Next steps

Community engagement stage 2 will seek community votes on the list of approved names.

A report to Council will provide the outcomes of community engagement and seek approval of a formal name for the parks.

Place name signs will be installed in both parks.

Community engagement stage 3 notifies all stakeholders of the outcome of the place naming process.

Seek the advice of the First Nations People Advisory Group on how best to include them in the place naming process.

8. Attachments

Attachment 1 – Aerial map of two unnamed parks (1 page)

Attachment 2 – Place name suggestions from the community (11 pages)

- END OF REPORT -

Aerial map of two unnamed parks



The boundaries plotted hereon are indicative only and their location cannot be relied upon as accurate.



Legend

-  Greenlees Parade
Aldinga Beach Reserve
-  Bayside Avenue
Aldinga Beach Reserve



Place naming suggestions

- ☐ 1 application, 4 general suggestions and 2 comments not specific to either park
- ☒ 12 suggestions for the park on Greenlees Parade
- ☒ 10 suggestions for the park on Periwinkle Drive

Application for the naming of public places (via EM Enquiry)

Name	Description/supporting information provided (verbatim)	Suitability
<p>Badcoe Park & Cosgrove Park - (VC winner & ex-GG)</p> <p>Nui Dat Park & Vung Tau Park - (Unit locations of 1ATF & 1ALSG)</p> <p>Long Tan Park & Coral Park - (Battles)</p> <p>Any South Australian Diggers killed in action (preferred)</p>	<p>Aldinga Beach is fortunate to have an unnamed linear park/s starting at How Rd going west then bisected by Pridham Blvd.</p> <p>As a Vietnam veteran, I like to suggest that these parks be named to reflect Australia's involvement in that war.</p> <p>As the park is in effect two parks, a few suggestions:</p> <p>Badcoe Park & Cosgrove Park - (VC winner & ex-GG)</p> <p>Nui Dat Park & Vung Tau Park - (Unit locations of 1ATF & 1ALSG)</p> <p>Long Tan Park & Coral Park - (Battles)</p> <p>Any South Australian Diggers killed in action (preferred). Especially any Digger from the Fleurieu Peninsula.</p> <p>It is also suggested that our involvement in later wars, (Iraq & Afghanistan) could be commemorated. Unfortunately I'm not as aware of details of these conflicts so cannot offer suggestions.</p> <p>I use these parks twice daily to exercise my greyhound along with many other locals. These parks should be named for whatever reason so they can be named as a point of reference.</p>	<p>This application triggered our place naming process.</p> <p>All of the names are appropriate.</p> <p>We wrote to the RSL SA to seek input on these names. Their preference is to use the Mumford and Crisp options suggested by another resident, because they are more relevant to the local area.</p> <p>After discussing this with the applicant they were supportive of the RSL SA's position and agreed that we should proceed with the Mumford and Crisp options instead of their own suggestions.</p>

Attachment 2

	I would appreciate it if you could put this proposal before the council please.	
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Suggestions via feedback form (in reply-paid envelope)

Name	Description/supporting information provided (verbatim)	Suitability
Eastern Froglet Park	I am a Citizen Scientist for Frog I.D. and I often record the frogs in conjunction with the Australian Museum in this Park. Their calls have been identified as Crinia Signifera or the Common Eastern Froglet. Thank you. I live in Bayside Avenue.	Name is appropriate.
General Peter Cosgrove Private Reginald Inwood VC	Peter Cosgrove Vietnam Veteran and past Governor General of Australia Reg Inwood was born in Adelaide (1890), awarded VC 21 Sep 1917, died Adelaide 23 Oct 1971.	Names are appropriate. We wrote to RSL SA to seek input on these names. Their preference is to use the Mumford and Crisp options suggested by another resident, because they are more relevant to the local area.
Kurraka	The Kurna word for Magpie. I have lived by this park for over a decade and their songs wake me up every morning.	We have written to Kurna Warra Karrpanthi to seek feedback on this suggestion or (if not appropriate) to provide an alternative option for an Aboriginal name for the park.
Kangaroo Corridor Leaping Lizard Park	Many a morning I have spotted kangaroos finding refuge in these parks after getting lost while on their transitions. My 8 year old daughter just likes the name. She has seen lizards over in the parks.	Name is appropriate, but to meet the policy definitions we would replace 'Corridor' with 'Park'. Name is appropriate.
Mumford Reserve	Both were killed in WWI and family members also fought in WWI.	Name is appropriate, but to meet the policy definitions we would replace 'Reserve' with 'Park'.

Attachment 2

Norman Reserve		Name is appropriate, but to meet the policy definitions we would replace 'Reserve' with 'Park'. However it may cause confusion because the park is not located on Norman Road which is nearby.
Opal Park Dingo Park	Each of these are a natural and wonderful thing in Australia. The Dingo needs the Country to know it's a Wonderful animal. The OPAL is also a very special Gem. ALL need to Be Save.	Names are appropriate.
Periwinkle Shells Park	<i>No supporting information provided</i>	Name is appropriate.
Rain Moth (or indigenous equivalent)	When the season and weather conditions are right, the discarded pupal cases, left sticking out of the ground when the moths emerge, are a common (and strange looking) feature of this park. Alternatively the park could be named for its predominant species of frog.	Name is appropriate, but to meet the policy definitions we would add 'Park'. We have written to Kurna Warra Karrpanthi to seek feedback on this suggestion or (if not appropriate) to provide an alternative option for an Aboriginal name for the park.

Suggestions from Your Say Onkaparinga

Name	Description/supporting information provided (verbatim)	Suitability
A local aboriginal name would be good, but not sure what. Ask the traditional owners	I am really against any park being named after a white man. There are far too many things in this state named after white men and we need to start being more inclusive and progressive. I will be very annoyed if the council decides to go with any name that comes from an older white man, whether dead or alive. Surely Onkaparinga is more progressive and inclusive than that.	We have written to Kurna Warra Karrpanthi to seek feedback on other Kurna name suggestions or (if they are not appropriate) to provide an alternative option for an Aboriginal name for the park.
Name it after something from nature	Not after a white man	

Attachment 2

Perhaps an aboriginal name, or named after something from nature.	I am totally against any more public or private places being named after older white men - whether dead or alive. This has happened far too much in our state and it is time for the council to be more progressive and inclusive.	
Croser Family Reserve	<p>The former Croser Family Local Heritage listed farmhouse is adjacent to Greenlees Parade (situated on Barramundi Drive)</p> <p>Greenlees Parade and surrounds was part of the Croser family owned large land holdings.</p> <p>This family was know for its agricultural pursuits (cereal and hay cropping) in the early 20th century.</p> <p>The family annually in the late 70's to early 80's hosted a gymkhana for the horse enthusiasts in the district. This would also involve the Willunga and Districts Lions Club to assist in their fundraising.</p> <p>Fred Croser was a councillor with Willunga District Council in the early 1950's</p>	<p>Name is appropriate, but to meet the policy definitions we would replace 'Reserve' with 'Park'.</p> <p>The Local History Officer (Libraries) has validated this name and confirmed the historical information provided by the resident.</p>
John Ackers Reserve	<p>Johns community involvement had a direct influence over the very design of the reserve seeking name suggestions.</p> <p>John was a longtime member of Friends of Aldinga Scrub serving many years as President and was also involved with Aldinga Residents Association for over 20years</p> <p>John was a passionate and strong advocate for sustainable environment design principles used in future planning of open space areas in Aldinga such as the Greenless Reserve.</p> <p>John was specifically involved with advocating for multi use design principles while providing open usable space for community.</p> <p>Johns advocacy delivered better environmental outcomes for our</p>	<p>Name is appropriate, but to meet the policy definitions we would replace 'Reserve' with 'Park'.</p>

Attachment 2

	community with more useable open space being delivered at this reserve than what was initially proposed John was selfless in his efforts to protect and enhance our natural environment, not just for ourselves but our future generations of people and our biodiversity.	
Kevin Hutton Reserve	Kevin gave so much to the local community. This is one small way for his name to live on in the area.	Name is appropriate, but to meet the policy definitions we would replace 'Reserve' with 'Park'. However, Kevin Hutton has already been recognised through a plaque installed at Snapper Point in recognition of his service to the community. A ceremony and unveiling was held on 6 June 2021.
	Due to Kevin's involvement with the Aldinga Beach CFS Brigade as well as his many other community commitments.	
The Kevin Hutton Memorial Reserve	Kevin was a community man who would do anything for his community. He was an active member of the local cfs for over 40 years as well as played a huge part in the Local Resident association advocating for all members of our community and ensuring that everyone was heard.	
Louis Rupert Mumford	Louis was born at Aldinga in 1896 one of 8 children, he was raised on the family farm, and in 1914 when only 18 years old he was the first person from Aldinga to enlist in the army to serve in the first World War. He did return briefly to Aldinga on the 28th Sept. 1915 when the Aldinga Community gathered to give Private Mumford a send-off. Mr H. Bishop presented him with a safety razor and a wrist watch which was suitably inscribed and described him as a good sport who was always out to win and that he knew that he would do the same at the front and wished him god speed and a safe return. In Dec 1915 he departed on the troop ship Malwa headed for Europe. In Sept. 1917 Louis was shot in the forearm and consequently spent several months in Eastbourne Military Hospital recovering from his wounds. He returned to the front on the 6th	Name is appropriate, but to meet the policy definitions we would add 'Park'. This name was checked with RSL SA and they are supportive of this place name option due to Mumford's connection to the local area.

Attachment 2

	<p>Feb 1918 but after a brief period he was returned to hospital sick for a few days before being released to re-join his comrades in action on the 11th Feb 1918.</p> <p>Sadly on the 11th Aug 1918 Louis was killed in action, he was only 21 years old.</p> <p>From a very young age Louis gave up the security of his family and farm to serve as a soldier in countries far from home. Louis was wounded and suffered illness but bravely kept returning to his battalion to do his duty. Sadly Louis made the ultimate sacrifice on a battle field in France and was never to return home to Aldinga.</p> <p>Like so many others Louis received war medals, his name is recorded on the war memorial on South Rd. in front of Saint Ann's Anglican Church at Aldinga, and on a plaque in the Aust. War Memorial in Canberra.</p>	
William Glen Crisp	<p>William was born at Aldinga on the 23rd December 1897, he was the youngest son of John and Sarah Crisp and was educated at the Aldinga School, after finishing his schooling he worked locally as a blacksmith. He was described as a young man with a strong personality who was a keen gardener and was heavily involved in community projects including fund raising for the erection of a flagpole in the local area. He was held in high esteem by the local community.</p> <p>On the 13 Sept 1915 aged only 17 years old he enlisted in the A.I.F. to serve in the 1st World War, after his initial training at Morphetville Army barracks he briefly returned to Aldinga on the 13th Dec 1915 for a public farewell which was attended by a large gathering of friends and family. He departed on 7/2/1916 for Europe on board the Troop ship Miltiades and</p>	<p>Name is appropriate, but to meet the policy definitions we would add 'Park'.</p> <p>This name was checked with RSL SA and they are supportive of this place name option due to Crisp's connection to the local area.</p>

Attachment 2

	<p>after a brief stopover at Suez for further training which included a brief stint in hospital convalescing following a bout of influenza. He joined the 32nd Battalion AIF and proceeded to Europe arriving at Marseilles France on the 1/4/16.</p> <p>William's first major action was at Fromelles on the 19th July 1916, having only entered the front line trenches 3 days previously. The 32nd was to make history for all the wrong reasons when a major attack was planned. The attack was a disastrous introduction to battle for William, and the 32nd Battalion who managed to penetrate the enemy position to a far greater extent than their comrades on either side which left them as 'sitting ducks' to machine gun fire behind enemy lines. Consequently the 32nd Battalion suffered casualties to nearly 90% of its actual fighting strength. Sadly on the 19th July William was killed in action, he was only 18 years old.</p> <p>From an extremely young age William gave up the security of his family and friends to serve as a soldier in countries far from home. William made the ultimate sacrifice on a battle field in France and was never to return home to Aldinga. It was a sad fact that when news of his death reached Aldinga as a sign of mourning the flag pole which William helped raise funds for was flying at half mast for the first time since its erection less than 12 months previously.</p> <p>Like so many others William received war medals, his name is recorded on the war memorial on South Rd. in front of Saint Ann's Anglican Church at Aldinga, and on a plaque in the Aust. War Memorial in Canberra</p>	
WRIGLEY or JEFF WRIGLEY PARK	Jeff (and my next suggestion Jim) have spent thousands of hours at the Aldinga Community Shed as Team	Name is appropriate.

Attachment 2

	Leaders, Trainers, Fund Raisers etc. and have done an excellent job.	
JAGGARD or JIM JAGGARD PARK	Please see my comments re Jeff Wrigley in submission for Greenlees Pde. Periwinkle is a couple of streets from Jim's residence.	Name is appropriate.

Suggestions via email to YourSay@onkaparinga.sa.gov.au

Name	Description/supporting information provided (verbatim)	Suitability
Nina Marni	<p>We would like to thank you for the opportunity to be involved in the naming of the two parks in the Aldinga Beach area.</p> <p>We have gotten together with the 3–5-year-olds in our Aldinga Beach Paisley park Early Learning and Kinder to come up with some names. The children and educators have researched our local area and kept to the guidelines of what you had requested. Once a few names were found the children then had a vote. please see attached in regard to what the children had voted on. This has been a pleasure to research on and not only the children, but the educators had learnt a bit also.</p> <ul style="list-style-type: none"> • Ngalingga – meaning wide open in reference to the traditional lands of Kurna people • Tarntanya – was the area around Adelaide inhabited by the indigenous Kurna people • Nina Marni – meaning hello, are you well • Djinda (star) and Djiripin (Happy) – words are close to the names of nearby streets <p>Ngalingga got 2 votes Tarntanya got 1 vote Nina Marni got 7 votes</p> <p>Regards, Paisley Park Early Learning Centres Kira Rechenbach Aldinga Beach Director</p>	<p>We have written to Kurna Warra Karrpanthi to seek feedback on this suggestion or (if not appropriate) to provide an alternative option for Aboriginal names for the parks.</p>

Attachment 2

MUMFORD PARK


Thank you for allowing me to submit a name for the park in aldinga. I submit one name to be for both parks. THE NAME IS MUMFORD PARK LOUIS RUPERT MUMFORD WAS THE FIRST PERSON FROM ALDINGA TO ENLIST IN THE ARMY FOR WORLD WAR ONE .HIS SERVICE NUMBER IS 3824 HE WAS KILLED IN ACTION IN FRANCE . HE WAS 21 YEARS OLD He was born in aldinga and went to aldinga public school and worked on the family farm in aldinga .Before he left the community had a send off party for him .It is reported on TROVE .He is buried in heath cemetery in france . grave v11 c 17 .i feel that this would be a great name for the park thus letting the people of aldinga honour him.

Name is appropriate, however it would be advantageous to have separate names for the two parks for the benefit of emergency services, general wayfinding, and also council's maintenance team.

Based on feedback from RSL SA, Mumford should be considered for one of the parks, and Crisp for the other. This is in line with a suggestion from another resident, and is supported by the applicant.

4.11.17. No. 3.0.3 M/I from No. 3.0.3. 2nd/4th. 17.11.17



D 50273 IAN  **MILITARY FORCES.**

AUSTRALIAN IMPERIAL FORCE.

ATTESTATION PAPER OF PERSONS ENLISTED FOR SERVICE ABROAD

No. 35224 Name MUMFORD Louis Rupert 10th, Battalion
 Unit 10th Battalion
 Joined on 22 August 1915

Questions to be put to the Person Enlisting before Attestation.

1. What is your Name? Louis Rupert Mumford
2. In or near what Parish or Town were you born? Aldinga
 in the County of the Australia
3. Are you a natural born British Subject or a Naturalised British Subject? (N.B.—If the latter, papers to be shown.) N.B.
4. What is your age? 18 1/2 yrs
5. What is your trade or calling? Farmer
6. Are you, or have you been, an Apprentice? If so, where, to whom, and for what period? No
7. Are you married? No
8. Who is your next of kin? (Address to be stated.) John Charles Mumford Aldinga the Australia
9. Have you ever been convicted by the Civil Power? No
10. Have you ever been discharged from any part of His Majesty's Forces, with ignominy, or as incorrigible and worthless, or on account of Commission of Felony, or of a Sentence of Penal Servitude, or have you been dismissed with disgrace from the Navy? No
11. Do you now belong to, or have you ever served in, His Majesty's Army, the Marines, the Militia, the Militia Reserve, the Territorial Force, Royal Navy or Colonial Forces? If so, state which, and if not now serving, state cause of discharge. 7th Infantry Battalion from 7th Infantry (Wellington)
12. Have you stated the whole, if any, of your previous service? Yes
13. Have you ever been rejected as unfit for His Majesty's Service? If so, on what grounds? No
14. Do you declare that you are not, and never have been, a member of any secret society, and that you are not a member of any other combination of persons? Yes
15. Are you prepared to undertake (upon oath) to maintain and defend the laws and constitution of the Commonwealth of Australia within or beyond the limits of the Commonwealth.

I, Louis Rupert Mumford, do solemnly declare that the above answers made by me in the above questions are true, and I am willing and hereby voluntarily agree to serve in the Military Forces of the Commonwealth of Australia within or beyond the limits of the Commonwealth.

Attest: L. R. Mumford 10th, Battalion
 Date Aug 15 1915 Signature of Person Enlisted.

* This form should be filled out in the case of naturalised born or voluntary naturalised children under 18 years of age.
 * This form must be filled out in the case of the wife, and if there are children, these also must be filled out.

National Archives of Australia NAA: B2455, MUMFORD LOUIS RUPERT

From Aldinga.

On Wednesday night, September 22, the vigilance committee held a concert and dance in the district hall. Mr. D. H. Lovelock presided. The occasion was taken advantage of by the townspeople to make a presentation and do honour to Private L. Mumford, who is the first of our young men to enlist from this town. The residents' gifts were a set of military brushes and automatic pistol. The members of the local football club also presented him with a safety razor and a wristlet watch. Mr. Bishop spoke suitably on behalf of both. Eloquent addresses were given by Messrs. J. Bourke, J. N. Crisp, and B. Lovelock. Private Mumford replied, and thanked all his wellwishers who had met together to wish him godspeed. Mr. C. Mumford (father) also spoke, thanking on behalf of Mrs. Mumford and his son, who they all hoped to see back among them with a good record. A good programme was supplied by the following artists:—Overture, Miss M. Polkinghorne; song, patriotic, Mr. B. Lovelock; song, Master Leo Bourke; songs, Misses Waye, Martin, McAlister, Chenoweth, Hunt, and Parker, Miss and Master Morton: piano solo, Master Jack Bishop, "Wedding Day." The Dardanelles marching song, composed by Miss Adelaide Primrose (Adelaide), was rendered by Mrs. McAlister. Accompanists were Mrs. Aldam, Misses Waye and Polkinghorne. An excellent supper was provided by the ladies of Aldinga, under the management of Mesdames E. Maitin, Pridaux, Lovelock, and How, and Miss Hart, in their usual capable way. Dancing followed till the wee, wee, hours, terminating with the National Anthem. Presents of socks were also received by Private Mumford from the following ladies:—Mrs. and Miss Hart, Mrs. Culley, scarfe and needlecase by Mrs. S. Wood, scarfe by Mrs. Cameron, Mr. C. Dunger contributed the dance music. There were visitors from Noarlunga, Willunga, Sellick's Hill, and the Rev. P. Woods (Strathalbyn) was also present. We shall send three more recruits in shortly.

Attachment 2**Suggestions via letter**

Nil

Other feedback not providing a name suggestion (verbatim)

"As a ratepayer in Onkaparinga, we would value council planting street trees and creating and maintaining more open spaces for the public rather than wasting time and money on "naming" small reserve areas. I have requested street trees in Aldinga Beach, to be told the council cannot afford it."

"I cant understand why the name change with Cameron Road Park as residents looked after the the trees and litter, plus watering."

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9.5 Intersection audit, Main Road, McLaren Vale to Willunga

Report contacts

Brett Williams, Senior Traffic and Transport Coordinator
Morgan Ellingham, Manager Assets and Technical Services

Meeting

Council

Approving officer

Kirk Richardson, Director City Operations

Date

17 August 2021

1. Purpose

To provide an update on the request to undertake a full audit of all the intersections on Main Road between McLaren Vale and Willunga, following two fatal road crash incidents that occurred along this road in February and March 2021.

2. Recommendations

That Council notes:

- 1. That Main Road and the associated intersections are under the care and control of the Department of Infrastructure and Transport with the side roads being under council's care and control.**
- 2. The findings of the *Road Safety & Compliance Report (RSCR)* and a *Road Safety Audit Report (RSA)* and that the RSCR indicates that the existing intersections comply with safety standards (Australian Standard 1742.2) and the current minimum road safety requirements whilst also noting improvements could be made.**
- 3. That the following actions from the RSCR have been completed by council at the four intersections at the Department of Infrastructure and Transport's cost:**
 - Line marking refreshed**
 - Signage upgrades including upgrading Give Way and Stop signage to B- size and the installation of enhanced signage with yellow 'backing boards' on the side roads of the two major intersections with Main Road - McMurtrie Road and Johnston Road; Malpas Road and Binney Road.**
- 4. The RSCR identified potential issues with speed zones at three of the four intersections which have been referred to the Department of Infrastructure and Transport for assessment.**
- 5. The RSCR confirmed that the Approach Site Distance (ASD) and Safe Intersection Site Distance (SISD) requirements in Austroads' Guide to Road Design Part 4A: Unsignalised and Signalised Intersections are met at all four intersections.**
- 6. The RSCR confirmed that that Give Way controls are the appropriate control at all four intersections as the available sight distance exceeds the minimum requirement for STOP signs.**
- 7. Council has within the Project Capital Works (PCW) system a project to install guard railing to protect vehicles from the existing open drain running along the southern side of Malpas Road, extending westwards from Main Road for approximately 600m, with Stage 1 approved for delivery in the current 2021-22**

financial year for the installation of approximately 250m of guardrail with a budget of \$115,000.

- 8. Council will continue to advocate to the State Government for further investment towards more substantial road safety upgrades on Main Road, especially at its intersections with McMurtrie Road and Johnston Road; and Malpas Road and Binney Road.**
- 9. That council will undertake a trial of transverse linemarking to supplement the enhanced advanced warning signage on McMurtrie Road, Johnston Road, Malpas Road and Binney Road, to be installed by the end of August 2021 weather permitting.**

3. Executive summary

At its meeting of 20 April 2021, a Notice of Motion was received from Cr Olsen for council to undertake a full audit of all the intersections on the Main Rd between McLaren Vale and Willunga, following two separate road crashes.

Following the resolution, council engaged a consultant to undertake an independent road safety assessment resulting in the preparation of a Road Safety & Compliance Report (RSCR) and a Road Safety Audit Report (RSA).

The RSCR contains the findings and recommendations of the formal RSA, which was based on information gathered during a site inspection undertaken on 1 June 2021. The RSCR outlines further safety considerations and findings which are detailed in the discussion section of the report. As the RSCR does not consider which agency is responsible for any identified traffic control measures, further information is provided in the report below to clarify what is generally under the control of either DIT or council.

As custodians of Main Road, Department of Infrastructure and Transport (DIT) were provided with copies of the RSCR and RSA for consideration. Specific feedback to the RSA document was provided, where DIT staff indicated that the audit did not uncover any new information in addition to the two separate crash reports which were completed by DIT following each crash.

SA Police have also been made aware of the RSCR and RSA documents as we are mindful that there are current court proceedings associated with collisions at two of the subject intersections. Details of the recent collisions at these two intersections and the related court proceedings are also provided in the report.

The findings of the RSCR indicate that the existing intersections comply with all the current minimum road safety requirements whilst also noting improvements could be made.

Individual responses to the resolution of council are provided with the discussion of this report

A summary of the main findings from the RSCR and RSA are provided below for each of the four intersections: It should also be noted that DIT provided the designs for the intersection signs and lines prior to the completion of the Audit reports.

Main Road, McMurtrie Road and Johnston Road

- Concerns about potentially conflicting speed zones at this intersection, where Main Road transitions between 60-80km/h just south of the intersection, whilst McMurtrie Road and Johnston Road are both signposted at 80km/h (DIT responsibility)
 - These concerns have been raised with DIT to further investigate
- The potential for motorists approaching the intersection on either McMurtrie Road or Johnston Road missing the visual cues such as signs and line marking, as well as the

presence of there being an intersecting road, that they are approaching an intersection and need to give way to vehicles on Main Road (combined DIT and council responsibility)

- Existing GIVE WAY signage at the intersection being smaller than the recommended Size-B signs (DIT responsibility)
 - The signage has been upgraded including enhanced yellow backing boards
- Faded line marking and lack of night-time delineation such as lighting and reflectors (DIT responsibility)
 - The line marking has been repositioned and refreshed (attachment 2).
 - Lighting has been referred to DIT for its consideration and action

Main Road, Branson Road and Rifle Range Road

- Positioning of line marking makes it difficult for motorists approaching the intersection from Branson Road to appreciate the GIVE WAY control (DIT responsibility)
 - The line marking has been repositioned and refreshed
- Existing GIVE WAY signage at the intersection being smaller than the recommended Size-B signs, and difficult to see at night due to loss of reflectivity (DIT responsibility)
 - The signage has been upgraded

Main Road, Malpas Road and Binney Road

- Despite the side roads being slightly offset, there still remains the potential for motorists approaching the intersection on either Malpas Road or Binney Road missing the visual cues that they are approaching an intersection and need to give way to vehicles on Main Road (DIT responsibility)
- Existing GIVE WAY signage at the intersection being smaller than the recommended Size-B signs (DIT responsibility)
 - The signage has been upgraded including enhanced yellow backing boards (attachment 3)
- Lack of night-time delineation such as lighting and reflectors, with existing reflectors not adequately enhancing the intersection to make it more conspicuous resulting in motorists interpreting the Malpas Road to Binney Road alignment as a through road with a slight S-curve (combined DIT and council responsibility)
 - New reflectors have been installed in association with diagonal strip pavement markings to make intersection more visible at night time
 - Council to review the placement of pavement reflectors on Malpas Road and Binney Road to ensure this does not confuse motorists at night time
- Proximity of a steep batter located adjacent to the intersection which increases the risk of elevated crash severity for errant vehicles (DIT responsibility)
 - Council guardrail project funded in 2021-22 for a section along Malpas Road (attachment 4)
 - DIT have been approached to extend the guard railing along Main Road

Main Road, Little Road and Gaffney Road

- Existing STOP signage at the intersection being smaller than the recommended Size-B signs (DIT responsibility)
 - Signage has been upgraded

- Concerns about potentially conflicting speed zones at this intersection, where Main Road is signposted at 50km/h through the intersection, whilst Little Road and Gaffney Road are both signposted at 80km/h (DIT responsibility)
 - Speed zone concerns provided to DIT for response

4. Background

Community Plan 2030	place: green, inviting, accessible, liveable performance: accountable, efficient, inclusive, sustainable Providing road safety is identified in the Community Plan 2030 - We look after our townships, centres and suburbs, making them safe, welcoming and easy for people to access and travel between
Policy and/or relevant legislation	Department for Infrastructure and Transport Operational Instruction 20.1 Austroads' Guide to Road Safety Part 6: Managing Road Safety Audits Austroads' Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management <i>Road Traffic Act 1961</i>
Who did we talk to/who will we be talking to	SA Police Department for Infrastructure and Transport

5. Discussion

At its meeting of 20 April 2021, a Notice of Motion was received from Cr Olsen following two separate road crashes with each involving a fatality in February and March 2021. Council resolved:

"That Council undertake a full audit of all the intersections on the Main Rd between McLaren Vale and Willunga to:

- Determine if the existing intersection arrangements are compliant with current Australian Standards, Austroads guidelines and DIT requirements*
- Assess the adequacy, quality and locations of pavement markings*
- Assess the adequacy, quality and location of signage*
- Assess the potential for additional advance warning signage, safety devices or road treatments to be installed at higher risk intersections*
- Ensure all sight distance requirements are in accordance with Australian Standards and Austroads guidelines*
- Complete the audit and any follow-up operational corrective actions that fall within Council's responsibility by the end of July 2021*
- Should there be a requirement for significant capital expenditure from Council, initiate the process for adding into Project Capital Works to risk assess, seek budget, score and prioritise against other projects across the city, as per the Resource Prioritisation Document for Traffic assets*
- Advise the Department for Infrastructure and Transport of any identified issues to where the issues fall under their responsibility for any corrective actions*

- *Provide a report back to Council in August 2021 outlining the results of the audit, any corrective actions undertaken, or recommendations for future works."*

Following the above resolution, council engaged *GTA Consultants* (who are currently transitioning to the new name of '*Stantec*') to undertake an independent road safety assessment, resulting in the preparation of a *Road Safety & Compliance Report* (RSCR) and a *Road Safety Audit Report* (RSA). The *Road Safety & Compliance Report* includes the *Road Safety Audit Report* in its Appendices (Attachment 1).

In Austroads' *Guide to Road Safety Part 6: Managing Road Safety Audits*, a road safety audit is defined as '*...a formal, robust technical assessment of road safety risks associated with road transport projects*'. The objective of a road safety audit is to identify foreseeable hazards for all road users, with a focus on the reduction in fatal and serious injuries.

The RSCR contains the findings and recommendations of the formal RSA, which was based on information gathered during a site inspection undertaken on 1 June 2021 and outlines further safety considerations including a more detailed review of the collisions that have occurred at the intersections and the identification of maintenance of design compliance issues relating to relevant standards and guidelines.

A summary of the main findings from the RSCR and RSA are provided below for each of the four intersections:

Clarification of Responsibility

As Main Road falls under the care and control of DIT, and the adjoining local roads are under the care and control of the City of Onkaparinga, there is a shared responsibility where these roads intersect. These responsibilities are defined in DIT's Operational Instruction 20.1, and are summarised in the points below:

- DIT will install and maintain signs on a side road that are required to regulate road users entering a DIT-controlled road, including GIVE WAY and STOP signs at the intersection
- DIT will maintain the following traffic control devices on a side road at an intersection with a DIT-controlled road that have been installed by or with the written permission from DIT:
 - traffic islands and associated traffic signs
 - medians and associated traffic signs
 - pavement bars
 - pavement marking (including retro-reflective raised pavement markers)
 - traffic signal installations, including all associated infrastructure.
- In the absence of any of the above traffic control devices, DIT will install and maintain delineation on a side road, as appropriate, for the guidance of traffic entering a highway, for a distance of 30m from the highway centre line
- DIT will maintain stormwater infrastructure that was constructed to maintain the integrity of the pavement and support surface drainage of a DIT-controlled road

The application of *Operational Instruction 20.1* to Main Road implies that DIT are responsible for all signage and line marking along the full length of Main Road, as well as signage and line marking that regulates traffic movement on all council-controlled side roads, for a distance of at least 30m from the Main Road centreline. This generally includes any GIVE WAY or STOP signs located at the intersection, as well as line marking at the intersection.

As custodians of Main Road, DIT were provided with copies of the RSCR and RSA for consideration. Specific feedback to the RSA document was provided, where DIT staff indicated that the audit did not uncover any new information in addition to the two separate crash reports

which were completed following each fatal crash at the intersection of Main Road, Malpas Road and Binney Road; and Main Road, McMurtrie Road and Johnston Road.

As the other two remaining intersections (Main Road, Rifle Range Road and Branson Road; and Main Road, Little Road and Gaffney Road) have not recently been reviewed by DIT, they noted support for the recommended actions outlined in the RSA.

Consultation with SA Police

SA Police have been made aware of the RSCR and RSA documents as we are mindful that there are current court proceedings associated with collisions at two of the subject intersections.

Details of the recent collisions at these two intersections and the related court proceedings are provided below.

In relation to the three recent incidents on Main Road, the following preliminary information is available:

- On Wednesday 24 February 2021, a collision occurred at the intersection of Main Road, Malpas Road and Binney Road: Following this incident DIT forwarded on advice to council from SAPol that
'A 19-year-old female passenger travelling in a station wagon died after a collision that occurred on Wednesday 24 February 2021 at 10:00 pm at the intersection of Binney Road and Main Road, McLaren Vale. The station wagon was travelling west on Binney Road towards the intersection of Main Road. The vehicle entered the intersection and collided with a utility travelling south on Main Road.' Further advice reported on the SAPol website that a woman has been *'arrested by Major Crash Investigators and charged with causing death by dangerous driving and five counts of causing serious injury by dangerous driving.'*
- On Sunday 28 March 2021, a collision occurred at the intersection of Main Road, Johnston Road and McMurtrie Road: Following this incident DIT forwarded on advice to council from SAPol that:
'A 60-year-old female passenger travelling in a sedan died after a collision that occurred on Sunday 28 March 2021 at 5:42 pm at the intersection of Main Road and McMurtrie Road, McLaren Vale. The sedan was travelling south on Main Road approaching the intersection with McMurtrie Road. A station wagon travelling west on McMurtrie Road failed to give way at the intersection and collided with the sedan which then collided with a third vehicle travelling north on Main Road.' Further advice reported on the SAPol website that *'Major Crash Investigators arrested a 56-year-old Whyalla man'* and have subsequently charged him with *'cause death by dangerous driving.'*
- On Sunday 25 April 2021, a second collision occurred at the intersection of Main Road, Johnston Road and McMurtrie Road: Following this incident SAPol's website has reported:
'About 3.30pm Sunday 25 April emergency services were called to the intersection of Main Road and McMurtrie Road after a Hyundai sedan and a Mitsubishi wagon collided. Three people in the Hyundai, a 70-year-old woman, 72-year-old woman and 89-year-old woman along with two people in the Mitsubishi, a 77-year-old man and 73-year-old woman were all taken to hospital in a serious but stable condition.'

In the five-year period from April 2016 to March 2021, there were 16 reported crashes on the rural section of Main Road between McLaren Vale and Willunga. Of these reported crashes, the following severity was indicated:

- 2 involving fatality (both in 2021)
- 9 involving minor injury
- 5 involving property damage only.

Investigations in Response to Motion on Notice

Detailed responses to each component of the above Motion on Notice are provided as follows:

Determine if the existing intersection arrangements are compliant with current Australian Standards, Austroads guidelines and DIT requirements

The RSCR indicates that the existing intersections comply with all the current minimum requirements, however the following was noted:

- A review of traffic data at the intersections of Main Road, McMurtrie Road and Johnston Road; and Main Road, Malpas Road and Binney Road indicated that protected right-turn lanes may be warranted in accordance with Austroads' *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*. The Austroads' warrants provide guidance on the preferred minimum turn treatments for major roads with a focus on improving safety by reducing the potential for rear-end crashes.
- The proximity of a steep batter slope located adjacent to the intersection of Main Road, Malpas Road and Binney Road which increases the risk of elevated crash severity for errant vehicles.
- At the intersection of Main Road, Branson Road and Rifle Range Road loose material was observed to be present on the intersection, which was likely to be due to the proximity of the unsealed road surface on each of the side roads to Main Road.

Assess the adequacy, quality and locations of pavement markings

The RSCR identified faded line marking at the intersection of Main Road, McMurtrie Road and Johnston Road. In addition, the current positioning of line marking indicating GIVE WAY control to approaching motorists on Branson Road was also identified as being difficult for motorists to observe.

In addition to the above line marking observations, it was also noted that improvements could be made to guide posts and/or pavement reflectors at each intersection. Immediate upgrades to guide posts and pavement reflectors have already been made at the intersections of Main Road, Malpas Road and Binney Road; and Main Road, McMurtrie Road and Johnston Road.

Recommendations made through the RSCR for additional guideposts and pavement reflectors will be discussed with DIT for further works.

Assess the adequacy, quality and location of signage

The RSCR found that signage was compliant, however specific issues relating to the size of signage and speed signage are discussed in further detail below. In addition to these, the following issues were also identified:

- Tourist information signage installed on Main Road, north of McMurtrie Road, has the potential to obstruct the ability for southbound vehicles on Main Road to sight westbound vehicles emerging from McMurtrie Road and vice versa
- The GIVE WAY signage at the intersection of Main Road, Branson Road and Rifle Range Road were found to have poor reflectivity, making it difficult for motorists to identify at night time
- No 'GIVE WAY ahead' warning signage is currently installed on either Branson Road or Rifle Range Road to inform motorists that they are approaching the intersection at Main Road.

Sign Size

Appendix B of Australian Standard 1742.2-2009 also provides guidance for the selection of the appropriate size of sign for use in a particular situation. For regulatory, warning and traffic instruction signs, the A-Size should normally be used only where the 85th percentile speed of

vehicles is less than 70km/h. Progressively larger signs should be used as approach speeds become higher.

The RSCR included an assessment of the size of the regulatory signs on the approach at all four intersections and confirmed that the regulatory GIVE WAY and STOP signs at all four intersections were A-Size whereas AS1742.2 indicates B-size is recommended due to the operating speeds on the side roads.

The RSCR included an assessment of the size of the warning signs on the approach at all four intersections. All existing GIVE WAY Sign Ahead and STOP Sign Ahead warning signs were B-Size. As mentioned above the RSCR noted an absence of GIVE WAY Sign Ahead signs at Rifle Range Road and Branson Road.

