



Civic Centre, 10 Watson Terrace
Mount Gambier SA 5290

PO Box 56
Mount Gambier SA 5290

Telephone 08 87212555
Facsimile 08 87249791
city@mountgambier.sa.gov.au

mountgambier.sa.gov.au

I hereby give notice that a People and Place Committee Meeting will be held on:

Date: Monday, 2 August 2021
Time: 5.30 p.m.
Location: Council Chamber
Civic Centre
10 Watson Terrace
Mount Gambier

AGENDA

People and Place Committee Meeting 2 August 2021

A handwritten signature in black ink, appearing to read 'Sarah Philpott', written over a horizontal line.

Sarah Philpott
Chief Executive Officer
29 July 2021

Order Of Business

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1 ACKNOWLEDGEMENT OF COUNTRY

WE ACKNOWLEDGE THE BOANDIK PEOPLES AS THE TRADITIONAL CUSTODIANS OF THE LAND WHERE WE MEET TODAY. WE RESPECT THEIR SPIRITUAL RELATIONSHIP WITH THE LAND AND RECOGNISE THE DEEP FEELINGS OF ATTACHMENT OUR INDIGENOUS PEOPLES HAVE WITH THIS LAND.

2 APOLOGY(IES)

That the apology(ies) from Cr Paul Jenner be received.

3 CONFIRMATION OF MINUTES

[People and Place Committee Meeting - 7 June 2021](#)

RECOMMENDATION

That the minutes of the People and Place Committee meeting held on 7 June 2021 be confirmed as an accurate record of the proceedings of the meeting.

4 QUESTIONS WITHOUT NOTICE



5 REPORTS

5.1 INFRASTRUCTURE PARTNERSHIP PROGRAM - SHARED PATH EXTENSION TO WIRELESS ROAD, TAFE SA PROJECT. – REPORT NO. AR21/42014

| | |
|----------------------------------|---|
| Committee: | People and Place Committee |
| Meeting Date: | 2 August 2021 |
| Report No.: | AR21/42014 |
| CM9 Reference: | AF20/455 |
| Author: | Abdullah Mahmud, Manager of Operations & Engineering |
| Authoriser: | Barbara Cernovskis, Acting General Manager City Infrastructure |
| Summary: | This report recommends the scope for the Infrastructure Partnership Program application be amended to outline a staged approach to the project delivery. |
| Strategic Plan Reference: | Goal 1: Our People |
| | Goal 2: Our Location |
| | Goal 3: Our Diverse Economy |
| | Goal 4: Our Climate, Natural Resources, Arts, Culture and Heritage |
| | Goal 5: Our Commitment |

REPORT RECOMMENDATION

1. That People and Place Committee Report No. AR21/42014 titled 'Infrastructure Partnership Program - shared path extension to Wireless Road, TAFE SA project.' as presented on 02 August 2021 be noted.
2. That Council amend the scope of the Infrastructure Partnership Program shared path extension to Wireless Road, TAFE SA project and stage the delivery.
3. That Council deliver Stage 1 - the \$1.6M solar lighting installation of the project scope as budgeted.
4. That new and amended community land management plans be prepared for public consultation purposes for the route of the proposed shared use path extension and railway corridor.
5. That a further report with completed designs and updated cost estimates be presented to Council that identifies the most suitable and cost-effective way to link the existing rail trail to the TAFE SA campus on Wireless Road.
6. That the report recommendation is aligned and integrates with Councils long term strategy and masterplans.



TYPE OF REPORT

Other

BACKGROUND

City of Mount Gambier has been awarded \$800,000 funding from the State Government as part of the Local Government Infrastructure Partnership Program (IPP) for solar lighting along the rail trail corridor. Another \$800,000 has been allocated in this year's budget as contribution for matching funding criteria for this grant.

The existing shared path network along the rail trail has a total length of 9.2 kilometres. Council allocated an additional \$300,000 to increase the scope to include construction of a 3.0m wide and 2.1 km long shared pathway extension. The aim of the increased project scope was to extend the shared path to create the loop around the city and to provide a direct link of the rail trail from Wandilo Road to TAFE SA on Wireless Road.

Council is to be advised that the grant funding application was submitted based on an identified preliminary route and with a probable estimated cost for the extension of the rail trail. No detailed design or investigation had been undertaken as part of this funding submission.

As per the grant agreement, the primary objectives for the pathway extensions project are:

- A 3.0 metre wide shared path
- Total length approximate 2.0km
- Link rail trail to TAFE SA and Uni SA campus
- Continue developing a shared pathway loop around the city

After receiving the funding budget, Council Officers moved into the delivery of the project construction. During an initial site investigation by Council Officers, it has been identified that several constraints exist along the proposed routes. Due to the cost prohibitive nature of these constraints, Council will not be able to accommodate the extension of the shared pathway along the proposed route within the budget and deadline. A thorough desktop study has been done for the proposed routes and are discussed in this report.

Two options were identified in the initial business case (AR21/5751) for the project funding application. Option 2 from that business case was submitted as the preferred option in the report. However, with the constraints identified in both option 1 and option 2, it is recommended that neither of these routes are feasible to be constructed as a shared path.

A detailed finding of the onsite route inspection is described below.

Route 1 – Wireless Road West – Wandilo Road - Rail Trail

Route 1 is a 3.0-metre-wide and 2.05-kilometre-long shared path, with concrete and asphalt materials being considered. Route 1 presents a number of complex issues, which will require Council to undertake land acquisitions, reduce road speed limits, modify fencing, install retaining walls, widen the existing road pavement and install pavement markings and traffic delineation aids. In addition, there is lack of sight distance for road and shared path users at the O'Leary Road and Wireless Road West intersection (topography is steep).



