

Special Council Meeting Minutes

12 September 2018

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

1A.	CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON 3 SEPTEMBER 2018.....	1
1B.	DEPUTATIONS	1
	1B.1 DEPUTATIONS – THE PARADE MASTERPLAN	2
2.	WRITTEN NOTICES OF MOTION	3
	2.1 NAMING OF BEULAH ROAD BIKE BOULEVARD – SUBMITTED BY MAYOR ROBERT BRIA	4
3.	STAFF REPORTS	5
	3.1 THE PARADE MASTERPLAN	6
	3.2 KENT TOWN DRAFT URBAN DESIGN FRAMEWORK AND PUBLIC REALM MANUAL	21
	3.3 2019-2024 DOG & CAT MANAGEMENT PLAN	29
	3.5 PARKING CONTROLS IN VARIOUS STREETS WITHIN HACKNEY – OUTCOME OF THE CONSULTATION <i>[This Item was dealt with out of sequence]</i>	35
	3.4 MOBILE FOOD VENDOR GUIDELINES – ADDITION OF SITE – CRUICKSHANK RESERVE.....	48
	3.5 PARKING CONTROLS IN VARIOUS STREETS WITHIN HACKNEY – OUTCOME OF THE CONSULTATION <i>[This Item was dealt with out of sequence - refer to Page 35 for the Minutes relating to this Item]</i>	54
	3.6 NAMING OF RESERVE – APPELBEE CRESCENT, NORWOOD	55
4.	CONFIDENTIAL REPORTS	60
	4.1 LED STREET LIGHT TRANSITION – CARBON ABATEMENT	61
	4.2 TENDER SELECTION REPORT - NEW CLUBROOMS & MEMBERS FACILITIES AT NORWOOD OVAL - DEMOLITION PACKAGE	62
5.	CLOSURE.....	63

VENUE Council Chambers, Norwood Town Hall

HOUR 7.00pm

PRESENT

Council Members Mayor Robert Bria
Cr Lucy Marcuccitti
Cr Christel Mex
Cr Connie Granozio
Cr Mike Stock
Cr Carlo Dottore
Cr Kevin Duke
Cr Evonne Moore
Cr Garry Knoblauch
Cr John Minney
Cr Sue Whittington
Cr Paul Wormald (entered the meeting at 7.09pm)

Staff Mario Barone (Chief Executive Officer)
Peter Perilli (General Manager, Urban Services)
Carlos Buzzetti (General Manager, Urban Planning & Environment)
Lisa Mara (General Manager, Governance & Community Affairs)
Sharon Perkins (General Manager, Corporate Services)
Keke Michalos (Manager, Economic Development & Strategic Projects)
Jared Barnes (Project Manager, Urban Designs & Special Projects)
Richard Wunderlich (Projects Manager)
Olivia Franco (Strategic Projects Co-ordinator)
Tina Zullo (Administration Officer, Governance & Community Affairs)

APOLOGIES Cr John Frogley, Cr Kevin Shepherdson

ABSENT Nil

**1A. CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON
3 SEPTEMBER 2018**

Cr Whittington moved that the minutes of the Council meeting held on 3 September 2018 be taken as read and confirmed. Seconded by Cr Knoblauch and carried unanimously.

1B. DEPUTATIONS

1B.1 DEPUTATIONS – THE PARADE MASTERPLAN

REPORT AUTHOR: Manager, Economic Development & Strategic Projects
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4509
FILE REFERENCE: S/422 S/3309 S/05268
ATTACHMENTS: Nil

SPEAKER/S

Ms Amanda Price-McGregor.

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Norwood Place.

COMMENTS

Ms Amanda Price-McGregor has written to the Council requesting that she be permitted to address the Council in relation to The Parade Masterplan.

In accordance with the Local Government (Procedures at Meetings) Regulations 2013, Ms Amanda Price-McGregor has been given approval to address the Council.

Cr Wormald entered the meeting at 7.09pm.

Ms Amanda Price-McGregor addressed the Council in respect to this issue.

2. WRITTEN NOTICES OF MOTION

2.1 NAMING OF BEULAH ROAD BIKE BOULEVARD – SUBMITTED BY MAYOR ROBERT BRIA

NOTICE OF MOTION: Naming of Beulah Road Bike Boulevard
SUBMITTED BY: Mayor Robert Bria
FILE REFERENCE: S.00232 S.03409
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the Local Government (Procedures at Meetings) Regulations 2013, the following Notice of Motion has been submitted by Mayor Robert Bria.

NOTICE OF MOTION

That Council give consideration to naming the Beulah Road Bike Boulevard the 'Nino Solari Bike Boulevard' and that staff present a report regarding this proposal to the Council for its consideration in December 2018.

REASONS IN SUPPORT OF MOTION

Nino Solari recently passed away leaving a significant legacy to the sport of cycling. Nino earned a local, national and international reputation with many of his cycling achievements recorded at the former Norwood Velodrome. His cycling exploits have been promoted by the Council in displays and exhibitions in the foyer of the Norwood Town Hall in the lead-up to the 'Tour Down Under' where Nino attended as a guest.

A report to the Council can provide more details about Nino's achievements enabling Elected Members to make a better informed decision on this proposal.

STAFF COMMENT

A report as requested will be presented to the December 2018 Council meeting.

Cr Whittington moved:

That Council give consideration to naming the Beulah Road Bike Boulevard the 'Nino Solari Bike Boulevard' and that staff present a report regarding this proposal to the Council for its consideration in December 2018.

Seconded by Cr Granozio and carried.

3. STAFF REPORTS

3.1 THE PARADE MASTERPLAN

REPORT AUTHOR: Manager, Economic Development & Strategic Projects
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4509
FILE REFERENCE: S/3309 & S/05268
ATTACHMENTS: A - J

PURPOSE OF REPORT

The purpose of this report is to advise the Council of the outcome of the Phase 3 community consultation and engagement process on The Parade Masterplan draft, and to present the final draft Masterplan to the Council for its consideration and endorsement.

BACKGROUND

At a Special Meeting held on 17 July 2018, the Council resolved the following in relation to The Parade Masterplan:

1. *That The Parade Masterplan draft (as contained in Attachment G), be endorsed as being suitable to be released for Phase 3 Community Consultation, for a period of twenty-four (24) days, with the following amendments:*
 - *the removal of the possible future signalised crossing at the intersection of The Parade and Edward Street (as shown on page 97);*
 - *reinforcing within the draft Masterplan, the Council's commitment to investigate additional parking opportunities within The Parade precinct;*
 - *reinforcing within the draft Masterplan, the intent to undertake traffic modelling of the preferred options; and*
 - *retention of the existing left turn slip lane at the intersection of The Parade and Portrush Road (heading east along The Parade and then turning north onto Portrush Road).*
2. *That the residents and ratepayers of Cairns Street, Margaret Street, Church Street, Ravenswood Street and Sydenham Road, be consulted for a period of twenty-four (24) days, regarding The Parade Masterplan draft (as contained in Attachment G and as amended through Part 1 above) and specifically regarding the proposed extension of The Parade median strip which would prevent right hand turns from The Parade into those streets and right hand turns from those streets onto The Parade.*
3. *That the Chief Executive Officer be authorised to make any minor amendments to The Parade Masterplan draft, resulting from consideration of this report and as necessary to finalise the documents in a form suitable for release for Community Consultation.*

Subsequently, The Parade Draft Masterplan document was placed on consultation for a period of twenty-four (24) days, commencing on Wednesday 25 July 2018 and concluding on Friday 17 August 2018. This component of the consultation process is the third and final phase of community consultation and engagement on The Parade Masterplan Project.

Copies of The Parade Draft Masterplan were available for viewing at the Norwood Town Hall and at all three (3) of the Council's Libraries, as well as on the Council's website and on The Parade Masterplan Project specific website (www.haveyoursay.npsp.sa.gov.au). During the consultation period, there were a total of 593 individual visits to the Phase 3 consultation page on The Parade Masterplan haveyoursay website. Over the entire course of the Project since it commenced in 2016 (including all three rounds of consultation), there have been over 4,100 visits to The Parade Masterplan haveyoursay website.

Advertisements were also placed in the two (2) Messenger Newspapers and signs were placed in the notice boards located on The Parade, inviting comments from the community on the draft Masterplan. In addition, 1,930 postcards were distributed to residents and businesses surrounding The Parade, advising them of the project and inviting comments on the draft Masterplan. The opportunity to comment on the draft Masterplan was also promoted on the Council's Facebook page and on The Parade Facebook page throughout the consultation period.

In accordance with the Council's resolution made at its meeting held on 17 July 2018, a letter advising of the proposal to alter the intersections at the five (5) nominated side streets and specifically to prevent right-hand turns into these streets by extending the central median strip, was distributed to all residents, business owners and property owners located in the five (5) affected streets adjoining The Parade (namely Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street). Letters were also distributed to residents of adjoining streets that were likely to be affected by the proposed changes. A copy of the letters which were distributed are contained within **Attachment A**.

A copy of the package of information which was released for the Phase 3 Community Consultation and Engagement (excluding the draft Masterplan) is contained in **Attachment B**.