Speed Zoning Signage

Speed limits in South Australia are determined and applied in accordance with the requirements and criteria set out in the *Speed Limit Guideline for South Australia*, which is based on Australian Standard 1742.4 -2008 *Speed controls* (note Australian Standard 1742.4 was updated in 2020, however DIT has not yet updated their Guideline to reflect any changes).

The setting of speed limits on local and state roads is delegated by the Minister for Transport to DIT via the Commissioner of Highways, which provides a consistent approach across the South Australian road network.

The RSCR included an assessment of the speed zoning and identified potential issues with speed zone signage at three of the four intersections including the following:

- at the intersection of Main Road with McMurtrie and Johnston Road, there is inconsistent application of 80km/h and 60km/h speed zoning signage, as there is no repeater 60km/h sign for northbound motorists that have turned onto Main Road from either of the side roads
- at the intersection of Main Road with Branson Road and Rifle Range Road, there is an absence of 80km/h signs on Main Road to indicate to motorists entering Main Road from either of the side roads of the 80km/h speed limit
- at the intersection of Main Road with Gaffney Road and Little Road, there is an absence of 80km/h and 50km/h signs to indicate to motorists entering Main Road from either of the side roads and heading north that the speed limit is 50km/h, as well as an absence of 80km/h signs on either Gaffney Road or Little Road to reflect the change in speed limit

The speed zoning at these three intersections has been referred to DIT for assessment and council will wait for instruction from DIT as to what speed zoning signage changes are required and assist with installation if requested.

Assess the potential for additional advance warning signage, safety devices or road treatments to be installed at higher risk intersections

The RSCR recommends the installation of enhanced signage with yellow 'backing boards' on the side roads of the two major intersections along Main Road, which are Main Road, McMurtrie Road and Johnston Road; and Main Road, Malpas Road and Binney Road. DIT has also identified the need for this signage within the designs provided and these have been upgraded since the audit was undertaken in collaboration with council (refer to further details below).

Ensure all sight distance requirements are in accordance with Australian Standards and Austroads guidelines

Sight distance on roads is specified in a number of different ways in consideration of the specific geometric conditions being considered and the road user type. The typical sight distance requirements for intersections are outlined as follows:

Approach Site Distance (ASD)

According to Austroads' *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*, it is fundamental to the safety of intersections that drivers approaching in all traffic streams are able to see vehicles approaching in conflicting traffic streams, and give way where required by law. ASD is the minimum sight distance which must be available for motorists travelling on the **minor road approaches** to all intersections to ensure the drivers are aware of the presence of an intersection.

This is a mandatory requirement to ensure approaching motorists are not caught unaware of the need to give way to traffic, for example where there is a crest or sharp curve on the minor road as it approaches an intersection.

The *RSCR* included an assessment of the ASD on the approaches to the four intersections and confirmed that the ASD requirements are met at all four intersections.

Safe Intersection Site Distance (SISD)

In addition to ASD, SISD is the minimum sight distance which should be provided on the **major road approaches** at any intersection. SISD provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.

As opposed to ASD which is a mandatory requirement, SISD is preferable to achieve although not mandatory. Typically, SISD should apply for newly-created intersection points, however may not be achievable at existing intersections which may have been designed to legacy standards.

The *RSCR* included an assessment of the SISD on the approaches to the four intersections and confirmed that the SISD requirements are met at all four intersections.

Site Distance for Stop Signs

In addition to the above *Austroads* requirements, Australian Standard *1742.2-2009 Manual of uniform traffic control devices Part 2: Traffic Control Devices for General Use* specifies the sight distance considerations for determining whether STOP signs are required on any approach to an intersection on which a driver is required to give way to an intersecting stream.

The *RSCR* included an assessment of the site distance for STOP signs on the approach to the four intersections and confirmed that that Give Way controls are the appropriate control at all four intersections as the available sight distance exceeds the minimum requirement for STOP signs.

Please note that the *RSCR* has identified that there are STOP signs installed at Gaffney Road and Little Road, however the sight distance does not meet the warrant for STOP signs at this location.

Complete the audit and any follow-up operational corrective actions that fall within council's responsibility by the end of July 2021

As noted the intersection comes under the care and control of DIT. Council however facilitated the works to DIT's design with DIT paying for the works following completion.

Works included:

- Amend and refresh line marking
- Installation of enhanced signage on Malpas and McMurtrie
- Upgrade of signage to meet required standards on Rifle Range and Little

Line marking works

Following discussions between council and DIT, updated line marking plans were provided by DIT for the intersection of Main Road, McMurtrie and Johnston Road; and the intersection of Main Road, Malpas Road and Binney Road. Council's line marking contractor has completed the

upgrade of the line marking at these two intersections, on behalf of DIT, according to the plans DIT provided us at DIT's cost. DIT also approved upgrading the line marking at the intersection of Main Road with Branson Road and Rifle Range Road; and, the intersection of Main Road with Gaffney Road and Little Road. Council's line marking contractor will complete the upgrade of the line marking at these two intersections, on behalf of DIT, according to the plans DIT provided us and at DIT's cost.

Signage works

Following discussions between council and DIT, signage and line marking upgrade plans were provided by DIT for the intersections of Main Road, McMurtrie and Johnston Road; and Main Road, Binney Road and Malpas Road. Council's in-house Sign Shop has completed the upgrade of the signage in accordance with the DIT plans at these two intersections, on behalf of DIT and at DIT's cost. These upgrades included the installation of enhanced 'GIVE WAY' and 'GIVE WAY ahead' signage which has a large, yellow backing board to make the signs more conspicuous to motorists approaching the intersection from the minor side roads.

DIT also approved upgrading the signage at the intersection of Main Road with Branson Road and Rifle Range Road; and, the intersection of Main Road with Gaffney Road and Little Road. Council's in-house Sign Shop will complete the upgrade of the signage marking at these two intersections, on behalf of DIT, according to the plans DIT provided us at DIT's cost.

Should there be a requirement for significant capital expenditure from council, initiate the process for adding into Project Capital Works to risk assess, seek budget, score and prioritise against other projects across the city, as per the Resource Prioritisation Document for Traffic assets

The only significant road safety works identified to date that are the responsibility of council is for the installation of guard rail to protect vehicles from the existing open drain running along the southern side of Malpas Road, extending westwards from Main Road for approximately 600m. A two-stage project was entered into the Project Capital Works (PCW) system for these works in August 2020, with Stage 1 approved for delivery in the current 2021/22 financial year for the installation of approximately 250m of guardrail with a budget of \$115,000.

Following preliminary discussions with DIT, there is the potential to coordinate the Stage 1 guardrail project with a potential DIT project to install guardrail along the open drain running along the western side of Main Road, extending south of Malpas Road. As indicated below, discussions with DIT are ongoing.

Stage 2 works for the remaining 350m of open drain are not currently allocated for funding in the PCW and are subject to removal of existing vegetation including olive trees in order to determine the required scope of works to protect vehicles from the open drain. Given the challenging nature of the site and the length of works required, the vegetation removal task is likely to be substantial and council is continuing to investigate avenues to identify funding to progress these works including PCW, operational and external funding streams.

Whilst not part of the PCW process, investigations are currently underway at the time of drafting this report to trial the installation of transverse line marking to in association with the enhanced 'GIVE WAY ahead' advanced warning signs on McMurtrie Road, Johnston Road, Malpas Road and Binney Road. Council staff have already consulted with nearby residents due to the potential for transverse line marking to generate additional road noise and at the time of drafting this report we are awaiting quotes from contractors to install these lines.

In addition to these two intersections on Main Road council is planning on trialling transverse linemarking at five intersections across the McLaren Vale region in total as follows:

- Main Road, McMurtrie Road and Johnston Road
- Main Road, Malpas Road and Binney Road

- Aldinga Road, California Road and Almond Grove Road
- Chalk Hill Road, Field Street and Olivers Road
- Seaview Road, Olivers Road and Copper Mine Road

Consultation feedback for all five intersections has been collected and will be finalised by the end of August, with early indications are that the community are generally supportive of the proposed works. It is anticipated that the transverse line marking trial will be installed in August 2021 subject to weather, with council staff to monitor the effectiveness of this additional safety measure as part of the trial.

Advise the Department for Infrastructure and Transport of any identified issues to where the issues fall under their responsibility for any corrective actions

As noted above, DIT have been provided with the RSCR and RSA documents for review. Specific feedback from DIT in addressing the RSA document indicated general support for the proposed interventions, including further consideration of the following:

- A review of the open drain including appropriate hazard protection at the intersection of Main Road, Malpas Road and Binney Road
- A full lighting review at the intersections of Main Road, Malpas Road and Binney Road; and Main Road, McMurtrie Road and Johnston Road.
- A review of intersection design at the intersections of Main Road, Malpas Road and Binney Road; and Main Road, McMurtrie Road and Johnston Road including consideration of roundabouts, raised platforms, wider offset T-intersections or 'teardrops'
- Increasing the sealed side-road apron lengths at the intersection of Main Road, Rifle Range Road and Branson Road
- Potential relocation of the Give Way linemarking at Branson Road
- A review of where bike lanes both start and stop on Main Road at its intersection with Little Road and Gaffney Road to address any conflicts between cyclists and vehicles

6. Financial implications

Financial summary

There are no financial implications because of this report. The works undertaken by council have been invoiced and will be paid by the Department of Infrastructure and Transport

7. Risk and opportunity management

Risk	
Identify	Mitigation
Public safety – risk of accidents	Implementation of immediate sign and line marking works. Advocacy and communication with DIT to inform future works
Community expectation of change and upgrades that are not aligned with technical requirements	Clear communication through this report, discussions with residents where appropriate and the infrastructure is a council responsibility.

	Encourage DIT community engagement team to prepare material for public consumption to explain the technical rigour behind decision making
Financial/business sustainability – funding road safety infrastructure	Should there be a requirement for significant capital expenditure from council we will initiate the process for adding into Project Capital Works to risk assess, seek budget, score and prioritise against other projects across the city, as per the Resource Prioritisation Document for Traffic assets
Compliance/legal – ageing infrastructure not meeting contemporary standards and operating instructions	Ensure traffic staff have access to training resources and have direct input on the design process for traffic related projects.
Service delivery impacts when upgrading DIT infrastructure	Ensure program priorities for sign installs and line marking are well forecasted and clearly communicated before committing to works.

Opportunity	
Identify	Maximising the opportunity
Improve driver road safety awareness	Leverage the content of the report and communicate clearly with the community that road safety is not guaranteed and not to solely rely on infrastructure as a solution.

8. Next steps

Meeting with DIT in August to discuss ongoing plans, innovative road safety techniques and advocate for longer term solutions.

Upgrade the line marking and signs at the intersection of Main Road with Branson Road and Rifle Range Road; and, the intersection of Main Road with Gaffney Road and Little Road.

Ensure the design of Stage 1 of the guard rail for the intersection of Main Road and Malpas Road progresses and is provided to the Construction team for delivery in the current 2021-22 financial year.

9. Attachments

Attachment 1 – Main Road Intersections McLaren Vale to Willunga Road Safety & Compliance Report Prepared by GTA consultants (now Stantec) (133 pages).

Attachment 2 – Photos of signage upgrades McMurtie and Johnson Roads (5 pages)

Attachment 3 – Photos of signage upgrades Malpas and Binney Roads (4 pages)

Attachment 4 – Proposed Guard Rail Works – Malpas Road (1 page)

- END OF REPORT -

Main Road Intersections

McLaren Vale to Willunga
Road Safety & Compliance Report

Prepared by: GTA Consultants (STATE) Pty Ltd for City of Onkaparinga
on 22/07/2021
Reference: S212210
Issue #: B



now



Main Road Intersections

McLaren Vale to Willunga Road Safety & Compliance Report



Client: City of Onkaparinga

on 22/07/2021

Reference: S212210

Issue #: B

Quality Record

Issue	Date	Description	Prepared By	Checked By	Signed
A	23/06/2021	For issue	Ian Bishop	David Kwong	
B	22/07/21	Editorial corrections & additional information	Ian Bishop	David Kwong	

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1. INTRODUCTION

1.1. Overview

The City of Onkaparinga has engaged GTA now Stantec to undertake a road safety audit and preparation of a safety and compliance report for 4 intersections along Main Road between McLaren Vale and Willunga. The intersections include:

- Main Road, Johnston Road and McMurtrie Road, McLaren Vale
- Main Road, Branson Road and Rifle Range Road, McLaren Vale
- Main Road, Malpas Road and Binney Road, Willunga
- Main Road, Little Road and Gaffney Road, Willunga

The audit and safety assessment follows a history of crashes at the intersections including two recent fatalities which occurred at separate intersections in 2021.

This Road Safety Compliance report contains the findings and recommendations of the formal Road Safety Audit of Existing Roads completed in June 2021 and outlines further safety considerations including a more detailed review of the crashes that have occurred at the intersections and the identification of maintenance of design compliance issues relating to relevant standards and guidelines.

1.2. Existing Conditions

Main Road connects the townships of McLaren Vale and Willunga, which is located approximately 35km south of the Adelaide CBD.

Main Road is a two-way sub arterial road (based on LocationSA) comprising of two lanes of traffic, one in either direction at the location of the intersections. No turn treatments are provided at any of the subject intersections. The posted speed along Main Road changes from 60km/h to the north of McMurtrie Road/Johnston Road intersection, 80km/h south of McMurtrie Road/Johnston Road intersection, then to 50km/h to the north of Little Road/Gaffney Road intersection.

McMurtrie Road, Johnston Road, Binney Road, Little Road and Gaffney Road are two-way collector roads (based on LocationSA) running in an east-west direction. Each road comprises of two lanes of traffic, with a lane in either direction. They are subject to a posted speed limit of 80km/h.

Branson Road and Rifle Range Road are unsealed two-way local roads running in an east-west direction. The roads are subject to the default rural speed limit of 100km/h.

Malpas Road is a two-way sub arterial road (based on LocationSA) running in an east-west direction. The road comprises of two lanes of traffic, with a lane in either direction and is subject to a posted speed limit of 80km/h.

Based on traffic data received from DIT, it is understood that the current Annual Average Daily Traffic (AADT) volume is as follows:

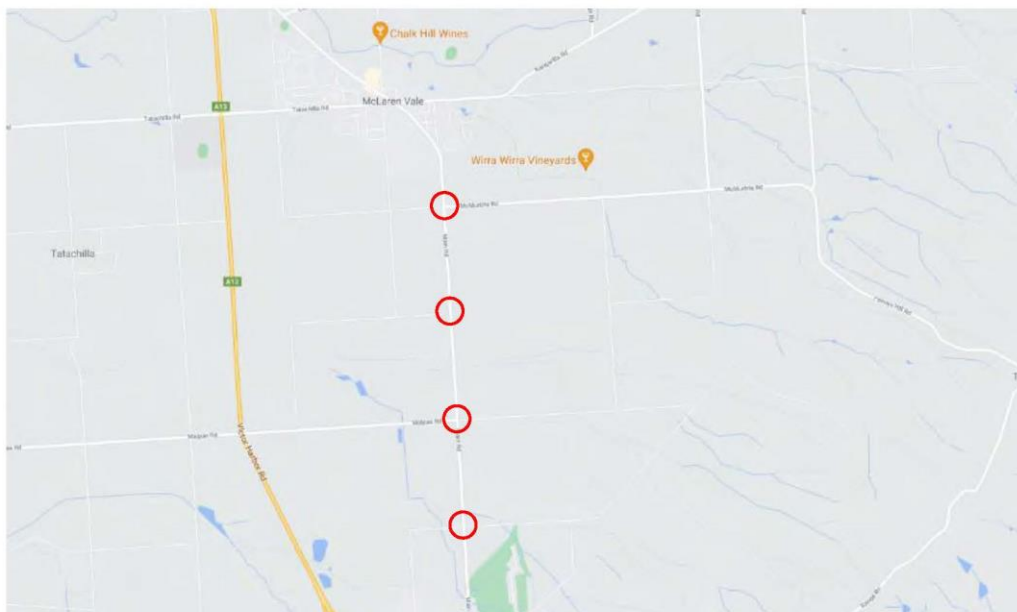
- Main Road 10,000 vehicles per day,
- McMurtrie Road 2,300 vehicles per day

- Johnston Road 1,000 vehicles per day
- Malpas Road 1,600 vehicles per day
- Binney Road 600 vehicles per day

It is assumed that traffic volumes on Rifle Range Road, Branson Road, Little Road and Gaffney Road would be in the order of no more than 1,000 vehicles per day.

The location of the site is shown in Figure 1.1 below, and selected photographs of the site have been included as Appendix A of this report.

Figure 1.1: Site Location



(Source: Google Maps)

2. CRASH ANALYSIS

2.1. Intersection of Main Road, McMurtrie Road & Johnston Road

Crash information obtained from the Department for Infrastructure & transport (DIT) for the intersection for the most recent 5-year period (2016-2020) and including the first half of 2021 indicates that a total of 5 crashes have occurred at the intersection comprising:

- 4 right angle crashes
- 1 crash resulting from a vehicle load becoming insecure

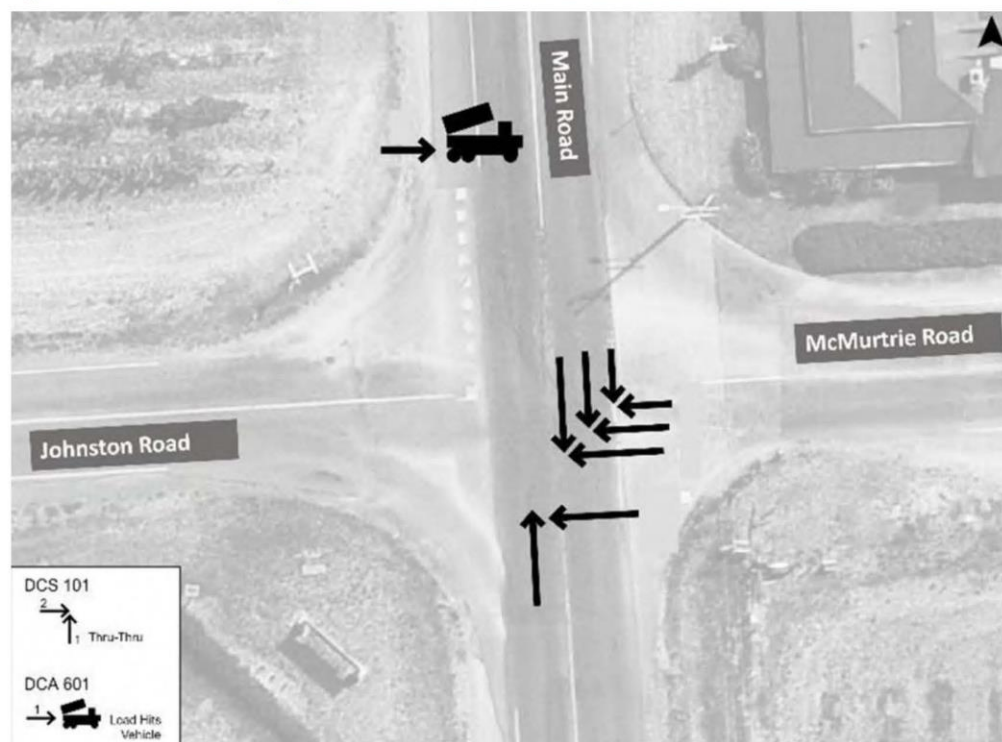
Of the right angle crashes that have occurred the following crash severities were reported:

- 1 Fatal
- 2 Minor Injury
- 1 Property Damage

It should be noted that the 2021 crash data received from DIT is considered preliminary data which is yet to be finalised, and does not capture a further serious injury crash that occurred on 25 April 2021.

A summary of the crashes that have occurred at the intersection including the direction the vehicles were travelling at the time of the crash as shown in the intersection DCA crash diagram in Figure 2.1.

Figure 2.1: DCA Crash Diagram for Main Road, McMurtrie Road & Johnston Road



It was noted during the review of the crash data that in two of the right-angle crashes that occurred, the vehicle that failed to give way entering the intersection from the minor arm was travelling at or less than 30km/h. This suggests that the driver may have had some awareness of the intersection, perhaps occurring too late on approach and was not able to stop in time before entering the intersection.

Of the remaining two angle crashes that occurred, the vehicle that failed to give way on one occasion was recorded as travelling at 70km/h at the time of the crash.

In the second crash, the speed of the vehicle entering the intersection from the minor arm was unknown. That crash resulted in the fatality of the front passenger of a vehicle travelling southbound on Main Road. Based on research, it is understood that angle crashes up to 50km/h are generally survivable, suggesting that in the second right angle crash, the vehicle on the minor arm was likely travelling in excess of 50km/h.

Based on the known and anticipated speed of the vehicles entering the intersection in these crashes, it could be concluded that the driver had no awareness at any point of the presence of the intersection until they had reached it.

2.2. Intersection of Main Road, Branson Road & Rifle Range Road

Detailed crash information sourced from DIT suggested 3 crashes have occurred within the most recent 5-year period (2016-2020) at the intersection of Main Road, Branson Road & Rifle Range Road, with Rifle Range Road being quoted as the secondary intersecting road.

A further review of the crash coordinates however has found that these crashes occurred mid-block along Main Road between the intersection and the next intersection to the South (Main Road, Malpas Road & Binney Road).

The crashes that occurred mid-block include:

- 1 rollover crash (minor injury)
- 1 rear end crash (minor injury)
- 1 hit fixed object crash (property damage only)

2.3. Intersection of Main Road, Malpas Road & Binney Road

A review of the detailed crash information for the most recent 5-year period (2016-2020) including the first half of 2021 at the intersection of Main Road, Malpas Road and Binney Road found that a total of 6 crashes occurred at the intersection.

These comprises:

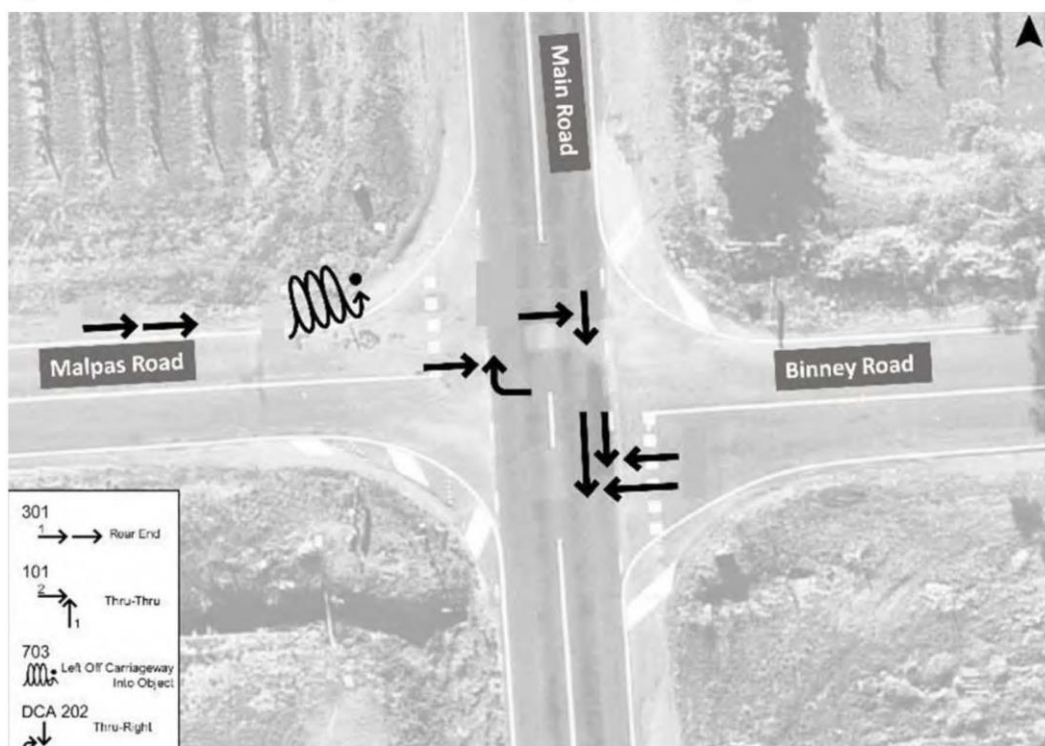
- 3 Right angle Crashes
- 1 Right Turn Crash
- 1 Hit Fixed Object Crash
- 1 Rear end Crash

Of the right-angle crashes that occurred, the severity included:

- 1 Fatality (2021)
- 1 Minor Injury
- 1 Property Damage

The DCA crash diagram for the intersection is provided in Figure 2.2.

Figure 2.2: DCA Crash Diagram for Main Road, Malpas Road & Binney Road



Speed data is not available for most of the vehicles involved in the crashes. In the 2021 crash, the fatality involved a passenger on the rear right-hand side of a vehicle travelling westbound on Binney Road, which failed to give way at the intersection. The vehicle was struck by a second vehicle travelling southbound on Main Road.

It is difficult to determine if the westbound vehicle failed to give way as a result of being unaware of the intersection. Unidirectional sight boards are present at the intersection although are slightly offset from the centreline of the approach lane. It was noted that during the night inspection, the lack of visual cues at the side of the road due to darkness, could make it hard for the driver to judge their speed if not actively monitoring their speedometer. The crash therefore could have been a result of an inappropriate approach speed from night disorientation that rendered it impossible to safely stop the vehicle before the intersection.

2.4. Intersection of Main Road, Little Road & Gaffney Road

In the past 5 years, only one crash has occurred at the intersection of Main Road, Little Road and Gaffney Road. The crash is represented in the DCA crash diagram shown in Figure 2.3.

Figure 2.3: DCA Crash Diagram for Main Road, Malpas Road & Binney Road



A vehicle travelling southbound on Main Road was involved in a rollover crash, resulting in minor injury. It was noted that the vehicle speed at the time of the crash was recorded as 20km/h which is unlikely however if the speed has been incorrectly recorded but the vehicle was travelling at the speed limit (50km/h) or below, roadside hazards such as a drainage channel or culvert headwall could be a contributing factor top that crash.

3. COMPLIANCE ASSESSMENT

3.1. Intersection of Main Road, McMurtrie Road & Johnston Road

3.1.1. Geometry

Road Section

Within the vicinity of the intersection with McMurtrie Road and Johnston Road, the carriageway on Main Road comprises two 3.2m-wide lanes and a sealed shoulder approximately 600mm wide. Main Road has unsealed shoulders approximately 1.6m wide however north of the intersection, a wider sealed shoulder is provided for approximately 45m.

Towards the intersection, the carriageway on McMurtrie Road comprises two lanes between 3.4m and 3.5m wide and sealed shoulders between 0.7-0.9m wide. Approximately 22m east of the intersection, wide unsealed shoulder is provided which support angle parking for patrons of the hotel.

Towards the intersection, the carriageway on Johnston Road comprises two traffic lanes of between 2.7 m and 3m wide. There is a nominal sealed shoulder (approx. 100mm) and unsealed shoulder approximately 800mm wide.

It is noted that all arms of the intersection are gazetted for up to 26m B-double movements. Although the arms are not gazetted for PBS Level 2 vehicles, from a safety perspective, the requirements of the PBS Network Classification Guidelines should be considered.

A summary of the road cross sections against PBS Network Classification requirements are provided in Table 3.1.

Table 3.1: Road Section Compliance with PBS Network Classification Guidelines (Rural – PBS 2)

Road	Traffic Volume	PBS Network Classification Requirements	Actual Lane Width	Complies
Main Road	10,000vpd	3.5m lane 1.5m total shoulder (Combination of Sealed/Unsealed)	3.2m lane 0.6m sealed shoulder + 1.6m unsealed shoulder	✗
McMurtrie Road	2,300vpd	3.2m lane 1.5m total shoulder (Combination of Sealed/Unsealed)	3.4m-3.5m lane 0.9m sealed shoulder + 4m unsealed shoulder	✓
Johnston Road	1,000vpd	3.1m lane 1.2m total shoulder (Combination of Sealed/Unsealed)	2.7-3.0m lane 0.1m sealed shoulder + 0.8m unsealed shoulder	✗

Based on the above, only McMurtrie Road complies for PBS 2 or equivalent movements. The width of the traffic lanes on Main Road is less than required however modification to the edge line could accommodate the requirement, although it would be beneficial to provide additional seal widening.

The width of the traffic lanes on Johnston Road fall short as do the provision of an, formed unsealed all-weather shoulder.

In addition to the road sections, while a review of turnpaths is outside the scope of this report, it is recommended that the turn paths for a B-double is completed for the intersection. Of note is the sharper radius of the south eastern corner which may not accommodate a left turn movement onto Main Road without the vehicle crossing the centreline.

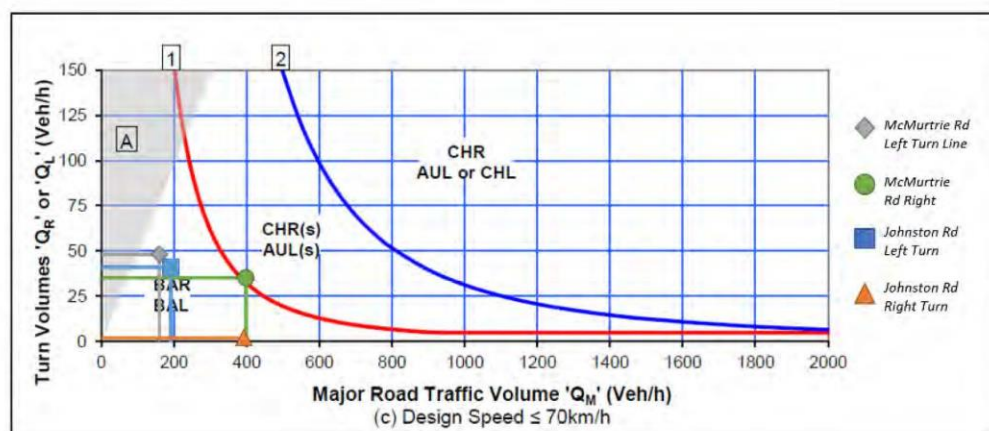
Vertical Geometry

Noting the grades at the intersection of Main Road, McMurtrie Road and Johnston Road observed on site, elevation measurements were obtained from Google Earth's Digital Elevation Model (DEM). Based on approximate measurements obtained from a digital elevation model (Google Earth), the average downgrade on the McMurtrie Road is 5% over the first 100 metres from the intersection. This complies with the maximum recommended approach grades to intersections.

Turn Lane Warrants

A review of the traffic data was completed to establish if turn warrants were required at the intersection. A plot of the turning movements against the through traffic movements is shown on the Austroads warrant chart in Figure 3.1.

Figure 3.1: Austroads Turn Lane Warrant: Intersection of Main Road, McMurtrie Road & Johnston Road



The assessment indicates that a Channelised Right Turn (CHR) treatment is recommended for the right turn movements onto McMurtrie Road and Basic Left (BAL) treatments are recommended for both McMurtrie Road and Johnston Road. Provision of such treatments could also increase conspicuity of the intersection on the minor arm approaches.

3.1.2. Sight Distance

Based on an approach design speed of 90km/h and an observation time of 2 seconds, Austroads Guide to Road Design Part 4A requires a minimum of 139 metres for the Approach Sight Distance (ASD). It is noted that this requirement is met on both minor arms.

A review of Safe Intersection Sight Distance (SISD) was completed in accordance with Austroads Guide to Road Design: Part 4A from each of the minor arms of the intersection. Based on a design speed of 70km/hr,

SISD of 151m is required south of the intersection and an SISD of 162m (grade corrected) is required north of the intersection to accommodate the downgrade on approach. The sight distance requirements are illustrated in Figure 3.2 and demonstrates that the minimum SISD requirements are met. It was however observed during the RSA site inspection that some motorists were stopping 5m or more back from the hold position. Beyond 3m from the hold position, the sight distance becomes obstructed by the tourist direction signs on the eastern side of Main Road. It is recommended that the sign's lateral position or height are modified to achieve the required sight distance from 5m back from the hold position.

Figure 3.2: Main Road, McMurtrie Road & Johnston Road SISD Diagram



The requirements for the provision of STOP signs is outlined in AS1742.2. Based on a speed limit of 60km/h along the major road, STOP signs shall be provided where the sight distance is less than or equal to 40m. As the SISD exceeds this, the application of Give Way controls at the intersection is considered appropriate.

3.1.3. Traffic Control Devices







A review of traffic control devices installed at the intersection was completed and maintenance or compliance issues identified.





For the purposes of prioritisation the following ratings have been assigned:

- **HIGH** – Issue with sign has a direct road safety impact that could directly or indirectly increase crash risk or result in potential litigation.
- **MEDIUM** – Sign is advisory in nature, but the extent of the issue is such that the sign is not effective and could result commanding additional attention from the driver to interpret. The sign is a regulatory sign or warning sign which is still functioning but will require attention soon.
- **LOW** – Sign or device is advisory in nature or is a regulatory or warning sign, but the issue does not impact on the signs effectiveness.

The issues identified at the intersection of Main, McMurtrie and Johnston Road are summarised in Table 3.2.

Table 3.2: Main Road, McMurtrie Road & Johnston Road Traffic Control Device Issues

Intersection Arm	Device	Maintenance / Compliance Issue	Rating
Johnston Road	 G1-1	Road name letters curling, peeling, sign faded, some dirt	Low
Johnston Road	 W3-2	Arrow and border peeling / worn. Some signs of fading.	Medium
Johnston Road	 R1-2	Sign damaged, impacting retroreflection. Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment.	HIGH
Main Road (south)	 G11-4	Sign fading, lettering peeling & cracked. Sign dirty / covered with lichen.	MEDIUM
Main Road (south)	 G11-4	Sign fading, lettering peeling & cracked. Sign dirty / covered with lichen.	MEDIUM
McMurtrie Road	 Give Way Line Marking	Fading	HIGH

Intersection Arm	Device	Maintenance / Compliance Issue	Rating
McMurtrie Road		Road name letters curling, peeling, sign faded, some dirt	Low
McMurtrie Road	 R1-2	Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment.	HIGH
McMurtrie Road	 Guide Posts	Damaged	MEDIUM
ALL	 Speed Limits	Inconsistent application – 80km/h zone crosses 60km/h zone with no repeater close north of intersection to indicate to vehicles turning north that they have entered a 60km/h zone.	HIGH

3.2. Intersection of Main Road, Branson Road & Rifle Range Road

3.2.1. Geometry

Road Section

Within the vicinity of the intersection with Branson Road and Rifle Range Road, the carriageway on Main Road comprises two 3.2m-wide lanes and a sealed shoulder approximately 600mm wide. Main Road has unsealed shoulders approximately 1.6m wide however north of the intersection, a wider sealed shoulder is provided for approximately 45m.

Towards the intersection, the carriageway on Rifle Range Road comprises two lanes between 2.5m (approach) and 3.5m (departure) for a distance of approximately 22m east of the intersection. Beyond those extents, Rifle Range Road is unsealed with a carriageway width of approximately 6.8m.

Branson Road is sealed but not delineated until 20m west of the intersection where lanes of between 2.8m to 3.0m are provided. An unsealed shoulder of 0.6m is provided.

The geometry of the minor arms is considered appropriate for the traffic volume on the minor arms, particularly when the roads serve for general access only.

Main road is gazetted for B-double movements along this section and does not meet the PBS classification guidelines for this class of vehicle access, as previously described.

3.2.2. Sight Distance

Based on an approach design speed of 110km/h and an observation time of 2 seconds, the ASD required on the minor arms of the intersection is 209 metres. It was noted from observations on suite that this requirement was satisfied.

SISD from the minor arms was reviewed based on a design speed of 90km/hr, resulting in a requirement to provide 214m to the north and south. The sight distance requirements are illustrated in Figure 3.3 and demonstrates that the minimum SISD requirements are met.

Figure 3.3: Main Road, McMurtrie Road & Johnston Road SISD Diagram






The requirements for the provision of STOP signs is outlined in AS1742.2. Based on a speed limit of 80km/h along the major road, STOP signs shall be provided where the sight distance is less than or equal to 65m. As the SISD exceeds this, the application of Give Way controls at the intersection is considered appropriate.

3.2.3. Traffic Control Devices

Maintenance and compliance issues identified at the intersection of Main, Branson and Rifle Range Road are summarised in Table 3.3.

Table 3.3: Main Road, Branson Road & Rifle Range Road Traffic Control Device Issues

Intersection Arm	Device	Maintenance / Compliance Issue	Rating
Rifle Range Road	 R1-2	Sign faded, evidence of cleaning, has lost complete retroreflection. Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment.	HIGH
Rifle Range Road	Absence of W3-2	Absence of W3-2 does not comply with AS1742.2 Cl 2.9.3(b)(ii) and potentially (iii). Being rural default, Rifle Range Road and Branson Road would be considered high speed approaches. The Give Way control, although signed, may not be expected given the rural context and absence of visual cues on approach that a crossroad is present.	HIGH
Branson Road	 R1-2	Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment.	HIGH
Branson Road	Absence of W3-2	Absence of W3-2 does not comply with AS1742.2 Cl 2.9.3(b)(ii) and potentially (iii). Being rural default, Rifle Range Road and Branson Road would be considered high speed approaches. The Give Way control, although signed, may not be expected given the rural context and absence of visual cues on approach that a crossroad is present.	HIGH
All arms		Guideposts damaged, fading, or worn.	MEDIUM
All Arms	Speed Zoning	Absence of 80km/h signs on Main Road within proximity of intersection to indicate change in speed from rural default.	HIGH

3.3. Intersection of Main Road, Malpas Road & Binney Road

3.3.1. Geometry

Road Section

Within the vicinity of the intersection with Malpas Road and Binney Road, the carriageway on Main Road comprises two 3.3m-wide (average) lanes and a sealed shoulder approximately 600mm wide. Main Road has unsealed shoulders approximately 1.6m wide.