Table 1.1 below provides information on the observed constraints and potential alternative routes/options available.

| Chainage | Length Path | Type | Comment/Observation |
|----------|-------------|----------------------------|----------------------|
| 0.00 | START | (TAFE Bus Shelter) | |
| 0.00 | 750m | High Pressure Gas Pipeline | Varies North & South |
| 143.8 | Point | Stobie Pole (South Side) | See Photo |
| 236.5 | Point | Stobie Pole (South Side) | See Photo |
| 307.4 | Point | Stobie Pole (South Side) | See Photo |
| 1999 | Point | Tight corner. | See Photo |
| 2051 | END | (Rail Trail) | |

Chainage 143.8

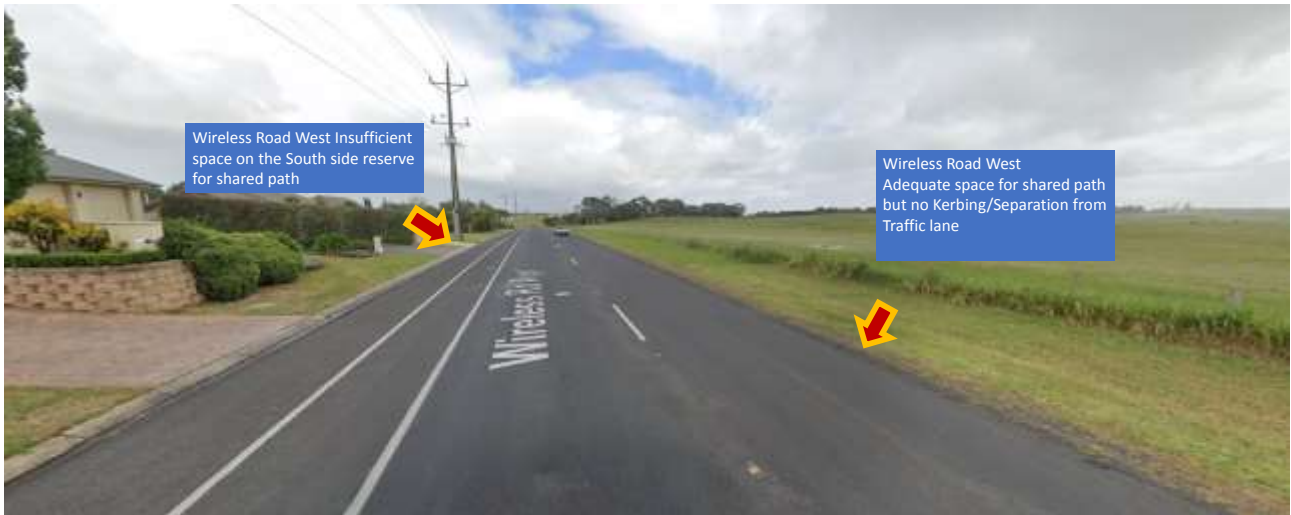


Chainage 236.5

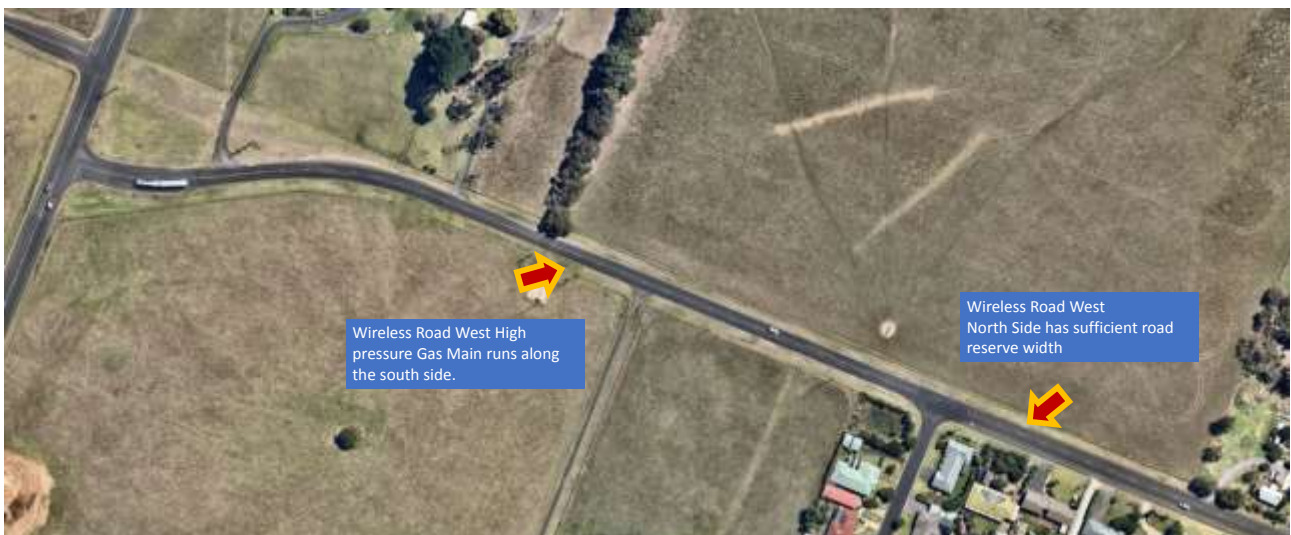


Chainage 307.4:





Wireless Road West – North side has sufficient road reserve for a shared path, However, no existing kerbing/delineation to separate shared path from traffic lane. To construct a dedicated shared path physical separation is required.