In total, 159 submissions have been received, comprising of sixty-eight (68) submissions being lodged as formal written submissions and the remaining ninety-one (91) being submitted as responses to a survey that was distributed by a group referred to as 'Norwood Parade Traders'. The origin and composition of the 'Norwood Parade Traders' is unknown, as the material does not contain their details. Of the sixty-eight (68) written submissions which have been received, thirteen (13) were submitted by business owners or business managers, several of whom are also residents of the City. A summary of the written submissions and a copy of the written submissions are contained in **Attachment C** and **Attachment D**, respectively. It should be noted that nineteen (19) of the survey submissions were received after the closing date for submissions to be lodged. A copy of the information and survey response, which was distributed by Norwood Parade Traders is contained in **Attachment E**. A summary of the Norwood Parade Trader survey responses is contained within **Attachment F**. Given the format of these responses, a hard copy of the actual responses has not been attached to this report.

In addition, the Council received two (2) petitions in relation to extending the medians as proposed in The Parade Draft Masterplan, namely, the proposed median extensions at Margaret Street and at Church Avenue. The petition for Margaret Street (a copy of which is contained in **Attachment G**) contains 114 signatures and appears to have been signed predominately by customers and employees of Chemist Warehouse. The Church Street petition (a copy of which is contained in **Attachment H**), which was submitted in two (2) parts, has a total of 169 signatures and has been signed by residents, employees of businesses and non-residents (who could be visitors to The Parade).

The objective of preparing The Parade Masterplan is to put in place a long term strategic framework for the planning, redevelopment and activation of The Parade, which can direct the progressive enhancement of the infrastructure, encourage new investment and maximise community enjoyment and appeal of The Parade.

The results of the Phase 1 and Phase 2 Community Consultation and Engagement, in particular, were used, amongst other things, to identify the identity and appeal of The Parade and how this significant economic, social and cultural asset could continue to contribute to the experience of those people who choose to live, work and play on The Parade and the surrounding residential areas, as well as determine the contribution that The Parade makes to the City of Norwood Payneham & St Peters and the eastern metropolitan region, generally. The Phase 3 component of the community consultation and engagement process has sought to bring together all of the comments which have been received through the first two phases of consultation, and present a draft Masterplan for comment and review.

Outlined below is an overview of the comments received through the Phase 1 and Phase 2 consultation and engagement process.

Results of Phase 1 Consultation – Initial Comments

As the first step in the process of developing The Parade Masterplan, the Council undertook consultation with the community and key stakeholders, including students from six (6) schools from across the City, to capture ideas for The Parade, specifically:

- What do you love most about The Parade?
- What would you change about The Parade to make it better?
- What would you add to The Parade to improve it?

The Council commenced the first stage of community engagement on The Parade Masterplan on 21 January 2016, at the Tour Down Under Street Party Event. The formal consultation period concluded on 19 February 2016.

During this phase of consultation, there were over 800 visits to the Council's project website and 275 written submissions were received. A summary of the information which was collected and the results of the Phase 1 Community Consultation and Engagement were presented to the Council for its consideration at its Special Meeting held on 22 May 2018. The results of this phase of consultation formed the basis for the draft Concepts which were released for consultation as part of the Phase 2 Community Consultation and Engagement process.

Results of Phase 2 Consultation – Draft Concept Development

The key objective of the Phase 2 Community Consultation and Engagement was to identify at a 'conceptual level', the proposed key changes that could be incorporated into The Parade Masterplan to enhance and deliver a mainstreet, which meets the contemporary needs of the community and continues to stand the test of time. In short, to ensure that The Parade remains contemporary.

The draft concepts which were developed were based on the information which was collected and the comments which were received from the community, businesses and key stakeholders, through the initial consultation undertaken as part of Phase 1 of the Masterplanning process.

The intent of the second round of consultation (Phase 2) was to test some of the ideas and concepts that were being considered and enable these ideas and concepts to be developed further. The main concepts that were "tested" with the community included the treatment of the Intersections along The Parade (i.e. Queen Street, George Street, Edward Street, Elizabeth Street, Charles Street etc.), the proposed modifications to George Street between The Parade and Webbe Street and the proposed changes to part of the median strip (namely the intersections of The Parade and Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street) as well as the broader changes proposed for the full length of The Parade (i.e. widening of footpaths).

In total, 146 submissions were received during the Phase 2 Community Consultation and Engagement process, comprising of 126 survey responses, with the remaining twenty (20) submissions being lodged as written submissions. The results of this phase of consultation were presented to the Council at its Special Council Meeting held on 17 July 2018.

The results of the Phase 3 Community Consultation and Engagement process are set out in detail in the Discussion section of this report.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

CityPlan 2030: Update 2017

The Parade Masterplan seeks to implement the Council's strategic vision set out in *CityPlan 2030: Shaping Our Future* and its commitment to its primary objective of community well-being. The holistic approach reflects the strategic importance of the Masterplan in achieving meaningful change. The relevant Outcomes, Objectives and Strategies of the Plan are outlined below:

Outcome 1 Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.1: Convenient and accessible services, information and facilities.

Strategy 1.3: *Design and provide safe, high quality facilities and spaces for people of all backgrounds, ages and abilities.*

Objective 1.2: A people-friendly, integrated, sustainable and active transport and pedestrian network.

Strategy 2.2: *Provide safe and accessible movement for people of all abilities.*

Objective 1.3: An engaged and participating community.

Strategy 3.3: *Provide opportunities for community input in decision-making and program development.*

Outcome 2 Cultural Vitality

A culturally rich and diverse City, with a strong identity, history and 'sense of place'.

Objective 2.1 An artistic, creative, cultural and visually interesting City

Objective 2.2 A community embracing and celebrating its social and cultural diversity.

Objective 2.3 A City which values and promotes its rich cultural and built heritage.

Strategy 3.1 *Protect and enhance places, streetscapes, precincts and landmarks which reflect the built and cultural history of our City.*

Objective 2.4 Pleasant, well designed, sustainable urban environments.

Strategy 4.2 *Encourage sustainable and quality urban design outcomes.*

Strategy 4.3 *Maximise the extent of green landscaping provide in new development and in the public realm.*

Objective 2.5 Dynamic community life in public spaces and precincts.

Strategy 5.2: *Create and provide interesting and colourful public spaces to encourage interaction and gatherings.*

Outcome 3 Economic Prosperity

A dynamic and thriving centre for business and services.

Objective 3.2 Cosmopolitan business precincts contributing to the prosperity of the City.

Objective 3.5 A local economy supporting and supported by its community.

Strategy 5.2 *Support opportunities for people to collaborate and interact in business precincts.*

Outcome 4 Environmental Sustainability

A leader in environmental sustainability

Objective 4.1 Sustainable and efficient management of water, waste, energy and other resources.

Objective 4.3 Sustainable and attractive streetscapes and open spaces.

Strategy 3.1: *Improve the amenity and safety of streetscapes for pedestrians and cyclists, including provision for shade in summer.*

Strategy 3.2 *Protect, enhance and expand public open space*

City-Wide Cycling Plan 2013

The Parade Masterplan also aligns with the directions contained in the Council's 2013 *City-Wide Cycling Plan*, which seeks as an objective to increase overall cycling rates within the City, resulting in health, environmental, economic and social benefits for the community by creating more connected and liveable neighbourhoods.

The Cycling Plan identifies the existing bicycle infrastructure within the City and sets out the future cycling network and infrastructure that could be provided to improve cycling connections across the City. In respect to The Parade Masterplan, the following roads have been identified in the *Cycling Plan* for the upgrading of the City's bicycle network:

- The Parade (between Osmond Terrace and Portrush Road) – the inclusion of bicycle lanes;
- Beulah Road – the establishment of a Bicycle Boulevard with specific cycling treatments. This initiative is currently in the design phase of the project;
- Osmond Terrace – enhancement of the existing bicycle lanes; and
- new or upgraded road crossings on The Parade, at Fullarton Road, Sydenham Road, Edward Street and Portrush Road.

One of the recommendations contained in the *Cycling Plan* is to upgrade and make improvements in a staged approach, due to the high cost of establishing this infrastructure. Accordingly, the *Cycling Plan* contains an Infrastructure Priority Action Plan, which identifies the upgrades (listed above) to the cycling infrastructure on The Parade as a 'high' priority action that should be undertaken first. Where appropriate these actions have been incorporated into The Parade Masterplan, whilst also balancing all other competing factors.

It should be noted that recently, the Council undertook some line-marking works along George Street (southern side) and Sydenham Road, and utilised this opportunity to introduce bicycle sharrow markings as the existing bicycle lanes in these streets no longer meet the current Australian Standards.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated a total of \$100,000 towards the preparation of The Parade Masterplan. To assist with funding of the Project an application for an additional \$100,000 was sought and successfully granted to the Council through the Department of Planning, Transport and Infrastructure, Places for People Grant Funding program, resulting in a total budget of \$200,000 for the delivery of The Parade Masterplan Project.

The \$200,000 Budget allocation comprises of an allocated Consultancy Budget of \$140,000 for the preparation of The Parade Masterplan, which includes the engagement of Oxigen Landscape Architects to manage the preparation of the Masterplan. The remaining \$60,000 has been allocated to the various stages of community consultation and engagement.

EXTERNAL ECONOMIC IMPLICATIONS

There are direct external economic implications, however a significant investment from the Council in the public realm will over time more than likely attract a significant amount of private investment. It will also ensure that The Parade remains contemporary from an infrastructure perspective.

SOCIAL ISSUES

On completion, the Masterplan will provide a framework that recognises The Parade as a pedestrian friendly mainstreet, which prioritises pedestrian and bi-cycle access and circulation, as well public transport opportunities. In conjunction with the long term delivery of higher density development, the Masterplan will provide a public realm asset that aims to lessen the long term reliance on the motor vehicle.