Towards the intersection, the carriageway on Malpas Road comprises two lanes between 2.8m and 3.0m wide and sealed shoulders between 600mm wide.

Towards the intersection, the carriageway on Binney Road comprises two traffic lanes of between 3.3 m and 3.4m wide. There is a nominal sealed shoulder (approx. 100mm).

It is noted that Malpas Road is gazetted for up to 26m B-double movements.

A summary of the road cross sections against PBS Network Classification requirements are provided in Table 3.4.

Table 3.4: Road Section Compliance with PBS Network Classification Guidelines (Rural – PBS 2)

Road	Traffic Volume	PBS Network Classification Requirements	Actual Lane Width	Complies
Main Road	10,000vpd	3.5m lane 1.5m total shoulder (Combination of Sealed/Unsealed)	3.3m lane 0.6m sealed shoulder + 1.6m unsealed shoulder	✗
Malpas Road	1,600vpd	3.1m lane 1.2m total shoulder (Combination of Sealed/Unsealed)	2.8-3.0m lane 0.6m sealed shoulder	✗

Based on the above, Main Road and Malpas Road would require minor seal widening to support PBS 2 vehicles.

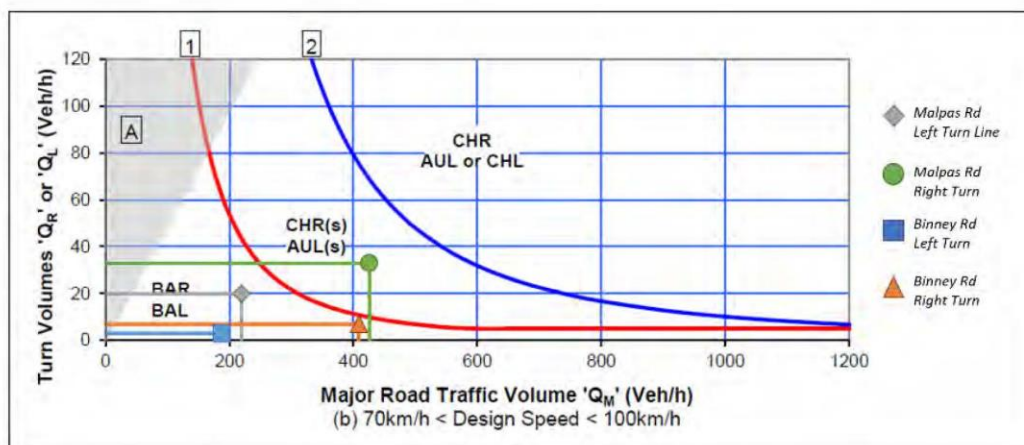
Additionally, it is strongly recommended that turnpaths are tested to determine intersection widening requirements to support this vehicle configuration, it was noted that vehicle tracks at the northwestern corner were off the seal and some guideposts, and a fire hydrant marker appear to have been damaged as a result of potential trailer drag across that corner

Figure 3.4: Fire Hydrant Marker Appears to Have Been Damaged by Rear Trailer Drag



A review of the traffic data was completed to establish if turn warrants were required at the intersection. A plot of the turning movements against the through traffic movements is shown on the Austroads warrant chart in Figure 3.1.

Figure 3.5: Austroads Turn Lane Warrant: Intersection of Main Road, Malpas Road & Binney Road



The assessment indicates that a Channelised Right Turn (CHR) treatment is recommended southbound for the right turn movement onto Malpas Road, a Basic Right (BAR) would be recommended for the right turn movement onto Binney Road and a Basic Left (BAL) would be recommended northbound for left turn movements onto Malpas Road.

3.3.2. Sight Distance

Based on an approach design speed of 90km/h and an observation time of 2 seconds, the ASD required on the minor arms of the intersection is 139 metres. It was noted from observations on suite that this requirement was satisfied.

SISD from the minor arms was reviewed based on a design speed of 90km/hr, resulting in a requirement to provide 214m to the north and south. The sight distance requirements are illustrated in Figure 3.3 and demonstrates that the minimum SISD requirements are met.

Figure 3.6: Main Road, Malpas Road & Binney Road SISD Diagram






The requirements for the provision of STOP signs is outlined in AS1742.2. Based on a speed limit of 80km/h along the major road, STOP signs shall be provided where the sight distance is less than or equal to 65m. As the SISD exceeds this, the application of Give Way controls at the intersection is considered appropriate.

3.3.3. Traffic Control Devices

Maintenance and compliance issues identified at the intersection of Main, Malpas and Binney Road are summarised in Table 3.5.

Table 3.5: Main Road, Malpas Road & Binney Road Traffic Control Device Issues

Intersection Arm	Device	Maintenance / Compliance Issue	Rating
Binney Road	 R1-2	Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment.	HIGH

Intersection Arm	Device	Maintenance / Compliance Issue	Rating
Malpas Road		Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment.	HIGH
Malpas Road	 G11-4	Sign fading, lettering peeling	LOW
All arms		Guideposts damaged, fading, or worn.	MEDIUM

3.4. Intersection of Main Road, Little Road & Gaffney Road

3.4.1. Geometry

Road Section

Within the vicinity of the intersection with Gaffney Road and Little Road, the carriageway on Main Road is maintained with two 3.3m-wide lanes (approx..) and a sealed shoulder approximately 500mm wide and unsealed shoulder up to 2m wide (north of the intersection).

Little Road comprises two lanes between 2.5m (approach) and 4.0m (departure), measured on approach to the STOP control, otherwise has an overall non-delineated carriageway width of approximately 7.6m.

Gaffney Road, similar to Little Road, is sealed but not delineated. It has a sealed carriageway approximately 6m wide with unsealed shoulders approximately 1.5m wide. On approach to the stop control, the lane widths are approximately 3.1m wide.

It is noted that Main Road is not Gazetted south of the intersection for B-double movements and the approved B-double route appears to be from Gaffney Road to and from the northern arm of the intersection. The intersection geometry is significantly constrained with tight radii and culverts on each of the four corners. A B-double movement would likely be challenging and resulting in significant trailer drag into the oncoming traffic lane. It is recommended that turnpaths are assessed to determine scope for potential future intersection widening.

A summary of the road cross sections against PBS Network Classification requirements are provided in Table 3.6Table 3.4.

Table 3.6: Road Section Compliance with PBS Network Classification Guidelines (Rural – PBS 2)

Road	Traffic Volume	PBS Network Classification Requirements	Actual Lane Width	Complies
Main Road	10,000vpd	3.5m lane 1.5m total shoulder (Combination of Sealed/Unsealed)	3.3m lane 0.6m sealed shoulder + 1.6m unsealed shoulder	x
Gaffney Road	No traffic data available. Assume 600vpd, similar to Binney Road.	3.1m lane 1.2m total shoulder (Combination of Sealed/Unsealed)	3.0m lane 1.5m unsealed shoulder	Broadly meets intent. For <500vpd, lane width required is 2.8m

Based on the above, Main Road would require minor seal widening to support PBS 2 vehicles. As traffic volumes on Gaffney are unknown, the current width is likely to be suitable for B-double movements although a traffic survey should be completed to confirm traffic volume.

3.4.2. Sight Distance

Based on an approach design speed of 90km/h and an observation time of 2 seconds, the ASD required on the minor arms of the intersection is 139 metres. It was noted from observations on suite that this requirement was satisfied.

SISD from the minor arms was reviewed based on a design speed of 60km/hr, resulting in a requirement to provide 97m to the north and south. The sight distance requirements are illustrated in Figure 3.7 and demonstrates that the minimum SISD requirements are met.





Figure 3.7: Main Road, Little Road & Gaffney Road SISD Diagram



The requirements for the provision of STOP signs is outlined in AS1742.2. Based on a speed limit of 50km/h along the major road, STOP signs shall be provided where the sight distance is less than or equal to 30m. As the SISD exceeds this, Give Way signs would be the most appropriate treatment for this location.

3.4.3. Traffic Control Devices

Table 3.7: Main Road, Little Road & Gaffney Road Traffic Control Device Issues

Intersection Arm	Device	Maintenance / Compliance Issue	Rating
Gaffney Road	 Centreline Marking	Fading on approach	MEDIUM
Gaffney Road	 R1-1	Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment. Sight distance does not meet the warrant for a STOP sign in accordance with AS1742.2 Cl 2.5.4	MEDIUM
Little Road	 R1-1	Does not comply with AS1742 Appendix B. A size installed, standard indicates B-size required due to approach speed and environment. Sight distance does not meet the warrant for a STOP sign in accordance with AS1742.2 Cl 2.5.4	MEDIUM
All Arms	Speed Zoning	Absence of 80km/h signs on minor arms to reflect change of speed limit. 50km/h not provided for vehicles turning from the minor arms to head south within the short section of 50km/h on Main Road.	MEDIUM
All arms		Guideposts damaged, fading, or worn.	MEDIUM

4. ROAD SAFETY AUDIT

4.1. Key Findings

GTA now Stantec has undertaken a Road Safety Audit (RSA) of Existing Roads for the four intersections.

The audit comprised of the following process:

- an inspection of the sites on 01 June 2021, starting at approximately 3.30pm
- an inspection of the sites on 01 June 2021, starting at approximately 6pm

The weather conditions during both inspections were overcast and wet, with frequent showers.

The RSA is included in Appendix A and the critical risks identified as INTOLERABLE or HIGH are listed below.

4.1.1. Intersection of Main Road, McMurtrie Road & Johnston Road

INTOLERABLE

- Speed limit on approach to the intersection on McMurtrie & Johnston Road are 80km/h (compared to 60km/h on Main Road).
- On the minor arms, approach geometry, topography and absence of visual cues gives the sense the minor arms have priority.
- Give Way signage not conspicuous on approach, minimum sign size used.

HIGH

- Speed limit on approach to the intersection on McMurtrie & Johnston Road are 80km/h (compared to 60km/h on Main Road).
- Speed limit change on Main Road (80km/h to 60km/h) occurs close to intersection. Anticipated many vehicles will be travelling in excess of 60km/h when passing through the intersection.
- Line marking worn on McMurtrie arm and does not provide a visual cue reinforcing the requirement to Give Way / presence of an intersection.
- Absence of lighting / insufficient night delineation does not reinforce the presence of an intersection.

4.1.2. Intersection of Main Road, Branson Road & Rifle Range Road

HIGH

- Intersection priority not fully clear on Branson Road, the line marking is marked on a minor crest in the carriageway making it difficult to see on approach.
- Give Way sign has lost retro reflectivity and is difficult to see on approach at night.
- Give Way signage not conspicuous on approach, minimum sign size used.

4.1.3. Intersection of Main Road, Malpas Road & Binney Road

INTOLERABLE

- The minor offset provided between the minor arms is not sufficient to eliminate the potential through-site and risk of a vehicle running the intersection. The issue is further compounded at night whereby

the raised reflective pavement marker on the opposing arm provides a visual queue that there is a slight S-curve in the road.

- Give Way signage on minor arms not conspicuous on approach, minimum sign size used.

HIGH

- Steep batter of a swale on west side of Main Road on approach to the intersection is located in close proximity to the carriageway and increases the risk of a rollover and crash severity for errant vehicles.
- Poor night delineation (absence of lighting, additional passive illumination) could make intersection difficult to read at night increase the risk of vehicles running the intersection from the minor arms.

4.1.4. Intersection of Main Road, Little Road & Gaffney Road

INTOLERABLE

- STOP signage not conspicuous on approach, minimum sign size used.

HIGH

- Speed limit on approach to the intersection on Little Road & Gaffney Road are 80km/h (compared to 50km/h on Main Road).
- Poor night illumination / delineation can make the intersection difficult to observe on approach at night.

5. RECOMMENDATIONS

The recommendations contained within this section are aimed at Broadley addressing the key issues and principles. For a more detailed breakdown of recommendations to identify individual risks identified, refer to the RSA recommendations in Appendix A.

5.1. Treatment Options

5.1.1. Intersection Geometry

The critical issue occurring at all four intersections relates to the conflict caused by the intersection of two separate through-roads, with the presence of the intersection potentially not being apparent to approaching motorists. Despite the signage present, the perception of a continuing road, indicating the minor arms have priority appears to be resulting in signage becoming lost in their peripheral vision.

It is therefore critical that the geometry of the intersections are modified to break the through line of site. This could be achieved through a number of measures ranging from low-cost, short-term solutions to long term high-cost treatments which not only address the through site but could potentially manage impact speed should a crash occur.

Table 5.1: Potential Intersection Treatment Options

Treatment	Cost	Effectiveness	Notes
Rural Roundabout	Very High	High	<ul style="list-style-type: none"> Manages impact angle Manages impact energy
Staggered T	Medium – High	High	<ul style="list-style-type: none"> When installed correctly, completely breaks through-site
Tear Drop Ref Fig 5.1 & 5.2	Low – Medium	Medium	<ul style="list-style-type: none"> Low-cost interim treatment Can be installed reasonably quickly almost within existing footprint/road corridor
Change Approach Lane Direction Through Delineation Eg. Median treatment with RRPMS, Pavement Bars	Low	Low	<ul style="list-style-type: none"> Very low cost in comparison but comes at expense of very limited effectiveness

Figures 5.1 and 5.2 show before and after views of an example of a teardrop treatment that was installed as an interim treatment, until a roundabout could be constructed, at the intersection of Samuel Road, Seppeltsfield Road and Stelzer Road, Nuriootpa. Prior to the treatment, the intersection had a notable history of right-angle crashes. A roundabout has now been constructed at the intersection however it is understood that for the duration of the treatment, there were no recorded right angle crashes at the intersection.

Figure 5.1: Before Teardrop Treatment



Figure 5.2: After Teardrop Treatment



5.1.2. Signage

Signage upgrades are a very quick, low cost treatment for addressing crash risk at intersections. However as signage is passive, upgrades have limited effectiveness, nevertheless can be a substantial improvement compared to existing conditions.

As all regulatory signs observed were Size A, which does not comply with Standards, it is recommended that all signs be replaced with Size B which will improve conspicuity.

Following enquiries with DIT, it is understood that a yellow backing board is approved for use with regulatory signs in SA. The sign face shall comprise the standard sign face in either Size A or Size B in Class 400 material and have a yellow backing board in Class 100 material. An example is shown in Figure 5.1.

Figure 5.3: STOP Sign on Yellow Backing Board – Intersection Curtis & Heaslip Road, Angle Vale



Backing boards may also be applied to the warning signs.

Other opportunities such as duplication of regulatory signs should be considered.

5.2. Intersection Recommendations

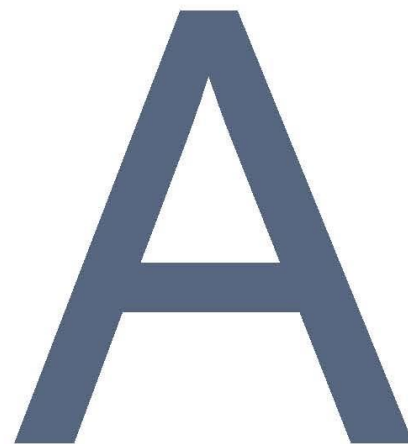
The following recommendations are made with considerations to the risks identified and traffic volumes at the respective intersections.

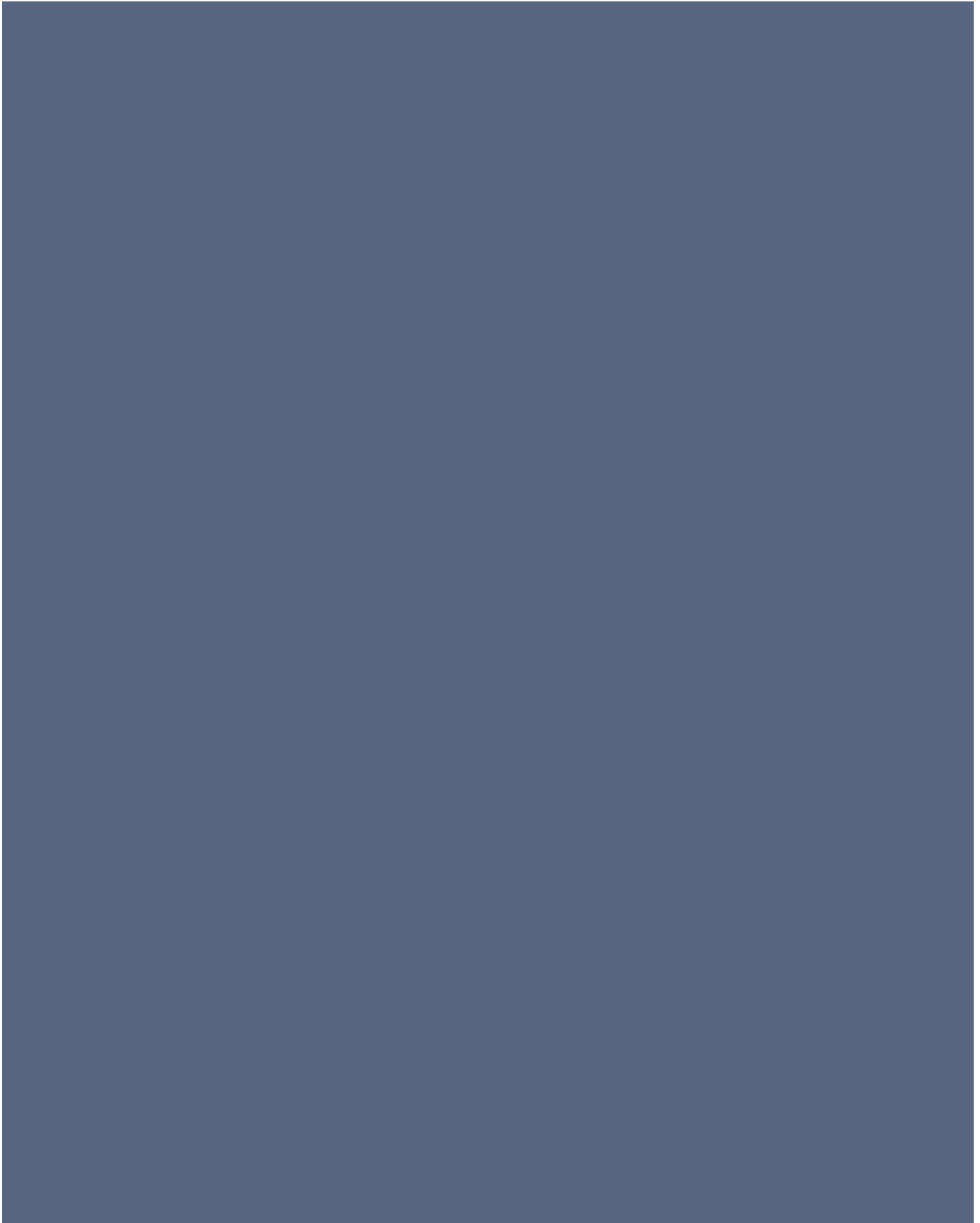
Table 5.2: Summary of Key Recommendations

Intersection	Short Term	Medium	Long Term
McMurtrie Road & Johnston Road	<ul style="list-style-type: none"> • Install B size signs • Install yellow backing boards • Consider application of active warning signs • Review and amend speed zoning on approaches to minimise impact energy 	<ul style="list-style-type: none"> • Explore the option of localised widening and application of tear drop reinforce presence of intersection. 	<ul style="list-style-type: none"> • Construct roundabout • Alternatively, realign intersection to achieve Staggered T
Branson Road & Rifle Range Road	<ul style="list-style-type: none"> • Install Size B Signs • Review and amend speed zoning to 80km/h on approaches. 	<ul style="list-style-type: none"> • Complete minor widening and apply RRPM treatment. 	<ul style="list-style-type: none"> • Realign Intersection further to achieve a Staggered T.
Malpas Road & Binney Road	<ul style="list-style-type: none"> • Upgrade sign size to B • Consider application of yellow backing boards. • Consider installing rumble strips on approach 	<ul style="list-style-type: none"> • Install barrier protection for swale to the south • Consider culvert protection at the corners of the intersection. • Explore the option of localised widening and application of tear drop reinforce presence of intersection. • Consider application of active warning signs 	<ul style="list-style-type: none"> • Realign Intersection further to achieve a Staggered T.
Little Road & Gaffney Road	<ul style="list-style-type: none"> • Improve delineation • Install size B signs • Review and amend speed zoning on approaches to minimise impact energy 	<ul style="list-style-type: none"> • Undertake investigations to determine what options are available to improve intersection geometry. • Undertake additional sealing as required and extend bicycle lane in accordance with RSA recommendations. 	<ul style="list-style-type: none"> • Apply new intersection design based on investigations.

APPENDIX: ROAD SAFETY AUDIT
REPORT

A. ROAD SAFETY AUDIT REPORT





Main Road, McLaren Vale/Willunga Road Safety Audit

Intersections of McMurtrie Rd/Johnston Rd, Branson Rd/Rifle Range Rd,
Malpas Rd/Binney Rd and Little Rd/Gaffney Rd

Prepared by: GTA Consultants (SA) Pty Ltd for City of Onkaparinga
on 22/07/2021
Reference: S212210
Issue #: B

Main Road, McLaren Vale/Willunga Road Safety Audit

McMurtrie Rd/Johnston Rd, Branson Rd/Rifle Range Rd, Malpas Rd/Binney Rd and Little Rd/Gaffney Rd Intersections



Client: City of Onkaparinga

on 22/07/21

Reference: S212210

Issue #: B

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	17/06/2021	FINAL	Timothy Jones	Ian Bishop	Ian Bishop	
B	21/07/2021	Editorial amendments	Ian Bishop	David Kwong	David Kwong	

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INTRODUCTION

1. INTRODUCTION

1.1. Auditor and Audit Process Detail

GTA, now Stantec has been engaged by the City of Onkaparinga to undertake Road Safety Audits of Existing Road for the intersections of:

- Main Road, Johnston Road and McMurtrie Road, McLaren Vale
- Main Road, Branson Road and Rifle Range Road, McLaren Vale
- Main Road, Malpas Road and Binney Road, Willunga
- Main Road, Little Road and Gaffney Road, Willunga

The audit was conducted by:

Ian Bishop, MEng (Hons)(Civil), MIEAust
DIT Accredited Senior Road Safety Auditor

Timothy Jones, BEng(Hons)(CivStruc), M.AITPM
Accredited Road Safety Auditor

and reviewed by:

David Kwong, BE (Hons)(Civil), MIEAust
DIT Accredited Senior Road Safety Auditor

The audit comprised of the following process:

- an inspection of the sites on 01 June 2021, starting at approximately 3.30pm
- an inspection of the sites on 01 June 2021, starting at approximately 6pm

The weather conditions during both inspections were overcast and wet, with frequent showers.

The audit has been carried out following the procedures set out in the Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits (2019). The audit covers physical features of the project which may affect road user safety and it has sought to identify potential safety hazards. However, no guarantee is made that every deficiency has been identified. Further, if all the recommendations in this report were to be followed, this would not guarantee that the site is "safe", rather, adoption of the recommendations should improve the level of safety of the facility.

1.2. Project Site and Details

Main Road connects the townships of McLaren Vale and Willunga, which is located approximately 35km south of the Adelaide CBD.

Main Road is a two-way sub arterial road (based on LocationSA) comprising of two lanes of traffic, one in either direction at the location of the intersections. No turn treatments are provided at any of the subject intersections. The posted speed along Main Road changes from 60km/h to the north of McMurtrie Road/Johnston Road intersection, 80km/h south of McMurtrie Road/Johnston Road intersection, then to 50km/h to the north of Little Road/Gaffney Road intersection.

INTRODUCTION

McMurtrie Road and Malpas Road are two-way distributor roads (based on City of Onkaparinga road Network Plan) running in an east-west direction. Johnston Road, Binney Road, Little Road and Gaffney Road are two-way local roads running in an east-west direction. Each road comprises of two lanes of traffic, with a lane in either direction. They are subject to a posted speed limit of 80km/h.

Branson Road and Rifle Range Road are unsealed two-way local roads (based on City of Onkaparinga road Network Plan) running in an east-west direction. The roads are subject to the default rural speed limit of 100km/h.

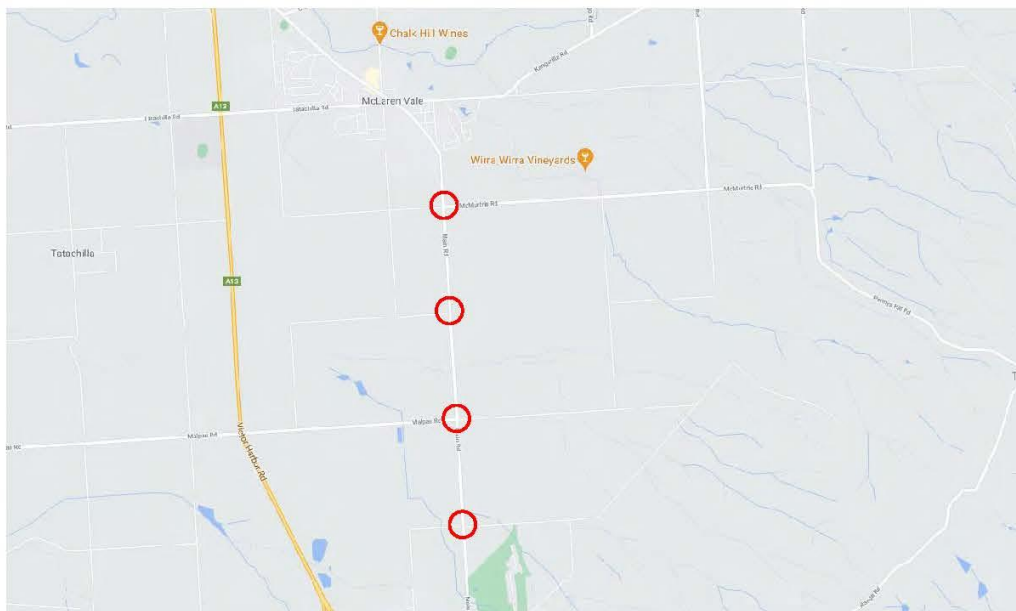
Based on traffic data received from DIT, it is understood that the current Annual Average Daily Traffic (AADT) volume is as follows:

- Main Road 10,000 vehicles per day,
- McMurtrie Road 2,300 vehicles per day
- Johnston Road 1,000 vehicles per day
- Malpas Road 1,600 vehicles per day
- Binney Road 600 vehicles per day

It is assumed that traffic volumes on Rifle Range Road, Branson Road, Little Road and Gaffney Road would be in the order of no more than 1,000 vehicles per day.

The location of the site is shown in Figure 1.1 below, and selected photographs of the site have been included as Appendix A of this report.

Figure 1.1: Site Location



(Source: Google Maps)

A summary of the crash history for the intersection and its approaches for the most recent 5-year period (2016-2020) for the various intersections are shown in Figure 1.2.

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There have been 4 crashes at the McMurtrie Road/Johnston Road intersection, 5 crashes at the Malpas Road/Binney Road intersection and 1 crash at the Little Road/Gaffney Road intersection. No crashes have been recorded at the Branson Road/Rifle Range Road intersection.

The predominant crash type was right turn crashes followed by rear end and there was a single crash involving a vehicle hitting a fixed object.

Figure 1.2: McMurtrie Rd/Johnston Rd Crash History (2016 – 2020)

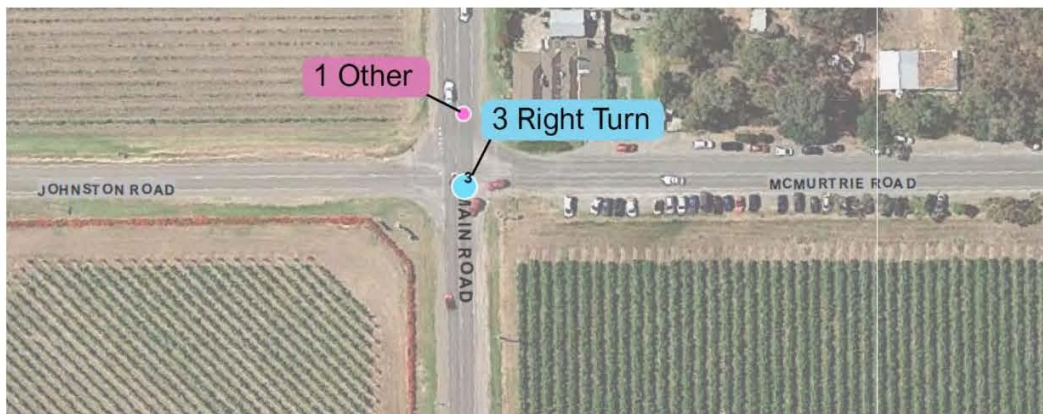


Figure 1.3: Malpas Rd/Binney Rd Crash History (2016 – 2020)



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Figure 1.4: Little Rd/Gaffney Rd Crash History (2016 – 2020)



1.3. Recommendation Ranking

A risk rating based on the likelihood of a crash occurring as a result of the deficiency together with the potential consequence of that crash.

The risk ratings adopted are:

- Intolerable
- High
- Medium
- Low

Tables 1.1 to 1.3 outline the likelihood and severity considerations adopted within the risk assessment and provides the risk assessment matrix adopted for classifying audit issues.

Table 1.1: Likelihood of a Crash

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five to ten years
Improbable	Less often than once every ten years

Source: Austroads, 2019

INTRODUCTION

Table 1.2: Likely Severity of a Crash (Austroads, 2019)

Severity	Description	Examples
Catastrophic	Likely multiple deaths	<ul style="list-style-type: none"> High speed, multi-vehicle crash on a freeway Car runs into crowded bus stop Bus and petrol tanker collide Collapse of a bridge or tunnel
Serious	Likely deaths or serious injury	<ul style="list-style-type: none"> High or medium speed vehicle/vehicle collision High or medium speed collision with a fixed roadside object Pedestrian or cyclists struck by a car
Minor	Likely minor injury	<ul style="list-style-type: none"> Some low speed vehicle collisions Cyclist falls from bicycle at low speed Left-turn rear-end crash in a slip lane
Limited	Likely trivial injury or property damage only	<ul style="list-style-type: none"> Some low speed vehicle collisions Pedestrian walks into object (no head injury) Car reverses into post

Source: Austroads, 2019

Table 1.3: Resulting Level of Risk

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

Source: Austroads, 2019

Some recommendations which are considered to have a greater potential as hazards have been highlighted as **INTOLERABLE** or **HIGH**. Notwithstanding this, it is noted that **ALL** recommendations should be addressed during the next stage of the project.

1.4. The Safe System


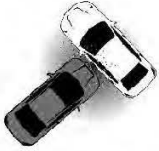


The Austroads Guide to Road Safety Part 6 (2019): Managing Road Safety Audits states that: "for any project, there is a responsibility on the road authority to maximise alignment with Safe System principles". The Guide continues to offer two methods for achieving this:

1. Undertake a Safe System Assessment in the early stages of the project.
2. Integrate Safe System principles into the Road Safety Audit process.

Safe System Assessments are most valuable when conducted during the early stages of a project. A summary of the Safe System Kinetic Energy is outlined in Table 1.4.

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Table 1.4: Safe System Kinetic Energy

	Crash Type	Tolerable (10%) Speed (passenger vehicle)
	Head-On	~70km/h
	Side Impact (90°)	~50km/h
	Side Impact (45°)	~60km/h
	Side Impact into Point Source Hazard (eg. Tree, Stobie Pole)	30 – 40km/h
	Pedestrian, Cyclist, Motorcyclist	~30km/h

Source: Austroads (2018).

An assessment has been undertaken for each RSA finding to determine if the kinetic energy associated with the possible crash is above tolerable levels (as set out above). Also, each recommendation has been categorised into one of the Austroads Safe System treatment categories described in Table 1.5.

Table 1.5: Safe System Treatment Categories

Treatment Category	Description
Primary	Road planning, design and management considerations that practically eliminate the potential of fatal and serious injuries occurring in association with the foreseeable crash types.
Supporting	Road planning, design and management considerations that improve the overall level of safety associated with foreseeable crash types, but not expected to virtually eliminate the potential of fatal and serious injury occurring. Does not change the ability for a Primary Treatment to be implemented in the future.

INTRODUCTION

Treatment Category	Description
Non-Safe System	<p>Other Elements Road planning, design and management considerations that are not expected to achieve an overall improvement in the level of safety associated with foreseeable crash types occurring.</p> <p>Reduces the ability for a primary treatment to be implemented in the future.</p>

Source: Austroads (2018).

1.5. Responding to the Audit Report

As set out in the road safety guidelines, responsibility for the road design always rests with the designer/project manager, and not with the auditor. A project manager is under no obligation to accept all the audit recommendations. Also, it is not the role of the auditor to agree to or approve of the project manager's response to the audit. Rather, the audit provides the opportunity to highlight potential problems and have them formally considered by the project manager, in conjunction with all other project considerations.

This formal road safety audit report should be responded to in writing. If any recommendations in this report are rejected by the Project Manager, then in each case reasons for this rejection should be included in the written response. Acceptance of a recommendation may require no further comment, but an explanation of how or when the action will be taken may be useful, and should be provided where possible. To assist the project manager with this process, the table of findings and recommendations contains an area for a formal response.

1.6. Recommendations from Previous Audits

The audit team are unaware previous Road Safety Audits have been undertaken at these intersections.

It is understood that the Royal Automobile Association of South Australia (RAA) are in the process of undertaking a regional road assessment of the Fleurieu Peninsula which will include an assessment of Main Road. DIT have also completed SSCR crash reports for the intersections of Main Road, Malpas Road, Binney Road and Main Road, Johnston Road and McMurtrie Road however these have not been considered within the audit.

FINDINGS AND
RECOMMENDATIONS

2. FINDINGS AND RECOMMENDATIONS

The findings and recommendations of the road safety audit are listed in the table on the proceeding pages. The following references were used in conducting the audit and preparing the findings and recommendations:

- Austroads Guide to Road Design Part 6a: Implementing Road Safety Audits
- Austroads Guide to Road Design Part 4a: Unsignalised & Signalised Intersections
- Austroads Guide to Road Design Part 6b: Roadside Environment
- DIT Pavement Marking Manual

MCMURTRIE ROAD /
JOHNSTON ROAD

3. MCMURTRIE ROAD / JOHNSTON ROAD

3.1. Road Alignment & Cross Section

3.1.1. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Design Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

NIL

3.1.2. Design Speed

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

NIL

3.1.3. Speed Limit/Speed Zoning

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

3.1.3.1

The speed limit on McMurtrie Road and Johnston Road are 80km/h. Vehicles approaching the intersection could misjudge the give way signage at the intersection (especially at night),

Tolerable -
Intolerable

Investigate the opportunity to reduce speed limit on side roads for the approaches to the intersection (P)

Occasional
Serious
HIGH

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Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
and enter the intersection, resulting in side impact crashes.							
3.1.3.2 The speed limit on Main Road changes from 60km/h to 80km/h directly to the south of the intersection. Auditors are concerned that drivers are travelling above the 60km/h posted speed limit due to the speed limit change in close proximity to the intersection. Drivers exiting the side roads may expect other drivers to be travelling at the posted speed limit, resulting in the risk of right turn crashes.	Tolerable - Intolerable	Consider extending existing 60km/h zone further south of the intersection (P)		Occasional Serious HIGH			

3.1.4. Overtaking

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not applicable							
		Nil					

MCMURTRIE ROAD / JOHNSTON ROAD

3.1.5. Readability By Drivers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	Comments
2.1.5.1 Approaching the intersection from McMurtrie Road, the arrangement of the road pavement, topography gives drivers the sense of priority through the intersection. This results in the risk of right turn and side impact crashes.		Intolerable	Investigate the opportunity to upgrade the intersection to provide a staggered T intersection (S) Review other options to modify intersection geometry to achieve a similar result (S)	Probable Serious INTOLERABLE			
The risk is increased at night, where the see-through effect is worsened by the perception of the road continuing, the line marking and the scale of the give way signage.							