Chainage 1999: (Narrow Strip, 1m wide only)



Chainage 1999: (Narrow Strip, 1m wide only)



Route 2 – Wireless Road West – O’Leary Road – Springview Estate Easement – Rail trail

Route 2 is a 3.0-metre-wide and 2.09-kilometre-long shared path, with concrete and asphalt materials also being considered. Route 2 presents several opportunities and does not present the complex issues identified for Route 1. The Route 2 shared path extension will connect from the existing shared path (adjacent to Wandilo Road) and directed along an existing Council reserve to O’Leary Road. The shared path will run north along the eastern side of O’Leary Road to join into Wireless Road West.

Table 2.1 below provides information on the observed constraints and potential alternative routes/options available.

| Chainage | Length Path | Type | Comment/Observation |
|----------|-------------|----------------------------|--|
| 0.00 | START | (TAFE Bus Shelter) | |
| 0.00 | 750m | High Pressure Gas Pipeline | Varies North & South |
| 143.8 | Point | Stobie Pole (South Side) | Same as Route 01 |
| 236.5 | Point | Stobie Pole (South Side) | Same as Route 01 |
| 307.4 | Point | Stobie Pole (South Side) | Same as Route 01 |
| 809.9 | 504m | Narrow strip (2.6m wide) | See Photo |
| 1189.9 | Point | Stobie Pole (East Side) | See Photo |
| 1308.5 | Point | Stobie Pole (East Side) | See Photo |
| 1400 | 250m | Screening reserve | Earth work profiling is required. Use of the screen reserve needs clarification. |
| 2073.8 | END | (Rail Trail) | |



Chainage 809.9: (Narrow Strip, 2.6m wide)



Chainage 1189.9:



Chainage 1308.5:



Chainage 1400 – Earthwork profiling required.



Both of these routes identified in the business case for submission to the IPP grant fund include significant cost in relocation of stobie poles or construction of kerbing for separation of the shared pathway or land acquisition to accommodate a designated path.

The significant constraints are:

1. Traffic Speed Limit

The risk of construction along O'Leary Road is that the speed limit is 80kph which poses significant risk to the pedestrian/cyclists without a proper road crossing.

2. Clearance:

On road parking is allowed on both sides of O'Leary Road. Hence, to build a standard shared path a minimum of 1m clearance is required from the kerb edge to allow parked vehicles to open the door on the passenger side without obstructing the path. Currently there is only 2.6m space available on the eastern side of O'Leary Rd reserve and approximately 3.0m space available on the western side of the road reserve. In both cases there will not be adequate clearance/space available to build a shared pathway at its current road orientation. Also, given that children/inexperienced cyclists are likely to use this path in the urban environment physical separation will be required which will increase cost to the project.

3. Drainage

Paths for cycling should be constructed so that water does not pond on the surface and debris does not wash onto the path during heavy rain. Along Wireless Road currently no drainage collection system exists for the roadway. Constructing a shared path without proper kerbing and channel may lead into water run-off over the path, making the path unsuitable/slippery for commuters during a heavy rain event and also damaging the integrity of the physical property of the pathway.

4. Physical Structures:

Other physical structures (i.e. high-pressure gas main, stobie poles, driveways etc) are present in the road reserve of the proposed routes. Relocating these structures will require a significant liaison effort with the asset owners and likely incur large costs. An example, relocation of a single stobie pole would cost approximately \$22k each which means for route 2 relocation of 5 posts would be in the vicinity of around \$110k.

5. Land use/Ownership

The existing rail trail land is owned by Department of Infrastructure and Transport (DIT). It is yet to be confirmed that the current lease agreement with DIT for the said parcel of land includes the necessary permission for Council to build permanent structural assets and a clear definition of ownership of such assets

6. Community Land Implications

The community land provisions of the Local Government Act 1999 (the "Act") provide that local government land (except roads and validly excluded or revoked land) is community land.

The provisions require Council to prepare and adopt a community land management plan(s) for community land, amongst other things, where the land has been, or is to be, specifically modified for the benefit or enjoyment of the community.

Further, the effect of the community land management plan provisions is that a council must manage community land in accordance with any management plan for the relevant land.



The implication being that a community land management plan should be prepared (or amended), public consultation carried out, and endorsed to include any proposed development, use or management proposal. Such process should be concluded prior to a proposal being implemented.

In the case of the shared use path extension, the proposed routes include land parcels that have no community land management plan, or that do not anticipate the proposed development of a shared use path or use for such purpose.

Accordingly, it would be appropriate to prepare new (or amend) community land management plans for the proposed (or preferred) route(s) and conduct consultation in accordance with the Act.

Consultation is not required but might also be considered where the proposed route is on road, not being community land, particularly where proximate owners/occupiers might be impacted.

These community land and consultation considerations should also be considered in relation to the railway corridor, noting that Council's interest in these lands are considered to meet the definition of local government land and community land nature of Council's interest in this land.

PROPOSAL

Route 3 - King Grove Reserve - HeathField Way - Mallee Street Wilga Road - O'Leary Road - Springview State Easement – RailTrail

A third route option could be considered to deliver the promised link between the rail trail and TAFE SA on Wireless Road. However, it will require a detailed feasibility study and planning/engineering design to determine the suitability of this route. This route may not contain a continuous shared pathway link along Malee Street-Wilga Road but due to being local road on-street cycle paths could fill that gap.

The proposed route 3 is shown as below.