CULTURAL ISSUES

The Parade Masterplan builds on the existing identity of The Parade, and ensures that its 'sense of place' is managed and appropriately and sensitively enhanced. The community engagement as part of Phase 1 focussed on identifying the specific cultural elements, which are valued by the Community. Some of the comments received during the Phase 3 community consultation process again reiterated the value that the community places on the heritage along The Parade, with comments in support of the direction that the Council has taken in the Masterplan, in regard to the retention and contribution of heritage.

The draft Masterplan (contained in **Attachment I**) articulates a unique main street identity for The Parade, distinct from other main streets, which builds on the qualities that people value about The Parade, including its well-recognised cosmopolitan culture, its heritage and social and cultural history.

ENVIRONMENTAL ISSUES

The Parade Masterplan incorporates environmental sustainability as an integral component to the future of The Parade. Climate change adaptation and resilience has been integrated into the streetscape design. It is envisaged that these strategies and actions will provide The Parade with a long term competitive advantage, ensuring a greener identity, improved pedestrian comfort and greater protection of local businesses, buildings and infrastructure.

RESOURCE ISSUES

The preparation of The Parade Masterplan is being undertaken by a multi-disciplinary Consultancy Team lead by Oxigen Landscape Architects. The Manager, Economic Development & Strategic Projects is responsible for the management of The Parade Masterplan Project and is the primary point of contact for all communications.

RISK MANAGEMENT

The Project has taken into consideration the identification, resolution and management of all risk management issues as required by the relevant legislation and Council policies.

CONSULTATION

- **Elected Members**

A total of five (5) Elected Member Information Briefings and Workshops have been held throughout the preparation of the Masterplan.

The first Workshop with Elected Members was held on Tuesday 20 October 2015. This Workshop included a brief overview of the Project followed by a site visit. The most recent was held on Monday 14 May 2018, where the Elected Members were given the opportunity to provide feedback on the development of the draft concepts, prior to the formal consideration of the draft concepts at the Council meeting held on 22 May 2018.

The Council formally considered the results of the Phase 1 Community Consultation and Engagement at its meeting held on 22 May 2018 and the results of the Phase 2 community consultation and engagement at its Special Meeting held on 17 July 2018.

- **Community**

The Community has been consulted and engaged through the Phase 1, Phase 2 and Phase 3 Community Consultation and Engagement process. The various comments which have been received have been taken into consideration in the development of the draft Concept Plans, the draft Masterplan, and the final draft Masterplan.

The results of the Phase 3 Community Consultation and Engagement process are set out in the Discussion section of this report.

- **Staff**

The Manager, Economic Development & Strategic Projects has been responsible for the ongoing management and delivery of the Masterplan Project.

A Staff Project Management Group has been established to ensure that all of the relevant issues are addressed.

- **Other Agencies**

The Department of Planning, Transport and Infrastructure (DPTI) has been involved as part of the Project Management Group, in accordance with the Grant Deed and in relation to the traffic related matters.

As part of the Phase 1 and Phase 3 consultation and engagement stages, the Project Team consulted with DPTI on the current traffic issues associated with The Parade. The comments received from the Department is outlined in the Discussion section of this report

DISCUSSION

Phase 3 – Consultation and Engagement

The key objective of the third and final phase (Phase 3) of the community consultation and engagement process, was to present the community and stakeholders with the draft Masterplan (specifically the Plan and report) which has been developed based on the comments which were received from the community, businesses and key stakeholders, through the previous consultation undertaken as part of Phase 1 and Phase 2 of the Masterplanning process.

The comments which have been received through Phase 3 of consultation and engagement process have been reviewed and have been used to inform and finalise the draft Masterplan.

The final draft Masterplan (a copy of which is contained in **Attachment I**) retains the three (3) distinct zones along The Parade, namely The Parade West, The Parade 'Heart' and The Parade East. These zones are based on the concentration of existing and future land uses and the density and intensity of these uses. It also takes into consideration the future needs of these land uses and those of the users.

The Phase 3 Community Consultation and Engagement process provided the community and stakeholders with the opportunity to comment on the proposed strategic directions for The Parade, as well as all of the individual concepts, including the proposed treatment of the various intersections, changes to The Parade central median, widening of the footpaths along The Parade, modification to The Parade 'Heart', including the removal of on-street carparking spaces between George Street and Edward Street and the proposed option for George Street.

In accordance with the Council's resolution, which was made at the Special Council Meeting held on 17 July 2018, residents, business owners and property owners likely to be affected by the proposed extensions to The Parade central median, i.e. prohibiting right hand turns, have been directly consulted.

As part of the Phase 3 Community Consultation and Engagement process, Council staff also met with DPTI staff to discuss the proposed changes to The Parade. In this respect, it must be noted that The Parade is an arterial road which is under the control of DPTI. Of particular note through these discussions is DPTI's functional classification for The Parade. In this respect, "*The Parade between Fullarton Road and Portrush Road is a State Government road defined as a Public Transport Priority Corridor, Major Cycling Route and Priority Pedestrian Area under the Department's Functional Hierarchy for South Australia's Land Transport Network.*" Notwithstanding this classification, it should be noted that the comments which have been received from DPTI, clearly highlight that DPTI's primary concern is traffic flow, DPTI has clearly not taken into consideration the strategic objectives which the Council is seeking to achieve. This means that in some instances, such as the intersection of Ravenswood Avenue and The Parade, DPTI's priorities are in conflict with the priorities of the Council, simply because DPTI's focus is on moving traffic.

In considering the comments received from the community, the Council should note that whilst overall there was general support for the draft Masterplan, there are some submissions that do not support some of or all of the draft concepts and proposed initiatives. An overview of the key issues which have been raised through the Phase 3 Community Consultation and engagement process are outlined below.

- The Parade and George Street Intersection

Overall, there is general support for the creation of a pedestrian friendly streetscape and in particular the inclusion of a '*scramble crossing*' at the George Street intersection. Council staff will work closely with DPTI to implement the proposals contained in the final draft Masterplan, including any changes proposed to George Street and The Parade and George Street intersection. It is proposed that the Council will undertake detailed traffic analysis as part of the detail design stage of the Project.

One of the issues which has been raised is the inclusion of dedicated right turn lanes on The Parade, where it intersects with George Street, to allow turning vehicles to queue. This suggestion has been considered and has not been recommended in the final draft Masterplan for a number of reasons including that the inclusion of these queuing lanes will more than likely drive more traffic onto George Street. One of the primary objectives of the Masterplan is to make The Parade more pedestrian friendly, by reducing the central median, removing the ability to widen the footpaths in this section of The Parade and introducing additional traffic lanes onto The Parade (as suggested) will only reinforce The Parade as an arterial road, which is contrary to what the Masterplan is trying to achieve.

It should be noted that the Council has, previously, considered proposed upgrades to The Parade/George Street intersection. These are summarised below.

At its meeting held on 4 April 2005, the Council considered a report which outlined an "in-principle" proposal by *Department for Transport, Energy & Infrastructure* (DTEI now known as DPTI) to upgrade the intersection. The proposal outlined six (6) options all of which were aimed at introducing dedicated right-turn lanes on The Parade to improve driver safety at the intersection and traffic flow. A number of the options which were proposed required the removal of several trees from the median on The Parade due to the reduction in its width that would result from the introduction of the turning lanes.

Following consideration of the DTEI proposals, the Council resolved the following.

1. *That Transport SA be advised that Council supports the proposal to upgrade the intersection of The Parade and George Street, Norwood, through the changing of signal phasing for The Parade traffic flows allowing a green arrow for traffic movements provided the signal phasing allows for increased right-of-way time for morning peak hour westward bound traffic and for afternoon peak hour eastward bound traffic.*
2. *That Transport SA be advised that the Council does not support any proposals to upgrade the intersection of The Parade and George Street, Norwood which would require the removal of any trees along The Parade.*

Pursuant to the Council's resolution, Council staff advised DTEI of the Council's decision in regard to its preferred option and its views on the removal of any trees. In response, DTEI undertook an assessment of both its preferred option of introducing short dedicated turning lanes that would not result in the removal of any trees but would require the removal of other infrastructure and the Council's preferred option (outlined above). The results of this DTEI assessment were considered by the Council at its meeting held on 4 September 2006 and resolved the following:

1. *That the Department for Transport, Energy & Infrastructure be advised that Council supports the proposal to upgrade the intersection of The Parade and George Street, Norwood, through the changing of signal phasing for The Parade traffic flows allowing a green arrow for traffic movements, provided the signal phasing allows for increased right-of-way time for morning peak hour westward bound traffic and for afternoon peak hour eastward bound traffic.*
2. *That further consideration be given to this proposal by the Council's consultant as part of the Norwood East Local Area Traffic Management (LATM) and Parking Study, which is to be completed in the 2006-2007 financial year and that the Department for Transport, Energy & Infrastructure be advised of the Council's position.*
3. *That the Department for Transport, Energy & Infrastructure also be advised that designs for the upgrading of the intersection should respect the pedestrian movements and the local community use surrounding this intersection in its re-design which should result in minimal changes to the intersection.*

In respect to the Council's preferred option of changing the signal phasing, DTEI advised at the time, that this option would result in excessive delays at the George Street intersection, which may result in drivers utilising side streets to bypass the intersection.