MCMURTRIE ROAD / JOHNSTON ROAD

3.1.6. Widths

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

3.1.7. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

3.1.8. Crossfalls

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

Nil

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3.1.9. Batter Slopes

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable.				Nil			

3.1.10. Drains

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable.				Nil			

3.2. Auxiliary Lanes

3.2.1. Tapers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable				Nil			

3.2.2. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable				Nil			

MCMURTRIE ROAD / JOHNSTON ROAD

3.2.3. Signs and Markings

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not applicable		Nil					

3.2.4. Turning Traffic

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.3. Intersections

3.3.1. Location

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

3.3.2. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
3.3.2.1 During the site observations, drivers on McMurtrie Road were observed to be positioning further back		Tolerable - Intolerable	Review location/height of signage to maintain sightlines between drivers (ST)	Improbable Serious			

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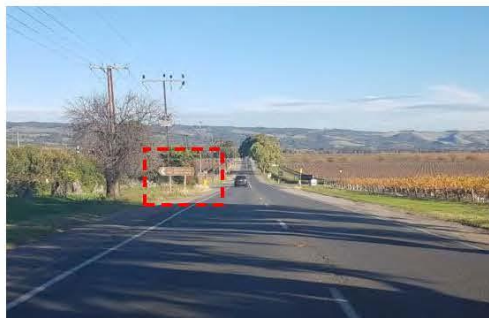
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MCMURTRIE ROAD / JOHNSTON ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

from the edge of carriageway than typically expected at an unsignalised intersection.
Existing tourist signage impacts on sightlines between drivers travelling south along Main Road and vehicles exiting McMurtrie Road. The auditors are concerned that drivers may enter the intersection without observing vehicles on Main Road resulting in right angle crashes.

MEDIUM



3.3.3. Controls & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

3.3.3.1

The hold position on the McMurtrie Road leg is worn. It was noted that in the absence of line marking, drivers at the intersection were

Tolerable -
Intolerable

Refresh Give Way line marking On
McMurtrie Road (ST)

Occasional
Serious
HIGH

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Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

holding further back. This links to the sightline restrictions to the north and increases the gap clearance times required for a vehicle to turn out. As a result, the risk of angle crashes increases.

3.3.4. Layout

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

3.3.5. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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JOHNSTON ROAD

3.4. Signs and Lighting

3.4.1. Lighting

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
<p>3.4.1.1</p> <p>Minimal Lighting was observed at the intersection and was positioned away from the intersection. The low level of lighting may not warn drivers of an approaching intersection, resulting in drivers failing to give way at the intersection.</p> 			<p>Review lighting at the intersection to improve visibility for approaching drivers (S).</p> <p>Review passive lighting (RRPM, Marker Posts etc) at the intersection to improve visibility for approaching drivers (S).</p>	<p>Tolerable-Intolerable</p> <p>Occasional Serious HIGH</p>			

3.4.2. General Sign Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

MCMURTRIE ROAD / JOHNSTON ROAD

3.4.3. Sign Legibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

3.4.3.1

Give way signage installed at the intersection are size A signage. Legibility of installed signage was lost within the surrounding landscape when approaching the intersection, increasing the risk of angle crashes.



Tolerable -
Intolerable

Install larger Give Way signage (size B)
(ST)

Probable
Serious
INTOLERABLE

3.4.4. Sign Supports

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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JOHNSTON ROAD**

3.5. Markings & Delineation

3.5.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.5.2. Centrelines, Edge Lines, Lane Lines

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.5.3. Guideposts & Reflectors

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.5.4. Curve Warning & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

**MCMURTRIE ROAD /
JOHNSTON ROAD**

3.6. Crash Barriers & Clear Zones

3.6.1. Clear Zones

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.6.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.6.3. End Treatments

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.6.4. Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

MCMURTRIE ROAD / JOHNSTON ROAD

3.6.5. Visibility of Barriers and Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.7. Traffic Signals

3.7.1. Operations

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.7.2. Visibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

**MCMURTRIE ROAD /
JOHNSTON ROAD**

3.8. Pedestrians & Cyclists

3.8.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.8.2. Pedestrians

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.8.3. Cyclists

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.8.1. Public Transport

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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MCMURTRIE ROAD /
JOHNSTON ROAD

3.9. Bridges & Culverts

3.9.1. Design Features

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.9.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.9.3. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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**MCMURTRIE ROAD /
JOHNSTON ROAD**

3.10. Pavement

3.10.1. Pavement Defects

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.10.2. Skid Resistance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.10.3. Ponding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.10.4. Loose Stones/Material

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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**MCMURTRIE ROAD /
JOHNSTON ROAD**

3.11. Parking

3.11.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

3.12. Provision for Heavy Vehicles

3.12.1. Design Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

3.12.2. Pavement/Shoulder Quality

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

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and Little Rd/Gaffney Rd // Issue: B
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**MCMURTRIE ROAD /
JOHNSTON ROAD**

3.13. Floodways & Causeways

3.13.1. Ponding, Flooding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							

3.13.2. Safety of Devices

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							

3.14. Miscellaneous

3.14.1. Landscaping

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							

MCMURTRIE ROAD / JOHNSTON ROAD

3.14.2. Temporary Works

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.14.3. Headlight Glare

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.14.4. Roadside Activities

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

3.14.5. Errant Vehicles

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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3.14.6. Other Safety Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

3.14.7. Rest Areas

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

3.14.8. Animals

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

3.14.9. Safety Aspects Not Already Covered

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

BRANSON ROAD / RIFLE RANGE ROAD

4. BRANSON ROAD / RIFLE RANGE ROAD

4.1. Road Alignment & Cross Section

4.1.1. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Design Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		NIL					

4.1.2. Design Speed

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		NIL					

4.1.3. Speed Limit/Speed Zoning

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

BRANSON ROAD / RIFLE RANGE ROAD

4.1.4. Overtaking

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not applicable							

4.1.5. Readability By Drivers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

4.1.6. Widths

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable.							

4.1.7. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

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BRANSON ROAD / RIFLE RANGE ROAD

4.1.8. Crossfalls

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable.							

4.1.9. Batter Slopes

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable.							

4.1.10. Drains

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable.							

4.2. Auxiliary Lanes

4.2.1. Tapers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

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4.2.2. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

4.2.3. Signs and Markings

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not applicable		Nil					

4.2.4. Turning Traffic

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.3. Intersections

4.3.1. Location

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

BRANSON ROAD / RIFLE RANGE ROAD

4.3.2. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							Nil

4.3.3. Controls & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

4.3.3.1

Give Way line marking on Branson Road is positioned on part of the crown of Main Road. Give way line marking is not visible on approach to the intersection. Drivers may not observe give way until late, resulting in heavy braking and may enter the intersection, resulting in side impact or angle crashes.



Intolerable

Relocate Give Way line marking to be visible for approaching vehicles (ST)

Review opportunities to provide a median treatment with RRPMS and extend centreline on approaches (ST)

Occasional
Serious
HIGH

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BRANSON ROAD / RIFLE RANGE ROAD

4.3.4. Layout

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.3.5. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.4. Signs and Lighting

4.4.1. Lighting

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.4.2. General Sign Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
4.4.2.1 No advance give way signage has been provided on the approaches	Intolerable	Provide advance warning signage on minor leg approaches (ST)		Improbable Serious			


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Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
to the intersection. Drivers may not observe the give way signage until late and brake heavily to slow at the intersection. Vehicles may enter the intersection and result in side impact or angle crashes.				MEDIUM			

4.4.3. Sign Legibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
4.4.3.1 The retro reflectivity of the Give Way signage was poor under night conditions. Drivers may not observe the signage on the approach to the intersection and must brake heavily to slow at the intersection. Vehicles may enter the intersection and result in side impact or angle crashes.							
	Intolerable	Install new give way signage for night time delineation (ST)		Occasional Serious HIGH			

BRANSON ROAD / RIFLE RANGE ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
5.4.3.1 Give Way signage installed at the intersection are size A signage. Legibility of installed signage was lost within the surrounding landscape when approaching the intersection, increasing the risk of angle crashes.		Tolerable - Intolerable	Install larger Give Way signage (size B)(ST)	Occasional Serious HIGH			

4.4.4. Sign Supports

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

4.5. Markings & Delineation

4.5.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

BRANSON ROAD / RIFLE RANGE ROAD

4.5.2. Centrelines, Edge Lines, Lane Lines

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

4.5.3. Guideposts & Reflectors

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

4.5.3.1

No guideposts or RRPMs are provided on the approaches to the intersection. Spacing of guideposts provide visual delineation to edge of road and provide delineation to the flaring of the intersection.



Drivers may not observe the intersection on approach have to brake heavily to slow at the intersection. Vehicles may enter the intersection and result in side impact or angle crashes.

Intolerable

Review opportunities to install guideposts on the approach to the intersection with appropriate spacing for night time delineation (ST)

Improbable
Serious
MEDIUM

BRANSON ROAD / RIFLE RANGE ROAD

4.5.4. Curve Warning & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.6. Crash Barriers & Clear Zones

4.6.1. Clear Zones

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.6.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.6.3. End Treatments

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

BRANSON ROAD / RIFLE RANGE ROAD

4.6.4. Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

4.6.5. Visibility of Barriers and Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

4.7. Traffic Signals

4.7.1. Operations

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

4.7.2. Visibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable				Nil			

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4.8. Pedestrians & Cyclists

4.8.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.8.2. Pedestrians

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.8.3. Cyclists

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.8.4. Public Transport

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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4.9. Bridges & Culverts

4.9.1. Design Features

Audit Findings	Safe Systems Energy	Audit Recommendations P - Primary S - Supporting	Ranking	Project Manager		Other Comments
				Accept: Yes/No	Reasons/Comment	
4.9.1.1 Under road drainage provides drop offs on the corner flaring of the intersection. Vehicles undertaking a left turn may leave the road entering the drop off, resulting in property damage or vehicle roll overs.						
	Tolerable	Review opportunities to extend drainage to be outside of the clear zone (S) Provide trafficable treatment to the end of the pipe or consider protection (ST)	Improbable Minor LOW			

4.9.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations P - Primary S - Supporting	Ranking	Project Manager		Other Comments
				Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil				

BRANSON ROAD / RIFLE RANGE ROAD

4.9.3. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.10. Pavement

4.10.1. Pavement Defects

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.10.2. Skid Resistance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.10.3. Ponding


Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

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4.10.4. Loose Stones/Material

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
4.10.2.1 Loose material was present on the minor leg approaches to the intersection. This reduces the skid resistance for slowing vehicles, increasing the risk of vehicles entering the intersection, resulting in side impact or angle crashes.							
		Intolerable	Extend sealed aprons to reduce the loose material on the approaches to the intersection (S)	Improbable Serious MEDIUM			

4.11. Parking

4.11.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

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4.12. Provision for Heavy Vehicles

4.12.1. Design Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.12.2. Pavement/Shoulder Quality

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.13. Floodways & Causeways

4.13.1. Ponding, Flooding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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4.13.2. Safety of Devices

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.14. Miscellaneous

4.14.1. Landscaping

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.14.2. Temporary Works

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

4.14.3. Headlight Glare

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							Nil

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BRANSON ROAD / RIFLE RANGE ROAD

4.14.4. Roadside Activities

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.14.5. Errant Vehicles

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.14.6. Other Safety Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

4.14.7. Rest Areas

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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BRANSON ROAD / RIFLE RANGE ROAD

4.14.8. Animals

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

4.14.9. Safety Aspects Not Already Covered

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

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5. MALPAS ROAD / BINNEY ROAD

5.1. Road Alignment & Cross Section

5.1.1. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Design Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable			NIL				

5.1.2. Design Speed

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable			NIL				

5.1.3. Speed Limit/Speed Zoning

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable			Nil				

MALPAS ROAD / BINNEY ROAD

5.1.4. Overtaking

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not applicable

Nil

5.1.5. Readability By Drivers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

5.1.5.1

Approaching the intersection from Binney Road, the lack of surrounding infrastructure and the stagger of the minor legs does not provide enough separation to remove the see-through effect, giving drivers the sense of priority through the intersection. This results in the risk of right turn and side impact crashes.



The risk is increased at night, where the see-through effect is worsened by the RRPMS and signage on Malpas Road which give the illusion of the road continuing.


Intolerable

Increase the stagger of the intersections to remove see-through effect. Note Austroads recommends between 10 – 15m, although it's noted that due to constraints this may not be achievable. (S)
Explore alternative options which may achieve same affect eg. Tear Drop treatment.(S)

Probable
Serious

INTOLERABLE

MALPAS ROAD / BINNEY ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
							

5.1.6. Widths

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

5.1.7. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

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MALPAS ROAD / BINNEY ROAD

5.1.8. Crossfalls

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

Nil

5.1.9. Batter Slopes

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

Nil

5.1.10. Drains

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

5.1.10.1


An existing drain with a steep batter (>1:3)slope is located on the western side of Main Road. Errant vehicles that leave the road will not have adequate time to recover, increasing the risk of roll over crashes.

Intolerable

Install hazard protection along drain (P)

Occasional
Serious
HIGH

MALPAS ROAD / BINNEY ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
							

5.2. Auxiliary Lanes

5.2.1. Tapers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

5.2.2. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

MALPAS ROAD / BINNEY ROAD

5.2.3. Signs and Markings

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not applicable

Nil

5.2.4. Turning Traffic

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.3. Intersections

5.3.1. Location

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

5.3.2. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

MALPAS ROAD / BINNEY ROAD

5.3.3. Controls & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

5.3.4. Layout

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.3.5. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	


Not Applicable

Nil

MALPAS ROAD / BINNEY ROAD

5.4. Signs and Lighting

5.4.1. Lighting

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
<p>5.4.1.1</p> <p>Minimal Lighting was observed at the intersection and was positioned away from the intersection. The low level of lighting may not warn drivers of an approaching intersection, resulting in drivers failing to give way at the intersection.</p> 							
	Intolerable	Review lighting at the intersection to improve visibility for approaching drivers (S). Review passive lighting (RRPM, Marker Posts etc) at the intersection to improve visibility for approaching drivers (S).				Occasional Serious HIGH	

5.4.2. General Sign Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							
		Nil					

MALPAS ROAD / BINNEY ROAD

5.4.3. Sign Legibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
5.4.3.1 Give Way signage installed at the intersection are size A signage and positioned away from the edge of the carriageway. Legibility of installed signage was lost within the surrounding landscape when approaching the intersection, increasing the risk of angle crashes.	Tolerable - Intolerable	Install larger Give Way signage (size B)(ST)		Probable Serious INTOLERABLE			

5.4.4. Sign Supports

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.5. Markings & Delineation

5.5.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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MALPAS ROAD / BINNEY ROAD

5.5.2. Centrelines, Edge Lines, Lane Lines

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.5.3. Guideposts & Reflectors

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

5.5.3.1

No guideposts or RRPMS are provided on the approaches to the intersection. Spacing of guideposts provide visual delineation to edge of road and provide delineation to the flaring of the intersection.



Drivers may not observe the intersection on approach have to brake heavily to slow at the intersection. Vehicles may enter the intersection and result in side impact or angle crashes.

Intolerable

Review opportunities to install guideposts on the approach to the intersection with appropriate spacing for night time delineation (ST)

Improbable
Serious
MEDIUM

MALPAS ROAD / BINNEY ROAD

5.5.4. Curve Warning & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.6. Crash Barriers & Clear Zones

5.6.1. Clear Zones

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.6.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.6.3. End Treatments

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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MALPAS ROAD / BINNEY ROAD

5.6.4. Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.6.5. Visibility of Barriers and Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.7. Traffic Signals

5.7.1. Operations

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.7.2. Visibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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MALPAS ROAD / BINNEY ROAD

5.8. Pedestrians & Cyclists

5.8.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.8.2. Pedestrians

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.8.3. Cyclists

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.8.4. Public Transport

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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MALPAS ROAD / BINNEY ROAD

5.9. Bridges & Culverts

5.9.1. Design Features

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
<p>4.9.1.1</p> <p>Under road drainage provides drop offs on the corner flaring of the intersection. This could cause a snagging hazard for errant vehicles travelling on Main Road, resulting in potential roll overs and increasing crash severity.</p> 			<p>Review opportunities to extend drainage to be outside of the clear zone (S)</p> <p>Provide trafficable treatment to the end of the pipe or consider protection (ST)</p>	<p>Improbable</p> <p>Serious</p> <p>MEDIUM</p>			

5.9.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							

MALPAS ROAD / BINNEY ROAD

5.9.3. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.10. Pavement

5.10.1. Pavement Defects

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.10.2. Skid Resistance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.10.3. Ponding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

MALPAS ROAD / BINNEY ROAD

5.10.4. Loose Stones/Material

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.11. Parking

5.11.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.12. Provision for Heavy Vehicles

5.12.1. Design Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.12.2. Pavement/Shoulder Quality

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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MALPAS ROAD / BINNEY ROAD

5.13. Floodways & Causeways

5.13.1. Ponding, Flooding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.13.2. Safety of Devices

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.14. Miscellaneous

5.14.1. Landscaping

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

5.14.2. Temporary Works

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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MALPAS ROAD / BINNEY ROAD

5.14.3. Headlight Glare

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.14.4. Roadside Activities

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.14.5. Errant Vehicles

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.14.6. Other Safety Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

MALPAS ROAD / BINNEY ROAD

5.14.7. Rest Areas

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.14.8. Animals

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

5.14.9. Safety Aspects Not Already Covered

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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LITTLE ROAD / GAFFNEY ROAD

6. LITTLE ROAD / GAFFNEY ROAD

6.1. Road Alignment & Cross Section

6.1.1. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Design Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		NIL					

6.1.2. Design Speed

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		NIL					

6.1.3. Speed Limit/Speed Zoning

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

6.1.3.1

The speed limit on Little Road and Gaffney Road are 80km/h. Vehicles approaching the intersection could misjudge the stop signage at the intersection (especially at night), and enter

Intolerable

Investigate opportunities to reduce speed limit on side roads for the approaches to the intersection (P)

Occasional
Serious
HIGH

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LITTLE ROAD / GAFFNEY ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

the intersection, resulting in side impact crashes.

6.1.4. Overtaking

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not applicable

Nil

6.1.5. Readability By Drivers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

6.1.6. Widths

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

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LITTLE ROAD / GAFFNEY ROAD

6.1.7. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable

Nil

6.1.8. Crossfalls

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

Nil

6.1.9. Batter Slopes

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

Nil

6.1.10. Drains

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	

Not Applicable.

Nil

LITTLE ROAD / GAFFNEY ROAD

6.2. Auxiliary Lanes

6.2.1. Tapers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

6.2.2. Shoulders

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable							

6.2.3. Signs and Markings

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not applicable							

6.2.4. Turning Traffic

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable							

LITTLE ROAD / GAFFNEY ROAD

6.3. Intersections

6.3.1. Location

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

6.3.2. Visibility; Sight Distance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

6.3.3. Controls & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comments	
Not Applicable		Nil					

6.3.4. Layout

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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6.3.5. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable			Nil				

6.4. Signs and Lighting

6.4.1. Lighting

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

6.4.1.1

Minimal Lighting was observed at the intersection and was positioned away from the intersection. The low level of lighting may not warn drivers of an approaching intersection, resulting in drivers failing to give way at the intersection.



Tolerable-
Intolerable

Review lighting at the intersection to improve visibility for approaching drivers (S).

Review passive lighting (RRPM, Marker Posts etc) at the intersection to improve visibility for approaching drivers (S).

Occasional
Serious
HIGH

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6.4.2. General Sign Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.4.3. Sign Legibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

6.4.1.1

Stop signage installed at the intersection are size A signage and positioned away from the edge of the carriageway. Legibility of installed signage was lost within the surrounding landscape when approaching the intersection, increasing the risk of angle crashes.



–Potentially intolerable Install larger Stop signage (size B) (ST)

Probable
Serious
INTOLERABLE

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6.4.4. Sign Supports

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.5. Markings & Delineation

6.5.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.5.2. Centrelines, Edge Lines, Lane Lines

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.5.3. Guideposts & Reflectors

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
6.5.3.1 No guideposts or RRPMS are provided on the approaches to the intersection. Spacing of guideposts provide visual delineation to edge of road		Tolerable	Review opportunities to install guideposts on the approach to the intersection with appropriate spacing for night time delineation (ST)	Improbable Serious MEDIUM			

LITTLE ROAD / GAFFNEY ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

and provide delineation to the flaring of the intersection.



Drivers may not observe the intersection on approach have to brake heavily to slow at the intersection. Vehicles may enter the intersection and result in side impact or angle crashes.

6.5.4. Curve Warning & Delineation

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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LITTLE ROAD / GAFFNEY ROAD

6.6. Crash Barriers & Clear Zones

6.6.1. Clear Zones

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.6.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.6.3. End Treatments

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.6.4. Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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6.6.5. Visibility of Barriers and Fences

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.7. Traffic Signals

6.7.1. Operations

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.7.2. Visibility

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

6.8. Pedestrians & Cyclists

6.8.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
Not Applicable		Nil					

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6.8.2. Pedestrians

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.8.3. Cyclists

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

6.8.3.1

Northbound bicycle lane on Main Road terminates directly south of the intersection. This results in the merge conflict point between cyclists and vehicles on Main Road occurring on the intersection. Vehicles on Little Road may encroach into the cyclists path, resulting in impacts to cyclists.



Intolerable

Extend bicycle lane to the north of the intersection and provide green bicycle lane line marking across the intersection (ST)

Improbable
Serious
MEDIUM

6.8.3.1

Southbound bicycle lane on Main Road starts directly south of the intersection. This increases the risk of cyclists entering the bicycle lane directly in

Intolerable

Extend bicycle lane to the north of the intersection and provide green bicycle lane line marking across the intersection (ST)

Improbable
Serious
MEDIUM

LITTLE ROAD / GAFFNEY ROAD

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

front of the stop bar within the intersection. Vehicles on Gaffney Road may encroach into the cyclists path, resulting in impacts to cyclists.



6.8.4. Public Transport

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil


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LITTLE ROAD / GAFFNEY ROAD

6.9. Bridges & Culverts

6.9.1. Design Features

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	
<p>6.9.1.1</p> <p>Under road drainage provides drop offs on the corner flaring of the intersection. Vehicles undertaking a left turn may leave the road entering the drop off, resulting in property damage</p> 							
	Tolerable		<p>Review opportunities to extend drainage to be outside of the clear zone (S)</p> <p>Provide trafficable treatment to the end of the pipe or consider protection (ST)</p>	<p>Improbable</p> <p>Minor</p> <p>LOW</p>			

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6.9.2. Crash Barriers

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.9.3. Miscellaneous

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.10. Pavement

6.10.1. Pavement Defects

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.10.2. Skid Resistance

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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6.10.3. Ponding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.10.4. Loose Stones/Material

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.11. Parking

6.11.1. General Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.12. Provision for Heavy Vehicles

6.12.1. Design Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

LITTLE ROAD / GAFFNEY ROAD

6.12.2. Pavement/Shoulder Quality

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.13. Floodways & Causeways

6.13.1. Ponding, Flooding

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.13.2. Safety of Devices

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14. Miscellaneous

6.14.1. Landscaping

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

LITTLE ROAD / GAFFNEY ROAD

6.14.2. Temporary Works

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14.3. Headlight Glare

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14.4. Roadside Activities

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14.5. Errant Vehicles

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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6.14.6. Other Safety Issues

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14.7. Rest Areas

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14.8. Animals

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

6.14.9. Safety Aspects Not Already Covered

Audit Findings	Safe Systems Energy	Audit Recommendations		Ranking	Project Manager		Other Comments
		P - Primary S - Supporting	ST - Step Towards N - Non-safe system		Accept: Yes/No	Reasons/Comment	

Not Applicable

Nil

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Correction action report: Project Manager:

Name:

Signed: Date:



AUDIT CONCLUSIONS

7. AUDIT CONCLUSIONS

The background information has been examined and the site inspected in the preparation of this audit. The audit is an independent appraisal of the project with the sole purpose of identifying any features of the project which could be altered or removed to improve safety. The audit has not identified any specific issues with the design as shown on the provided plans.

Auditor:



Date: 22/07/2021

Ian Bishop, MEng (Hons)(Civil), MIEAust
DIT Accredited Senior Road Safety Audit

Auditor:



Date: 22/07/2021

Timothy Jones, BEng (Hons)(Civil), M.AITPM
Road Safety Auditor

and reviewed by:

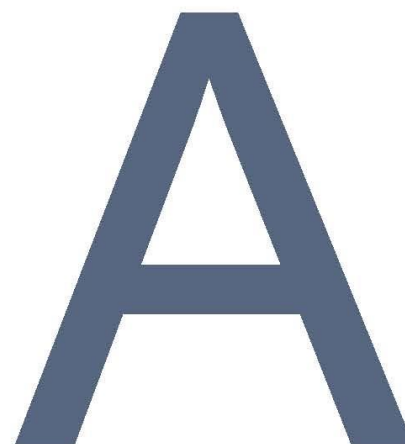


Date: 22/07/2021

David Kwong, BEng (Hons)(Civil), MIEAust
DIT Accredited Senior Road Safety Auditor

APPENDIX: PHOTOS

PHOTOS



APPENDIX: PHOTOS

Photo 1: View of Main Road from McMurtrie Road (looking west).



Photo 2: View of Main Road from McMurtrie Road, night time (looking west).



APPENDIX: PHOTOS

Photo 3: View of intersection of McMurtrie Road, Johnston Road (from north)

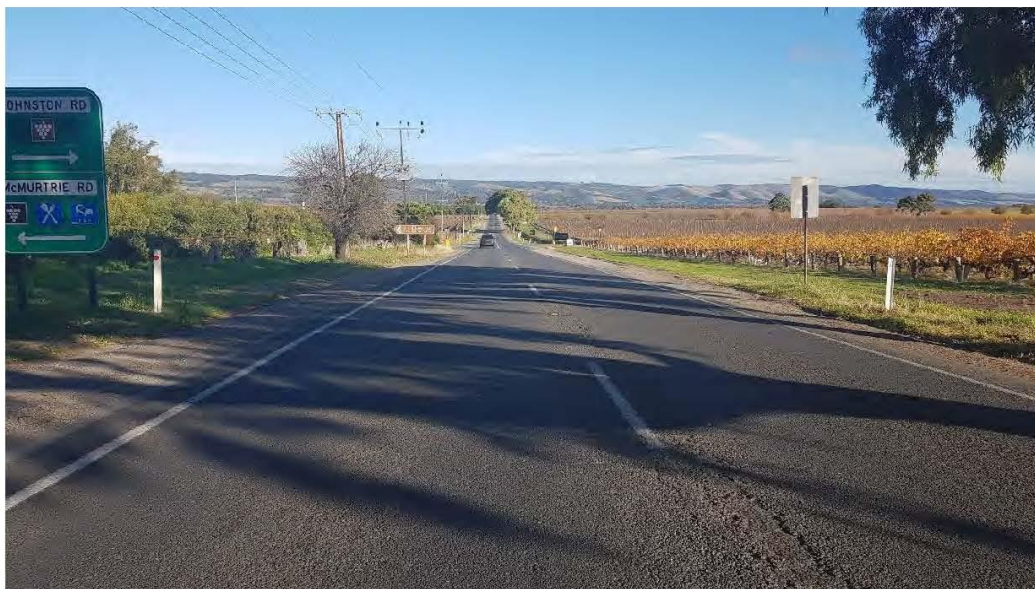


Photo 4: Lighting at Main Road from McMurtrie Road (looking west).

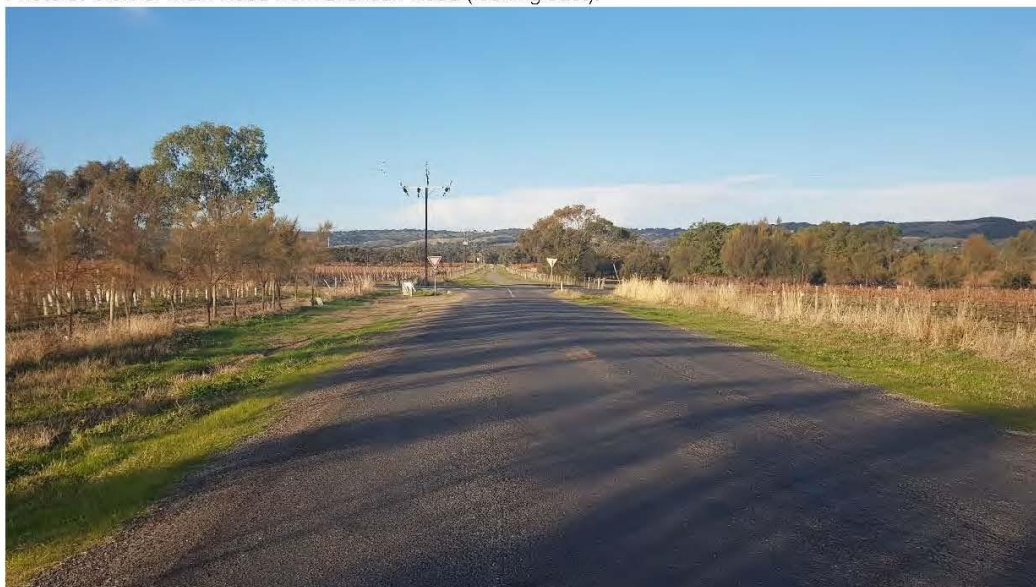


APPENDIX: PHOTOS

Photo 5: View of Main Road from McMurtrie Road (looking west).



Photo 6: View of Main Road from Branson Road (looking east).



APPENDIX: PHOTOS

Photo 7: Signage Retro Reflectivity on Rifle Range Road (looking west).



Photo 8: Drainage under Branson Road.



APPENDIX: PHOTOS

Photo 9: Loose Material on Rifle Range Road



Photo 10: View of Main Road from Binney Road (looking west).

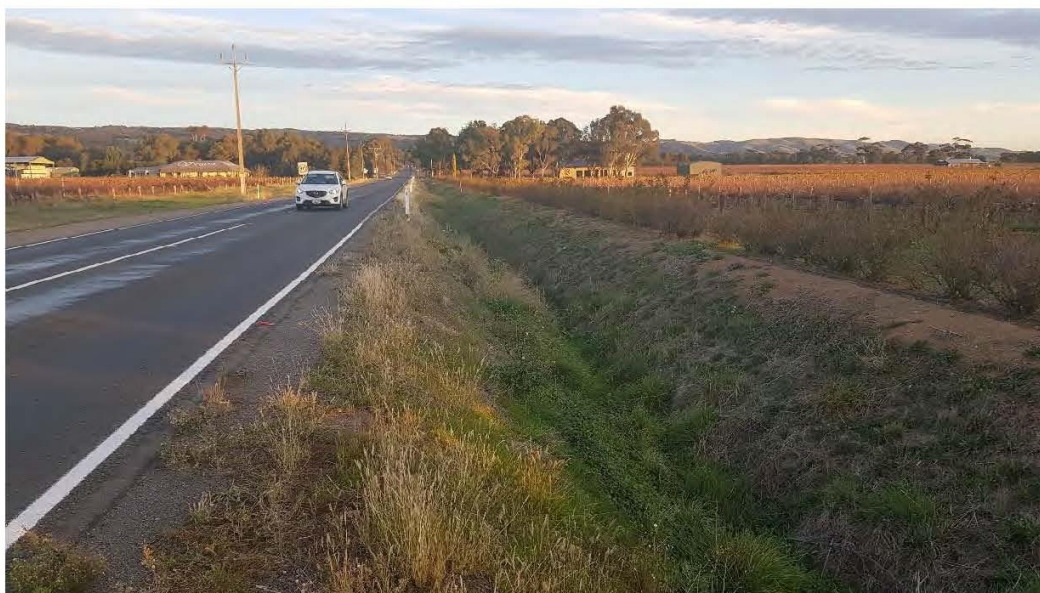


APPENDIX: PHOTOS

Photo 11: View of Main Road from Binney Road (looking west).at night.



Photo 12: Drain on western side of Main Road (looking south).



APPENDIX: PHOTOS

Photo 13: Drainage under Main Road.



Photo 14: View of Main Road from Little Road (looking west) at night.



APPENDIX: PHOTOS

Photo 15: View of Main Road from Little Road (looking west).



Photo 16: Bicycle Lane end at Little Road (looking north).



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APPENDIX: PHOTOS

Photo 17: Bicycle Lane start at Gaffney Road (looking south).

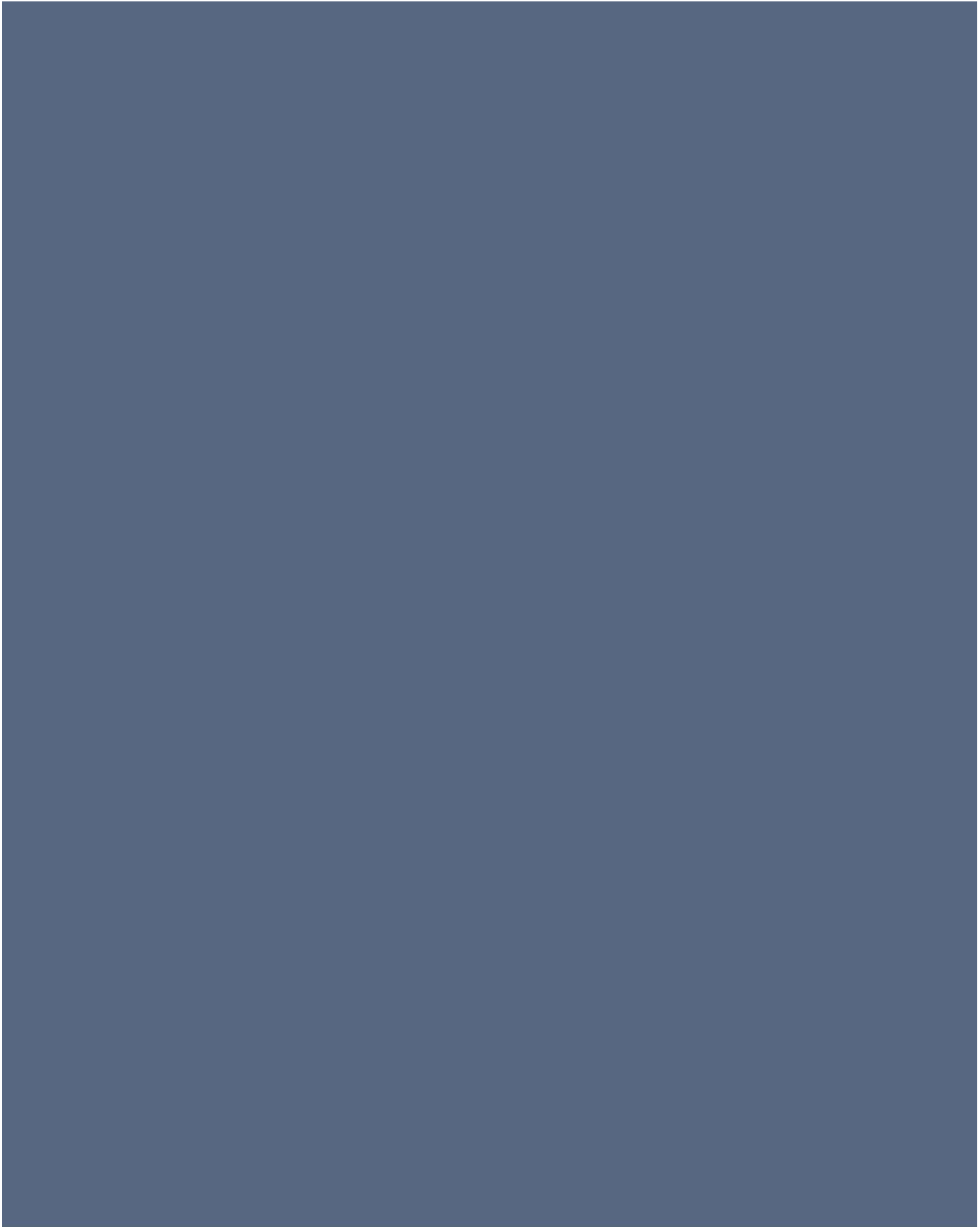


Photo 18: Drainage under Main Road near Little Road.