It is recommended that Council amend the scope and stage the delivery of this project. Stage 1 to progress with the installation of the solar lighting along the existing path this year, Stage 2 to undertake further study of the suitable options and design works to deliver the promised link between the rail trail and TAFE SA.

Alternatively, partial construction of the extended path could be possible up to O'Leary Road through the screening reserve in between the Springview subdivision and the industrial area.



However, for either route, and for the solar lighting installation, this report recommends the preparation of community land management plans for relevant community land parcels, and that consultation be conducted on the proposed management plans, including the solar lighting and shared path extension proposals and a further report with completed designs and updated cost estimates be presented to Council.

LEGAL IMPLICATIONS

Amending the scope may have implications as per the current deed of the funding agreement. Advice will be sought by resolution of Council if amendment of the scope or extension of project delivery is to be considered.

The Background has also referred to the community land implications associated with the project.

STRATEGIC PLAN

Identified as per the previous business plan.

COUNCIL POLICY

Nil

ECONOMIC IMPLICATIONS

As per People and Place Committee Report No. AR21/42014.

ENVIRONMENTAL IMPLICATIONS

As per People and Place Committee Report No. AR21/42014.

SOCIAL IMPLICATIONS

Proposed option that is described in route 3 will require consultation with neighbourhood school, residents, community and key stakeholders.

CULTURAL IMPLICATIONS

As per People and Place Committee Report No. AR21/42014.

RESOURCE IMPLICATIONS

The current allocation for the project is \$1.9m which consists of \$1.6M for solar lighting along the path and \$300K for the extension of the pathway. The preliminary site study and identified constraints require the design and cost estimates to be updated for extension of the rail trail.

VALUE FOR MONEY

N/A

RISK IMPLICATIONS

All the existing constraints are not considered in the funding application and progressing delivery without proper investigation and design will increase the risk of significant variation in cost and quality.

The Background has also referred to the community land implications associated with the project.

EQUALITIES AND DIVERSITY IMPLICATIONS

Nil

ENGAGEMENT AND COMMUNICATION STRATEGY

Proposed option that is described in route 3 will require an engagement strategy to be developed and implemented with the community and key stakeholders, including for the adoption of new or amended community land management plans for the relevant land parcels.



IMPLEMENTATION STRATEGY

Community land management plans (new or amended) will be prepared for the preferred route for the shared use path extension and railway corridor and presented to Council for endorsement for public consultation purposes.

CONCLUSION AND RECOMMENDATION

This report recommends that Council deliver the solar lighting installation of the scope which has been separately budgeted for a total \$1.6m (\$800K funding +\$800K Council contribution). This report also notes that new and amended community land management plans will be prepared for public consultation purposes for the route of the shared use path extension and railway corridor and a further report with completed designs and updated cost estimates be presented to Council that identifies the most suitable and cost-effective way to link the existing rail trail to the TAFE SA campus on Wireless Road.

ATTACHMENTS

Nil



**5.2 SALVAGED ROUNDHOUSE TIMBER BEAMS FROM MOUNT GAMBIER RAILYARDS –
REPORT NO. AR21/45126**

| | |
|----------------------------------|---|
| Committee: | People and Place Committee |
| Meeting Date: | 2 August 2021 |
| Report No.: | AR21/45126 |
| CM9 Reference: | AF20/455 |
| Author: | Abdullah Mahmud, Manager of Operations & Engineering |
| Authoriser: | Barbara Cernovskis, Acting General Manager City Infrastructure |
| Summary: | This report seeks a resolution of Council to determine the future of salvaged timber beams from the Roundhouse building formerly located on the Mount Gambier Railyards. |
| Strategic Plan Reference: | Goal 2: Our Location |
| | Goal 4: Our Climate, Natural Resources, Arts, Culture and Heritage |

REPORT RECOMMENDATION

1. That the People and Place Committee Report No. AR21/45126 titled 'Salvaged Roundhouse Timber Beams from Mount Gambier Railyards' as presented on 02 August 2021 be noted.
2. That a resolution be made to determine future use of the salvaged timber, with possible options provided below:

Option 1 - Donate the timber to the National Trust for the repair and restoration of the Roundhouse building at Peterborough. Delivery costs to be incurred by the National Trust.

Option 2 - Dispose of the timber via public auction and reserve the funds for a local community project associated with railway heritage conservation project.

Option 3 - Securely store the salvaged timber until an identified future use deemed suitable by the Council is endorsed.



TYPE OF REPORT

Other

BACKGROUND

In June 2018, Council accepted an offer from the Department for Infrastructure and Transport to obtain the salvaged timber beams from the Railway Lands Roundhouse building being demolished at that time. A memo was issued to advise Elected Members and Executive Officers of Council successfully securing the ownership of the timber.

The timber beams have since been stored at the Council Works Depot and whilst there was not a formal resolution of Council, the intention was for the materials to be reused by Council in a way that preserves the Railway history.

Council has received a request from the National Trust of South Australia who are undertaking repair and restoration works to the Roundhouse building at Peterborough. They would like to reuse some of the beams and columns to replace failing sections of the Peterborough roundhouse.

This report is to provide the option for Council to formally consider future reuse of the salvaged timber beams.

PROPOSAL

The salvaged timbers are currently stored in an open area at Council's Works Depot yard. Some of the timber posts/columns appear to have previous fire damage to them and are not in the best condition. The current storage arrangements are not ideal with ongoing exposure to the elements leading to further deterioration of the physical condition of the timbers.

Therefore, a formal resolution from Council is sought to determine future use of the salvaged timber.