The Council considered the proposal and concluded that whilst the DTEI option would achieve the desired outcome of improving traffic flow and safety at the junction, it would result in significant changes to the appearance of the intersection. These changes would significantly alter the "main street" appearance of The Parade. Whilst there is no doubt that improvements to facilitate both the traffic and pedestrian movements at this intersection are required, the Council at the time recognised that there are other alternatives besides the removal of the median, narrowing of the footpaths and the inclusion of mast arms (turning arrows) that could deliver similar outcomes, without compromising the amenity and role of The Parade. A copy of the respective reports, which were considered by the Council at its meeting held on 4 April 2005 and 4 September 2006 are contained in **Attachment J**.

When the Council considered the Norwood East Local Area Traffic Management (LATM) in October 2007, it resolved not to make any changes from the previous positions taken by the Council, when it considered the DTEI's proposed upgrades to this intersection. Subsequently, no changes were made to the intersection.

The draft Masterplan includes the introduction of a '*scramble crossing*' at the intersection of The Parade and George Street. The introduction of the '*scramble crossing*' will address a number of the concerns raised by the community in relation to traffic delays and pedestrian safety. Discussions with DPTI in respect to the '*scramble crossing*', will provide the opportunity to re-open the discussions regarding the possibility of installing turning arrows as part of the existing signalisation. Any changes to The Parade need to ensure that they meet the needs of all users and are not driven by the interests of one stakeholder.

It should be noted that discussions with DPTI are at times difficult as the objective of achieving optimum traffic flows conflicts with the objective of maintaining the mainstreet “look and feel” of The Parade and ensuring that The Parade is pedestrian friendly.

- George Street

In respect to George Street, the option which the Council released as part of the Phase 3 Community Consultation and Engagement process, proposes a number of modifications, including the removal of the on-street car parking spaces between The Parade and Webbe Street (eighteen (18) carparking spaces in total, nine (9) of which are timed spaces on the eastern side of George Street and nine (9) car parking spaces on the western side of George Street associated with the Council's use).

The objective of removing these car parking spaces is to enable the footpaths to be widened, in order to provide adequate space for landscaping and the creation of a slow speed environment for vehicles. This option delivers both a high quality public realm and a new public space that focuses on creating an attractive, accessible, sustainable and safe pedestrian friendly environment.

In respect to the written submissions which have been received, the responses regarding George Street vary from suggestions to make George Street more traffic focussed through to suggestions to close George Street completely. Overall, the community's desire to see some change to George Street, where it is made safer and a more pleasant pedestrian environment, outweighs the desire and indeed the need to retain George Street in its current configuration or to increase the vehicle dominance on this street.

Through the Masterplan the following changes are proposed to be made to George Street:

- a reduction in the width of the roadway from 11 metres to 10 metres in the section between The Parade and the Parade Central carpark crossover. Roadway width reduced to 7 metres between the Parade Central carpark crossover and Webbe Street;
- the retention of two (2) 3.5 metre wide traffic lanes (one north bound and one south bound);
- the formalisation of a left turn slip lane with a width of 3 metres, between The Parade and The Parade Central carpark exit driveway. The full capacity of this lane (i.e. in terms of the number of vehicles that can queue) will be determined through the detail design stage of the project;
- the removal of the car parking spaces on both sides of George Street to accommodate wider footpaths.
- extended footpath on the eastern side of George Street (increased from a width of 3.0 metres to 3.5 metres (along the length of the left turn slip lane) and then increasing to a width of 6.5 metres from The Parade Central carpark crossover to The Parade Central open air carpark;
- extended footpath on the western side from 6.0 metres (at the widest point) to 6.5 metres along the full length of the Norwood Town Hall;
- inclusion of drop off zones on both the eastern side and western side of George Street; and
- the inclusion of street trees, landscaping new lighting and seating.

The proposed changes to George Street do not change the function of the street, or indeed the existing traffic capacity of George Street. The proposed changes simply formalise the left hand turn lane from George Street onto The Parade and provide a slower speed traffic environment. By removing the car parking spaces it also removes current conflict on the street with cars entering and exiting the car parking spaces and enables the footpaths to be widened, providing a safer environment for all users.

It is anticipated that through the detail design stage (the next stage of the Project) modelling will be undertaken to implement the concept and determine the line marking and traffic management devices that will be required.

The installation of the ‘*scramble crossing*’ at the intersection of The Parade and George Street, seeks to address pedestrian safety and introduce a more efficient cycle for vehicular movements. Discussions with the Department of Planning, Transport & Infrastructure (DPTI) in respect to the instillation of the ‘*scramble crossing*’ are currently in progress.

- Edward Street

Following discussions with DPTI and based on the advice which has been received from the consultants, no changes are proposed for the Edward Street intersection. As Elected Members are aware, the draft Masterplan presented to the Council at the special Council meeting held on 17 July 2018, included the option of investigating traffic lights at the Edward Street intersection. The Council resolved to remove this option from the Masterplan. An alternative option has not been identified.

Notwithstanding this, should the need arise, this intersection can be addressed at any time independent of the implementation of the Masterplan.

- Queen Street

Sight-lines of drivers entering The Parade from Queen Street, has been an issue of concern to residents, business owners and visitors to The Parade for some time. Through the Norwood East Local Area Traffic Management (LATM), it was identified that sight-distances at this location did not warrant the implementation of any measures other than separating traffic movements at the intersection by providing a dedicated left-turn only lane on Queen Street and a right-turn and/or straight-through lane only lane which will improve dispersion of turning traffic. However, the intersection of The Parade and Queen Street is still recognised at a black spot, and on this basis, it is recommended that the option of traffic lights be investigated as the preferred option to improve safety at this intersection. This option has been presented to DPTI, however the Council has not received a formal response in relation to this option. On this basis, it is recommended that the draft Masterplan include the recommendation that further investigations be undertaken regarding the installation of a signalised crossing at Queen Street to enable the discussions with DPTI to continue.

- Modification to The Parade 'Heart'

The proposed changes to The Parade 'Heart' have been well supported, with a large number of respondents endorsing the proposed changes such as widening of the footpaths and removing the on-street car parking.

It should be noted that the submission received from the Parkade Pty Ltd has raised concerns about the removal of on-street carparking spaces, and has suggested that the Council assess the traffic and parking implications of its proposal, prior to making a decision. The Parkade submission also suggests that the Council consider building two (2) or three (3) additional future decks on the Webbe Street car park to address the current carparking short falls and off-set the loss of carparking.

The loss of parking has been a common theme highlighted in the submissions which have been received. However, the area between George Street and Edward Street comprises predominantly of loading bays, two (2) bus stops and a taxi rank. Overall, there are eleven (11) timed car parking spaces in this section of The Parade that are proposed to be removed. Should the Council resolve to proceed with the construction of additional levels to the Webbe Street carpark, this will offset any loss of on-street carparking. It should be noted that in accordance with the Council's resolution, the draft Masterplan was amended prior to the Phase 3 Community Consultation and Engagement process to include the Council's commitment to investigating additional carparking opportunities. This commitment is still clearly articulated in the draft final Masterplan.

- Speed Limits

As part of the Phase 2 Community Consultation and Engagement process, the community was asked specifically about their views in respect to the reduction of speed limits along The Parade. Overall, there is significant support for the reduction in speed limits in the section between Fullarton Road and Osmond Terrace, with 62.6% of respondents supporting the reduction of the speed limit to 50kph in this section of The Parade. The proposal to reduce the speed limit in the section between Osmond Terrace and Portrush Road was not as high, with 52.8% of respondents supporting this concept. However, as part of the Phase 3 Community Consultation and Engagement process, there is support for lower speed limits along The Parade, with a number of submissions strongly supporting a further reduction in the speed limit between Osmond Terrace and Portrush Road to 40kph. Lowering the speed limit to 40kph will enable The Parade to be designed for a lower speed environment resulting in additional safety benefits. On this basis, the draft Masterplan has been amended to reflect the proposal to provide a lower speed limit of 40kph in this section of The Parade, in addition to the proposed reduced speed limit of 50kph in the section of The Parade, between Fullarton Road and Osmond Terrace. Discussions with DPTI regarding this matter has been positively received, with DPTI advising that any proposal for speed reduction would require further investigation and justification.

Whilst The Parade Masterplan has been used to consult on the option of reducing the speed limit along The Parade, its implementation can occur independently of the Masterplan.

- The Parade Central Median

The proposals for the central median includes the retention of the existing trees, improved median landscaping treatments as well as the redesign of some of the median openings to deliver a safer environment for all users including pedestrians, cyclists and motorists. Most respondents are generally supportive of the proposed improvements to tree planting and landscaping, however there is strong opposition to the concept of closing the central median at the five (5) intersections, namely Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street. It should be noted that the degree of opposition did vary depending on the particular intersection.

Table 1 below outlines the number of submissions which have been received in relation to each of the five (5) proposed median closures.

TABLE 1: NUMBER OF SUBMISSIONS REGARDING THE PROPOSED CENTRAL MEDIAN EXTENSIONS

Side Street	No. of Submissions
Ravenswood Avenue	1
Sydenham Road	15
Church Avenue	3
Margaret Street	13
Cairns Street	7
All Streets	3

The extended medians which had the least support were Sydenham Road and Margaret Street. It should be noted that Margaret Street and Sydenham Road, each had a submission which supported the closure of the central median. The main reasons around the opposition was convenience and the fear that the streets that remain open would be congested with the additional traffic using them as the alternative. It should be noted that DPTI did not support or object to the proposal to close the right hand turns into these side streets, choosing to defer their comments until the more detailed design stage, when traffic impact statements would be undertaken.