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MAIN ROAD
McMURTIE RD
JOHNSON ROAD
McLAREN VALE
SIGN UPGRADE



**TES 16402B
HEADING WEST ON McMURTIE RD**



**TES 13496B & D4-2-3A
HEADING WEST ON McMURTIE RD**



TES 13496A
HEADING EAST ON JOHNSON RD



TES 16402B
HEADING EAST ON JOHNSON RD



RELOCATE SIGN 2M FURTHER
FROM ROAD EDGE
HEADING SOUTH ON MAIN RD



RELOCATE SIGN 2M FURTHER
FROM ROAD EDGE
HEADING SOUTH ON MAIN RD



**RELOCATE 250M FROM INTERSECTION
HEADING EAST ON JOHNSON RD**

MAIN ROAD
MALPAS RD
BINNEY ROAD
McLAREN VALE
SIGN UPGRADE



**TES 13496B & D4-2-3A
HEADING WEST ON BINNEY RD**



**TES 16402B
HEADING WEST ON BINNEY RD**



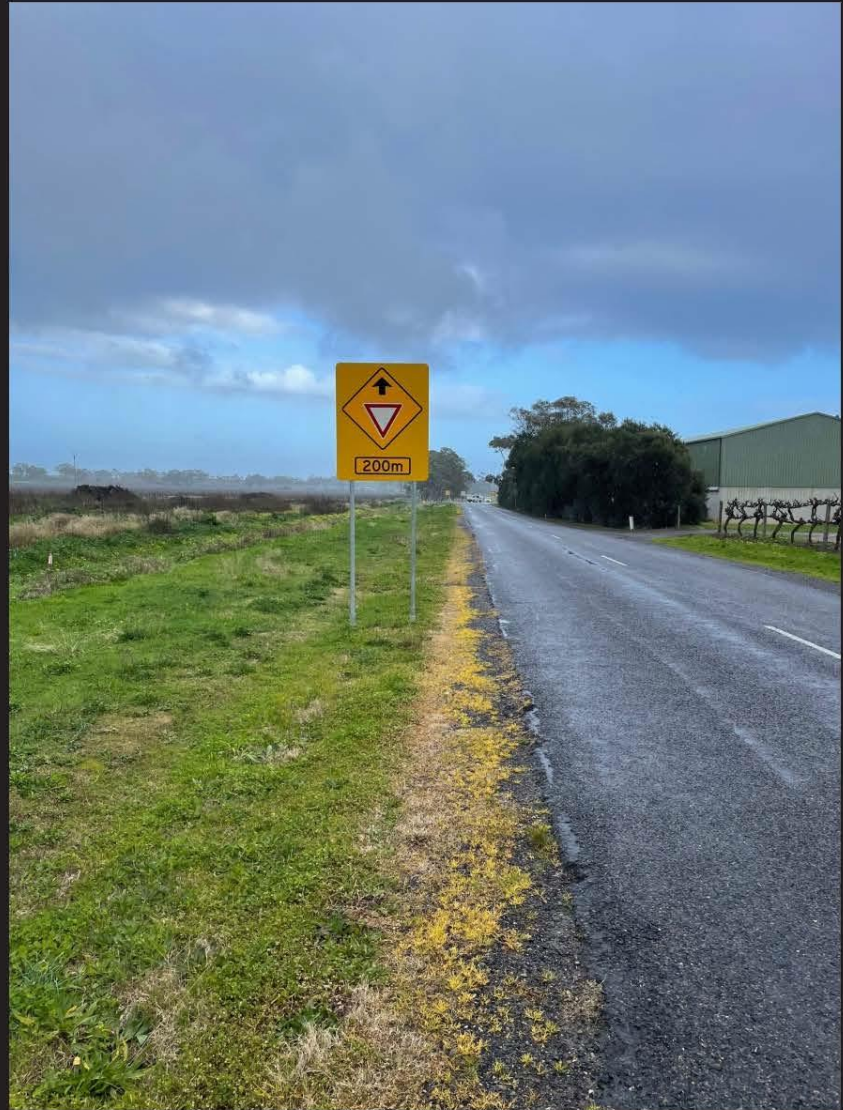
TES 16209
HEADING NORTH ON MAIN RD



TES 15724
HEADING SOUTH ON MAIN RD

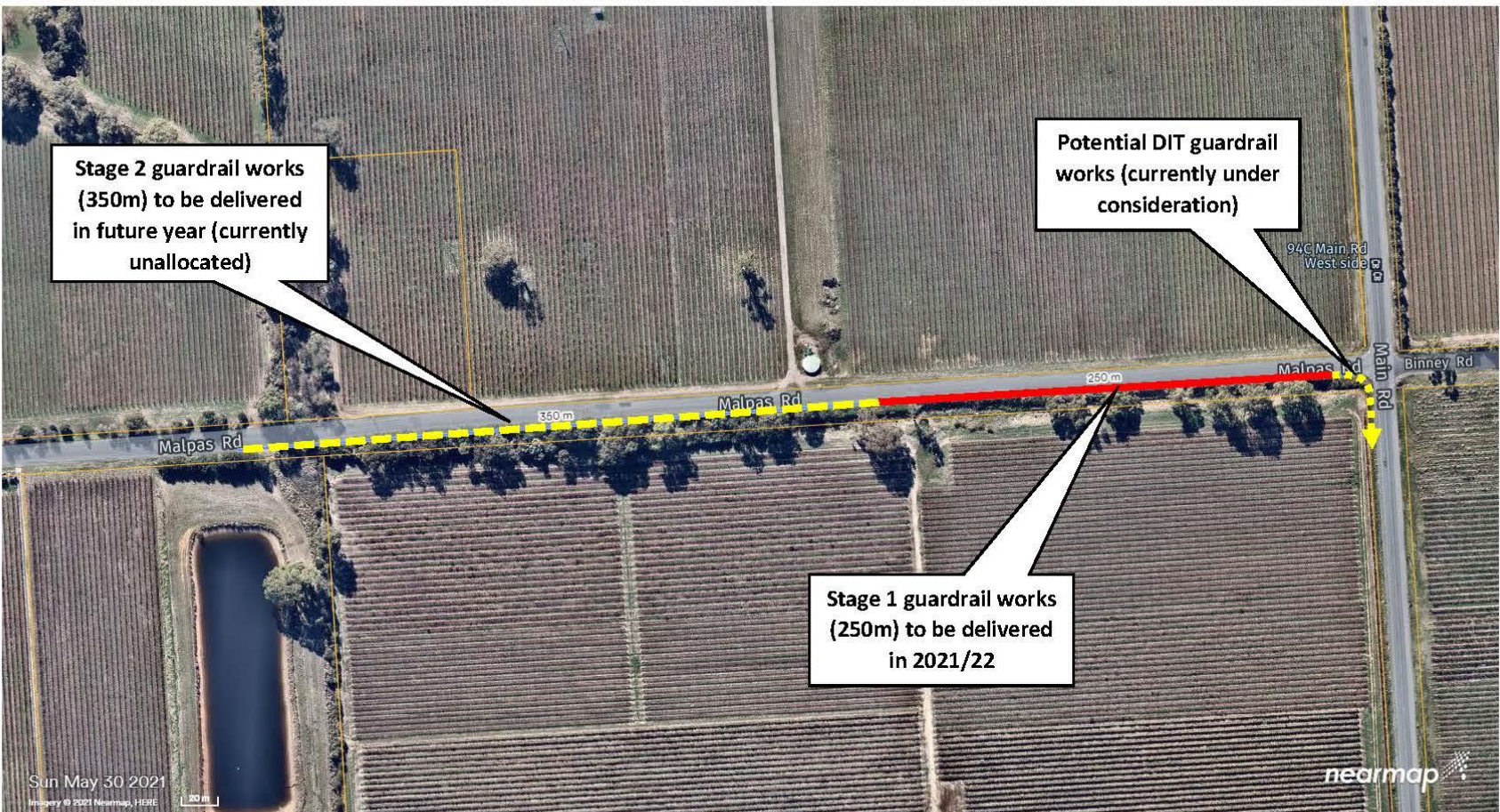


**TES 13496B & D4-2-3A
HEADING EAST ON MALPAS RD**



**TES 16402B
HEADING EAST ON MALPAS RD**

Proposed Guard Rail Works – Malpas Road



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9.6 Port Noarlunga Sport and Community Complex Building Redevelopment Funding Agreement

Report contact

Matt Buckell, Manager Construction and Projects
8384 0629

Meeting

Council

Approving officer

Kirk Richardson, Director City Operations

Date

17 August 2021

1. Purpose

To seek approval to apply the Common Seal of Council in execution of the funding deed (attachment 1) for the approved Port Noarlunga Sport and Community Complex redevelopment.

2. Recommendations

That Council authorises the Mayor and Chief Executive Officer to sign and affix the Common Seal of Council in execution of the funding deed for the approved Port Noarlunga Sport and Community Complex Redevelopment, Port Noarlunga South.

3. Executive summary

The Port Noarlunga Sports and Community Complex is critical to the operations of a number of community sports groups and community users. Collectively, the sport clubs alone are represented by over 1200 members and their families. The age, compliance and condition of these facilities no longer meet recognised sport and building standards, restricting participation and club growth.

Council has been working collaboratively with the complex user groups to develop designs for new building facilities to meet current club and community needs, as well as projected future population growth in the region.

On 8 December 2020 Council considered a report on projects to be submitted for upcoming external grant funding opportunities. In response to Council's direction, staff then prepared an application for the Port Noarlunga Sport and Community Complex redevelopment for submission to the Local Government Infrastructure Project Program (LGIPP). This application was successful, with Council receiving \$1,650,000 from the state government, which is a 50% contribution toward the estimated \$3,300,000 cost of the project.

Council's matching contribution of \$1,650,000 has been approved by Council through the Major Project Fund over the 2020-2021 and 2021-2022 annual budget processes.

Council is now required to execute this funding agreement. This requires Council approval for the Mayor and Chief Executive Officer to sign and affix the Common Seal of Council.

4. Background

Community Plan 2030	people: connected, engaged, active, healthy The Port Noarlunga Sports Complex is used by a range of sport, fitness and active recreational clubs including football, cricket, netball, tennis and gridiron clubs, as well as community groups such as surf clubs and fitness clubs
Policy and/or relevant legislation	Nil
Who did we talk to/who will we be talking to	Southern Football League Inc. SANFL Port Noarlunga Football Club Port Noarlunga Netball Club Southern Hills Netball Association Netball SA Port Noarlunga Tennis Club Port Noarlunga Cricket Club Adelaide and Suburban Cricket Association South Central Junior Cricket Association Cricket SA Port Noarlunga Business and Tourism Association Port Noarlunga Blues Festival South Coast Raw State Member for Kaurna Federal Member for Kingston

5. Discussion

The Port Noarlunga Sports Complex building facilities are currently used by the Port Noarlunga Football Club, Port Noarlunga Cricket Club, Port Noarlunga Netball Club, Port Noarlunga Tennis Club and the Southern Districts Gridiron Club (training only).

Built between 1965 and 1985, the site's current buildings and facilities are ageing and lack amenity. Development over this period has resulted in duplication of facilities (eg. toilets, canteen facilities), and reduced building efficiency across the site compared to a single, consolidated built form.

An audit undertaken by the South Australian National Football League (SANFL) in 2016 deemed that while the clubroom (social space) was of a moderate standard, the player and umpire changerooms were of a poor standard and inadequate in the context of growing participation in women's football. Council also commissioned the Port Noarlunga Sports Ground Facilities Plan in 2016 (undertaken by JPE Design Studio) which identified redevelopment of existing building facilities as the main priority for the site. This report recommends that Council establish a new club building that consolidates existing buildings and connects to the oval and outdoor courts.

On 26 May 2020 Council approved development of new building facilities at the Port Noarlunga Sports Complex and for staff to work with the Port Noarlunga Sports and Community Club Inc to pursue external funding to deliver the project.

On 8 December 2020 Council considered a report on projects to be submitted for upcoming external grant funding opportunities. In response to Council's direction, staff then prepared an application for the Port Noarlunga Sport and Community Complex Redevelopment for submission to the Local Government Infrastructure Project Program (LGIPP). This application was successful, with Council receiving \$1,650,000 from the State Government which is a 50% contribution toward the estimated cost of the project.

Council's matching contribution of \$1,650,000 has been approved by Council through the Major Project Fund over the 2020-2021 and 2021-2022 annual budget processes.

Council has been working collaboratively with the site's users to develop designs for new building facilities to address the needs of the clubs and projected future population growth in the region, anticipated to generate greater demand for community sport. The redevelopment proposes new and refurbished buildings located directly adjacent the site's key sport facilities (oval and hard-courts), including unisex changerooms, umpire changerooms and improved kitchen, kiosk and function areas.

The Football Club has invested in excess of \$70,000 over the past ten years into improvements to community facilities, including a \$30,000 contribution towards the \$150,000 upgrade of the oval lighting in 2014. As a proactive group, the volunteers of the Port Noarlunga Community Complex Club Management Committee prepared a Business Plan 2019-2025 incorporating a proposal for a new complex facility.

6. Financial implications

Financial summary

Item	Capital	Operating	Comment
Budget			
Current budget allocation	\$1.65M		
Additional funding required	-		
Funding source and amount	\$1.65M		The project is 50% funded through the State Local Government Infrastructure Partnership Program
Budget impact	-		
Long Term Financial Plan (LTFP)			
In current LTFP?	Council already has an approved budget to enable delivery of this project.		
LTFP category	NA		
Timing in LTFP	N/A		
Additional debt	N/A		
Rates funded amount	N/A		
Ongoing rate impact	N/A		
Operating Position impact	N/A		

7. Risk and opportunity management

Risk	
Identify	Mitigation
Employee welfare/public safety	A site management plan including an appropriate WHS Management System is required by the awarded contractor prior to commencing any construction work.
Reputation/political/community expectation	Ongoing meetings to be held with key stakeholders to discuss concerns and agreed approach for project delivery. Ongoing development of project information and promotional material for social media and other communication channels to ensure the community is engaged and informed as project progresses. Reasoning for project to be clearly documented and communicated.
Demand growth currently high with projected population growth of 7.7%	The design responds to the projected community need and requirements of the clubs maximising efficiencies in spatial arrangements and shared facilities to meet standards and agreed service levels.
Compliance/legal	The complex will meet current design standards and improve the spatial arrangement of facilities noting that they have reached the end of their asset life and require renewal.

Opportunity	
Identify	Maximising the opportunity
State Funding	The grant program represents an opportunity to deliver additional, much needed community infrastructure, stimulating the economy whilst reducing the cost burden on Council and rate payers.

8. Timelines and deadlines

This project is required to be completed by the 28 February 2023.

9. Next steps

Funding Deed under the Local Government Infrastructure Partnership Program to be affixed with the Council Seal and provided to the Department of Treasury and Finance.

10. Attachments

Attachment 1 – Funding Deed under the Local Government Infrastructure Partnership Program (18 pages)

Attachment 2 – Letter from the Department of Treasury and Finance (2 pages)

- END OF REPORT -

DATED THE _____ DAY OF _____ 2021

LOCAL GOVERNMENT INFRASTRUCTURE PARTNERSHIP PROGRAM

GRANT DEED

BETWEEN

**THE TREASURER
("Treasurer")**

-AND-

**CITY OF ONKAPARINGA
("Grantee")**

[This agreement is a DRAFT provided only for the purposes of furthering negotiations between the parties. The State will not be legally bound unless and until an agreement is executed by the parties and any actions taken in anticipation of such formal execution is at the risk of the person taking them.]

GRANT DEED
LOCAL GOVERNMENT INFRASTRUCTURE PARTNERSHIP PROGRAM

DEED made on

2021

BETWEEN:

THE TREASURER OF SOUTH AUSTRALIA ("Treasurer")

AND:

THE PARTY NAMED IN ITEM 2 OF ATTACHMENT 1 ("Grantee")

IT IS AGREED

- A. The Local Government Infrastructure Partnership Program ("the Program") has been established to support the Grantee spending on agreed infrastructure projects.
- B. The Grantee has applied for, and the Treasurer has agreed to provide, assistance in the form of a grant ("Grant") to the Grantee for the Purpose.
- C. The Treasurer and Grantee agree that the Grant will be provided on the terms and conditions of this Deed.
- D. This Deed comprises this Execution Page, the Grant Details (Attachment 1), the Project Details (Attachment 2), the Additional Obligations (Attachment 3), the Payment Schedule (Attachment 4), the Standard Terms and Conditions (Attachment 5), the Acquittal Form (Attachment 6), Claim Notice (Attachment 7), and Reports (Attachment 8).

EXECUTED AS A DEED

THE COMMON SEAL of **THE TREASURER**)
was affixed in the presence of)

.....
Witness

Print Name:

THE COMMON SEAL of CITY OF ONKAPARINGA)

was hereunto affixed, in the)

presence of:)

.....
Principal Member

Print Name:.....

.....
Chief Executive Officer

Print Name:.....

Attachment 1 - Grant Details

Item 1	Treasurer	The Treasurer a body corporate pursuant to the <i>Administrative Arrangements Act, 1994 (SA)</i> State Administration Centre, 200 Victoria Square, Adelaide, SA, 5000
Item 2	Grantee	City of Onkaparinga Ramsay Place, Noarlunga Centre SA 5168 ABN 97 047 258 128
Item 3	Grantee's Business	The operations and undertakings of the Grantee under the <i>Local Government Act 1999 (SA)</i>
Item 4	Project Commencement Date	12 January 2022
Item 5	Project Completion Date	28 February 2023 or such later date approved in writing by the Treasurer
Item 6	Last Date to Claim	31 March 2023 or such later date approved in writing by the Treasurer
Item 7	Expiry Date	1 December 2023
Item 8	Grant (GST exclusive)	The lesser of: <ul style="list-style-type: none"> \$1,650,000 (GST exclusive); and 50% of Eligible Expenditure incurred in completing the Project.
Item 9	Eligibility Period	The period commencing on 23 March 2021 and ending on the Project Completion Date
Item 10	Conditions Precedent to Deed	The Grantee must provide: <ul style="list-style-type: none"> evidence to the satisfaction of the Treasurer that the Grantee has sufficient Other Funding to complete the Project; evidence to the satisfaction of the Treasurer that the Grantee has obtained all Authorisations and Approvals required for the Project; copies of all Material Contracts.
Item 11	Insurances	Insurance in respect of the whole of its assets and undertakings (including but not limited to the assets acquired by the Grantee with the Grant) with a reputable insurer, against all such risks as are usually insured against by Councils of the same or a similar nature, for the full replacement cost of those assets and undertakings.
Item 12	Authorised Representatives	Treasurer: Director, Risk and Commercial Advisory, SAFA Grantee: Kirk Richardson Director City Operations
Item 13	Addresses for Notices	Treasurer: South Australian Government Financing Authority Level 5, State Administration Centre, 200 Victoria Square Adelaide SA 5000 Email: SAFAIndustryAssistance@sa.gov.au

		or as otherwise notified in writing. Grantee: Ramsay Place, Noarlunga Centre SA 5168
Item 14	Form of Funding Acknowledgement	During the Term, the Grantee must: <ul style="list-style-type: none">• if required by the Treasurer, display signage acknowledging the support of the Program in relation to the Project at a location or locations agreed by the Grantee and the Treasurer until the Expiry Date unless otherwise agreed by the Treasurer in writing; and• invite the Treasurer and the Minister for Planning and Local Government to attend any formal opening of the Project.

Attachment 2 - Project Details

Item 1	Project	<p>The Project is the Port Noarlunga Sport and Community Complex Redevelopment to be constructed at the Project Location in accordance with the Project Documents. The Project includes:</p> <ul style="list-style-type: none"> • Construction of new clubroom facilities and a multi-sports operations facility adjacent to the oval and courts located at the Southern Western perimeter of the oval (fully enclosed covered area 575m²). New buildings will be steel or timber framed structures; • Construction of the new clubroom facility to include a multi-function social room, commercial grade kitchen and bar facilities including grease arrestor, service areas for meals, public toilets, and function furniture storage; • Installation of an operable wall for the clubroom function space to enable simultaneous use by 2 or more groups, each serviced by the centrally located kitchen and servery/bar; • Construction of a separate multi-sports operations facility located at the rear of the main social clubrooms, which will include unisex change rooms with amenities, medical room, umpires change rooms, office area, and kiosk/bbq areas; • Installation of air conditioning, LED security/flood lighting and internal lighting in the new buildings; • Refurbishment and extension of the existing netball/tennis building at the Project Location to accommodate changerooms and kiosk (fully enclosed covered area: 135m²); • Associated site works, including demolition of existing clubroom/changeroom buildings, sewer upgrade, upgrade of electrical services to provide additional site capacity; • Removal of existing playground equipment; and • Landscape improvements.
Item 2	Project Location	<ul style="list-style-type: none"> • Britain Dr, Port Noarlunga, South Australia 5167 <p>Certificate of Title: 5770 / 940 Allotment 12 Britain Drive, Port Noarlunga South SA 5167</p>
Item 3	Material Contracts	<ul style="list-style-type: none"> • Any Approvals or Authorisations required for the Project. • Any building, construction, works and supply, including equipment supply, contracts and agreements necessary for the Project. • Any finance, grant, loan and security documents entered into by the Grantee in respect of Other Funding. • Any agreement between the Grantee and any other contributors to the Project.

Attachment 3 – Additional Obligations

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Attachment 4 – Payment Schedule

Date for Achievement	Performance Milestones	Amount of Payment (excluding GST)
12 January 2022	Performance Milestone 1 <p>The Grantee must provide evidence to the Treasurer's satisfaction that:</p> <ul style="list-style-type: none"> • construction of the Project has commenced physically at the Project Location; and • the Grantee has submitted a Claim Notice in accordance with Attachment 7. 	\$165,000
1 July 2022	Performance Milestone 2 <p>The Grantee must provide evidence to the Treasurer's satisfaction that:</p> <ul style="list-style-type: none"> • installation of the slab, foundations, and underfloor plumbing for the new clubroom facilities and multi-sports operations facility are complete and certified by an external project consultant, project engineer, quantity surveyor or similar; • the Grantee has incurred Eligible Expenditure totalling at least twice the amount claimed under this Deed (in aggregate) at the date of the Claim Notice; • the Grantee has provided a Performance Milestone Report in accordance with Attachment 8; and • the Grantee has submitted a Claim Notice in accordance with Attachment 7. 	Up to \$660,000 less previous amounts claimed
14 December 2022	Performance Milestone 3 <p>The Grantee must provide evidence to the Treasurer's satisfaction that:</p> <ul style="list-style-type: none"> • the new buildings are at lockup stage (installation of doors, windows, joinery, etc is complete) and certified by an external project consultant, project engineer, quantity surveyor or similar; • the Grantee has incurred aggregate Eligible Expenditure totalling at least twice the amount claimed under this Deed (in aggregate) at the date of the Claim Notice; • the Grantee has provided a Performance Milestone Report in accordance with Attachment 8; and • the Grantee has submitted a Claim Notice in accordance with Attachment 7. 	Up to \$1,155,000 less previous amounts claimed
Last Date to Claim	Performance Milestone 4 <p>The Grantee must provide evidence to the Treasurer's satisfaction that:</p> <ul style="list-style-type: none"> • practical completion of the Project as described in Attachment 2 has been achieved on or before the Project Completion Date as evidenced by provision of a certificate of practical completion provided by an external project consultant, project engineer, quantity surveyor or similar; • the Grantee has incurred aggregate Eligible Expenditure totalling at least twice the amount claimed under this Deed (in aggregate) at the date of the Claim Notice; 	Up to \$1,650,000 less previous amounts claimed

	<ul style="list-style-type: none"> the Grantee has submitted a Claim Notice in accordance with Attachment 7; and the Grantee has provided the Project Completion Report in accordance with Attachment 8. 	
Total Grant Ex GST		Up to \$1,650,000

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Attachment 5 - Standard Terms & Conditions

AGREED TERMS

1. THE TERM

The Term of this Deed commences on the Commencement Date and continues until the Expiry Date, unless terminated earlier.

2. CONDITIONS PRECEDENT

The rights and obligations of the parties under this Deed, including the obligation of the Treasurer to provide the Grant or any part of the Grant, are subject to the Treasurer being satisfied that the conditions precedent specified in Attachment 1, if any, have been complied with to the Treasurer's satisfaction, unless expressly waived by the Treasurer in writing.

3. AUTHORISED REPRESENTATIVES

- 3.1 The Representatives named in Attachment 1 are authorised to act on behalf of the Parties and are responsible for overseeing the effective administration of the Deed. The Representatives have authority to:
- (a) exercise all of the powers and functions of the Party they represent under this Deed other than the power to amend this Deed; and
 - (b) bind the Party they represent under this Deed in relation to any matter arising out of or in connection with this Deed.
- 3.2 A notice served on a Representative is taken to be notice to the Party they represent.
- 3.3 A Party may vary or revoke an authorisation at will, and nothing in this clause 3 shall prevent a Party from exercising any of its rights and powers under this Deed.

4. PAYMENT OF GRANT

- 4.1 The Grantee may only make a claim for an instalment of the Grant for Eligible Expenditure incurred for the Project.
- 4.2 Unless expressly waived by the Treasurer in writing, the obligation of the Treasurer to provide the Grant, or any instalment of the Grant, is subject to the Treasurer:
- (a) receiving, in all things to the complete satisfaction of the Treasurer:
 - (i) a Claim Notice in the form prescribed in Attachment 7 on or before the Last Date to Claim;
 - (ii) all Reports due at the date of the Claim Notice; and
 - (iii) documentary evidence that the Grantee has sufficient Other Funding.
 - (b) being satisfied that:
 - (i) the Grantee has, in all respects, complied with the terms and conditions of this Deed;
 - (ii) the Grantee has achieved the relevant Performance Milestone by the date for its achievement specified in Attachment 4;
 - (iii) an Event of Default has not occurred or is not occurring;
 - (iv) an Insolvency Event has not occurred;
 - (v) the Grantee's representations and warranties in this Deed are true in all material respects, and not misleading, when made or repeated; and
 - (vi) the Grantee has satisfied or complied with such other requirements (if any) specified in Attachment 1.
- 4.3 If the Treasurer is not satisfied that one or more of the requirements of clause 4.2 have been satisfied then the Treasurer may, by way of written notice to the Grantee, terminate or suspend the Treasurer's

obligations to provide the Grant, or any other obligations under this Deed.

4.4 Payment of any instalment of the Grant will be made to the Grantee's bank account specified in a Claim Notice which must be to an ADI and in the name of the Grantee.

4.5 The Grantee must ensure that it can properly account for the Grant received under the Deed.

5. GST

- 5.1 The parties acknowledge that compliance with this Deed may give rise to a Taxable Supply and that any consideration or payment obligation in this deed, including the payment of the Grant, is exclusive of GST unless stated otherwise.
- 5.2 The Grantee represents that:
- (a) the ABN shown in Attachment 1 is the Grantee's ABN; and
 - (b) it is registered under the GST Act.
- 5.3 The Parties agree that this Deed satisfies the requirement for a written agreement specifying the supplies to which the Recipient Created Tax Invoice ("RCTI") relates.
- 5.4 The Treasurer will provide a RCTI and where relevant an Adjustment Note, to the Grantee within 30 days of the making, or determining of the value, of the Taxable Supply.
- 5.5 The Grantee must not issue a Tax Invoice in respect of a Taxable Supply or, where relevant, an Adjustment Note in respect of an Adjustment Event.
- 5.6 If an Adjustment Event arises in respect of a Taxable Supply under this Deed the Parties must do all things necessary to make sure that the Adjustment Event may be properly accounted for, including the issue of an Adjustment Note.

6. REPAYMENT OF UNALLOCATED FUNDS

- 6.1 If the Grantee has not expended all of the Grant for the Purpose by the Project Completion Date, it must notify the Treasurer of the unexpended amount and may submit a written request for retention or carryover of unexpended amounts specifying:
- (a) the amount to be retained or carried over; and
 - (b) the purpose for which the unexpended amount will be used.
- 6.2 The Treasurer may consider the Grantee's request and notify the Grantee in writing whether it:
- (a) agrees that the Grantee may retain or carry over all or part of the unexpended amount; or
 - (b) requires the Grantee to repay all or part of that amount as notified by the Treasurer to the Treasurer within 30 days of receipt of the notice from the Treasurer.

7. REPRESENTATIONS AND WARRANTIES

- 7.1 The Grantee represents and warrants to the Treasurer that:
- (a) it is duly incorporated, qualified and properly accredited to carry on the Business and Project;
 - (b) it has the power (without restriction or condition), Approvals and Authorisations to enter into this Deed and perform its obligations under this Deed and will continue to have the power to perform its obligations under this Deed;
 - (c) an Insolvency Event has not occurred and there are no threatened actions or proceedings before any court or other body which will or are likely to materially adversely affect the financial position of the Grantee or its ability to perform its obligations under this Deed;

- (d) there are no threatened actions or proceedings before any Court or other body which will or are likely to materially adversely affect the financial position of the Grantee, its ability to perform its obligations under this Deed or to undertake and complete the Project;
- (e) it is not in material default under any law, indenture, mortgage, trust deed, agreement or other instrument or arrangement by which it is bound;
- (f) this Deed constitutes legal, valid and binding obligations on the part of the Grantee which are enforceable against it in accordance with its terms;
- (g) it has or will have available, sufficient Other Funding to complete the Project;
- (h) all information provided by the Grantee in the Application and to the Treasurer in accordance with this Deed, is true and correct in all material respects at the time it was provided, and there are no material facts known to the Grantee relating to it which could or might affect the willingness of the Treasurer to enter into an agreement with the Grantee on terms similar to the terms of this Deed which have not been disclosed to the Treasurer; and
- (i) it does not have any interests or obligations that conflict with its interests or obligations under this Deed.
- 7.2 The Grantee acknowledges that the representations and warranties made in this clause 7 have induced the Treasurer to agree to provide the Grant to the Grantee.
- 7.3 The Grantee acknowledges that each of the above representations and warranties shall survive the execution of this Deed and the provision of the Grant under this Deed and will be correct and complied with in all material respects on the date of this Deed, the dates of any Claim Notices and the dates of payment of the Grant and thereafter are repeated by reference to the circumstances existing at the time of such repetition except that each reference to financial statements or accounts shall be construed as a reference to the then latest available financial statements or accounts.
- 8. OBLIGATIONS**
- 8.1 All obligations under this Deed will apply for the duration of the Term.
- 8.2 The Grantee must comply with the Additional Obligations (if any) specified in Attachment 3.
- Purpose**
- 8.3 The Grantee must use the Grant solely for the Purpose.
- Business**
- 8.4 The Grantee must, during the Term, carry on and maintain its Business in the State of South Australia.
- Project**
- 8.5 The Grantee must commence the Project by the Project Commencement Date unless otherwise agreed in writing by the Treasurer.
- 8.6 The Grantee must complete the Project by the Project Completion Date unless otherwise agreed in writing by the Treasurer.
- 8.7 The Grantee must achieve each Performance Milestone by the date for achievement of that Performance Milestone specified in Attachment 4.
- 8.8 If the Grantee becomes aware of the possibility of a delay, which may prevent the Grantee from complying with clauses 8.5, 8.6 or 8.7, the Grantee must promptly notify the Treasurer in writing of:
- (a) the detail and likely extent of the delay and the Grantee's proposed strategies to manage the consequences of the delay; and
- (b) any request for an extension of time where such a request is necessary and reasonable in the circumstances.
- 8.9 The Treasurer may in its absolute discretion, consent to a request for an extension of time provided that:
- (a) the Grantee uses its best endeavours to minimise the delay and recover lost time;
- (b) where requested by the Treasurer, the Grantee provides a plan indicating in detail the steps the Grantee proposes to take to minimise the impacts of the delay; and
- (c) the Grantee complies with such other conditions imposed as part of the Treasurer's consent.
- 8.10 The Grantee must comply with, and must undertake the Project in compliance with, all applicable laws, rules and regulations and orders of any governmental authority.
- Keep Informed**
- 8.11 The Grantee must immediately notify the Treasurer in writing if it defaults in fully performing, observing and fulfilling any provision of this Deed, there occurs an Insolvency Event or it becomes aware of any representation or warranty made, repeated or deemed to be made or repeated by the Grantee in this Deed proving to be untrue in any material respect.
- 8.12 The Grantee must immediately inform the Treasurer of any significant changes to the nature and/or scope of the activities conducted by the Grantee which would impact on the Purpose, the Project, the Other Funding or the Grantee's ability to comply with its obligations under this Deed or the financial position of the Grantee.
- Project Assets**
- 8.13 The Grantee must not Deal With any real or personal property in relation to which the Grant has been applied by the Grantee without the prior written consent of the Treasurer, which shall not be unreasonably withheld.
- 8.14 If at any time prior to the Expiry Date the Grantee Deals With any real or personal property in relation to which the Grant has been applied (referred to in this clause 8.14 as "**the Property**"):
- (a) the Treasurer may by notice in writing given to the Grantee demand that the Grantee pay to the Treasurer a monetary amount (not exceeding the amount of the Grant) which is equivalent to the monetary payment or value received by or to be paid to or for the benefit of the Grantee in connection with the assignment, transfer, conveyance, sale, disposal or removal of the Property; and
- (b) the Grantee must then pay to the Treasurer the amount demanded by the Treasurer within the time stipulated by the Treasurer for payment.
- 9. REPORTING AND RECORD KEEPING**
- 9.1 During the Term the Grantee must keep all records (including original receipts and invoices) relating to the conduct and management of the Project, and necessary to provide a complete, detailed, up-to-date and accurate record and explanation of:
- (a) progress of the Project;
- (b) the application of the Grant;
- (c) incurred Eligible Expenditure; and
- (d) Other Funding.
- 9.2 The Grantee must provide the Reports and other documents as specified in Attachment 8, and must attend meetings as reasonably required by the Treasurer.

10. FINANCIAL REPORTING AND AUDITING

- 10.1 On the date specified in Attachment 8, the Grantee must provide an Acquittal Form in relation to the expenditure of all funds under this Deed:
- (a) certifying that the Grant has been properly spent on the Purpose in accordance with the requirements of the Deed; and
 - (b) signed by the Grantee's Representative.
- 10.2 Not later than each 31 October during the Term, the Grantee will provide to the Treasurer a copy of its annual report and financial statements and any other documents relevant to its operations, including management accounts if requested, prepared in accordance with the Australian Accounting Standards and signed by the Grantee's Chief Executive Officer and audited by a qualified independent auditor.
- 10.3 The Grantee agrees the Treasurer may direct that the financial accounts of the Grantee be audited at the Treasurer's cost, and the Treasurer may specify the minimum qualifications that must be held by the person appointed to conduct the audit.
- 10.4 The financial statements referred to clause **Error! Reference source not found.2** must be prepared in accordance with Australian Accounting Standards and where this Grant or the sum of grants provided by the Treasurer over a Financial Year is in excess of \$1 million (GST exclusive), they must be in the form of General Purpose Financial Statements.
- 10.5 If the audit discloses that the Grantee has applied the Grant for a purpose other than the Purpose then the Grantee will be required to reimburse the Treasurer the costs of the audit.

11. INSPECTION

The Grantee must allow any officer or person authorised by the Treasurer on the giving of reasonable notice, to enter the premises of and to inspect the operations of the Grantee (including equipment, premises, accounting records, documents and information) and interview the Grantee's employees, agents and contractors on matters pertaining to the Project or the operations and reporting obligations of the Grantee under this Deed.

12. PUBLICITY

- 12.1 The Grantee must not make any public announcements or media releases about this Deed or the Project without the prior written consent of the Treasurer.
- 12.2 The Grantee will acknowledge the Grant by the Treasurer in any advertising, publicity or promotional material relating to this Deed in the manner specified in Attachment 1.
- 12.3 The Grantee will participate in promotional or publicity activity in relation to this Deed as is reasonably required by the Treasurer.

13. OTHER FINANCIAL ASSISTANCE

- 13.1 The Grantee must give the Treasurer full details of any financial assistance for activities in connection with the Project which the Grantee expects or receives from another source or agency (be it government or otherwise) after the date of this Deed, including the amount and source of the funding, any relevant agreements and the name of the program under which it was provided, within thirty (30) days of receiving notice that the other financial assistance has been approved.
- 13.2 The Grantee acknowledges and agrees that the Grantee must contribute at least 50% of the Eligible Expenditure from its own funds. Own funds excludes any third party funding, being funding from the State Government of South Australia and/or non-Government funding, required to complete the Project.
- 13.3 The Treasurer may reduce the amount of the Grant to reflect the amount of the other financial assistance referred to in clause 13.1.

14. INSURANCE

- 14.1 The Grantee must effect and maintain the insurance specified in Attachment 1 during the Term.
- 14.2 The Grantee must apply any monies received for any claim against a policy of insurance required by this Deed to be maintained, towards the repair or replacement of the property insured, unless the Treasurer approves otherwise.