LEGAL IMPLICATIONS

Nil

STRATEGIC PLAN

Nil

COUNCIL POLICY

P420 Procurement, & Disposal of Land and Assets Policy.

ECONOMIC IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

SOCIAL IMPLICATIONS

Nil

CULTURAL IMPLICATIONS

Nil

RESOURCE IMPLICATIONS

Disposing the salvaged timber by a public auction process will involve a fee from the auction company. Council may be able to use an online auction process to minimise costs.

Longer term storage of the salvaged timber may incur some costs in order to minimise the deterioration of the physical condition due to weathering.



VALUE FOR MONEY

Nil

RISK IMPLICATIONS

The salvaged timber remaining in storage.

EQUALITIES AND DIVERSITY IMPLICATIONS

Nil

ENGAGEMENT AND COMMUNICATION STRATEGY

Nil

IMPLEMENTATION STRATEGY

Nil

CONCLUSION AND RECOMMENDATION



This report presents three possible options for Council consideration.

Option 1 - Donate the timber to the National Trust for the repair and restoration of the Roundhouse building at Peterborough. Delivery costs to be incurred by the National Trust.

Option 2 - Dispose of the timber via public auction and reserve the funds for a local community project associated with railway heritage conservation project.

Option 3 - Securely store the salvaged timber until an identified future use deemed suitable by the Council is endorsed.

ATTACHMENTS

1. Memo - Demolition of Roundhouse Building - Ownership of Timber [↓](#) 
2. Photographs - Salvaged Timber - Stored at Works Depot [↓](#) 





Civic Centre, 10 Watson Terrace
Mount Gambier SA 5290

PO Box 56
Mount Gambier SA 5290

Telephone 08 87212555
Facsimile 08 87249791
city@mountgambier.sa.gov.au

mountgambier.sa.gov.au

Memorandum

TO: MAYOR
MEMBERS

CC: CHIEF EXECUTIVE OFFICER
GENERAL MANAGER – CITY GROWTH
GENERAL MANAGER – CITY INFRASTRUCTURE
GENERAL MANAGER – COMMUNITY WELLBEING
GENERAL MANAGER – BUSINESS SERVICES

REF: DA15/400

RE: THE ROUNDHOUSE, LACEPEDE STREET, MOUNT GAMBIER - UPDATE

Reference is made to the previous memo dated 25th May, 2018 regarding the proposed demolition of the Roundhouse, Lacepede Street, Mount Gambier.

At this time, Council is aware that the Roundhouse is being demolished Monday 25th June, 2018.

As part of the demolition, the Senior Facilities Manager of the Department of Planning, Transport and Infrastructure has approached Council to offer Council the option to obtain the timber beams from the building.

Council has successfully secured the ownership of the salvaged timber, which will be able to be reused by Council at a later time. The timber beams are either hardwood or oregon and are substantial in size.

If you have any questions in relation to the above, please contact me by phone 8721 2562 or email tracyt@mountgambier.sa.gov.au.

A handwritten signature in black ink, appearing to read 'Tracy TZIOUTZIOUKLARIS'.

Tracy TZIOUTZIOUKLARIS
MANAGER DEVELOPMENT SERVICES

21st May, 2018



Photos of the Salvaged Timbers

Photo 1



Photo 2



Photo 3



Photo 4



**5.3 INSTALLATION OF A NO PARKING ZONE - HEDLEY STREET (WESTERN SIDE) –
REPORT NO. AR21/45538**

| | |
|----------------------------------|--|
| Committee: | People and Place Committee |
| Meeting Date: | 2 August 2021 |
| Report No.: | AR21/45538 |
| CM9 Reference: | AF20/455 |
| Author: | Derek Ferguson, Team Leader General Inspectorate |
| Authoriser: | Tim Coote, General Manager City Growth |
| Summary: | The Manager Operations & Engineering has received a customer request regarding safety concerns on Hedley Street. After a meeting onsite it has been determined that a No Parking Zone on Hedley Street (western side) would be the best outcome for existing residents on the street. |
| Strategic Plan Reference: | Goal 1: Our People Goal 2: Our Location |

REPORT RECOMMENDATION

1. That People and Place Committee Report No. AR21/45538 titled 'Installation of a No Parking Zone - Hedley Street (Western Side)' as presented on 02 August 2021 be noted.
2. That the Traffic Impact Statement attached to this report be endorsed by Council.
3. That the City of Mount Gambier, pursuant to Ministerial delegation resolves the following:
Prohibited Area No Parking
1.2.073
Hedley Street (Western Side) - From 10 metres south of the intersection with Jardine Street to 75 metres south of the said intersection
To apply at all times



TYPE OF REPORT

Other

BACKGROUND

The Manager Operations & Engineering has received a customer request from a resident on Jardine Street, regarding safety concerns at the intersection of Jardine Street and Hedley Street. A meeting was held onsite with the resident to discuss their concerns.

PROPOSAL

Following the onsite meeting, it has been determined that a No Parking Zone on Hedley Street (western side) would be the best outcome for existing residents on the street.

The proposed No Parking Zone is shown on the aerial map attached to the Traffic Impact Statement.

LEGAL IMPLICATIONS

Nil

STRATEGIC PLAN

GOAL 2 - Our Location

2.1.1 - Working with the community to ensure our CBD, health and education precincts, our streets and our public spaces are safe, inviting and support a positive image of the City of Mount Gambier.