As outlined in the Background Section of this report, the Council also received two (2) petitions in respect to the proposed median extensions at Margaret Street and Church Avenue. The petitioners are opposed to any closure of the central median at these locations.

In respect to Ravenswood Avenue, whilst the Council only received one (1) submission regarding the proposed changes, it is recommended that the median not be closed as DPTI does not support the proposal to reduce the length of the right turn lane from The Parade into Fullarton Road at the intersection of The Parade, Fullarton Road and Flinders Street, due to capacity requirements. The combination of reducing the right turn lane and closure of the central median at Ravenswood Avenue would have enabled the central median to be widened and new tree and landscaping to be planted creating an entry into The Parade at the western end.

The extension of the central median at some of these locations would have resulted in improvements to the functionality and safety of The Parade and would result in improvements to some of the existing problems currently being faced in some of these side streets. However, given the concern which have been raised by residents of the respective streets to the proposed changes at each of these intersections, the five (5) proposed closures of the central median namely Ravenswood Avenue, Sydenham Road, Church Avenue, Margaret Street and Cairns Street are not recommended and have not been included in the final draft Masterplan contained in **Attachment I**.

- Bicycle lanes

A number of submissions have raised the issue of bicycle lanes and the need to provide safer cycling lanes on The Parade. There is general support from DPTI regarding the provision of cycling lanes on The Parade. DPTI sees The Parade as a strategic cycling route, which provides an alternative route to Beulah Road and William Street, including direct connection to where people want to go. The recommendation from DPTI is that there should be provision for an on-road cycling lane on The Parade East (Osmond Terrace to Portrush Road) similar to the treatment that is proposed for The Parade West (Fullarton Road to Osmond Terrace). On this basis, the draft Masterplan has been amended to incorporate a cycle lane along the full length of The Parade.

- Signalised Pedestrian Crossing at Norwood Oval

DPTI has suggested that the proposed signalised pedestrian crossing originally proposed at the intersection of Elizabeth Street, The Parade and Wood Street should be moved further east (closer to the Norwood Oval entrance), so that the crossing can better serve the Norwood Oval. The draft Masterplan has been amended to reflect this recommendation.

Norwood Parade Traders Survey

As outlined in the Background Section of this report, ninety-one (91) responses to the draft Masterplan have been provided through a hardcopy survey that was distributed by Norwood Parade Traders. As stated earlier in this report, it is unclear who the "Norwood Parade Traders" are. It should be noted that seventeen (17) of the responses were received after the closing date of the consultation period. A copy of the notice and survey that was distributed is contained in **Attachment E**. A summary of all responses (including the late responses) to the Norwood Parade Traders Survey is contained within **Attachment F**.

Whilst the brochure (prepared by the Norwood Parade Traders), provided a basic introduction to The Parade Masterplan, its main focus was the promotion of an alternative configuration for The Parade and George Street intersection. The brochure contained a tear-off survey which included the following statement, addressed to the Chief Executive Officer:

"I am a resident/shopper in the City of Norwood Payneham & St Peters and have a personal interest in The Parade Masterplan. Please accept the below as my formal submission:

As part of the Masterplan, I would like to see the addition of right turn lanes on The Parade, enabling a designated turning lane into George Street, north and south, in conjunction with the proposed scramble crossing".

The survey also asked the respondents to select the reasons for supporting these statements:

- improved pedestrian safety;
- better traffic flows;
- reduced traffic congestion on The Parade;
- reduced rat-running through residential streets to avoid busy arterial roads; and/or
- I would also like to see included in The Masterplan a commitment to additional public car parking in the precinct.

It should be noted that respondents were not limited to ticking one box.

A summary of the number of responses under each of the five (5) reasons for supporting the Norwood Parade Traders Survey statements is provided in Table 2 below:

TABLE 2: NORWOOD PARADE TRADERS SURVEY RESPONSES

Reasons for wanting the right turn lanes on The Parade	No. of Responses
Improved pedestrian safety :	70
Better traffic flows:	83
Reduced traffic congestion on The Parade:	78
Reduced rat-running through residential streets to avoid busy arterial roads:	59
I would also like to see included in The Masterplan a commitment to additional public car parking in the precinct:	56

The survey only required the respondents to include their name, date and email address, which means that it cannot be determined whether the survey responses are valid submissions and whether the responses are those of residents or businesses from within the City, or visitors.

Set out below are responses to the five (5) issues which have been identified by the respondents in the survey.

- Improved Pedestrian Safety
The very clear objective of The Parade Masterplan is to make The Parade a more pedestrian friendly environment. Many of the treatments proposed in the Masterplan have been proposed with the primary objective of achieving this outcome. The proposed '*scramble crossing*' at the intersection of The Parade and George Street, the widening of footpaths, the proposed pedestrian crossing adjacent the Norwood Oval, are all examples of the Council's intentions to improve pedestrian safety.

- Better Traffic Flows and Reduced traffic congestion on The Parade
The proposed '*scramble crossing*' and the re-phasing of the traffic lights will separate pedestrian and vehicular movements, which will result in improved traffic flows, reduction in traffic congestion and pedestrian safety at the George Street intersection.

The five (5) central median extensions proposed in the draft Masterplan, were also a mechanism that would have assisted in improving both traffic movements, resulting in less congestion at key locations, as well as pedestrian safety. However, based on the feedback received from the community these central median extensions have all been removed from the draft Masterplan contained in **Attachment I**.

- Reduced rat-running through residential streets to avoid busy arterial roads
The five (5) central median extensions proposed in the draft Masterplan, were a mechanism that would have helped to reduce any rat-running through the residential streets. Introducing right turning lanes at The Parade/ George Street intersection will simply encourage more traffic movement through George Street. For this reason right hand turn lanes are not proposed.
- Included in the Masterplan a commitment to additional public car parking in the precinct
The Council is aware of the concerns which have been raised regarding car parking. The Council has allocated funds and will shortly commission an assessment/feasibility study into the feasibility of constructing an additional level/s of car parking at the Webbe Street car park, which is owned by the Council. This was clearly articulated in the draft Masterplan that was released as part of the Phase 3 Community Consultation and Engagement process.

Following the Council's consideration of this report and the endorsement of the draft Masterplan, the Council will be in a position to progress to detail design and costing. The final Masterplan has been structured so that it can be implemented in short, medium and long term investment packages.

It is anticipated that the George Street 'scramble crossing' and landscaping within the central median between Fullarton Road and Osmond Terrace will form the first two (2) stages of the implementation of The Parade Masterplan. In this respect, the Council has allocated \$300,000 in the 2018-2019 Budget for landscaping works within the central median (from Osmond Terrace to Fullarton Road) as part of DPTI's proposed re-profiling and resealing of this section of The Parade. Discussions with DPTI regarding these works have commenced.

OPTIONS

The Council can choose to endorse the final draft of The Parade Masterplan as contained in **Attachment I** or alternatively, the Council can choose to amend the Masterplan. However, on the basis that the final draft Masterplan delivers a well-considered vision for the long term viability of The Parade, which also aligns with the majority of the outcomes that the community have put forward in its various submissions, it is recommended that the Council endorses The Parade Masterplan final draft as contained in **Attachment I**.

Alternatively, the Council could resolve not to proceed any further with the Masterplan. This option is **not recommended**.

CONCLUSION

The Parade Masterplan Project provides a long term strategic framework for the planning, redevelopment and activation of this important mainstreet. It has been developed to complement the numerous strategic initiatives that have been progressed and implemented by the Council over the last few years, including the introduction of a new planning policy framework that supports significant residential, mixed use and employment growth opportunities in and around Kent Town and Norwood, and in particular around The Parade.

The Masterplan focusses on the identity and appeal of 'The Parade', and how this significant economic, social and cultural asset will contribute to the experience of those people who choose to live, work and play on The Parade. Most importantly, The Parade Masterplan establishes a holistic vision to direct the progressive enhancement of the streetscape to support local businesses, encourage new investment and maximise community enjoyment and appeal.

COMMENTS

The Masterplan has been developed through extensive consultation with the residents, businesses and visitors, as well as various State Government Departments, including the Department of Planning, Transport and Infrastructure, to achieve strong community understanding and ownership of the future vision.

In consideration of the final draft of The Parade Masterplan, it is important to note the following:

- The Masterplan is by its very nature a concept which sets out how the Council, in this case, will undertake the various works to achieve the vision set out in the Masterplan. The Masterplan is not a detail design, setting out dimensions and/or working drawings. This work will be undertaken as part of the next stage of the Project.
- There will always be competing demands and different points of view. The role of the Masterplan process is to seek to resolve and/or at the very least, address the issues which have been raised, noting that the Masterplan will not please everyone. In this respect, change will inevitably result in someone not being satisfied with the outcome.

The Council has been presented with a balanced resolution of the issues which have been raised. The test of the Masterplan is whether it has achieved the Council's objectives.

RECOMMENDATION

1. That the final draft of The Parade Masterplan (as contained in Attachment I) be endorsed by the Council.
 2. That the Chief Executive Officer be authorised to make any minor amendments to The Parade Masterplan, resulting from consideration of this report and as necessary to finalise the document in a form suitable for finalisation and printing.
 3. That the Council endorses the use of The Parade Masterplan as the basis for the detail design of any proposed streetscape upgrade to The Parade.
 4. That the two (2) Petitions contained in Attachment G and Attachment H be received and noted, and that all petitioners be formally thanked, through the convenors of the two (2) petitions, for bringing their concerns to the Council's attention.
-

Cr Wormald left the meeting at 7.38pm.
Cr Wormald returned to the meeting at 7.39pm.