15. DEFAULT AND TERMINATION

- 15.1 The following are Events of Default:
- (a) the Grantee breaches any of its obligations or undertakings under this Deed and has not rectified such breach within the time frame specified in a notice given in writing by the Treasurer to the Grantee requiring rectification of the breach;
 - (b) any representation or warranty made, repeated or deemed to be made or repeated by the Grantee in this Deed proves to be untrue in any material respect;
 - (c) an Insolvency Event occurs, or threatens to occur;
 - (d) if a secured party enforces its rights in relation to any asset of the Grantee;
 - (e) if there is a Material Adverse Effect in relation to a Material Contract or the condition or stability of the Grantee;
 - (f) if the Grantee determines to cease to complete the Project; or
 - (g) if the Other Funding is not available for any reason.
- 15.2 The Grantee undertakes that it will promptly inform the Treasurer in writing upon the Grantee becoming aware of, or when the Grantee ought reasonably to have become aware of, the happening of an Event of Default.
- 15.3 If an Event of Default occurs the Treasurer may, then notwithstanding any previous delay or waiver on the Treasurer's part, upon giving written notice to the Grantee:
- (a) require the Grantee to immediately pay the Repayment Amount to the Treasurer as liquidated damages upon demand by the Treasurer;
 - (b) withhold the portion of the Grant not already paid;
 - (c) withhold future funding from the Grantee; and/or
 - (d) terminate this Deed.
- 15.4 If pursuant to clause 15.3 the Treasurer requires the Grantee to pay the Repayment Amount to the Treasurer then the Grantee agrees to make such repayment in full within 14 days of receipt of a written demand from the Treasurer.
- 15.5 The Grantee acknowledges that:
- (a) the Treasurer has concluded that it is in the interests of the public of the State of South Australia that the Treasurer should provide the Grant to the Grantee but only upon the terms and conditions of this Deed;
 - (b) it is essential to the purpose for which the Grant is advanced pursuant to this Deed that:
 - (i) the Grantee uses the Grant for Eligible Expenditure incurred for the Project; and
 - (ii) the Grantee does not permit an Event of Default to occur;
 - (c) if an Event of Default occurs the extent of the loss or damage sustained by the Treasurer will be extremely difficult to assess or quantify accurately or to otherwise determine precisely;
 - (d) the Repayment Amount represents a genuine pre-estimate by the Treasurer of the compensation which the Treasurer believes is fair and reasonable; and
 - (e) any amounts payable to the Treasurer pursuant to this clause 15 are not and will not

- be construed or deemed to be a penalty payable by the Grantee for the purposes of any applicable legal rule or norm.
- 15.6 The Grantee enters into the obligation to pay the Repayment Amount with the intention that it is a legally binding, valid and enforceable contractual provision against the Grantee.
- 15.7 The Treasurer and the Grantee intend to exclude, to the extent permissible, the application and operation of any legal rule or norm, whether statutory or common law, relating to:
- the characterisation as penalties of liquidated amounts payable under a contract on a breach occurring; or
 - the enforceability or revocability of such liquidated amounts.
- 15.8 The Grantee's obligation to pay the Repayment Amount to the Treasurer shall not be subject to any set off or counterclaim by the Grantee and the Repayment Amount shall be paid by the Grantee to the Treasurer free and clear of any withholding of whatever nature.
- 15.9 Any amount due and payable by the Grantee to the Treasurer pursuant to:
- this Deed; or
 - any other agreement that the Grantee may have with the Crown;
- may be set off against any amount due and payable by the Treasurer to the Grantee under this Deed.
- 16. NOTICES**
- 16.1 Any notice, request, approval, consent or other communication to be given or served pursuant to this Deed must be in writing and addressed and signed as the case may be, as specified in Attachment 1.
- 16.2 A notice, request, approval, consent or other communication must be delivered by hand, sent by prepaid post or email, or transmitted by facsimile.
- 16.3 A notice, request, approval, consent or other communication will be deemed to be received:
- if delivered by hand, upon delivery;
 - if sent by pre-paid ordinary post within Australia, upon the expiration of seven (7) Business Days after the date on which it was sent;
 - if sent by email, on the Business Day on which it is sent if sent before 5:00pm on that Business Day and the sender does not receive a message from its internet service provider or the recipient's mail server indicating that it has not been successfully transmitted, otherwise on the next Business Day.
- 17. CONTRACT DISCLOSURE**
- 17.1 The Treasurer may disclose this Deed and/or information in relation to this Deed in either printed or electronic form, and either generally to the public or to a particular person as a result of a specific request.
- 17.2 Nothing in this clause derogates from:
- the Grantee's obligations under any provisions of this Deed; or
 - the provisions of the *Freedom of Information Act 1991 (SA)*.
- 18. COMPLIANCE WITH LAWS AND POLICIES**
- 18.1 The Grantee must comply with the laws in force in the State of South Australia in performing its obligations under this Deed.
- 18.2 The Grantee must comply with any policies notified by the Treasurer in writing at the Commencement Date.
- 19. COSTS**
- 19.1 The Grantee must pay, on the basis of a full indemnity, any costs incurred by the Treasurer in enforcing the Treasurer's rights under this Deed.
- 19.2 Each Party will bear its own costs of and incidental to the negotiation, preparation and execution of this Deed.
- 20. GOVERNING LAW AND JURISDICTION**
- 20.1 This Deed is governed by the laws in the State of South Australia.
- 20.2 The courts of the State of South Australia have exclusive jurisdiction in connection with this Deed.
- 21. ENTIRE DEED**
- The Deed constitutes the entire Deed between the Parties in respect of the matters dealt with in this Deed and supersedes all prior Deeds, understanding and negotiations in respect of the matters dealt with in this Deed.
- 22. NO ASSIGNMENT**
- 22.1 The Grantee must not assign, encumber or otherwise transfer any of its rights or obligations under this Deed without the written consent of the Treasurer.
- 22.2 Subject to any contrary legislative intention, the Parties agree that if there is any Machinery of Government Change, this Deed is deemed to refer to the new entity succeeding or replacing the Treasurer and all of the Treasurer's rights and obligations under this Deed will continue and will become rights and obligations of that new entity.
- 23. MODIFICATION**
- No addition to or modification of any provision of this Deed will be binding upon the Parties unless agreed by the Parties in writing.
- 24. SEVERANCE & READING DOWN**
- 24.1 Each word, phrase, sentence, paragraph and clause of this Deed is severable.
- 24.2 Severance of any part of this Deed will not affect any other part of this Deed.
- 24.3 Where a word, phrase, sentence, paragraph, clause or other provision of this Deed would otherwise be unenforceable, illegal or void the effect of that provision shall so far as possible, be limited and read down so that it is not unenforceable, illegal or void.
- 24.4 If any provision of this Deed is, or becomes, defective, and the Treasurer consequently is unable to enforce any of the Grantee's obligations under this Deed, and the defect is capable of remedy, the Grantee must do all things and sign all documents which the Treasurer may reasonably require the Grantee to do or sign to remedy the defect.
- 25. COUNTERPARTS**
- This Deed may be executed in any number of counterparts each of which is taken to be an original. All of those counterparts taken together constitute one instrument. An executed counterpart may be delivered by email.
- 26. NO FURTHER OBLIGATION**
- 26.1 The Grantee acknowledges that the Grant represents a one-off contribution by the Treasurer towards the Project, and the Grantee agrees any request for subsequent funding will require a new application to the Treasurer. The Treasurer is under no obligation to agree to pay any subsequent funding to the Grantee.
- 26.2 The Grantee acknowledges the Treasurer will not be liable to reimburse the Grantee for any losses or cost over runs that may result from the operation of this Deed or the carrying out of the Purpose.
- 27. TIME OF THE ESSENCE**
- Time is of the essence in respect of any time, date or specified period either in this Deed or in any notice served under this Deed.

- 28. NO WAIVERS**
- 28.1 No waiver of any right under this Deed is effective unless given in writing and signed by the Party waiving its rights.
- 28.2 A waiver by either Party in respect of a breach of a provision of this Deed by the other Party is not a waiver in respect of any other breach of that or any other provision.
- 28.3 The failure of either Party to enforce at any time any of the provisions of this Deed must not be interpreted as a waiver of that provision.
- 28.4 The rights and remedies contained in this Deed are cumulative and not exclusive of any rights or remedies provided at law.
- 29. CONSENT**
- If the Grantee requires the Treasurer's consent under this Deed, the Treasurer may in absolute discretion give or withhold consent (subject to any provision in this Deed to the contrary) and if giving consent, the Treasurer may impose any condition on that consent that he considers appropriate. The Treasurer's consent will not be effective unless it is in writing and signed.
- 30. INTERPRETATION**
- In this Deed (unless the context requires otherwise):
- 30.1 a reference to any legislation includes:
- (a) all legislation, regulations and other forms of statutory instrument issued under that legislation; and
 - (b) any modification, consolidation, amendment, re-enactment or substitution of that legislation;
- 30.2 a word in the singular includes the plural and a word in the plural includes the singular;
- 30.3 where a word or phrase is given a particular meaning other parts of speech or grammatical forms of that word or phrase have corresponding meanings;
- 30.4 a reference to a clause number is a reference to all its subclauses;
- 30.5 a reference to two or more persons is a reference to those persons jointly and severally;
- 30.6 a reference to dollars is to Australian dollars;
- 30.7 a reference to a Party includes that Party's administrators, successors and permitted assigns;
- 30.8 no provision or expression in this Deed is to be construed against a Party on the basis that the Party (or its advisers) was responsible for the drafting of this document;
- 30.9 a reference to legislation includes legislation repealing, replacing or amending that legislation;
- 30.10 mentioning anything after the words include, includes or including does not limit what else might be included; and
- 30.11 if any act pursuant to this Deed would otherwise be required to be done on a day which is not a Business Day, then that act may be done on the next Business Day.
- 31. DEFINITIONS**
- In this Deed:
- 31.1 "**Acquittal Form**" means a notice of financial acquittal in the form specified in Attachment 6;
- 31.2 "**Additional Obligations**" means the obligations specified in Attachment 3;
- 31.3 "**ADI**" means a deposit taking institution authorised under the *Banking Act 1959 (Cth)* to carry on banking business in Australia;
- 31.4 "**Adjustment Event**" has the meaning attributed in the GST Law;
- 31.5 "**Adjustment Note**" has the meaning attributed in the GST Law;
- 31.6 "**Application**" means the application for financial assistance from the Program submitted by the Grantee in respect of which the Grant has been awarded;
- 31.7 "**Approval**" means any approval, authorisation, permit, permission, licence, consent, clearance, exemption, filing, registration or the like, which is required by law or required to be issued by or obtained from a government authority or any other person;
- 31.8 "**Authorisation**" means any corporate action, approval or the like which is required to be satisfied or obtained in order to authorise the Grantee to undertake the Project or to enter into, deliver and perform its obligations under the Deed;
- 31.9 "**Business**" means the business of the Grantee described in Attachment 1;
- 31.10 "**Business Day**" means any day which is not a Saturday, Sunday or a public holiday in Adelaide;
- 31.11 "**Claim Notice**" means a notice of claim and compliance in the form specified in Attachment 7;
- 31.12 "**Commencement Date**" means the date of this Deed;
- 31.13 "**Crown**" means the Crown in right of the State of South Australia;
- 31.14 "**Deal With**" means:
- (a) sell, transfer, novate, assign, declare a trust over or otherwise dispose of or procure or effect the disposal of, any interest or right; or
 - (b) effect a change in the beneficial interest or beneficial unit holding under a trust which has an interest or right.
- 31.15 "**Eligible Expenditure**" means expenditure associated with the Project, reasonably incurred and actually paid, during the Eligibility Period, by the Grantee (exclusive of GST) but does not include:
- (a) amounts for which the Grantee is entitled to claim reimbursement or funding from the Government of South Australia pursuant to an arrangement other than this Deed;
 - (b) amounts for which the Grantee is entitled to claim reimbursement or funding from the Government of Australia (Cth) pursuant to an arrangement other than this Deed;
 - (c) amounts for which the Grantee is entitled to claim reimbursement or funding from other third party contributions (eg: sporting or community club) pursuant to an arrangement other than this Deed;
 - (d) any amount incurred by the Grantee prior to the Eligibility Period;
 - (e) any amount incurred by the Grantee in relation to the purchase of land, buildings or a business;
 - (f) any amount incurred by the Grantee in respect of ongoing operating costs including wages and salaries, recruitment, training, mentoring and procurement fees, rent or other property costs, grant applications and administration costs;
 - (g) any amounts incurred by the Grantee that are non-cash expenses according to generally accepted accounting principles such as depreciation, amortisation or opportunity costs;
 - (h) any amount incurred by the Grantee in respect of feasibility studies, project masterplans or business cases;
 - (i) any amount incurred by the Grantee in respect of marketing activities including websites, traditional and digital marketing, subscriptions or contract fees to third party

- marketing distributors and channel management providers; and
- (j) any other amounts that the Treasurer determines are the usual or direct requirement of business;
- 31.16 **"Eligibility Period"** means the period specified in Attachment 1;
- 31.17 **"Event of Default"** means the defaults specified in clause 15.1;
- 31.18 **"Expiry Date"** means the date specified in Attachment 1;
- 31.19 **"Financial Year"** means a year commencing on 1 July and ending on 30 June;
- 31.20 **"General Purpose Financial Statements"** has the same meaning as in the Australian Accounting Standards;
- 31.21 **"Grant"** means the funds payable under this Deed specified in Attachment 1;
- 31.22 **"GST"** means the tax imposed by the GST Law;
- 31.23 **"GST Act"** means the *A New Tax System (Goods and Services Tax) Act 1999*;
- 31.24 **"GST Law"** has the meaning given to that expression in the GST Act;
- 31.25 **"Input Tax Credit"** has the meaning attributed in the GST Law;
- 31.26 **"Insolvency Event"** means:
- (a) the Grantee ceases to carry on the Business;
 - (b) the Grantee ceases to be a council under the *Local Government Act 1999 (SA)*;
 - (c) the Grantee is or states that it is unable to pay its debts when they fall due; or
 - (d) anything analogous to or of similar effect to anything described above occurs in respect of the Grantee;
- 31.27 **"Last Date to Claim"** means the date specified in Attachment 1;
- 31.28 **"Material Adverse Effect"** means any change that has had, or is reasonably likely to have, an effect that is or will be materially adverse to the ability of the Grantee to perform its obligations under this Deed;
- 31.29 **"Material Contracts"** means those documents listed in Attachment 2;
- 31.30 **"Other Funding"** means funding or other financing in addition to the Grant that must be secured by the Grantee to enable it to satisfactorily complete the Project;
- 31.31 **"Party"** means a party to this Deed;
- 31.32 **"Performance Milestones"** means the performance milestones specified in Attachment 4;
- 31.33 **"Prescribed Rate"** means a daily interest rate being the aggregate of 2% per annum and the rate percent per annum determined by the Treasurer to be that which expresses as a percentage per annum the cost to the Treasurer of funding, on a daily basis for the period of the default, any amount due and unpaid under this Deed;
- 31.34 **"Project"** means the project specified in Attachment 2;
- 31.35 **"Project Commencement Date"** means the date specified in Attachment 1;
- 31.36 **"Project Completion Date"** means the date specified in Attachment 1;
- 31.37 **"Project Documents"** means:
- (a) All documents associated with the initial design (including any plans, designs, or specification documents), through to installation, construction, commissioning, and acceptance of the Project Description;
 - (b) All Project consents;
 - (c) Any other document or agreement entered into by the Grantee for purposes of the Project;
 - (d) The Grantee's application for assistance under the Local Government Infrastructure Partnership Program; and
 - (e) For the avoidance of doubt, an amendment or variation to any documents or agreements referred to above is a Project Document.
- 31.38 **"Project Location"** means the location of the Project specified in Attachment 2;
- 31.39 **"Purpose"** means the purpose of reimbursing itself for Eligible Expenditure in accordance with this Deed;
- 31.40 **"Repayment Amount"** means:
- (a) all amounts paid by the Treasurer to the Grantee under this Deed up to the Repayment Date; and
 - (b) interest at the Prescribed Rate calculated from the Repayment Date up to but excluding the day on which the Grantee repays the amount in full without deduction;
- 31.41 **"Repayment Date"** means the date of the Treasurer's demand given under clause 15.4;
- 31.42 **"Reports"** means those reports specified in Attachment 8;
- 31.43 **"Representatives"** means the persons occupying the positions for each Party specified in Attachment 1;
- 31.44 **"Taxable Supply"** has the meaning attributed in the GST Law;
- 31.45 **"Tax Invoice"** has the meaning attributed in the GST Law;
- 31.46 **"Term"** means the period commencing on the Commencement Date and continuing until the Expiry Date, unless terminated earlier;
- 31.47 **"Trust"** means the trust in relation to which the Grantee is trustee; and
- 31.48 **"Trust Deed"** means the trust deed that establishes the Trust.

Attachment 6 – Acquittal Form

NOTICE OF FINANCIAL ACQUITTAL**TO: SOUTH AUSTRALIAN GOVERNMENT FINANCING AUTHORITY**

Director, Risk & Commercial Advisory

FROM: _____*Grantee Name*

Contact Person for enquiries: _____

Address: _____

Contact Email: _____

Contact Phone: _____ Facsimile: _____

DETAILS OF GRANT**Grant Deed** *Grant Deed dated [] between the Treasurer and [] ("**Grantee**")***Purpose of Grant** *Reimburse the costs incurred by the Grantee in respect of up to 50% of Eligible Expenditure for the Project.**The Project is the Grantee's [] ("**Project**").***Grant Monies and Application**

Grant Amount: \$ _____

Total Eligible Expenditure: \$ _____

Funds Remaining: \$ _____

Representations

The Grantee represents and warrants that:

1. the Grant was solely applied to the Purpose;
1. the Project was completed on or prior to the Project Completion Date (as defined in the Grant Deed); and
2. the Grantee complied, in all material respects, with its obligations under the Grant Deed.

Signed for and on behalf of the Grantee by the Grantee's Authorised Representative:_____
*Signature***Print Name:**

Date: / /

Attachment 7 – Claim Notice

NOTICE OF CLAIM AND COMPLIANCE

To: **South Australian Government Financing Authority**
Level 5, 200 Victoria Square
Adelaide SA 5000

Attention: Director, Risk and Commercial Advisory

[Grantee] provides the Treasurer with a Notice of Claim and Compliance pursuant to the **Grant Deed** dated [] between the Treasurer and [Grantee] (Grant Deed). Unless the context otherwise requires, terms and conditions in the **Grant Deed** have the same meanings where used herein.

Claim

The [Grantee] advises that:

- (a) Performance Milestone [#] has been achieved;
- (b) the Grant instalment amount being claimed is \$[] (not to exceed the amount for the Performance Milestone achieved)
- (c) Eligible Expenditure related to the achievement of the Performance Milestone totals \$[]
- (d) the Grantee's bank account details are:
 - Account Name: []
 - BSB: []
 - Account Number: []
- (e) The Grantee has submitted all reports (if any) required on or before the submission of this Notice.

Attachments

The [Grantee] attaches the following documentary evidence of having incurred and paid the Eligible Expenditure:

- (a) [for example: invoices, receipts]

The [Grantee] attaches the following documentary evidence of having completed the relevant Performance Milestones:

- (a) []

Representations and Warranties

The [Grantee] represents and warrants as at the date of this Notice that:

- (a) the payment of the grant to be provided under the **Grant Deed** have/will be applied for the reimbursement of **Eligible Expenditure**;
- (b) no event which is, or with the giving of notice, the lapse of time or the making of any determination would be likely to become, an **Event of Default** has occurred or is continuing;
- (c) it is not in default of any of its remaining **Warranties or Representations** provided under the **Grant Deed** and they remain true as though made at the date of this certificate in respect of the facts and circumstances then subsisting;
- (d) all insurances required to be held pursuant to the **Grant Deed** have in fact been held and are presently in force;
- (e) Other Funding is comprised of:
 - a. [Other: \$ being []%

DATED the day of

SIGNED for and on behalf of [Grantee] by the **Grantee's Authorised Representative**

.....
Name:
Title:

Attachment 8 – Reports

Report required	Date for Provision
<p>Performance Milestone Report containing:</p> <p>A brief report, to the satisfaction of the Treasurer, which details key expenditures, activities, use of local contractors and full time equivalent employees (FTEs) used during construction, and achievements associated with the satisfaction of each Performance Milestone. The report should also detail progress of the Project.</p>	Refer Attachment 4
<p>Project Completion Report containing:</p> <p>A brief report, to the satisfaction of the Treasurer, which:</p> <ul style="list-style-type: none"> • details key expenditures, activities, use of local contractors, FTEs used during construction, and achievements associated with the satisfaction of each Performance Milestone; • confirms that the Grant and Other Funding were spent for the Purpose and in accordance with this Deed and that the Grantee has complied with this Deed; and • reports on the Project as a whole and how Project outcomes (eg key achievements arising out of, or in connection with, the use of the Grant, the number of direct full time jobs created) have contributed to the Program's objectives. 	Refer Attachment 4
Acquittal Form	Within six (6) months of the Project Completion Date
<p>Other: Such other reports or information in respect of this Deed and the Grantee's performance, compliance with this Deed and laws, the application of the Grant, Other Funding, the Grantee's Business, the Project, and any other matters relevant to the Treasurer's grant of the Grant as the Treasurer may request.</p>	Within thirty (30) days of receiving a request for information from the Treasurer, any time prior to the Expiry Date

Reference No:

The Hon Rob Lucas MLC

TRS21D0580

Mayor Erin Thompson
City of Onkaparinga
erin.thompson@onkaparinga.sa.gov.au



Government
of South Australia

Treasurer
Level 8
State Administration Centre
200 Victoria Square
Adelaide SA 5000
GPO Box 2264
Adelaide SA 5001
DX 56203 Victoria Square
Tel 08 8226 1866
treasurer.dtf@sa.gov.au

Dear Mayor

I would like to thank you for submitting an application for funding support under the Local Government Infrastructure Partnership Program.

The Local Government Infrastructure Partnership Program received 107 applications for State funding support totalling \$197.3 million.

Projects were considered and scored against weighted assessment criteria by an evaluation panel in order to prioritise projects within the Government's \$100 million funding allocation.

Assessment criteria included:

- Commencement and completion timing – projects were scored on the extent to which they met the Government's shovel ready requirements.
- Job creation – including a weighed assessment of estimated construction jobs, use of local contractors and direct employment impacts post constructions.
- Alignment to the Government's Growth State Agenda, or contribution to community wellbeing.

57 projects have been funded covering 58 councils. Total grant funding approved is \$107 million.

I am pleased to offer the City of Onkaparinga support of \$1,650,000 towards the costs of the Port Noarlunga Sport and Community Complex Redevelopment project.

LGIPP funding is offered on the condition that:

- no other State grant funding is received for this project,
- construction must commence consistent with the timeframes set out in your funding application, and

- there will be no additional state funding impacts as a consequence of the project.

Where your grant is contingent on third party funding, and the third party funding arrangements change, it is expected that council will either increase their contribution or obtain other third party funding to cover the shortfall. Where the change in third party funding arrangements impact council's ability to deliver the approved project, council is required to obtain the Treasurer's approval to reduce the scope of the approved project.

The Department of Treasury and Finance will be in contact with you shortly with a grant agreement tailored to your approved project.

I note that City of Onkaparinga also lodged applications for funding for the following projects:

- SUNA Stage 2 - Construct 6 new netball courts with LED match standard lighting and supporting facilities; and
- Aldinga Willunga Cycleway.

I regret that in this instance funding assistance for these projects has not been supported.

Should you have any queries about the program in the meantime, please contact the Secretariat on lginfrastructuregrants@sa.gov.au.

Yours sincerely



Hon Rob Lucas MLC
Treasurer

21 March 2021

9.7 COVID–19 support for community sporting clubs

Report contact

Jade Bird, Manager Financial Services
08 8384 0580

Approving officer

Chris White, Director Corporate

Meeting

Council

Date

17 August 2021

1. Purpose

This report provides an updated assessment of the COVID–19 pandemic, the impact of activity restrictions and snap lockdowns resulting from the highly contagious delta variant, and a proposal to offer relief to community and sporting clubs during periods when they are not able to operate.

2. Recommendations

- 1. That Council, in response to recent and future activity restrictions and lockdowns that prevent clubs from operating, delegates to the Chief Executive Officer the authority to approve lease and rent waivers for community and sporting clubs in council owned facilities, and turfed playing field maintenance cost reductions for community owned sporting clubs, based on the number of weeks the restrictions are in place.**
- 2. That such waivers be limited in scope to payments relating to usage periods up to and including 30 June 2022.**

3. Executive summary

Since COVID–19 was declared a health pandemic in March 2020, Council has continually reviewed the situation in South Australia and provided a range of responses designed to assist the community, including a zero per cent rate rise for 2020–21, extensions for ratepayers to pay their rates, lease waivers for sporting and community clubs and businesses in council-owned facilities, a 'Buy Local' marketing campaign to promote the local economy, and advisory support to businesses within the city.

Whilst the impact of COVID–19 has not been as severe in South Australia as in other states, the potential for activity restrictions and snap lockdowns to be reimposed at any time has provided a significant level of uncertainty for the community, as evidenced by the 7-day lockdown which occurred in South Australia in July 2021.

To support our community and sporting clubs, who to varying degrees suffer lost income during periods of being unable to operate, it is recommended that the Chief Executive Officer be provided with the delegation to authorise rent or lease reductions for clubs in council-owned facilities, or turfed playing field maintenance cost reductions for the community owned sporting clubs, during restrictions that prevent them from operating based on the number of weeks the restrictions are in place.

4. Background

Community Plan 2030	<p>people: connected, engaged, active, healthy</p> <p>place: green, inviting, accessible, liveable</p> <p>prosperity: economically strong, environmentally thriving</p> <p>performance: accountable, efficient, inclusive, sustainable</p> <p>This report supports our vision to encourage prosperity by providing appropriate supports where needed</p>
Who did we talk to/who will we be talking to	Community clubs have reached out to discuss the impact the recent activity restrictions and lockdown in July have had on their ability to operate.

5. Discussion

South Australia remains in a state of emergency in response to the COVID-19 pandemic. Restrictions on public activities including retail and entertainment vary from a few limitations, to stay at home and essential services only, subject to the status of transmission in our community. As evidenced by the 7-day lockdown which occurred in South Australia in July 2021 and the lockdowns in many major cities across the country, the decision to issue rapid 'stay at home' orders due to outbreaks of the highly contagious delta variant can cause immediate and sudden disruption to the community.

Federal and state leaders have agreed to COVID-19 vaccination targets to end lockdowns and begin reopening the country. Lockdowns will become less likely after vaccine targets are met. Under the four-stage plan to return to normal, Phase A: Vaccinate, prepare, pilot – envisages early, stringent and short lockdowns if outbreaks occur. Lockdowns will become less likely in phase B (but are still possible). Phase B is 70 per cent of the eligible Australian population having both doses of a coronavirus vaccine. This target could be reached before the end of the year.

Businesses, clubs and council must remain prepared for a disruption to business continuity should COVID-19 be detected in the community and a 'stay at home' order or similar Direction is imposed.

Throughout 2020-21, a number of financial relief measures were endorsed by Council to provide support for our community, including a zero per cent rate rise, extensions for ratepayers to pay their rates, and lease waivers for sporting and community clubs and businesses in council-owned facilities. These relief measures were phased out in the last quarter of 2020-21 as the community attempted to transition to a 'new normal', prior to the emergence of the delta variant. The calculated cost of the relief measures since the commencement of the pandemic is \$1.8 million.

Following the reintroduction of activity restrictions and the 7-day lockdown in South Australia in July, some clubs in council-owned facilities have approached council to request further relief from paying lease or rent costs for the time they were unable to operate. This is due to the loss of income during the periods of closure.

The City of Onkaparinga strongly values community sport in our city. With some 10,000 people volunteering in sporting clubs in our city and some 20,000 participating, sport delivers significant social and health benefits including facilitating community connection by providing a sense of place and reducing social isolation and improving individual and community health through physical activity. Our Council have recently endorsed the Sport and Active Recreation Action Plan 2021-25 which seeks to increase participation in physical activity through sport and active

recreation, build the capacity of volunteers in sport and active recreation, and improve our facilities.

In the current environment, it is anticipated that there will be more sudden lockdowns or increased restrictions put in place to stop the spread of COVID-19, particularly in light of the delta variant. To support our community and sporting clubs in council-owned facilities, it is recommended that the CEO be provided with the delegations to authorise the following:

- rent or lease reductions for community and sporting clubs in council-owned facilities; and
- turfied playing field maintenance cost reductions for the community owned sporting clubs during restrictions that prevent them from operating based on the number of weeks the restrictions are in place.

It is further recommended that this delegation remain in place for the remainder of the financial year.

Offering our community and sporting clubs cost reductions during times of extreme uncertainty and disruption helps support the activities and services the clubs provide to our community, which both directly and indirectly benefit many people.

In addition to the administrative costs associated with providing necessary credit notes associated with rent/lease waivers, it is estimated that these relief measures would cost approximately \$11,000 in lost income per week, with the total amount of lost revenue dependent on future restrictions and lockdowns. For example, 5 weeks of activity restrictions that prevent clubs from operating would result in \$55,000 lost revenue for Council.

The actual lost revenue will be reported as part of the quarterly financial update report to Council.

6. Financial implications

Financial summary

Item	Capital	Operating	Comment
Budget			
Current budget allocation		\$0	No budget allocation
Additional funding required		\$11,000 per week	Total amount of lost revenue dependent on future restrictions and lockdowns, in addition to the cost of administering credit notes for the 100 clubs in council-owned facilities or community-owned clubs
Funding source and amount		\$11,000 per week	Reduction of revenue.
Budget impact		\$11,000 per week	Total amount of lost revenue dependent on future restrictions and lockdowns. Initially this will be absorbed in the current budget, however there maybe an increase to the deficit if lockdowns are prolonged.

Long Term Financial Plan (LTFP)	
In current LTFP?	No LTFP allocation
LTFP category	N/A
Timing in LTFP	N/A

The financial impact of waiving lease and other fees for community and sporting clubs will have an impact on the budget for 2021–22, depending on the length of time activity restrictions are in place. The impact on the LTFP will be to increase the operating deficit for 2021–22. Should activity restrictions still be in place in future years, there will be a further financial impact on the LTFP.

7. Risk and opportunity management

Risk	
Identify	Mitigation
Reputation/community expectation	Consideration of how to offer financial support to the community must be balanced with budget pressures and the financial impact to council and ratepayers. Whilst it is not possible to offer ongoing support to all areas of council, providing a level of support to community and sporting clubs indirectly benefits a significant proportion of the community.
Financial/business sustainability	Ongoing financial support will impact on council's ability to deliver services and provide low rate increases and may not be the best way to provide support.

8. Next steps

Following endorsement of this report, lease costs and other related costs for community and sporting clubs as outlined in this report will be waived on a per weekly basis for the number of weeks that activity restrictions prevented them from operating since 1 July 2021. The amounts waived will be reported back to Council in future finance reports.

– END OF REPORT –

9.8 Risk Appetite Statement

Report contact

Alana Martin, Team Leader Corporate Governance
8384 0760

Approving officer

Chris White, Director Corporate

Meeting

Council

Date

17 August 2021

1. Purpose

The Audit, Risk, Value and Efficiency Committee (ARVEC) have recommended that Council develop a Risk Appetite Statement with input from the Chamber. After undertaking a workshop with Elected Members, a draft Risk Appetite Statement has been prepared to reflect the outcomes of discussions, and is provided for Council's consideration.

2. Recommendations

- 1. That Council notes the agenda report and endorses the Risk Appetite Statement included as attachment 1 to the agenda report.**
- 2. That the Risk Appetite Statement be included in Council's Risk Management Framework in its adopted form.**

3. Executive summary

At its meeting on 10 May 2021 (minutes noted by Council on 18 May 2021), ARVEC recommended:

- 1. That the Audit, Risk, Value and Efficiency Committee receive and note the Risk Management Quarterly Update report.*
- 2. That the Risk Appetite Statement with recommended changes be presented to the Council for adoption and returned to the Committee as part of a revised Risk Management Framework at the Committee's next meeting.*

ARVEC also noted "...the need for elected members to collectively determine the risk appetite for each category."

On 22 June 2021, staff held a workshop with elected members to discuss the Risk Appetite Statement. As a result of this workshop, and based on discussion and input from members, the draft Risk Appetite Statement (included as Attachment 1 to this report) has been drafted, and is presented for Council's consideration.

Once adopted, the Risk Appetite Statement will be incorporated into Council's Risk Management Framework, and returned to ARVEC at its next meeting.

4. Background

Community Plan 2030	performance: accountable, efficient, inclusive, sustainable
Policy and/or relevant legislation	Risk Management Framework
Who did we talk to/who will we be talking to	Council Members ARVEC Members

5. Discussion

A Risk Appetite Statement outlines the amount of risk Council is willing to accept or retain in order to achieve its objectives. It is a series of statements that describes the organisation's approach to assess and eventually to pursue risk, retain risk, take risk or turn away from risk in connection with discharging its functions on behalf of ratepayers.

Determining and articulating a risk appetite assists Council to make better choices by considering risk more effectively in decision making. Risk appetite statements are usually aligned to categories of risk, such as financial, people or reputation risks. For Council these are:

- Employee Welfare / Public Safety
- Reputation / Community Expectation
- Political
- Environment
- Compliance / Legal
- Service Delivery
- Financial / Business Sustainability

In assessing the appetite level for each of the categories there are three appetite levels:

1. *Cautious* - unless there is a compelling reason to do so, Council should not accept opportunities with risks attached that could result in exposure or loss and should proceed with caution in pursuing these opportunities.
2. *Balanced* - there is some risk associated with the opportunity being pursued, however, there are mitigating actions available to help reduce these risks to an acceptable level of exposure.
3. *Risk Positive* - there is some higher risk associated with the opportunity being pursued, there are treatments available to mitigate the risk, and on a cost/benefit basis, the opportunity is worth pursuing / too good to miss.

Based on the workshop, Attachment 1 was drafted and contains the appetite descriptions in detail. The following table is an overview of the proposed risk appetite statement.

Category	Cautious Appetite	Balanced Appetite	Risk Positive Appetite
Employee Welfare/ Public Safety			
Reputation / Community Expectation			
Political			
Environment			
Compliance / Legal			
Service Delivery			
Financial / Business Sustainability			

Risks will be escalated in accordance with Council's Risk Management Framework. Strategic risks that sit outside of the risk appetite will be provided to Council for decision. Corporate risks that sit outside of the risk appetite will be presented to the Chief Executive Officer for approval. A regular report on strategic and corporate risks sitting outside of appetite will be presented to ARVEC.

6. Financial implications

Not applicable.

7. Risk and opportunity management

Risk	
Identify	Mitigation
Employee welfare/public safety	<p>A Risk Appetite Statement is the amount of risk Council is willing to accept or retain in order to achieve its objectives. Determining and articulating a risk appetite assists Council to make better choices by considering risk more effectively in decision making.</p> <p>The Risk Appetite Statements are aligned to Council's categories of risk.</p>
Reputation/community expectation	
Political	
Financial/business sustainability	
Environment	
Compliance/legal	
Service delivery	

Opportunity	
Identify	Maximising the opportunity
Determining and articulating a risk appetite assists Council to make better choices by considering risk more effectively in decision making.	Staff will ensure that the Risk Appetite Statement is implemented across Council, and staff are trained on how to use it.

8. Timelines and deadlines

While there is not a deadline for the decision to be made, a number of processes, such as the finalisation of the Strategic and Corporate Risk reviews, are dependent on a Risk Appetite Statement being approved.

9. Next steps

If approved, staff will update the Risk Management Framework and associated risk documents to include the Risk Appetite Statement. Corporate Governance will work with the business to ensure implementation across Council.

10. Attachments

Attachment 1 – Risk Appetite Statement (4 pages)

- END OF REPORT -

RISK APPETITE STATEMENT

CATEGORY	DESCRIPTION / ACTION
Employee Welfare/ Public Safety	<p>Balanced Council can accept a limited level of risk in this category. Opportunities pursued in this category can have high levels of personal injury risk associated, so there should always be a suitable level of control and treatment available to mitigate those risks.</p> <p>LOW rated risks are acceptable in this category if the relevant treatments and controls are in place.</p> <p>Council has limited appetite to undertake activities with residual risks that are rated MEDIUM in this category, only where it is necessary, as long as they are undertaken in a highly controlled environment.</p> <p>Risks rated HIGH and EXTREME in this category cannot be accepted. The city is committed to creating a safe environment where employees, residents and visitors to the area are protected from physical and psychological harm. There is no appetite for behaviour that threatens wellbeing.</p>
Service Delivery	<p>Risk Positive Council has a positive risk appetite for initiatives that improve service delivery. Investment in and development of comprehensive infrastructure, process, policy and procedure that support improvement in service delivery is encouraged. Initiatives being pursued in this category provide learning and development opportunity, contributing to improved service delivery Risk taking in this category is acceptable as long as there are mitigating controls and treatments available to help reduce these risks to an acceptable level of exposure.</p> <p>LOW, and MEDIUM rated risks in this category are acceptable if the relevant controls and treatments are in place. Council has an appetite to undertake projects and activities that expand its reach, reputation and influence as provider of excellent levels of service.</p> <p>Risks rated HIGH in this category may be accepted with relevant controls and treatments in place. Council is willing to accept a high level of risk to position itself as a leader in service delivery.</p> <p>Risks that are rated EXTREME in this category may not be accepted when escalated as per instructions in the Risk Escalation Table. Risks that fall outside of legislation, professional standards, ethical expectations, safety and policy requirements will not be accepted.</p>
Reputation / Community Expectation	<p>Balanced Council can accept a moderate level of risk in this category. There is appetite to manage and respond to disruptions caused by changes in the reputation of council and changing community expectations. Opportunities to build and improve relationships with the Community are worth pursuing. Opportunities in this category can have high levels of city branding and resident push back risks associated, so there should be a suitable level of treatments available to mitigate those risks.</p> <p>LOW and MEDIUM rated risks in this category are acceptable if the relevant controls and treatments are in place. Council has an appetite to undertake projects and activities that deliver on multiple strategic objectives and</p>

Risks will be escalated with Council's Risk Management Framework. Strategic risks that sit outside of the risk appetite will be provided to Council for decision. Those corporate risks that sit outside of the risk appetite will be presented to the Chief Executive Officer for approval.