COUNCIL POLICY

Nil

ECONOMIC IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

SOCIAL IMPLICATIONS

Nil

CULTURAL IMPLICATIONS

Nil

RESOURCE IMPLICATIONS

Nil

VALUE FOR MONEY

Nil

RISK IMPLICATIONS

Increased traffic around the area has increased the risk of an accident happening if nothing is done.

EQUALITIES AND DIVERSITY IMPLICATIONS

Nil

ENGAGEMENT AND COMMUNICATION STRATEGY

Nil

IMPLEMENTATION STRATEGY



Signage and yellow lines painted in the area.



CONCLUSION AND RECOMMENDATION

A No Parking Zone to be established on Hedley Street (western side).

ATTACHMENTS

1. Traffic Impact Statement - Hedley Street (western side) [↓](#) 
2. Aerial Photo - Hedley Street [↓](#) 



TRAFFIC IMPACT STATEMENT

NO PARKING
Hedley Street (Western Side)

Part A – Traffic Management

It is the view of the undersigned that the installation of a No Parking zone on Hedley Street (Western Side) will not be detrimental to traffic management in the area.

Part B – Road Safety Effects

It is anticipated that the proposal will not have any negative impacts on road safety.

Conclusion

It is the view of the undersigned that the installation of a No Parking zone on Hedley Street (Western Side) will not be detrimental to traffic management in the area

.....
Tim COOTE
GENERAL MANAGER CITY GROWTH

7th JUNE 2021

Ref. AF11/1855
LM





No Parking Hedley Street (Western Side)



Map Zoom: 263.4 m
Plot Date: Monday, 7 June 2021



**5.4 LOCAL ROADS AND COMMUNITY INFRASTRUCTURE PROGRAM EXTENSION
PHASE 2 - PROJECT NOMINATION – REPORT NO. AR21/46717**

Committee: People and Place Committee
Meeting Date: 2 August 2021
Report No.: AR21/46717
CM9 Reference: AF20/455
Author: Abdullah Mahmud, Manager of Operations & Engineering
Authoriser: Barbara Cernovskis, Acting General Manager City Infrastructure
Summary: This report seeks Council endorsement of the project nominations submitted to the Local Roads and Community Infrastructure Program Extension - Phase 2.
Strategic Plan Reference: Goal 1: Our People
Goal 2: Our Location
Goal 4: Our Climate, Natural Resources, Arts, Culture and Heritage

REPORT RECOMMENDATION

1. That People and Place Committee Report No. AR21/46717 titled 'Local Roads and Community Infrastructure Program Extension Phase 2 - Project Nomination' as presented on 02 August 2021 be noted.
2. That Council endorse the below project nominations for Phase 2 of the Local Roads and Community Infrastructure Program (LRCI) grant funding:

| Description | Total project cost | LRCI Program Funding Required |
|--|--------------------|-------------------------------|
| New Valley Lakes Public Amenities | \$490,000 | \$490,000 |
| Refurbishment of existing Public Amenities adjoining State Heritage Railway Station building | \$460,000 | \$460,000 |



TYPE OF REPORT

Corporate

BACKGROUND

The Commonwealth (represented by the Department of Infrastructure, Transport, Regional Development and Communications) is currently offering our Council Phase 2 of the Local Roads and Community Infrastructure Program (LRCI) grant funding.

The objective of the LRCI Program is to help stimulate additional local roads and community infrastructure construction projects to support local communities with short-term job opportunities during the COVID-19 pandemic.

Council has already been successful in receiving funding for Phase 1 of the LRCI Program, as detailed in the below table. This project is currently in progress and due for completion by 31 December 2021.

| Description | Problem being addressed | Commence | Complete | Total project cost | LRCI Program Funding |
|---|---|----------|----------|--------------------|----------------------|
| Review of existing lighting levels across the City of Mount Gambier compared to Australian Standards, including modelling the improvement in lighting that will be achieved through the installation of LED lights. | Improving lighting levels and safety in the streets of the City of Mount Gambier. | Nov-21 | Dec-21 | \$940,400.00 | \$486,995 |

An agreement for Phase 2 funding of \$1,041,637 was signed by Council on 23 December 2020, with project nominations due by 31 July 2021.

PROPOSAL

Council Officers have reviewed the terms of the Phase 2 grant funding of \$1,041,637 and identified two projects for nomination. The structures are key assets located in popular community recreational reserves and require upgrading for both compliance and to ensure community members and visitors have well-constructed and accessible public amenities.

One of the projects is both shovel ready and achievable with the other one on track to be delivered this year. With the design, demolition and new construction works, both projects will create job opportunities for our local community (architects and building contractors).

Project One: Valley Lakes Area Amenity

A Disability Access Audit Report on Public Buildings within the City of Mount Gambier was undertaken by Dave Vandborg, Building Surveyor, in July 2018. The Freemans Landing and Valley Lakes Playground toilets were identified as requiring future works (refer attached).

In the 2020-2021 financial year budget Council adopted an amount of \$400,000 to build a new amenity building and demolition of the existing two amenities. However, due to lack of available design and being a state heritage area a proper investigation and development process was required before proceeding to the construction of the new facility hence the project has been carried over to the 2021-2022 financial year.

Council has recently appointed Troppo Architects, after a successful tendering process, to provide design services incorporating the heritage impact site that complements the significance of the Valley Lakes area.



Project Two: State Heritage Railway Building Public Toilet

In January 2019 Council resolved:

- “(b) That Council adopt the Mount Gambier Railway Station restoration and adaptive re-use design report and associated plans - prepared by Habitable Places, as the design framework for any future restoration works to the Railway Station Building.
- (c) Further restoration works for external / internal works and the development of toilet facilities within the footprint of the Railway Station Building, as referred to in part (a) above, be referred to future budgets for consideration.”