Cr Stock moved:

That consideration of this matter be deferred until a report is received from the Council's traffic consultant on the traffic matters contained in The Parade Masterplan.

Seconded by Cr Duke.

Amendment

Cr Wormald moved:

1. *That consideration of this matter be deferred until a report is received from Council's traffic consultant on the traffic matters contained in The Parade Masterplan.*
2. *That the report requested in Part 1 above, provide particular consideration of the following:*
 - *right hand turn lanes into George Street from The Parade;*
 - *the implications of introducing bicycle lanes between Osmond Terrace and Portrush Road; and*
 - *the treatment of the footpath crossovers at the intersections of the side streets and The Parade.*

Seconded by Cr Minney.

The amendment was put and carried and on becoming the motion was again put and carried.

3.2 KENT TOWN DRAFT URBAN DESIGN FRAMEWORK AND PUBLIC REALM MANUAL

REPORT AUTHOR: Project Manager, Urban Design & Special Projects
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4506
FILE REFERENCE: S/04488
ATTACHMENTS: A – B

PURPOSE OF REPORT

The purpose of this report is to present the draft Urban Design Framework and the draft Public Realm Manual which have been developed for Kent Town and to seek the Council's endorsement to undertake community consultation and engagement on these draft documents.

BACKGROUND

In October 2013, the Minister for Planning authorised the *Kent Town and The Parade Strategic Growth Development Plan Amendment (DPA)*, which introduced a policy framework that encouraged densification in Kent Town. More specifically, the DPA introduced the Urban Corridor Zone and three (3) Policy Areas (namely Boulevard, High Street and Business Policy Areas outlined below) into Kent Town, with the overall objective being to identify meaningful growth opportunities to support the population and growth targets of the 30 Year Plan. In total the zoning changes translate into a possible yield of 550 new apartments, 10,000 square metres of retail and 30,000 square metres of office and commercial space.

In response to these zoning changes, the Council identified the need to develop an Urban Design Framework that would support the significant built form transformation that is envisioned as a result of increased density and mixed use development. Council staff ran a series of workshops with senior staff from the Department of Planning, Transport and Infrastructure (DPTI) and Office for Design and Architecture SA (ODASA). The purpose of the workshops was to align the understanding and expectations of both the State Government and the Council, in order to develop a shared vision and common direction to guide the future development of Kent Town. The workshops identified the importance of supporting the policy and strategy changes through streetscape demonstration projects, which would help to build stronger partnerships with existing and new businesses. The workshops also reinforced the importance of an Urban Design Framework to better engage with future development sites, and to encourage quality public realm outcomes across Kent Town, to complement the significant transformation expected over the next decade.

Kent Town's public realm comprises the streets and laneways within the area bounded by and including: North Terrace, Dequetteville Terrace, and Fullarton Road. The quality of the public realm will play a major role in the defining the character, attractiveness and success of this Neighbourhood, ensuring a welcoming, safe and vibrant setting for those who live, work and visit Kent Town. In addition, the 'communal spaces' located on private land around and in between buildings that are publically accessible are also vital to creating new places for community to come together and spend time within the Neighbourhood.

As part of the 2016-2017 Budget, the Council allocated a total budget of \$90,000 to prepare the Urban Design Framework, comprising of an allocation from the Council of \$45,000 and a State Government *Places for People* grant of \$45,000. The budget allocation also allowed for the preparation of a Public Realm Manual, the detailed design for two (2) streetscape demonstration projects which have been completed, and an economic development strategy for Kent Town.

The draft Kent Town Urban Design Framework has been prepared internally by Council staff. Its complementary document, the draft Kent Public Realm Manual, has been prepared by Oxigen Landscape Architects. A brief overview of each document is provided in the Discussion section of this report.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Through a strategic approach to shaping Kent Town, the Council can advance eighteen (18) out of the twenty (20) Objectives in *CityPlan 2030: Shaping Our Future – Update 2017*, over the next ten (10) years. In particular, the outcomes of the Project directly relate to several key Objectives under Cultural Vitality including:

- **Objective 1.** *A visually interesting, artistic and creative City.*
- **Objective 4.** *Pleasant, well designed, sustainable urban environments.*
- **Objective 5.** *Dynamic community life in public spaces and precincts.*

Additionally, in preparing a design framework that considers the local context, the following Council Plans and Strategies have been reviewed to achieve a more holistic set of outcomes: the City Wide Cycling Plan, the Resilient East Regional Climate Change Adaptation Plan, the Regional Public Health & Wellbeing Plan 'Better Living Better Health', the Eastern Region Urban Stormwater Management Plan, Council's asset renewal plans, as well as the Council's management procedures and policies relating to street trees.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated a total budget of \$45,000 to deliver the Urban Design Framework for Kent Town, which matches the State Government Grant of \$45,000 received through the *Places for People Grant Program*. The total project budget is \$90,000.

EXTERNAL ECONOMIC IMPLICATIONS

One of the key objectives of the draft Urban Design Framework and the draft Public Realm Manual is to introduce a holistic vision that will provide the Council with better tools to co-ordinate and integrate private development into the revitalisation of the public realm in Kent Town.

Public realm improvements in Kent Town will lead to more activation, which will ultimately lead to more spending and more economic activity and investment in the Neighbourhood. In addition, a higher quality public realm is aimed at encouraging developers to invest in the quality of the built form, the interface with the street and the provision of new or additional public spaces.

It will assist in attracting new residents, and encouraging people to spend more time within Kent Town, which ultimately supports local businesses and the local economy. This ultimately boosts local employment as increased economic activity creates demand for employment.

SOCIAL ISSUES

As Kent Town evolves towards higher density living, places where the community can meet, relax and enjoy the local settings will become increasingly important. A higher quality public realm with better built form will aim to build the social capacity of the Neighbourhood by making local streets safer, cleaner and healthier for people of all ages and abilities.

CULTURAL ISSUES

The construction of contrasting local streetscape enhancements, in conjunction with the new private development, will add to the history of organic and ad-hoc development that has created the character of Kent Town.

Undertaking these public realm improvements can be an effective means of improving the quality and attractiveness of the public spaces and buildings, and creating more pleasant and liveable spaces for the benefit of the community.

ENVIRONMENTAL ISSUES

Over the last 20 years, as a result of tree canopy loss (approximately 9% decline in public space and 23% decline in private space), as well as an increase in hard surfaces (approximately 5% increase in public space and 10% increase in private space), the public realm is generally experiencing little relief from hot temperatures.

As Kent Town evolves from a predominately single-storey industrial neighbourhood to a higher density, mixed use neighbourhood, the Council (in partnership with the State Government and private developers) must proactively integrate measures to mitigate against rising urban heat and other potential issues associated with a changing climate. This will be achieved by encouraging the use of appropriate materials and greater landscaping and tree planting within the public realm.

RESOURCE ISSUES

Council staff have led the preparation of the Kent Town Urban Design Framework, including engagement with Council staff, key stakeholders and State Government Agencies in its development. The consultant, Oxigen (a landscape architecture firm), has been engaged to deliver the Kent Town Public Realm Manual.

The community consultation and engagement process for the project will be undertaken by Council staff, with input from Oxigen as required.

RISK MANAGEMENT

The redevelopment of Kent Town, which has occurred over the past several years is introducing a new higher density built form, new ground floor commercial and office land use and an increase in pedestrian, bicycle and vehicle traffic into a historically industrial area. The Council will be required to appropriately manage the enhancement of the public realm to accommodate for pedestrian growth, parking provision, changes to vehicle and servicing needs, as well as demand for greater amenities.

As well as safety risks, changing public perceptions places the Council at financial risk to appropriately fund the necessary changes within short time frames, without the mechanism to better engage with the State Government or private developers to achieve shared outcomes in addressing these risks.

The relative speed of transformation and the 'ad-hoc' impact of individual developers makes the overall coordination and management of the changing Neighbourhood, as well as its interface with adjacent areas, a risk to the Council.

CONSULTATION

- **Elected Members**

An Information Session for Elected Members was held on 29 May 2017, which provided an overview of the Kent Town urban design directions arising from the Design Hub held in 2016, as well as an introduction of the intent to develop public realm partnerships with the developers of Verde Living and East Park Apartments in Kent Town.

A second Information Session for Elected Members was held on 13 November 2017, at which the draft Kent Town Urban Design Framework and an update of the Streetscape Enhancement Projects were presented.

A third Information Session for Elected Members was held on 5 September 2018, at which the draft Public Realm Manual and images of the completed Streetscape Enhancement Projects were presented.

- **Community**

On 15 November 2017, the Council held a Kent Town Business Networking Function, which was attended by 30 local business owners, building owners and residents. The Networking Function included an overview of the Kent Town Urban Design Framework.

Council staff have also met with members of the Kent Town 'Think Tank', a community group comprised of a mix of residents and business owners and managers located within Kent Town who are passionate about the area and how it develops over time. It is intended that the Kent Town Think Tank will be consulted on the draft Urban Design Framework and the draft Public Realm Manual, should these documents be endorsed by the Council for consultation.

Should the Council endorse the draft documents presented through this report, the draft Urban Design Framework and the draft Public Realm Manual will be released for community consultation and stakeholder engagement in late November 2018. This will encompass a number of initiatives including releasing a community consultation webpage on the Council's website, distributing postcards to all residents and property owners within Kent Town, and inviting the community to comment on the draft Urban Design Framework and the draft Public Realm Manual.