RISK APPETITE STATEMENT

CATEGORY	DESCRIPTION / ACTION
	<p>provide significant community benefit.</p> <p>Risks rated HIGH and EXTREME in this category may not be accepted. Council activities provide opportunities to meet its objectives, but these risks may result in heightened community concern. Council has no appetite for activity undertaken where there is a risk of damage to Council reputation and city branding or failures to meet with community expectations.</p>
Compliance / Legal	<p>Balanced</p> <p>Council can accept a level of compliance and legal risk if suitable controls and treatments are in place in its policy and procedure. Opportunities in this category will usually be business improvement and red tape reduction exercise, so there should be a suitable level of treatments available to mitigate those risks. Opportunity is worth pursuing to improve customer services and service delivery. Risks in this category could result in criminal or civil prosecutions, fines and imprisonment. As such Council has no tolerance for the acceptance of risks that result in criminal acts and breaches of legislation.</p>
	<p>LOW and MEDIUM rated risks in this category are acceptable if the relevant controls and treatments are in place. Council has an appetite to improve the provision of its services and remove any unnecessary 'red tape' processes.</p> <p>Risks rated HIGH and EXTREME in this category may not be accepted and are to be escalated as per instructions in the Risk Escalation Table. The city places great importance on governance and compliance and has no appetite for breaches in legislation, regulation, ethics, bribery or fraud.</p>
Financial / Business Sustainability	<p>Cautious</p> <p>Unless there is a compelling reason to do so Council should not accept residual risks that are considered medium, high or extreme in this category. Treatment plans must be in place for all risks. Council should proceed with caution in pursuing opportunities or commercial activities with risks in this category as they can result in unwanted financial exposure and losses, which limit Councils ability to meet its financial planning requirements. Risks in this category have impacts on the standards of operation and can result in a loss of confidence from the community and other stakeholders.</p>
	<p>LOW rated risks are acceptable in this category if the relevant treatments and controls are in place. It is important to continue to operate efficiently and effectively, however opportunity for unplanned expansion is limited.</p> <p>Risks rated MEDIUM, HIGH and EXTREME in this category may not be accepted. The City does not allow risks that may jeopardise its long-term financial viability or risks that could lead to a loss of confidence by its Community stakeholders or government agencies.</p>
Political	<p>Balanced</p> <p>Council can accept a certain level of risk in this category. There is an appetite to deal with and respond to political changes in the operating environment. Forging new relationships and advancing existing ones with all stakeholders is encouraged. Opportunities to build positive relationships with stakeholders are worth pursuing if aligned with Councils vision and objectives. Opportunities in this category have a high-level stakeholder management risk associated, and</p>

Risks will be escalated with Council's Risk Management Framework. Strategic risks that sit outside of the risk appetite will be provided to Council for decision. Those corporate risks that sit outside of the risk appetite will be presented to the Chief Executive Officer for approval.

RISK APPETITE STATEMENT

CATEGORY	DESCRIPTION / ACTION
	<p>there should be a suitable level of control and treatment in place to ensure the risk exposure is minimised or removed.</p> <p>LOW and MEDIUM rated risks in this category are acceptable if the relevant controls and treatments are in place. Council has an appetite to undertake projects and activities that deliver opportunity to build positive relationships with other councils, state or federal governments.</p> <p>Risks rated HIGH and EXTREME in this category may not be accepted and are to be escalated as noted in the Risk Escalation Table. Council has no appetite for activities undertaken which may cause criticism with other councils, state or federal government or behaviour that may see CEO/Mayor forced to resign.</p>
Environment	<p>Balanced Council can accept some minor environmental impacts if they are offset by other activity resulting in a net environmental benefit. Council have a balanced appetite for environmental impacts arising from normal business activities and is open to innovative practices for the betterment of the environment. Council accepts changes to procedures and practices to accommodate improved environmental outcomes. Opportunities in this category can have significant impacts on the selection of products and services, so there should be a suitable level of treatments available to mitigate those risks. Council should not accept risks that knowingly compromise the environment and are reasonably foreseeable and preventable.</p> <p>LOW and MEDIUM rated risks in this category are acceptable if the relevant controls and treatments are in place. Council recognises the importance of conserving and enhancing our environment and understands that sustainability considerations in all council decisions is important. Council has an appetite for minor environmental risks in order to deliver further long-term benefits to our community.</p> <p>Risks rated HIGH and EXTREME in this category may not be accepted and are to be escalated as noted in the Risk Escalation Table. Council has no appetite for risks that do not appropriately consider the principles of ecologically sustainable development or Councils ability to deliver a sustainable city.</p>

Appetite Descriptions

Risks will be escalated with Council's Risk Management Framework. Strategic risks that sit outside of the risk appetite will be provided to Council for decision. Those corporate risks that sit outside of the risk appetite will be presented to the Chief Executive Officer for approval.

RISK APPETITE STATEMENT

Cautious	<ul style="list-style-type: none">• unless there is a compelling reason to do so Council should not accept opportunities with risks attached that could result in exposure or loss, and should proceed with caution in pursuing these opportunities.
Balanced	<ul style="list-style-type: none">• there is some risk associated with the opportunity being pursued, however there are mitigating actions available to help reduce these risks to an acceptable level of exposure.
Risk Positive	<ul style="list-style-type: none">• there is some higher risk associated with the opportunity being pursued, there are treatments available to mitigate the risk, and the opportunity is worth pursuing / too good to miss..

Risks will be escalated with Council's Risk Management Framework. Strategic risks that sit outside of the risk appetite will be provided to Council for decision. Those corporate risks that sit outside of the risk appetite will be presented to the Chief Executive Officer for approval.

9.9 Council appointed elected member liaison to McLaren Vale Tennis Club Inc

Report contact

Katrina French, Civic and EM Liaison Officer

Meeting

Council

Approving officer

Chris White, Director Corporate

Date

17 August 2021

1. Purpose

The purpose of this report is to acknowledge receipt of the request from the McLaren Vale Tennis Club Inc and seek Council approval to appoint Cr Wayne Olsen as Elected Member Liaison.

2. Recommendations

That Council appoint Cr Wayne Olsen to act as Council Liaison to the McLaren Vale Tennis Club Inc, expiring at the end of the current Council term.

3. Executive summary

At the Council meeting of 18 May 2021, elected members were appointed to act as liaisons to various organisations' boards, committees or groups.

The Council liaison role is structured such that elected members assist communication and exchange of information between Council and the organisations' board, committee or group. The elected member is not appointed as a member of the organisations' board, committee or group, and as such does not have any voting rights when matters are brought before the organisation for a decision.

The Council appointed elected member liaison policy states that external organisations may request a Council liaison at any time outside of the existing biennial process. Requests are to be made to Council in writing and a report is presented to Council for appointment, and the organisation added to the schedule.

4. Background

Community Plan 2030	<p>people: connected, engaged, active, healthy</p> <p>The Council Appointed Elected Member Liaison acts as a primary point of contact between external organisations and Council, using the elected member liaison as an information provider from Council to the organisation and vice versa.</p>
Policy and/or relevant legislation	<ul style="list-style-type: none"> • Council Appointed Elected Member Liaison Policy • Council's Allowance, benefits and support procedure • <i>Local Government Act 1999</i> • <i>Local Government (General) Regulations 2012</i>

Who did we talk to/who will we be talking to	At the review in March 2021, external organisations that are currently listed on the Elected Member Liaison official schedule, Elected Members and the Community Connections, Sustainability, Recreation teams were consulted.
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5. Discussion

On 20 May 2021, an email was received from McLaren Vale Tennis Club Inc requesting Council to appoint Cr Wayne Olsen as Council liaison. A copy of this request is included at attachment 1.

6. Financial implications

Financial summary

Council's Allowance, benefits and support procedure 2021 allows for travel expenses under Section 77(1)(b) of the *Local Government Act 1999*, to be reimbursed to elected members who are a Council appointed liaison, when travelling to and from the external organisation's meeting.

7. Risk and opportunity management

Risk	
Identify	Mitigation
Indemnity	Nominating elected members in liaison roles rather than making formal appointments to the various organisations board/committee mitigates the risk of not being covered by any indemnity provisions with respect to decisions made by the external organisation on which they were a voting member.
Conflict of Interest	This approach also eliminates the potential of a conflict of interest between an individual's role as an elected member, and the role of board members of the external organisation.
Misconception of Council support to the external organisation	The intent and objectives of the role of a Council appointed liaison member is clearly defined in Council policy.

Opportunity	
Identify	Maximising the opportunity
Community Leadership and communication	Elected member involvement as Council liaisons to a range of community groups, school councils and management committees provides an ideal opportunity for not only leadership within the community but also the opportunity to hear the views of the community on many and varied topics.

8. Next steps

Once approved by Council, the organisation will be provided with the contact details of their appointed liaison to invite and advise of meeting times.

9. Attachments

Attachment 1 – Request from McLaren Vale Tennis Club Inc (1 page)

- END OF REPORT -



Member liaison contact for community organisations

Name of organisation
and postal address

McLAREN VALE TENNIS CLUB INC

Postal Address:

PO BOX 431, McLAREN VALE 5157

Contact person and
title

JANE REEVES - SECRETARY

Contact details

Phone:

Email:

Meeting frequency:

Day:

Time:

VARIES (CURRENTLY THURSDAYS) 4-6 WEEKS
7-8.30 PM

Please select your preferred elected member on the table below (optional):



Mayor Erin Thompson

Select: ☐

Mid Coast Ward



Cr Bill Jamieson

Select: ☐



Cr Sue Tonkin

Select: ☐

Thalassa Ward



Cr Marion Themeliotis

Select: ☐



Cr Geoff Eaton

Select: ☐

Pimpala Ward



Cr Michael O'Brien

Select: ☐



Cr Sandra Brown

Select: ☐

Southern Vales Ward



Cr Martin Bray

Select: ☐



Cr Wayne Olsen

Select: ☒

Knox Ward



Cr Heidi Greaves

Select: ☐



Cr Alayna de Graaf

Select: ☐

South Coast Ward



Deputy Mayor
Simon McMahon

Select: ☐



Cr Richard Peat

Select: ☐

Please return by email to katrina.french@onkaparinga.sa.gov.au or post to:
Civic Governance, City of Onkaparinga, Po Box 1, Noarlunga Centre SA 5168

9.10 Council and Committee Reporting Schedule

Report contact

Sue Hammond, Council and Committee Meeting Coordinator
8384 0747

Meeting

Council

Approving officer

Chris White, Director Corporate

Date

17 August 2021

1. Purpose

This report provides an update on the reporting for upcoming Council and Committee meetings.

2. Recommendations

That Council note the agenda report and Reporting Schedules (attachments 1 and 2 to the agenda report).

3. Executive summary

This report is provided as per the following resolution of Council at its meeting of 21 March 2017: That the item "Updated Work Program" from the agenda of the Strategic Directions Committee be duplicated as a monthly agenda item for Council meetings.

As the Reporting Schedule is a guide only and subject to change, members are encouraged to utilise the Elected Member website for an up to date version of the Reporting Schedule.

4. Discussion

Unscheduled elected member sessions

Fees and Charges – Council resolution 16/6/20 *"That Council review and adopt the proposed Fees and Charges for 2020–21 as included in attachment 1 to the agenda report effective from 1 July 2020 with the exception of the nine fees related to burial plot renewals, niche wall renewals and rose garden memorial renewals fees which are to be discussed at a workshop to be held as soon as possible"*.

This session will be included in an EM session later in the year.

5. Attachments

Attachment 1 – Reporting Schedule to 11 August 2021 (2 pages)

Attachment 2 – Schedule of elected member sessions to end of year (1 page)

- END OF REPORT -

Report Schedule as at 11 August 2021

EM Session 24/08/2021			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
EM Enquiry Trial Evaluation - TBC	White, Christopher	C	
SDC meeting 7/9/21			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Submission to draft South Australia's Road Safety Strategy	Williams, Brett	CO	
Engagement outcomes report and final draft Arts and Cultural Development Action Plan 2022-25	Wright, Paul	CS	
Council and Committee Reporting Schedule	Luke, Jonathan	PRS	
SA Coastal Councils Alliance	Keath, Nina	SE	
SDC Meeting Date - EM Workshop 07/09/2021			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
DIT Update Main South Rd - TBC - prior to SDC	Ellingham, Morgan	CO	
EM Session 14/09/2021			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
EM Training Session - Prevention and Management of Bullying and Harassment in and out of the Chamber	Brunotte, Therese	C	
Council meeting 21 September 2021			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Confidential - Aldinga Library	Bau, Robert	CO	
Temporary Road closures - 2021 Willunga Hillclimb & 2022 Variety Muscle Car Run	Williams, Brett	CO	
Deputation - Keith Blyth, Onkaparinga Pipe Band (with performance by the band prior to the meeting at 6.15pm in the Civic Area)	Haskett, Jason	CS	
Happy Valley BMX Facility: Future management options	Carr, Nicholas	CS	
New lease over Christies Sailing Club	Carr, Nicholas	CS	
Seaford Community Garden	Wright, Paul	CS	
Audit and Risk Committee Terms of Reference	Martin, Alana	C	
Council and Committee Reporting Schedule	Hammond, Susan	C	
Quarterly Financial Update including Budget Review 4	Bird, Jade	C	
Speech protocol guidelines for civic, ceremonial and official functions and events	Brunotte, Therese	C	
Strategic Directions Committee minutes	Hammond, Susan	C	
Building Fire Safety Committee annual report 2020-2021	Randell, Ian	PRS	
CAP Annual Report	Victory, Ben	PRS	
Options to commemorate Paul Murray	Sutton, Dale	SE	
EM Session 28/09/2021			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
1. EM Training Session - Sexual Harassment - TBC	Crowther, Lisa	C	
Elected Member training - Introduction to the Mutual Schemes including Roles, Responsibilities and protections overview	Brunotte, Therese	C	
SDC meeting 5/10/21			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Australian National Security and Foreign Investment	Spartalis, George	C	
Council and Committee Reporting Schedule	Luke, Jonathan	PRS	
RV Friendly City options	Bennett, Johanna	SE	
ARVEC meeting 11/10/21			
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Confidential meeting with ARVEC and Internal Auditors (Galpins)	Martin, Alana	C	

Draft financial statements for period ended 30 June 2021	Carter, Kevin	C
External audit interim management letter	Carter, Kevin	C
Integrity and Transparency Hub - FOI disclosures and s270 complaints register	Martin, Alana	C
Internal audit quarterly update	Martin, Alana	C
SRWRA Annual Report for period ended 30 June 2021	Carter, Kevin	C

EM Session 12/10/2021

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Local Government Review Bill	Brunotte, Therese	C	

Council meeting 19 October 2021

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Review of traffic issues on Windsong Court Morphett Vale	Williams, Brett	CO	
Audit, Risk, Value and Efficiency Committee meeting minutes	Hammond, Susan	C	
Confidential items	Hammond, Susan	C	
Council and Committee Reporting Schedule	Hammond, Susan	C	
Strategic Directions Committee minutes	Hammond, Susan	C	

ICT Reform Project Steering Committee meeting 25/10/21

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
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EM Session 26/10/2021

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Waste and Recycling Strategic Management Plan 2017-21 -TBC	Tucker, Jessica	CO	

SDC meeting 2/11/21

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Council and Committee Reporting Schedule	Luke, Jonathan	PRS	

ARVEC meeting 8/11/21

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
ARVEC annual performance review results. Presiding member report	Martin, Alana	C	
Internal audit quarterly update	Martin, Alana	C	
Risk Management update	Martin, Alana	C	

EM Session 09/11/2021

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
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Council meeting 16 November 2021

REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF
Audit, Risk, Value and Efficiency Committee meeting minutes	Hammond, Susan	C	
Council and Committee Reporting Schedule	Hammond, Susan	C	
Draft financial statements for period ended 30 June 2021	Carter, Kevin	C	
Quarterly Financial Update including Budget Review 1	Bird, Jade	C	
SRWRA Annual Report for period ended 30 June 2021	Carter, Kevin	C	
Strategic Directions Committee minutes	Hammond, Susan	C	
2020-21 City of Onkaparinga Annual Report	Onsman, Ynys	SE	
ON Business Grants Review	Palumbo, Monique	SE	

Department acronyms

CO – City Operations
 CS – Community Services
 C – Corporate
 PRS – Planning and Regulatory Services
 SE – Strategy and Engagement

Meeting acronyms

ARVEC – Audit, Risk, Value and Efficiency Committee
 SDC – Strategic Directions Committee
 EM Session – Elected Member Session
 CEOPMC – Chief Executive Officer Performance Management Committee

Report schedule as at 11 August 2021
Scheduled elected member sessions to end of 2021

EM Session 24/08/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
2. EM Enquiry Trial Evaluation - TBC	White, Christopher	C			0
SDC Meeting Date - EM Workshop 07/09/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
DIT Update Main South Rd - TBC - prior to SDC	Ellingham, Morgan	CO			0
EM Session 14/09/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
EM Training Session - Prevention and Management of Bullying and Harassment in and out of the Chamber	Brunotte, Therese	C			0
EM Session 28/09/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
1. EM Training Session - Sexual Harassment - TBC	Crowther, Lisa	C			0
Elected Member training - Introduction to the Mutual Schemes including Roles, Responsibilities and protections overview	Brunotte, Therese	C			0
EM Session 12/10/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
Local Government Review Bill	Brunotte, Therese	C			0
EM Session 26/10/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
Waste and Recycling Strategic Management Plan 2017-21 -TBC	Tucker, Jessica	CO			0
EM Session 09/11/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS
EM Session 23/11/2021					
REPORT SCHEDULED	RESPONSIBLE OFFICER	DEPT	CF	DW	STATUS

Department acronyms

CO – City Operations

CS – Community Services

C – Corporate

PRS – Planning and Regulatory Services

SE – Strategy and Engagement

10. Questions on notice

10.1 Questions on notice – Cr Themeliotis – Digital agendas

1. How many councillors have accepted electronic devices from Council?

Twelve (12) councillors have been supplied with electronic devices for the use in the current council term.

2. Considering the above response, how many of those councillors receive hard copy agendas and how many receive digital agendas?

Eight (8) councillors receive hard copy agendas and five (5) members access the digital agendas.

3. How many directors and managers receive digital agenda?

See response to 4. Below.

4. How many directors and managers receive hard copy agendas?

Three (3) directors receive hard copy agendas. Four (4) directors and all managers access digital agendas.

5. How long does it take to print hard copy agendas for directors, managers, staff and councillors who receive them?

This can vary based on size of doc to print. Team allow 1 person offline to manage this on Thursdays. Sometimes start after lunch and finish on Friday. This varies significantly depending when we receive the document.

6. What is the cost to council to courier agendas out?

2019-20 courier cost was \$15,559

7. What are the costs to council to lease the printer that prints all agendas for Council/SDC meetings?

Currently the relevant printer is out of lease.

As for what a replacement would cost: we would need to action the market approach for our printer/multi function devices (MFDs) fleet to determine such.

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10.2 Questions on notice – Cr Tonkin – Lease renewals for Onkaparinga facilities

Background

At a recent board meeting with the Southern Districts Baseball Club at Peregrine Park the issue of lease renewal was raised.

This club and apparently a few others are reluctant to sign the new leases due to several concerns:

- Page 52 Section 17 – There is no renewal clause. The removal of the 5 + 5 renewal clause does not provide clubs a long-term security.

Southern Districts Baseball Club has been at Peregrine Park for almost 50 years and keeps the facility and grounds in immaculate condition, most of the day-to-day maintenance of the grounds carried out by hardworking volunteers.

Apparently, this issue is being considered by the Onkaparinga Clubs Forum to be discussed and referred to Council.

1. *Is there a reason why clubs are no longer given the reassurance of knowing that their long-term position is secure?*

Background

In 2005 Council endorsed all 'Sport and Rec' leases to have a term of 5 years (plus 1 x 5year renewal) (10 Year term in total) these leases expired in 2015.

During the 10 year term a number of Clubs spiraled into financial debt with Council, the ATO and other creditors and services providers.

In 2013 Council responded to the Clubs request for financial assistance by resolving to take on the responsibility for paying SA Water irrigation accounts for turf playing pitches and ovals, calculated at approximately \$400 thousand dollars per year.

Several Clubs continued to find themselves struggling financially, operating on a day by day basis with little to no strategic plan for the future.

Consequently, council engaged the services of an independent financial accounting firm to assist the Clubs (who reached out), implement some strong governance around their procedures and provided a budgeting toolkit to improve their future records management and preparedness for paying operations costs and overheads.

The total debt to Council from our tenants has reduced from approximately two hundred and thirty thousand dollars (\$230K) to approximately eight thousand dollars (\$8K).

2. *What are the ramifications of including the 5 + 5 lease agreements?*

Long term leases (> 5 years)

A Lease is a legally binding contract between willing parties. The Terms and Conditions of a lease can quickly become outdated over an extended period of time and it may not meet the changing expectations of the parties (Council or the Club), therefore renewing the lease every 5 years keeps the parties in closer communication and enables the lease clauses to be reviewed, renewed and remain contemporary and consistent with Council's strategic policies.

Once a Lease has been finalized, the Lessee is entitled to 'quiet enjoyment' of the site as long as they are not in breach of any lease terms. This means the Council can't

unnecessarily access the site uninvited or interfere with the Club's activities without providing reasonable prior notice of its intentions.

Regular communication with the Club ensures we build and maintain strong relationships and long term leases reduces Council's ability to influence any newly endorsed strategic directions.

Renewing a Lease every five years provides an opportunity for the parties to come together and discuss 'what works well and what doesn't' for both parties.

Facilities Review

Over the past few years Council has been undertaking a review of its significant building portfolio, this is particularly due to the high number of aging, single-use, underutilised facilities it's required to repair and maintain.

Whilst to date this review has not looked closely at sports clubs, they are some of our biggest facilities that are closed most weekdays until 3pm and used mainly on weekends. In some preliminary discussion with sports clubs they have indicated a willingness to open their facilities for other daytime community user groups to generate income to pay their overheads.

The review indicated that many of the single-use facilities were underutilised, being the meeting place for a single Club's members, used a couple of times per week and so on.

To overcome this, council's strategic approach is to maximise participation rates for multiple-user groups in our buildings that cater for a variety of community needs, are well serviced with adequate bathroom amenities and have all-abilities access.

Council may have less influence in fully exploring opportunities to optimise usage of our larger sports facilities if we enter into long term leases, as it will reduce council's ability to renegotiate terms unless the Lessee is in breach and the lease is terminated early.

3. Are the leases able to be changed to include this assurity?

Legislation – Local Government Act 1999 (the Act)

A lease for up to 5 years doesn't require public consultation if it's an approved activity in a community land management plan. This enables a new lease to be administered efficiently for all parties.

Under the Act, any Lease for terms of greater than 5 years requires the Council to undertake Public Consultation in accordance with its policy.

The consultation process involves several processes including a letterbox drop to surrounding residents and advertisement in several areas including Council's website for a minimum period of 21 days.

All submissions received during the consultation process are collated and summarized into a report to be presented to Council who will make a determination of the matter.

If no submissions are received from the public consultation process, the lease may be signed by the Council's delegated officer(s).

There is a broad range of skill sets volunteering in the Clubs leasing Council's facilities. Some Clubs have very good skills in small business acumen but some are operating day by day with no strategic planning for the future of the organization. In these cases a five year Lease term is a reasonable way for us to keep in regular communication with a Club and encourage them to manage their overheads before issuing the next lease.

Payment plans have often been established to assist Clubs pull themselves out of a negative financial position rather than terminate the lease for poor performance given we acknowledge and value the community volunteer contribution made by our Clubs.

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10.3 Questions on notice – Cr Tonkin – Parking at O’Sullivan Beach Boat Ramp

Background

Recently I met a few residents at the O’Sullivan Beach dog park.

Quite a number of these people have recently received expiation notices for parking in the lower car park.

The expiation notices were not from Council but from SAPOL.

On all these occasions, but particularly on 26/7/2021 when a number of fines were imposed, the car park was almost empty as the weather was not conducive to safe boating.

The recipients of these fines (and I met 5 of them in a half hour walk) acknowledged that they were parking where only combined vehicles and trailers are permitted but asked whether consideration could be given to the fact that no traffic issues prevailed. The carpark in every instance was almost empty.

According to Google maps - People typically spend up to **25 min** at the dog park, so any vehicles parking for this purpose do not pose a long-term issue. There are 4 parks that allow 2-hour parking, two of which are disabled parking.

An expiation notice from SAPOL also carries a \$92 victims of crime levy on top of the \$87 fine.

It is my understanding that it is a breach of general orders to issue fines unless the offence is obstructing traffic. It would appear that overzealous officers may be issuing fines which The Department do not necessarily condone.

1. Is this area the responsibility of Council?

Both SAPOL and authorised officers of council can regulate the Australian Road Rules pertaining to parking.

2. Why are SAPOL monitoring the parking at the O’Sullivan Beach boat ramp?

Our contacts at SAPOL confirm they are patrolling the area due to regular reports of illegal and antisocial behaviour.

3. Have Council considered allocating a few more car parks on the lower level for short term parking for vehicles only?

At this stage we are not considering allowing additional vehicles to park on the lower level as this area is generally reserved for boat launching/retrieving activities only.

The lower car park area is designated to facilitate boat launching activities. Currently, the lower car park already experiences a high level of use and can get extremely busy during peak times for boating activities throughout the year. Contrary to that the car parking allocated for single cars located above the beach access point should be sufficient, noting that this car park has a set of stairs which provide direct access to the beach. The current separation of car parking areas either for boat-towing vehicles or single vehicles is an ideal arrangement in terms of traffic management.

Whilst allowing single vehicle parking on the lower level may appear to have minimal impact when boating activity is low, any such parking could subsequently be difficult to manage during busy boating times due to the potential for increased congestion and

interaction between single passenger vehicles and other vehicles towing boat trailers. The sporadic nature of boating activity also makes it difficult to designate off-peak times where parking for single vehicles may be appropriate, as popular times are dependent on irregular and unpredictable factors such as weather and tides.

11. Motions on notice

11.1 Notice of motion – Cr de Graaf – Reynella Smallbore and Air Rifle Club - funding towards clubroom toilet

Background

Last month I met with the Reynella Smallbore Air Rifle Club about their request for an accessible toilet.

They are prepared to put up \$15,000 if Council can also contribute \$15,000 towards an essential toilet installation.

They can't apply for a grant for next year as they need a toilet installed before summer time.

This also may have a safety aspect to it and I request if staff can kindly get back to me with the various options available etc. I visited the grounds and a toilet seem absolutely essential.

They also have an Olympian Team of Shooters at their club.

Motion

- **That staff work with the Reynella Small Bore & Rifle Club on the delivery of a disability toilet.**
- **Staff to provide assistance as required with project management.**
- **The project is to provide a single disability toilet (as per quote 82111 – attachment 1 to the agenda item) to the existing building, delivered by a licenced builder at a total fixed cost as quoted for \$30,0000 within the 2021-22 financial year.**
- **That council fund 50% of the total fixed cost, being \$15,000, to be funded from the 2021-22 Budget, Urgent and General Buildings 523551.**



A.C.N. 061 115 133 A.B.N. 11 337 733 635

HEAD OFFICE: 18 NEWFIELD ROAD, PARA HILLS WEST, SA 5096

POSTAL ADDRESS: PO BOX 46, PARA HILLS, SA 5096

PH: (08) 8368 1000

WEB SITE - www.emacmodular.com.au

EMAIL - claudes@systembuilt.com.au



ISO 9001 Lic No 6386 Standards Australia

This sales quotation is subject to the following and attached terms and conditions which are to be read with the quotation and incorporated in it.

CLIENT	QUOTE #
REYNELLA SMALLBORE & AIR RIFLE CLUB	82111
ATT:	SALES CONSULTANT
PETER DAVIES	CLAUDE BAGNARA
SITE ADDRESS	DATE
OVAL ROAD OLD REYNELLA SA 5161	18/09/2020
PHONE	PAGE
0411 675 435	1 OF 6
EMAIL	
shedmaster57@gmail.com	

ITEM	QTY	DESCRIPTION	DWG #	UNIT PRICE	EXTENSION	GST	TOTAL
"TO SUPPLY, DELIVER & PLACE AT REYNELLA"							
A	1	5.1M X 2.19M MALE & FEMALE / DISABLED TOILET	6085_20	\$26,200.00	\$26,200.00	\$2,620.00	\$28,820.00
TOTALS					\$26,200.00	\$2,620.00	\$28,820.00
To EMAC MODULAR please supply the above equipment in terms of this quotation							
Purchaser:		Position:	Witness:	Date:	EMAC Representative:		


TERMS AND CONDITIONS OF QUOTATION AND SALE

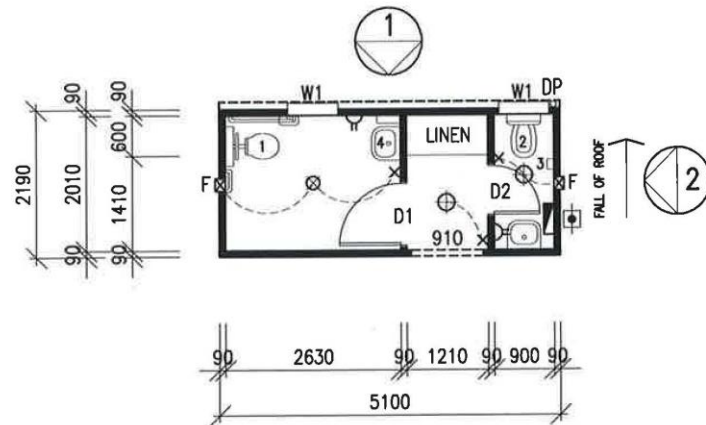
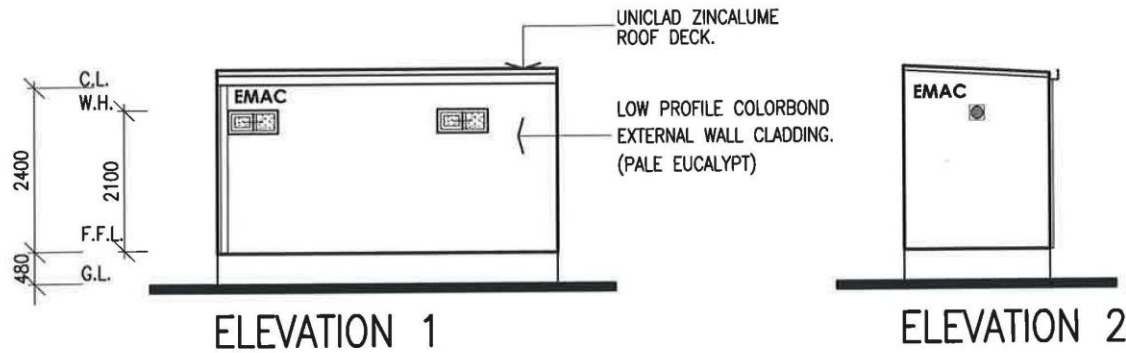


This sales quotation is subject to the following and attached terms and conditions which are to be read with the quotation and incorporated in it.

1. Unless otherwise stated the attached Quotation remains current for thirty days from date hereof.
2. Typographical errors in the attached Quotation are subject to our correction.
3. Goods in Stock are quoted subject to prior sale.
4. Any order for purchase consequent upon or with reference to the attached quotation shall be deemed to be an offer to purchase at the price(s) and upon the terms stated on the attached Quotation and upon the further terms a subject to the conditions of sale printed hereunder and any resulting contract of sale shall be upon such terms and subject to such conditions.
5. Acceptance of the Purchaser's order by us may be communicated to the Purchaser by letter or facsimile.
6. **Price:**
 - (a) Unless otherwise stated, all prices are for delivery f.o.t. at dispatch point.
 - (b) Except as otherwise specified, prices quoted do not include the Goods and Services Tax. (G.S.T.)
 - (c) Unless otherwise specified, prices quoted inclusive of delivery to some point beyond the Seller's dispatch point are based on shipment by any method, carrier or route chosen by the Seller.
 - (d) Prices and deliveries quoted are contingent on the Purchaser giving to the Seller at time of ordering complete and accurate plans, specifications and information for the purpose of manufacture and where expressly stipulate delivery beyond Seller's dispatch point and installation. All extra costs incurred by the Seller as a result of incomplete or incorrect plans, specifications or information given by the Purchaser to the Seller for the purpose aforesaid sh be borne by the Purchaser.
7. **Terms of Payment and Delivery:**
 - (a) Unless otherwise stated, where installation is to be completed by the Purchaser, terms of payment shall be:
 - 25% deposit with order;
 - 75% prior to dispatch ex plant.
 - (b) Unless otherwise stated, where installation is to be completed by the Seller, terms of payment shall be:
 - 25% deposit with order;
 - balance, excluding installation component, prior to dispatch ex plant;
 - installation component net seven days after hand over or upon occupancy by the Purchaser, whichever is the sooner.
 - (c) The Seller shall be at liberty to submit its invoice to facilitate payment upon completion of manufacture.
 - (d) If delivery of any consignment is delayed at the request of the Purchaser for more than seven days, then payment shall become due as if the consignment had been dispatched on the due date(s).
 - (e) If delivery is to be made at some point beyond the Seller's dispatch point, it shall, unless otherwise stated, be sufficient delivery for the purposes of the contract for the equipment to be delivered by the Seller to the site stipulat whether or not the Purchaser shall be in attendance to receive it. Any additional costs incurred by the Seller due to any delays in effecting delivery as specified will be charged to the Purchaser's account.
 - (f) If any moneys payable in terms of this contract shall remain unpaid for fourteen (14) days after the same shall have become due and payable, then upon the expiration of such fourteen (14) days and without notice to the Purchas the full amount of the contract price shall become due and payable.
 - (g) If any moneys payable in terms of this contract shall remain unpaid after due date for payment an interest charge from the due date until payment at the rate of 10% pa above the base overdraft interest rate published by the Selle Bank from time to time may be added thereto and recoverable by the Seller.
 - (h) Until payment is made for the goods in full
 - (i) legal title to the goods shall remain with the Seller and shall not pass to the Purchaser,
 - (ii) the relationship between the parties shall be fiduciary and the Purchaser shall hold the goods as bailee for the Seller and keep them separate from other goods not belonging to the Purchaser and the Purchaser shall label t goods so that they are identifiable as the goods of the Seller, and
 - (iii) in the event of default in payment, the Seller may without demand retake possession of the goods and may without notice sell such goods on such terms and in such manner as the Seller may determine and shall be entitled deduct all the expenses incurred. For the purposes of recovering possession the Seller shall be entitled to enter upon premises occupied by the Purchaser. The Purchaser agrees to indemnity and save harmless the Seller frc all claims by causes of action which may arise by the Seller taking possession, and agrees to pay the Seller's costs in retaking possession.
 - (i) (i) The purchaser is not permitted to dispose of the goods until they are paid for without the prior consent in writing of the Seller, and
 - (ii) in the event that the Seller consents to the disposal of the goods, the moneys resulting from the sale are to be specifically earmarked and placed into a separate account until payment in full to the Seller under this agreemen
 - (j) The Purchaser shall not be entitled to withhold payment beyond the due date for payment for the purchase price or any part thereto by reason of any breach or alleged breach of warranty on the part of the Seller, or by reason of a defect or alleged defect in the equipment, or by reason of any claim which the Purchaser may make or intend to make in respect thereof.
 - (k) Unless otherwise stated, manufacture will not commence until receipt of the attached Quotation signed by the Purchaser on the face thereof together with 25% deposit.
 - (l) Transport and transit insurance is the responsibility of the Purchaser, unless otherwise stated.
 - (m) The purchaser is responsible for obtaining all necessary building, health and local council permits and payment of associated fees, engineering computations and other documents, unless otherwise stated. The Seller will n commence manufacture of delivery until such permits and approvals are obtained.
 - (n) If air conditioners are included in the equipment sold, the Purchaser is responsible for fitting the air conditioners in the wall-mounted cut-outs provided. If the Seller is requested to carry out installation of air conditioners, quotation for this work will be submitted separately, unless otherwise stated.