This funding offers an opportunity to undertake these required works.

Also as part of this upgrade works mechanical services (i.e. HVAC etc) and grease arrester chamber has been included in the scope of the project.

Due to project nominations being due by 31 July 2021 please note that Council Officers have submitted these nominations (as detailed in the below table), however Council does have the option to withdraw any projects.

| Description | Problem being addressed | Commence | Complete | Total project cost | LRCI Program Funding Required |
|---|--|----------|----------|--------------------|-------------------------------|
| <p>New Valley Lakes Public Amenities</p> <p>Design and construction of new public amenities facility that will be located adjacent to the community playground and bbq area.</p> <p>The scope of this project also includes demolition of two existing old non-compliant toilet blocks.</p> | <p>This will improve safety for children as they currently have to cross internal access roads and public car parking areas to access amenities.</p> <p>The new toilets will be designed to increase accessibility for people with disabilities or impairment.</p> | Nov-21 | Dec-21 | \$490,000 | \$490,000 |
| <p>Refurbishment of existing Public Amenities adjoining State Heritage Railway Station building</p> <p>Refurbishment of existing public amenities to improve compliance and accessibility for people with disabilities or impairment.</p> <p>These toilets are currently closed due to non-compliance and this upgrade will make the amenities available for public use and future events at the Mount Gambier Railway Lands recreational reserve.</p> | <p>The existing toilets retain the original layout from 1918 and are currently closed due to non-compliance. This upgrade will make the amenities available for public use and future events at the Mount Gambier Railway Lands recreational reserve.</p> | Oct-21 | Dec-21 | \$460,000 | \$460,000 |



LEGAL IMPLICATIONS

Nil

STRATEGIC PLAN

Goal 2.3 - The Crater Lakes Precinct and other areas of tourism potential.

COUNCIL POLICY

Nil

ECONOMIC IMPLICATIONS

Probable estimation for both projects has been amended incorporating the impact of Covid-19 on the building industry.

Due to the availability of several government funding aids nationwide, building and construction industries have witnessed a significant boom which has created a shortage of building materials supply and available builders' schedule. Council Officers have witnessed similar trends in Mount Gambier which is also evident by the number of recent development applications received by the Planning Team.

Schedules of potential builders are also forward booked up to 9-12 months. Therefore, an additional 15-20% costing allocation has been considered for both projects to attract potential builders and supplement increased material cost due to the Covid-19 economic impact.

ENVIRONMENTAL IMPLICATIONS

No sewer services connection in the Valley Lakes area. Onsite septic tank system has to be designed for the amenities.

SOCIAL IMPLICATIONS

Nil

CULTURAL IMPLICATIONS

Nil

RESOURCE IMPLICATIONS

Additional costing has been included for managing the project by external resourcing which will also support the principle goal of this aid funding.

VALUE FOR MONEY

Nil

RISK IMPLICATIONS

Project delivery schedule may change due to the current pandemic situation. Regular updates will be provided to all stakeholders.

EQUALITIES AND DIVERSITY IMPLICATIONS

Nil

ENGAGEMENT AND COMMUNICATION STRATEGY

Nil

IMPLEMENTATION STRATEGY

As per conditions of the funding agreement, access to the grant money will require Council's total capital expenditure to be maintained in addition to the funding amount. Therefore, alternate project/expenditure will be allocated for the same value of \$400,000 to projects that are currently in the design phase.





CONCLUSION AND RECOMMENDATION

A workshop has been scheduled on 9 August 2021 for Council to determine this year's Works Program. However, due to the deadline of the project nomination Council Officers had to select the above projects that meet the funding eligibility criteria and are most practically possible to be delivered within the timeframe.

Therefore, it is requested that Council endorse the nominated projects presented in this report.

ATTACHMENTS

1. [Extract from Disability Access Audit Report - July 2018 - Valley Lakes Public Toilet Structures](#)
 



Asset # 595 Toilet Block Valley Lake – Playground

Comment

Compliance level - Medium

Dedicated access ramp quite lengthy – dedicated central disabled toilet has minor issues such as hand towels etc.

Structure OK

Recommendation

Assess to rectify minor matters next 12 months.

Assess again in 5 years



Asset # 7970 – Freemans Land – Valley Lake – Toilet Block (old dressing shed)

Comment

Compliance Level - LOW

No dedicated car park – access bitumen path.

Disabled toilet needs many items, back rest, handles, hand basin

Recommendation

Major works required to meet current standards.

Review within next 2 years re extent of use and suitability of location.



6 MEETING CLOSE



**MINUTES OF CITY OF MOUNT GAMBIER
PEOPLE AND PLACE COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, CIVIC CENTRE, 10 WATSON TERRACE, MOUNT
GAMBIER
ON MONDAY, 7 JUNE 2021 AT 5.30 P.M.**

PRESENT: Mayor Lynette Martin (OAM), Cr Frank Morello (Presiding Member), Cr Kate Amoroso, Cr Max Bruins, Cr Christian Greco, Cr Ben Hood

| | | |
|--------------------------------|---|--------------------------|
| OFFICERS IN ATTENDANCE: | Acting Chief Executive Officer | - Ms B Cernovskis |
| | General Manager Shared Services | - Mr D Barber |
| | General Manager City Growth | - Mr T Coote |
| | Acting General Manager Community Wellbeing | - Mrs G Davison |
| | Manager Development Services | - Mrs T Tzioutziouklaris |
| | Manager Governance and Property | - Mr M McCarthy |
| | Executive Administrator Community Wellbeing | - Ms A Lavia |

1 ACKNOWLEDGEMENT OF COUNTRY

WE ACKNOWLEDGE THE BOANDIK PEOPLES AS THE TRADITIONAL CUSTODIANS OF THE LAND WHERE WE MEET TODAY. WE RESPECT THEIR SPIRITUAL RELATIONSHIP WITH THE LAND AND RECOGNISE THE DEEP FEELINGS OF ATTACHMENT OUR INDIGENOUS PEOPLES HAVE WITH THIS LAND.