- **Staff**

Over the course of the Project, Council staff have been consulted at various stages on both the Urban Design Framework and the Public Realm Manual. Staff consulted include:

- Chief Executive Officer
- General Manager, Urban Planning & Environment
- Manager, City Assets
- Manager, City Services
- Manager, Development Assessment
- Manager, Urban Planning & Sustainability
- Manager, Economic Development & Strategic Projects
- Strategic Projects Coordinator
- Economic Development Coordinator

- **Other Agencies**

In respect to the Urban Design Framework, staff have been working closely with representatives from both the Department of Planning, Transport and Infrastructure and the Office for Design and Architecture SA.

DISCUSSION

The draft Kent Town Urban Design Framework and the draft Public Realm Manual have been prepared to guide the planning, design and implementation of public, private and community projects in Kent Town. The documents are intended for use by developers, designers, decision-makers (including State Government and the Council), businesses, residents, and Council staff. An overview of each document is provided below.

Urban Design Framework

The draft Urban Design Framework (a copy of which is contained in Attachment A) is the Council's strategic document that sets out the overarching Vision, Themes, Directions and Implementation Strategy for the public realm in Kent Town. It is informed by and responds to the Urban Corridor Zone and three (3) Policy Areas as set out and described in the Norwood Payneham and St Peters (City) Development Plan.

The overarching objective of the Kent Town Urban Design Framework is to assist the Council in establishing a more active, attractive, and liveable neighbourhood supported by a high quality public realm environment. It also seeks to establish better ground floor interaction (including outdoor use) between new development and the public realm.

The draft Urban Design Framework sets out a long-term vision for Kent Town. It recognises that the unique history, character and appeal of Kent Town must be valued and built upon in its future. The draft Urban Design Framework advocates the vision for Kent Town to be *"a connected neighbourhood that offers a unique lifestyle and diverse built form. The public realm respects Kent Town's past and responds to the community's current uses and anticipated future needs."*

The Vision for Kent Town is supported by four (4) distinct Neighbourhood Themes. Each theme addresses key strategic directions that contribute to the long term vision for Kent Town through the unique opportunities that existing within the Neighbourhood.

The four (4) Themes are:

- A Neighbourhood of Places: *To create a contemporary Neighbourhood that supports an inclusive, vibrant and sustainable way of life, emerging from its industrial context.*
- A Connected Neighbourhood: *To create a welcoming Neighbourhood that encourages people to explore, as well as connect across Kent Town.*
- A Creative Neighbourhood: *To promote the emergence of the Creative Industries across Kent Town, championing collaboration and innovation to build prosperity and contribute to the emerging sense of place.*
- A Resilient Neighbourhood: *To create a resilient Neighbourhood that integrates natural systems and increases sustainability initiatives in anticipation of a changing urban form.*

These four (4) Themes provide common directions that can be applied to the local streets, existing buildings and new developments to better inform and support the evolution of Kent Town.

The renewal of the existing streets and infrastructure should demonstrate the increased importance of the public realm in the activation, greening and improved accessibility of Kent Town, which are considered essential for higher density neighbourhoods. The draft Urban Design Framework recognises the contribution of different stakeholders towards the implementation of the long-term vision in partnership with the Council. An implementation strategy which requires the Council's leadership and partnerships with the State Government, developers, local businesses and residents, is envisioned to encourage investment and enable incremental change that will benefit the community.

The partnership principles that are proposed to be considered to enable a better public realm include:

- The Council and Developers will co-fund the detail design and documentation of all public realm works, to the agreed standards and approval of the Council.
- Developer are responsible for the replacement of all damaged urban elements, to the standards established in the Public Realm Guidelines (paving, kerbs, etc).
- The Council will fund a new suite of street furniture at appropriate locations. The Developer will fund the installation costs of replacement furniture.
- The Council is responsible for wider neighbourhood initiatives (street lighting, road crossings, way-finding signage, tree pits, WSUD, assets / infrastructure upgrades).
- Developers are responsible for the design, documentation and construction of any localised protuberances or other installations within the streetscape (including localised adjustment to services to suit).
- The Council will be required to review and approve any proposed installation, appropriate to the vision and guidelines established for Kent Town.

The draft Urban Design Framework concludes with two (2) case studies that demonstrate how partnerships between government and developers can lead to quality public realm outcomes.

Public Realm Manual

The draft Kent Town Urban Design Framework is supported by the development of the draft Kent Town Public Realm Manual. The draft Public Realm Manual contained in Attachment B reflects the vision, ideas and themes of the draft Urban Design Framework, through detailed recommendations of the future form and function of each street within Kent Town. The draft Public Realm Manual also specifies a materials palette for use within Kent Town to create a higher quality and more resilient public realm. The role of the draft Public Realm Manual is to guide the redevelopment and replacement of all Council-owned infrastructure as well as guide the opportunity for new public realm enhancements.

The key objectives of the draft Public Realm Manual are to:

1. Provide guidance for the planning, design and implementation of public realm works in Kent Town.
2. Achieve an attractive, vibrant and integrated public realm within Kent Town.
3. Establish a materials palette that reinforces the qualities and character of Kent Town.
4. Specify durable furniture and materials that will reduce the long-term maintenance and simplify purchasing.
5. Provide guidance for the management and maintenance of public realm assets.

The draft Kent Town Public Realm Manual consists of four (4) chapters: an introduction, the Character of Kent Town, Street Types, and Public Realm Elements.

The chapter titled Character of Kent Town provides a brief overview of the suburb's history, population, urban structure, existing planning and asset information. For the purpose of the draft Public Realm Manual, Kent Town has been divided into two (2) Character Precincts: Urban and Historic. The Urban Character Precinct includes the northern portion of Kent Town and largely corresponds with the Urban Corridor Zone described in the Norwood Payneham and St Peters (City) Development Plan. New development incorporating a high number of residential apartments and mixed uses at street level will lead to more pedestrian activity and use of the public realm. The section south of Capper Street and The Parade West is defined as the Historic Character Precinct. This precinct includes several historic residential streets and Prince Alfred College with business uses mostly located along the perimeter.

The chapter titled Street Types categorises Kent Town's streets into a hierarchy of main roads, streets and laneways and identifies the role, desired character and typical street layout for each. When street types are related to the two (2) character precincts, a total of five (5) different public realm street character types emerge: main road, street with urban character, street with historic character, laneway with urban character, and laneway with historic character.

Finally, the chapter titled Public Realm Elements outlines the guiding principles and specifies the palette of standard materials to be used in the design and construction of new public realm capital works projects or development related upgrades. The elements include paving and surfaces, furniture, planting, signage and public art.

The intent is that the draft Kent Town Public Realm Manual will be applied by using the elements applicable to the street type and character precinct for a specific development site. Consistent application of the Kent Town Public Realm Manual by the Council, developers, consultants, businesses and residents will support the ongoing transformation of Kent Town's streets and laneways into high quality and liveable places.

As stated previously, the draft Kent Town Urban Design Framework and the draft Kent Town Public Realm Manual will be a means for Council to better engage with future development sites, and to encourage greater public realm outcomes across Kent Town, to complement the significant transformation which is currently occurring and expected to continue over the next decade as a result of increased density and mixed use development within the Neighbourhood.

The construction of two (2) streetscape enhancement projects have been completed within Kent Town in partnership with the State Government and local developers. These projects, adjacent the East Park and Verde Living Apartments on King William Street, demonstrate the aims of the draft Urban Design Framework and showcase the design and application of public realm elements that are espoused in the draft Public Realm Manual.

Community consultation and stakeholder engagement process will take place to 'fine-tune' the vision for the ongoing evolution of Kent Town to ensure that the neighbourhood develops in a manner that recognises both its historic context and future community needs. The comments received during the community consultation and engagement process will be used to review and modify the draft Urban Design Framework and draft Public Realm Manual as appropriate to achieve greater community awareness and 'buy-in' to the evolution and future of Kent Town.

Simultaneously with the community consultation and engagement process and subsequent finalisation of the Urban Design Framework and the Public Realm Manual documents, Council staff will be preparing an Economic Development Strategy for the Kent Town Neighbourhood. The Economic Development Strategy will be used as a tool to identify and attract new businesses and enhance existing businesses to support the economic competitiveness, community activation and unique cultural appeal of Kent Town.

OPTIONS

The Council has two (2) options available in respect to the draft Kent Town Urban Design Framework and Public Realm Manual.

The Council can resolve to endorse the two (2) draft documents contained in **Attachment A** and **Attachment B** for the community consultation and engagement, or it could resolve not to proceed with the Project.

Option 1 – Do not proceed

The Council could resolve not to proceed with either of the two (2) draft documents, namely the Kent Town Urban Design Framework and Kent Town Public Realm Manual.

As the Council has previously resolved to undertake the Kent Town Urban Design Framework project and has received grant funding from the Department of Planning, Transport and Infrastructure to undertake this project, this option is **not recommended**.

Option 2 – Endorse the draft Kent Town Urban Design Framework and Kent Town Public Realm Manual for Community Consultation and Engagement

The Council could endorse the draft documents contained within **Attachment A** and **Attachment B** for release to the community for consultation and engagement.

The intent of the consultation process is to seek comments from the community and key stakeholders on the draft Kent Town Urban Design Framework and Public Realm Manual to ensure that they align with the community's expectations. Given that the Council has previously resolved to undertake the Project, has promoted this Project to the community at the 2017 Kent Town Business Networking Function, and recently completed two (2) streetscape demonstration projects adjacent the Verde Living and East Park Apartments in Kent Town, this option is **recommended**.