8. **Warranty:**
- (a) The Seller warrants that it will repair or replace free of charge any part or parts of the equipment of its own manufacture which may prove to be defective in materials or workmanship, provided that:
 - (i) The Purchaser shall notify the Seller in writing of the defect within twelve (12) calendar months from the date of delivery.
 - (ii) The Seller shall not be responsible for the cost of or any damage occasioned by any repairs or alterations or attempted repairs or alterations made without the Seller's written consent.
 - (iii) Appliances, equipment and accessories purchased by the Seller and incorporated into equipment manufactured by the Seller or delivered separately shall be subject only to such warranty (if any) as given by the original manufacturer.
 - (iv) Where the Purchaser supplies materials, the Seller's warranty will be limited to the value of the work performed by the Seller on such materials.
 - (b) Except as above stated or as necessarily implied herein under or by virtue of any statute, no warranty, condition, description or representation by the Seller is made, given or to be implied, and all statutory and other warranty conditions, descriptions or representations howsoever made or given and whether expressed or implied as to the state or quality of the equipment sold or the fitness for any particular purpose are hereby expressly negated and excluded to the fullest extent allowed by law.
 - (c) Used equipment is sold "as is where is" and, therefore, no warranty is applicable. The Seller recommends inspection of such equipment prior to the Purchaser submitting an order.
9. **Liability:**
- (a) The Seller shall not be liable for any loss or damage caused or resulting from:
 - (i) fire, flood, storm, tempest, tornado, war, hostilities (whether war be declared or not), civil war or commotion, rebellion, riot or strike, or by confiscation, commandeering, requisition, destruction or damage by or by order of Government in law or in fact or any public municipal or local authority of the country or area in which the equipment is sold is or is to be situated, or any delay resulting from any of the aforesaid causes, or any delay in transportation affecting the Sellers' operations (including delivery) and the operations of the Sellers' suppliers or from any other like cause beyond the Sellers' control.
 - (ii) alterations or repairs to or improper storage or handling of the equipment by the Purchaser, or
 - (iii) any defects in the equipment or any part thereof arising from plans, drawings, designs, specifications, instructions or information supplied by the Purchaser to the Seller for the purpose of the Seller manufacturing, delivering or installing the same for the Purchaser.
 - (b) The Seller shall not be liable in respect of any claim for damages arising directly or indirectly out of the sale, supply, delivery, installation, quality or use of the equipment whether under warranty or otherwise howsoever.
10. **Cancellation or Deferment:**
- This contract shall not be cancelled and performance thereof or of any part thereof shall not be deferred except with the consent in writing of the Seller first hand and obtained, and in the event of such cancellation or deferment the Purchaser then the Purchaser shall indemnify and save harmless the Seller from all or any loss which the Seller may suffer by reason of any such cancellation or deferment.
11. **Shortages or Damaged Equipment:**
- Claims covering shortages or damage in transit (where delivery is beyond dispatch point) must be made in writing by the Purchaser within seven (7) days of delivery.
12. **Testing:**
- Any tests or inspection by the Purchaser must be made at point of dispatch unless otherwise specifically stipulated herein.
13. **Applicable Law:**
- This contract shall be deemed to have been made in the State or Territory within which the office of the Seller appearing on the attached Quotation form is situated and shall be governed by the law of such State or Territory. The courts of such State or Territory shall have jurisdiction in all matters arising out of the contract and the Purchaser agrees to submit to the jurisdiction of such Courts accordingly.
14. **Conflict:**
- (a) The right is reserved to the Seller, subject to good manufacturing practices, to determine materials or technique required by the Purchaser's order if the blueprints or specifications do not specifically give direction.
 - (b) If the terms and conditions of any purchase order given by the Purchaser vary or conflict with these terms and conditions, then these terms and conditions shall prevail.
 - (c) There are no agreements, understandings, stipulations, terms, conditions or representations relevant to this contract that are not contained herein, provided however that in the event of any terms or conditions expressed in the attached Quotation being contrary or conflicting with these printed terms and conditions then the terms and conditions herein shall be deemed to be varied accordingly.
15. **Alterations to Equipment:**
- No alterations or modifications to equipment ordered shall be made except by mutual agreement reduced to writing signed by the parties or by their respective agents duly thereunto authorised.
16. **No Right to Set Off**
- The Purchaser shall not have the right to set off against any moneys payable by the Purchaser to the Seller pursuant to this contract or any moneys which the Purchaser claims to be payable by the Seller to the Purchaser arising out of any other contract or transaction or otherwise howsoever.
17. **Specifications**
- The relevant standard EMAC Specification forms an integral part of the Seller's offer and acceptance of the attached Quotation shall be deemed acceptance of the method of construction and materials outlined therein.
18. Any provision or clause of these Terms and Conditions of Quotation and Sale that is void or unenforceable may be severed without affecting other provisions and clauses within these Terms and Conditions.

Purchaser:	Position:	Witness:	Date:	EMAC Representative: 
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ITEM:	DESCRIPTION:	QTY:
W1.	350H X 750W HORIZONTAL SLIDING WINDOW C/W FLYSCREEN & OBSCURE GLAZING.	2.
D1.	2040H X 920W H/C REDICOTE INTERNAL DOOR C/W LEVER HANDLE.	1.
D2.	2040H X 720W H/C REDICOTE INTERNAL DOOR C/W LEVER HANDLE.	1.
1.	DISABLED TOILET SUITE C/W BACKREST COMPLYING WITH AS1428.1-2009	1.
2.	TOILET SUITE	1.
3.	TOILET ROLL HOLDER.	2.
4.	500MM X 400MM S/STEEL HANDBASIN C/W MIRROR OVER.	2.
F	WALL MOUNTED EXHAUST FAN.	2.
x	LIGHT SWITCH.	3.
⊕	BATTEN CEILING LIGHT.	3.
⌋	DOUBLE GPO.	2.
⌋	ELECTRICAL POINT OF ENTRY	1.
⌋	CIRCUIT BREAKER BOARD	1.

CLIENT: REYNELLA SMALLBORE
& AIR RIFLE CLUB

PROPOSED: 5.1M X 2.19M M./ F./DISABLED TOILET

EMAC
modular

18 NEWFIELD ROAD, PARA HILLS WEST, SOUTH AUSTRALIA 5096
P.O. BOX 46, PARA HILLS, SOUTH AUSTRALIA 5096
PH: (08) 8368 1000
KARYDAV PTY.LTD. A.C.N. 061 115 133 BUILDERS LICENCE NO. BLD 102757
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DWG NO: 6085_20 SHEET: 1/1
SCALE: 1:100 DATE: 18/09/2020
DRAWN: CB CHECK: CB REV: 0

A4

EMAC modular

General Builders Licence No. BLD 102757

KARYDAV PTY. LTD. A.C.N.061 115 133
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PARA HILLS WEST, SOUTH AUSTRALIA
POSTAL ADDRESS: PO BOX 46, PARA HILLS 5096
TELEPHONE: 8368 1000

MANUFACTURERS OF QUALITY TRANSPORTABLE ACCOMMODATION

REYNELLA SMALLBORE & AIR RIFLE CLUB 5.1M X 2.19M MALE / FEMALE DISABLED TOILET SPECIFICATIONS

CHASSIS	Welded steel sub frame consisting of longitudinal bearers with integrated cross members and lifting points. Red oxide zinc chromate primer finish.		
FLOORS	Joists - Timber	90x35	MGP10 pinus at 400mm centres.
	Fixing	M8x110	Cup head bolt to every second joist.
	Flooring	Wet Areas	15mm T&G structural plywood
	Floor Covering	Wet areas	Tarkett – Primo Premium 2.0mm heavy duty vinyl seam welded and coved 100mm to walls. Colour – Neutral Grey
WALLS	Framing – Timber	90x35 MGP10 pinus	
	Studwork	400mm centres.	
	External Cladding	Material	Low Profile Colorbond sheeting Colour: Pale Eucalypt
		Fixing	1 ¼"x8G hex head tek screw
	Internal Linings	General	3.5mm Grey Polyester Plywood
		Fixing	Staple and Adhesive (construction)
		Joint	Grey P.V.C. "H" mould
		Skirting	Silver Grey P.V.C. "D" mould
ROOF	Framing – Timber	MGP10 pinus	
	Ceiling Joists	90x35	@ 400 cts (3.0m wide units)
	Purlins	90x35	@ 1200 cts
	External Cladding	Material	Zincalume "Uniclad" sheeting
		Fixing	No. 12x50 tek screw c/w neoprene washer
	Internal Linings	General	3.5mm Mirage Pearl Plywood
		Fixing	Nail and Adhesive (P.V.A.)
		Joint	White P.V.C. "H" mould
		Cornice	Silver Grey P.V.C. "D" mould
INSULATION	Walls	Material	R2.5 Earthwool
	Ceilings	Material	R4.0 Earthwool

Doc. No. CE1/11
Date 11/12/98
Issue 4
Page 1 of 3

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**REYNELLA SMALLBORE & AIR RIFLE CLUB
5.1M X 2.19M MALE / FEMALE DISABLED TOILET
SPECIFICATIONS (CONT.)**

DOORS	Internal	Type	Redicote Hollow Core			
		Size	2040x820x35mm			
			2040x920x35mm			
		Finish	Painted			
		Frame	Timber	“Customwood” – paint finish		
WINDOWS	Aluminium	Architrave	P.V.C.	Silver Grey P.V.C. “D” mould		
		Hardware	Privacy	Lane Lever SSS		
		Type	Flange	Horizontal Sliding		
		Size	General	350h x 750w obscure glazing		
		Finish	Powdercoat	White		
JOINERY	Cupboards	Screen	Aluminium	Fibreglass fly wire mesh		
		Architrave	Internal	Silver Grey P.V.C. “D” mould		
		600mm deep	Laminate	Colour: Seal Grey		
SANITARYWARE	Toilet Suite Hand basin	Stylus Symphony Suite 4.5/3L	Colour: White			
		Stainless Steel	500x400mm			
			<i>c/w mixer (accessible)</i>			
		Mirror over	400x280x3mm			
			<i>950x350x4mm (accessible)</i>			
PLUMBING		Shelf over	<i>400x120mm (accessible)</i>			
		<i>Accessible</i>	<i>Toilet suite -</i>			
			<i>Caroma Cosmo Care 4.5/3L Colour: White</i>			
			<i>Safe Assist back rest</i>			
			<i>960x600x32 grab rail</i>			
ELECTRICAL			<i>300x32 grab rail</i>			
		Units plumbed in accordance with statutory rules and finished with all pipework and tapware. All waste pipes terminated 150mm below floor level to enable simple connection to supply and waste by others.				
ELECTRICAL		All buildings wired to SAA wiring rules AS3000 and are fitted out with GPO’s, switches, lights and single phase circuit breaker panel with earth leakage protection. External high level wall mounted junction box on all units.				
		It is the responsibility of the electrician who connects the building(s) to the power source to IPA stud all circuits, power points and light switches.				

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11.2 Notice of motion – Cr Olsen – Removal of Significant and Regulated Trees on council owned land

Background

Over the past 3 years the City of Onkaparinga has lodged 22 Development Applications for the removal of significant or regulated trees which are situated on Council owned land.

Approximately half of these have had an immediate risk to community safety or property as a result from either structural failure, storms, or fire. These works are assessed and works undertaken in a timely manner to address the situation.

For the remaining half, Council may have had more discretion in deciding their removal as they potentially arise as a result of proposed adjacent developments, or existing development applications on private owned land.

The community have a keen interest in retaining these significant or regulated trees where possible. The City of Onkaparinga should be looking to preserve them, rather than remove them.

This Notice of Motion seeks to have a Council act as an upfront filter for those situations where this discretion may be applied and ensure the community are informed and consulted where it may be appropriate. Based on the statistics from the last 3 years, this may only be 3 to 4 reports per year.

Motion

- **For any proposed removal of Significant or Regulated Trees which are situated on Council owned land, a report must firstly be compiled and submitted to Council for Elected Member approval to proceed, prior to submitting any Development Application for its removal.**
- **Where there exists immediate risk to safety or property as a result of structural failure, storms or fire, the CEO, or their delegate, is authorised to undertake works immediately to ensure community safety, and where applicable submit a retrospective Development Application as required. Elected Members are to be subsequently advised of the works performed.**

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11.3 Notice of motion – Cr Jamieson – Car Parking Fund

Background

The City of Onkaparinga Car Parking Fund was first established in 2006 under the *Development Act 1993* and continues to operate now under section 197 of the *Planning, Development and Infrastructure Act 2016*. Car parking funds enable councils and applicants to have more flexibility in the assessment of developments that have shortfalls in car parking requirements, under either the former [Development Plan](#) or the current [Planning and Design Code](#). Any payments received can only be spent by council within the designated area to provide funds for (or towards):

- new car parking facilities, or
- the maintenance, operation or improvement of existing car parking facilities, or
- the establishment, maintenance or improvement of transport facilities to reduce the need or demand for car parking facilities.

The fund currently operates in 'designated areas' at:

- Aldinga
- Christies Beach
- Port Noarlunga
- McLaren Vale
- Moana
- Port Noarlunga
- Willunga.

The fund was last reviewed by Council at the 13 June 2017 [meeting](#), when it was resolved to lower the contribution rates for each area to:

- \$500 per car park for developments limited to a change of use, outdoor dining, and/or expansion of existing use
- \$2000 per car park for new developments or significant expansions.

The lower contribution rates were intended to support and incentivise businesses and economic development. Full details of the background and operation of the fund are set out in the attached document, noting it is due for an update to reflect the recent PDI Act changes.

Current contributions approved and received are:

Designated area	Approvals	Received
Aldinga	6 (1 not implemented)	\$41,175
Christies Beach	2 (1 not implemented)	\$3,300
Port Noarlunga	7	\$44,416
McLaren Vale	2 (1 not implemented)	\$3,000
Moana	1 not implemented	-
Willunga	-	-
Totals	18 + 4 not implemented	\$91,891

A review of some other councils around Greater Adelaide with Car Parking Funds noted the following rates per space:

- Gawler - \$5803 (Adelaide Rd) and \$7759 (Murray St)
- Holdfast Bay - \$7000 (Glenelg)
- Mount Barker - \$25,666 (multi-deck)

- Murray Bridge - \$12,000 at grade or \$26,000 undercroft (Core Town Centre) and \$9000 at grade or \$23,000 undercroft (Outer Town Centre)
- Unley - \$15,000 (Unley Rd north & south, King William Rd, Goodwood Rd & Glen Osmond Rd).

Compared to these other examples, our rates are very low and it is worth noting that all contributions we have received have been since 2016 after our rates were lowered.

These 18 businesses have paid into the fund to enable their developments to be approved, which may have otherwise been refused due to the lack of car parking provision when assessed against the former Development Plan or current Planning and Design Code.

A proponent seeking to open a business on Beach Road, Christies Beach has indicated the rates are too high and are a barrier to small business owners seeking to activate an area; this proponent is requesting the rates be lowered further or the fund withdrawn.

Given the four year gap since the last review of our Car Parking Fund, and recent engagement with some Elected Members on this issue, it is timely to call for an updated report to review our Car Parking Fund, including the rates and the designated areas.

Motion

That a report be provided to an upcoming meeting of Council or the Strategic Directions Committee to review the rates and designated areas of our Car Parking Fund.



Car Parking Fund
Information
22 August 2017

Car Parking Fund Information



Background

From 1 July 2017, changes have been made to the City of Onkaparinga Car Parking Fund. The five existing 'designated areas' continue at

- Christies Beach
- Port Noarlunga
- Moana
- Willunga
- McLaren Vale.

However, some of the area boundaries have changed to reflect current zone boundaries and the location of commercial development.

A new fund area has also been created at Aldinga and the contribution amounts to be paid for car parking shortfalls have changed in each area.

The City of Onkaparinga Car Parking Fund was first established on 9 November 2006, in accordance with section 50A of the [Development Act 1993](#). Car parking funds enable councils and applicants to have more flexibility in the assessment of developments that have shortfalls in car parking requirements under the [Development Plan](#). Any payments received can only be spent by council within the designated area to provide funds for (or towards):

- new car parking facilities, or
- the maintenance, operation or improvement of existing car parking facilities, or
- the establishment, maintenance or improvement of transport facilities to reduce the need or demand for car parking facilities.

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The contribution amounts set in 2006 were based on an average car park construction cost of \$2500 per space plus a higher amount based on average land values in each area. The total amounts ranged between \$7000 and \$14,000 and while several development applications were approved with conditions requiring fund contributions, those particular approvals were not implemented and no contributions to the fund were received at those rates.

At its meeting on [19 January 2016](#), Council resolved to temporarily lower the contribution rate to \$500 per space until 31 December 2016. This was to enable time to form a long-term strategy to address car parking in the designated areas.

At its meeting on [13 December 2016](#), Council extended the \$500 rate until 30 June 2017 to allow additional time to engage with the business community and to undertake a study of all the scheme areas plus the Aldinga township, where recent growth in business activity has occurred.

During the period of the temporary \$500 rate, three separate developments were approved with agreements to pay into the fund at this reduced rate. One payment was received and the other two will be paid if the approvals are implemented and the developments proceed.

A 'long term strategy to address parking in car park contribution scheme areas' was prepared by GTA consultants and reported to the [13 June 2017](#) Council meeting. Based on that report, the Council resolved to continue the fund in the five existing areas (with some of the area boundaries adjusted), establish Aldinga as a new area, and change the contribution rates for each area to:

- \$500 per car park for developments limited to a change of use, outdoor dining, and/or expansion of existing use
- \$2000 per car park for new developments or significant expansions.

The lower contribution rates are intended by Council to support and incentivise businesses and economic development. The changes to the five existing areas were notified in the SA Government [Gazette](#) on 27 June 2017. The establishment of the new area at Aldinga was approved by the Minister for Planning on 10 August 2017 and was gazetted on 22 August 2017.

Use of the Car Parking Fund

The Car Parking Fund can only be used for development applications within the six designated areas, by agreement between council and development applicants. If a proposed development has insufficient car parks provided when assessed against the relevant provisions of the Development Plan, the council and applicant can agree on a monetary contribution to the fund in lieu of providing car parking on site.

The exact shortfall needs to be assessed and acknowledged, and a written agreement made for the applicant to pay into the fund based on either the \$500 or \$2000 option as relevant. The agreed payment can be required as a condition of

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Development Plan Consent, normally to be paid prior to the granting of Development Approval, unless supported by an alternative agreement such as a bank guarantee.

Any contributions received are retained by council in a separate account for each fund area established by our finance staff, and as above, can only be spent to improve car parking facilities or reduce car parking demand in the relevant area. Examples can include:

- constructing new public car parks in suitable locations
- maintaining, operating or improving existing public car parks
- improving existing private car parks and making them available for public use
- improving signage and pedestrian facilities to encourage use of car parking areas in and near activity centres
- improving bicycle parking and other facilities
- providing temporary car parking areas and/or alternative transport services (such as shuttle buses) for events with peaking demands.

As above, the contribution rates per shortfall are:

- \$500 per car park for developments limited to a change of use, outdoor dining, and/or expansion of existing use
- \$2000 per car park for new developments or significant expansions.

In determining what constitutes an 'existing' or 'new' development, or a 'significant' expansion, negotiation and agreement between the applicant and council planning staff will be needed in each case. The agenda [report](#) to the 13 June 2017 Council meeting suggested a 'significant' expansion could be considered as 'more than an additional 50% of gross leasable area at 30 June 2017'. However, there are no fixed criteria for this and each application will be assessed on its merits and subject to an agreement between the applicant and council.

The relevant authority to make a final decision on a development application can vary depending on delegations and requirements under the *Development Act 1993*, the *Development Regulations 2008*, and the transition to the new *Planning, Development and Infrastructure Act 2016*. In most cases it will be either council's Development Services section or Council Assessment Panel, but may also be the State Commission Assessment Panel or Environment, Resources and Development Court.

Additional recommendations from GTA consultants

In addition to the designated area boundaries and contribution rates above, the following additional recommendations are extracted from the 'long term strategy to address parking in car park contribution scheme areas', as prepared by GTA consultants dated 8 June 2017:

Potential uses for the fund could include:

- *upgrades to existing council owned off-street parking areas, including signage, surfacing, line marking, lighting and pedestrian connectivity to the wider precinct*

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- *upgrades to on-street parking, including signage and management, such as footpath and crossing upgrades*
- *provision of prominent bicycle parking within the business precinct.*

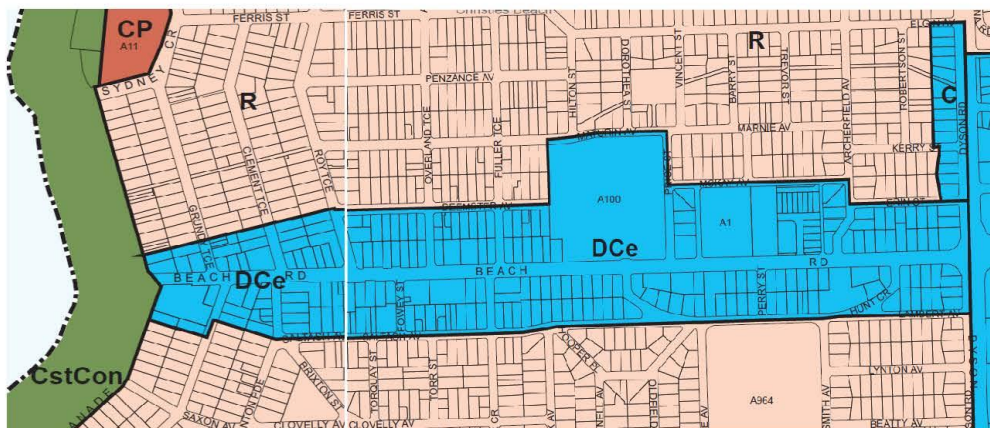
In addition to the considerations for the parking fund operation and management, there are a number of other recommendations identified in relation to the parking fund areas:

- *Consider the introduction of time-limited parking along sections of the main streets within the precincts (except Moana) to ensure that the premium on-street spaces regularly turn over to encourage more short-term visits (less than 2 hours) to the shopping precincts and that all day parking is encouraged away from the premium customer and visitor parking.*
- *Develop and implement wayfinding strategies for the precincts to direct drivers to the parking areas and assist pedestrians to navigate between the parking areas and the main street and town centre areas.*
- *Improve the walkability of the local catchment areas for each precinct, through provision and/or upgrade of sealed/paved footpaths and appropriate crossing facilities where required, to support more local visitors to walk to the precincts, particularly around the Medium Density Residential Policy Areas adjoining Christies Beach and Port Noarlunga. Implementation of the identified streetscape projects in Aldinga is anticipated to significantly improve the walkability of the current centre.*
- *Improve local bicycle access to the precincts, including provision of suitable bicycle parking to encourage cycling access, particularly for McLaren Vale adjacent to the Coast to Vines route and Christies Beach and Port Noarlunga adjacent to Coast Park.*
- *Advocate to DPTI for improvements to public transport access to the precincts and work with DPTI to upgrade public transport facilities to seek to encourage increased use of public transport to access the precincts.*
- *Develop traffic management and parking plans to accommodate major events where they occur in the precincts.*

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Christies Beach

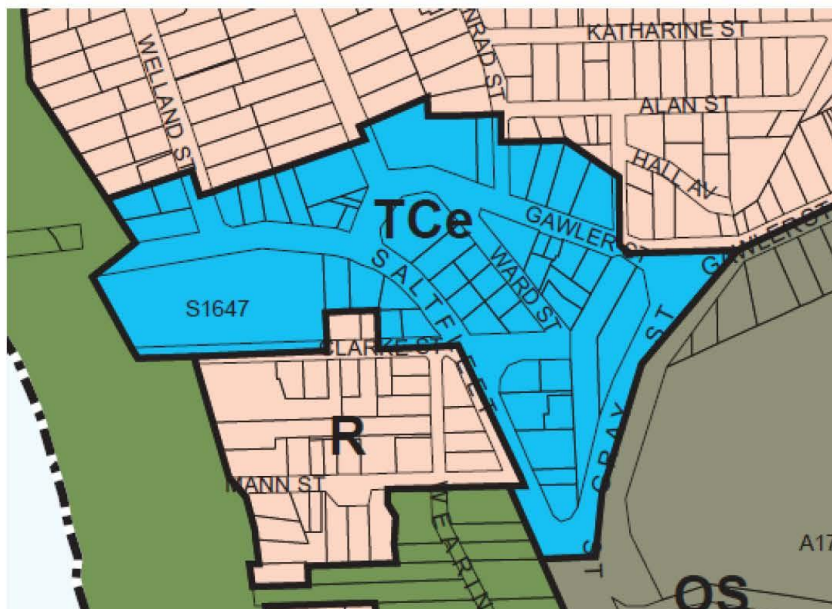
Follows the current boundaries of the District Centre (DCe) Zone in the Development Plan



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Port Noarlunga

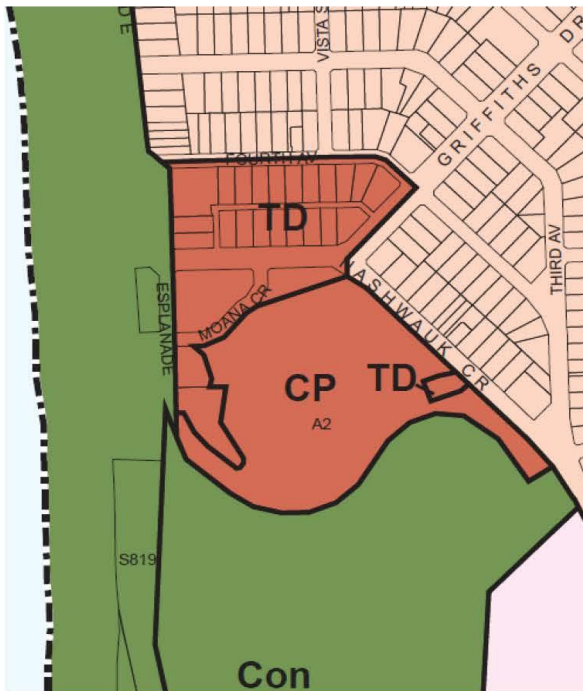
Follows the current boundaries of the Town Centre (TCe) Zone



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Moana

Follows the current boundaries of the Tourism Development (TD) Zone and the Caravan and Tourist Park (CP) Zone, together with the immediately adjoining portion of the Coastal Conservation (Con) Zone



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Willunga

Follows the current boundaries of the Town Centre Precinct (35) and Town Approaches Precinct (34) within the Willunga Policy Area of the Township Zone, south and east of the Coast to Vines Rail Trail

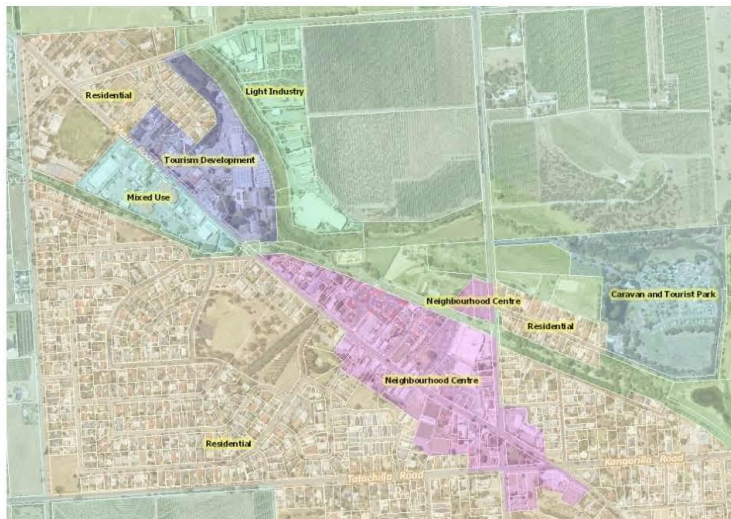
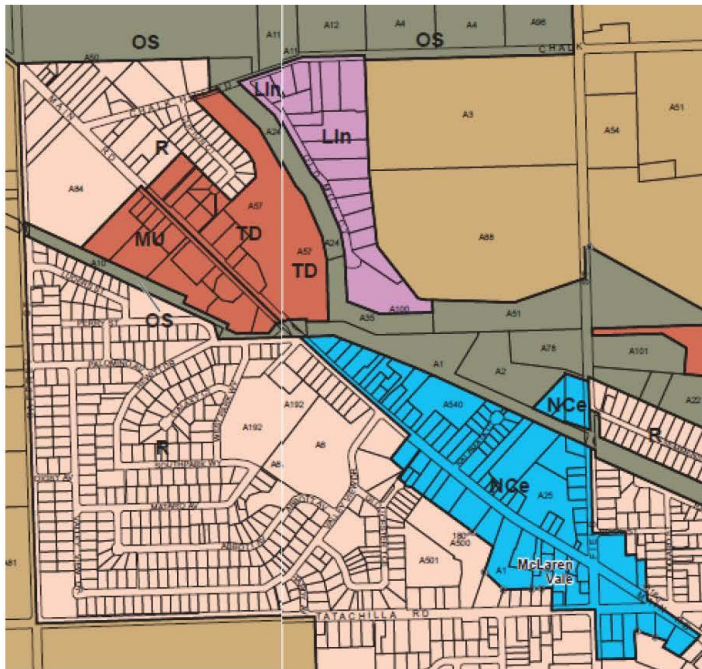


South and East of the Coast to Vines Rail Trail

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McLaren Vale

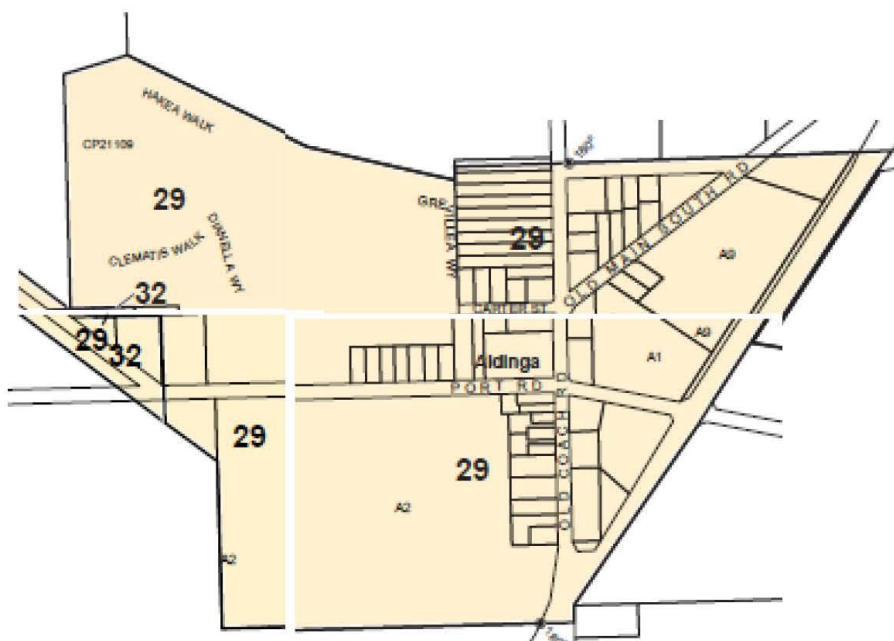
Follows the boundaries of the Neighbourhood Centre (NCe), Tourism Development (TD) (Bellevue Centre Policy Area) and Mixed Use (MU) Zones



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Aldinga

Follows the Aldinga Village Precinct 29 within the Port Willunga/Aldinga Policy Area of the Township Zone



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12. Petitions

Nil.

13. Urgent business

14. Confidential items

Confidential Clause

If the Council so determines items 14.1 to 14.3 may be considered in confidence under Section 90(2) of the *Local Government Act 1999* on grounds contained in the Recommendations below.



Scott Ashby
Chief Executive Officer

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14.1 Organisational Effectiveness Report

1. Exclusion of the public

That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
- b. Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to consider the report at the meeting on the following grounds:

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

It is proposed that this report be dealt with in confidence as the details of the report have the potential to impact on the current organisational structure, and therefore impact on the priorities and expectations of staff employed by the City of Onkaparinga.

- c. accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.

2. Confidential recommendations

3. Period of confidentiality and delegations

- a. That the matter of the Organisational Effectiveness Report having been considered by the Council in confidence under sections 90(2) and 90(3)(a) of the *Local Government Act 1999* that an order be made under the provisions of sections 91(7) and (9) of the *Local Government Act 1999* that the agenda report, related attachments, discussion and minutes of the Council relating to the subject matter be kept confidential until a decision has been made by Council in favour of approving the recommendations in the report and until staff potentially impacted by the recommendations have been consulted.
- b. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.
- c. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

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14.2 EM2021-04 Code of Conduct for Council Members Preliminary Assessment Report

1. Exclusion of the public

That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
- b. the Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to consider the report at the meeting on the following grounds:

Section 90(3) (a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

Preliminary Assessment reports in relation to Code of Conduct for Council Members complaints must be considered in confidence as per clause 4.10 of Council's Procedure for Investigating Complaints under the Code of Conduct for Council Members 2019.
- c. accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.

2. Confidential recommendations

3. Period of confidentiality and delegations

- a. That the matter of EM2021-04 Code of Conduct for Council Members Preliminary Assessment Report having been considered by the Council in confidence under sections 90(2) and 90(3)(a) of the *Local Government Act 1999* that an order be made under the provisions of sections 91(7) and (9) of the *Local Government Act 1999* that the agenda report, related attachments, discussion and minutes of the Council relating to the subject matter be kept confidential excluding:
 - communication with the complainant and subject of the complaint, Preliminary Assessor or any future mediator or investigator in relation to Council's decision
 - and
 - if required, any future public report presented to Council which may determine a breach of the Code of Conduct for Council Members in relation to EM2021-04.
- b. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.
- c. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

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14.3 EM2021-05 Code of Conduct for Council Members Preliminary Assessment Report

1. Exclusion of the public

That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
- b. the Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to consider the report at the meeting on the following grounds:

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

Preliminary Assessment reports in relation to Code of Conduct for Council Members complaints must be considered in confidence as per clause 4.10 of Council's Procedure for Investigating Complaints under the Code of Conduct for Council Members 2019.

- c. accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.

2. Confidential recommendations

3. Period of confidentiality and delegations

- a. That the matter of EM2021-05 Code of Conduct for Council Members Preliminary Assessment Report having been considered by the Council in confidence under sections 90(2) and 90(3)(a) of the *Local Government Act 1999* that an order be made under the provisions of sections 91(7) and (9) of the *Local Government Act 1999* that the agenda report, related attachments, discussion and minutes of the Council relating to the subject matter be kept confidential excluding:

- communication with the complainant and subject of the complaint, Preliminary Assessor or any future mediator or investigator in relation to Council's decision

and

- if required, any future public report presented to Council which may determine a breach of the Code of Conduct for Council Members in relation to EM2021-05.

- b. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.
- c. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

15. Closure

Conflict of Interest Disclosure Form

CONFLICTS MUST BE DECLARED VERBALLY DURING MEETINGS

Councillor:	Date:
Meeting name:	Agenda item no:

1. I have identified a conflict of interest as:

MATERIAL ☐ ACTUAL ☐ PERCEIVED ☐

MATERIAL: Conflict arises when a councillor or a nominated person will gain a benefit or suffer a loss (whether directly or indirectly and whether pecuniary or personal) if the matter is decided in a particular manner. If declaring a material conflict of interest, Councillors must declare the conflict and leave the meeting at any time the item is discussed.

ACTUAL: Conflict arises when there is a conflict between a councillor’s interests (whether direct or indirect, personal or pecuniary) and the public interest, which might lead to decision that, is contrary to the public interest.

PERCEIVED: Conflict arises in relation to a matter to be discussed at a meeting of council, if a councillor could reasonably be taken, from the perspective of an impartial, fair-minded person, to have a conflict of interest in the matter – whether or not this is in fact the case.

2. The nature of my conflict of interest is as follows:

(Describe the nature of the interest, including whether the interest is direct or indirect and personal or pecuniary)

3. I intend to deal with my conflict of interest in the following transparent and accountable way:

☐ I intend to **leave** the meeting

OR

☐ I intend to **stay** in the meeting *(complete part 4)*

4. The reason I intend to stay in the meeting and consider this matter is as follows:

(This section must be filled in. Ensure sufficient detail is recorded of the specific circumstances of your interest.)

and that I will receive no benefit or detriment direct or indirect, personal or pecuniary from considering and voting on this matter.

CONFLICTS MUST ALSO BE DECLARED VERBALLY DURING MEETINGS

Governance use only: Member voted FOR/AGAINST the motion.

Ordinary Business Matters

A **material**, **actual** or **perceived** Conflict of Interest does not apply to a matter of ordinary business of the council of a kind prescribed by regulation.

- (1) *The following ordinary business matters are prescribed under Regulation 8AAA of the Local Government (General) Regulations 2013.*
 - (a) *the preparation, discussion, conduct, consideration or determination of a review under section 12 of the Act*
 - (b) *the preparation, discussion, adoption or revision of a policy relating to allowances and benefits payable to members if the policy relates to allowances and benefits payable equally to each member (rather than allowances and benefits payable to particular members or particular office holders)*
 - (c) *the preparation, discussion, adoption or alteration of a training and development policy under section 80A of the Act*
 - (d) *the preparation, discussion, adoption or amendment of a strategic management plan under section 122 of the Act*
 - (e) *the adoption or revision of an annual business plan*
 - (f) *the adoption or revision of a budget*
 - (g) *the declaration of rates (other than a separate rate) or a charge with the character of a rate, and any preparation or discussion in relation to such a declaration*
 - (h) *a discussion or decision of a matter at a meeting of a council if the matter—*
 - (i) *relates to a matter that was discussed before a meeting of a subsidiary or committee of the council*
 - (ii) *the relevant interest in the matter is the interest of the council that established the committee or which appointed, or nominated for appointment, a member of the board of management of the council subsidiary or regional subsidiary.*
- (2) *For the purposes of section 75(3)(b) of the Act, a member of a council who is a member, officer or employee of an agency or instrumentality of the Crown (within the meaning of section 73(4) of the Act) will not be regarded as having an interest in a matter before the council by virtue of being a member, officer or employee.*

Engagement and membership with groups and organisations exemption

A member will not be regarded as having a conflict of interest **actual** or **perceived** in a matter to be discussed at a meeting of council **by reason only of**:

- an engagement with a community group, sporting club or similar organisation undertaken by the member in his or her capacity as a member; or membership of a political party
- membership of a community group, sporting club or similar organisation (as long as the member **is not** an office holder for the group, club or organisation)
- the member having been a student of a particular school or his or her involvement with a school as parent of a student at the school
- a nomination or appointment as a member of a board of a corporation or other association, if the member was nominated for appointment by a Council.

However, the member will still be required to give careful consideration to the nature of their association with the above bodies. Refer Conflict of Interest Guidelines.

For example: If your **only** involvement with a group is in your role as a Council appointed liaison as outlined in the Council appointed liaison policy, you will not be regarded as having a conflict of interest actual or perceived in a matter, and are NOT required to declare your interest.