2 APOLOGY(IES)

COMMITTEE RESOLUTION

Moved: Cr Frank Morello

Seconded: Cr Ben Hood

That the apologies from Cr Paul Jenner, Cr Sonya Meziniec and Cr Steven Perryman be received.

CARRIED

3 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Cr Frank Morello

Seconded: Cr Max Bruins

That the minutes of the People and Place Committee meeting held on 6 April 2021 be confirmed as an accurate record of the proceedings of the meeting.

CARRIED

4 QUESTIONS WITHOUT NOTICE

Nil



5 REPORTS

5.1 LAGUNARIA TREES - MITCHELL STREET

COMMITTEE RESOLUTION

Moved: Cr Max Bruins

Seconded: Cr Ben Hood

1. That People and Place Committee Report No. AR21/31705 titled 'Lagunaria Trees - Mitchell Street' as presented on 07 June 2021 be noted.
2. Empak Homes and the property owner of 8/6 Jardine Street be advised:
 - (a) After an extensive investigation into the health and risk assessment of the Lagunaria patersonia (Norfolk Island Hibiscus) planted along the western side of Mitchell Street, the trees are not considered by Council to warrant their removal.
 - (b) The trees are considered to be in good and fair overall condition with extended useful life expectancies. None of the trees display features that indicate they are in health or structural decline or that they are not suited to the environment. The trees are street trees and are part of a historic planting that provides an important heritage link with the history of the area.

CARRIED

6 MOTIONS WITH NOTICE

6.1 NOTICE OF MOTION - OLD RAILWAY STATION BUILDING

COMMITTEE RESOLUTION

Moved: Cr Frank Morello

Seconded: Cr Max Bruins

1. That People and Place Committee Report No. AR21/33923 titled 'Notice of Motion - Old Railway Station Building' as presented on 07 June 2021 be noted.
2. That Council:
 - (a) writes to the chair of the Mount Gambier Branch of the National Trust of South Australia, Nathan Woodruff, thanking them for their initiative.
 - (b) Informs the Trust of its decision, at this time, to decline the offer to transfer ownership or occupancy of the Railway Station to the National Trust of SA.
 - (c) convenes an Elected Member workshop to discuss future options for the Old Railway Station building, including temporary initiatives, in the broader context of the surrounding Railway Land and Olympic Park precincts.

CARRIED



7 CONFIDENTIAL ITEMS

7.1 ROAD OPENING PROCESS - PINEHALL AVENUE – REPORT NO. AR21/28521

COMMITTEE RESOLUTION

Moved: Cr Frank Morello

Seconded: Cr Max Bruins

CONSIDERATION FOR EXCLUSION OF THE PUBLIC

Pursuant to section 90(2) of the *Local Government Act 1999* the People and Place Committee orders that all members of the public, except Mayor L Martin, Councillors F Morello, K Amoroso, M Bruins, C Greco and B Hood and Council Officers B Cernovskis, D Barber, T Coote, G Davison, T Tzioutziouklaris, M McCarthy and A Lavia be excluded from attendance at the meeting for the receipt, discussion and consideration in confidence of Agenda Item 7.1 AR21/28521 Road Opening Process - Pinehall Avenue.

The People and Place Committee is satisfied that, pursuant to section 90(3) (a), (b), (d) and (i) of the Act, the information to be received, discussed or considered in relation to the Agenda Item is:

- information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead)
- information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is
 - conducting business; or
 - proposing to conduct business; or
 - to prejudice the commercial position of the Council
- commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected:
 - to prejudice the commercial position of the person who supplied the information, or
 - to confer a commercial advantage on a third party
- information relating to:
 - actual litigation, or
 - litigation that the Council or Council committee believes on reasonable grounds will take place,
 - involving the Council or an employee of the Council

The People and Place Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the information to be considered relates to the valuation of land and compensation for a compulsory acquisition of land for road opening purposes for which is reasonably considered will result in litigation.

CARRIED



COMMITTEE RESOLUTION

Moved: Cr Max Bruins
Seconded: Cr Ben Hood

CONSIDERATION FOR KEEPING ITEMS CONFIDENTIAL

1. In accordance with Sections 91(7) and 91(9) of the *Local Government Act 1999* the Council orders that the report 7.1 AR21/28521 Road Opening Process - Pinehall Avenue and its attachments, the discussion and the resolution/s and minutes arising from the report, having been considered by the Council in confidence under Section 90(2) & (3) (a), (b), (d) and (i) be kept confidential and not available for public inspection until the acquisition of the subject land has been settled and any court actions finalised.
2. Further that Council delegates the power to review, revoke, but not extend the confidential order to the Chief Executive Officer in accordance with the provisions of Section 91(9)(c) of the *Local Government Act 1999*.

CARRIED

8 MEETING CLOSE

The Meeting closed at 5:42 pm.

The minutes of this meeting were confirmed at the People and Place Committee held on 2 August 2021.

.....
PRESIDING MEMBER