CONCLUSION

The draft Urban Design Framework is a strategic document which sets out the Vision, Themes, Directions and Implementation Strategy for the evolution of the public realm associated with the anticipated new development which has and will continue to take place in Kent Town. The draft Public Realm Manual is a design guide for Kent Town's streets and provides a palette of materials, furniture, etc. for planning, design and capital works. Through the implementation of the Urban Design Framework and the Public Realm Manual, the Council will be able to better engage with State Government Agencies as well as potential developers to articulate a clearer collaborative vision for Kent Town, to influence better ground floor design responses, build partnerships to enhance the public realm and reinforce the public benefit in the long term transformation of Kent Town.

COMMENTS

Following community consultation and stakeholder engagement, it is anticipated that the content of each document will be fine-tuned and presented to the Council for final endorsement in early 2019.

RECOMMENDATION

1. That the Council endorses the draft Kent Town Urban Design Framework as contained within Attachment A, and the draft Kent Town Public Realm Manual as contained within Attachment B, for the purposes of undertaking community consultation and stakeholder engagement in accordance with the Council's Community Consultation Policy.
 2. That the Chief Executive Officer be authorised to make any minor amendments to the draft Kent Town Urban Design Framework and draft Kent Town Public Realm Manual which are necessary to finalise the documents in a form suitable for release for community consultation and engagement.
 3. The Council notes that a report on the results of the community consultation and engagement process will be presented to the Council, together with the final Kent Town Urban Design Framework and Kent Town Public Realm Manual at its February 2019 meeting.
-

Cr Whittington moved:

- 1. That the Council endorses the draft Kent Town Urban Design Framework as contained within Attachment A, and the draft Kent Town Public Realm Manual as contained within Attachment B, for the purposes of undertaking community consultation and stakeholder engagement in accordance with the Council's Community Consultation Policy.*
- 2. That the Chief Executive Officer be authorised to make any minor amendments to the draft Kent Town Urban Design Framework and draft Kent Town Public Realm Manual which are necessary to finalise the documents in a form suitable for release for community consultation and engagement.*
- 3. The Council notes that a report on the results of the community consultation and engagement process will be presented to the Council, together with the final Kent Town Urban Design Framework and Kent Town Public Realm Manual at its February 2019 meeting.*

Seconded by Cr Wormald and carried unanimously.

3.3 2019-2024 DOG & CAT MANAGEMENT PLAN

REPORT AUTHOR: General Manager Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: S/04961; S/05246
ATTACHMENTS: A - D

PURPOSE OF REPORT

The purpose of the report is to present the final draft 2019-2024 Dog & Cat Management Plan to the Council for endorsement for the purpose of undertaking community consultation.

BACKGROUND

In 2002, the State Government commissioned a review of the *Dog and Cat Management Act 1995* (the Act). The review was predominantly aimed at promoting responsible dog ownership and encouraging councils to undertake a more proactive role in dealing with animal management issues and in particular with matters relating to dog control.

As part of the review process, the State Government undertook consultation with the Dog and Cat Management Board, Local Government municipalities, the general community and a number of stakeholder groups. Following the consultation which was undertaken, the State Government made a number of significant changes to the Act which came into effect on 1 July 2004.

The implementation of the new Act, has meant significant changes in terms of the responsibilities of Local Government and their obligations in respect to dog control.

One of the main changes which was made to the Act, was the requirement for councils to develop and implement on-going animal management plans which deal with all matters relating to dog and cat management issues.

In respect to the preparation of animal management plans, Section 26A of the Act states the following:

- (1) *Each council must, in accordance with this section, prepare a plan relating to the management of dogs and cats within its area.*
- (2) *A plan of management must include provisions for parks where dogs may be exercised off-leash and for parks where dogs must be under effective control by means of physical restraint, and may include provisions for parks where dogs are prohibited.*
- (3) *A plan of management must be prepared and presented to the Board as follows:*
 - (a) *the first plan must cover a 5 year period and be prepared and presented within 3 years after the commencement of this section;*
 - (b) *subsequent plans must cover subsequent 5 year periods and each plan must be prepared and presented at least 6 months before it is to take effect.*
- (4) *A plan of management must be approved by the Board before it takes effect.*
- (5) *A council may, with the approval of the Board, amend a plan of management at any time during the course of the 5 year period covered by the plan.*

The Council's Urban Animal Management Plan 2007-2012 was adopted by the Council in 2007.

Following a review of the Urban Animal Management Plan in 2012, the Council adopted its current Urban Animal Management Plan 2012-2017.

In accordance with the Act, the Council is required to review its current Urban Animal Management Plan and prepare a new plan for the 2019-2024 period.

Ms Jackson, Director, Harlock Jackson, has been engaged to assist with the review of the current Urban Animal Management Plan and prepare the new draft Dog & Cat Management Plan for the next five (5) year period.

The first part of the process has involved consultation and engagement with the community regarding the Council's current Urban Animal Management Plan. In addition, members of the community were invited to identify opportunities and ideas for the new Plan for the next five (5) year period.

Following the conclusion of the consultation period and consideration of the submissions which have been received, a new draft Dog & Cat Management Plan has been prepared.

At its meeting held on 22 August 2018, following consideration of the draft Dog & Cat Management Plan, the Council resolved the following

1. *That the draft 2018-2023 Dog & Cat Management Plan for the purpose of conducting additional community consultation for a period of 14 days be endorsed.*
2. *The Council notes that, following the completion of the community consultation process, a report will be provided to the Council outlining the results of the consultation and to present the final 2018-2023 Dog & Cat Management Plan for the Council's consideration.*

The consultation and engagement with the community has been undertaken and, the comments which have been received are presented in this respect to the Council for consideration.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

The preparation and adoption of Dog & Cat Management Plan ensures the Council meets its legislative responsibilities and provides for the management of responsible dog and cat ownership within the City.

CONSULTATION

- **Elected Members**

Elected Members have been informed of and contributed to the development of the draft Dog & Cat Management Plan during two (2) Information Briefings which were held 6 June 2018 and 13 August 2018 and at the Special Council Meeting held on 22 August 2018.

- **Community**

Community consultation and engagement was undertaken from Friday, 15 June to Friday, 6 July 2018. The comments which were received as part of the first stage of community consultation were considered as part of the preparation of the draft Dog & Cat Management Plan.

Community consultation and engagement was undertaken for an additional two (2) week period commencing on Friday, 24 August 2018 to Friday 7 September 2018, in respect to the final draft Dog & Cat Management Plan.

- **Staff**

General Manager, Urban Services
Manager, Governance, Legal & Property
Team Leader, Customer & Regulatory Services.

- **Other Agencies**

Dog & Cat Management Board.

DISCUSSION

The principal objectives set out within the final draft Dog & Cat Management Plan are to:

- encourage responsible dog and cat ownership;
- reduce public and environmental nuisance caused by dogs and cats; and
- promote the effective management of dogs and cats

The final draft Dog & Cat Management Plan (the final draft Plan), has been developed following the review of the current Urban Animal Management Plan, the requirements of the *Dog and Cat Management Act 1995* (the Act), and taking into consideration the comments which were received as part of the community consultation and engagement process.

The final draft Plan includes strategies to manage dogs and cats and sets out how the Council's responsibilities under the Act will be addressed and discharged.

An extensive promotional campaign was undertaken to advertise the final draft Plan and invite comments from the community which included the following:

- A4 posters displayed at the Council's Libraries and Norwood Town Hall;
- A3 posters displayed at 12 Council parks/reserves (both dog off-leash areas & dog-free parks);
- corflutes (displayed in five (5) key intersection locations throughout the City);
- notices published in the Eastern Courier & City Messengers;
- notices published on the Council's website; and
- social media posts and advertisements (on Facebook and Instagram).

A copy of the advertising material, as listed above, is contained within **Attachment A**.
An online Feedback Form was also prepared to assist with the consultation period.

A copy of the online Feedback Form is contained within **Attachment B**.

A total of 30 submissions have been received.

A copy of the submissions which have been received is contained within **Attachment C**.

A summary of the comments which have been received is set out below:

Twelve (12) of these submissions related to the final draft Plan, eighteen (18) submissions had no comments on the final draft Plan.

Of the submissions that made no comment on the final draft Plan, five (5) submissions indicated support for the Council looking into the option of establishing a dedicated Dog Park in general.

Eight (8) submissions related to the St Morris Reserve and requested the provision of gates for safety concerns (although not requesting that it become a dog park), although the installation of fencing and gates will effectively turn the reserve into a dog park.

One (1) submission related to Maurice Clayton Reserve in Maylands and asked that it be considered as an off-leash dog area.

Two (2) submissions were received from Ms Christine Pierson, one in her personal capacity (Submission Number 2), and one on behalf of Cats Assistance to Sterilise (CATS) (Submission Number 25).

Two (2) submissions were received from the CATS Support Group of SA, setting out the same comments in both submissions. These submissions were treated as one (1) submission (Submission Number 21).

The submissions received which have been received and which were in response to the final draft Plan were supportive of the proposed dog and cat management strategies and objectives as set out within the final draft Plan. The submissions particularly supported the Council's focus on education.

A number of the cat management-related submissions expressed concern about the Dog and Cat Management Board's involvement in the Plan, and its distribution of education materials.

A number of submissions expressed support for the Council's ongoing partnership with CATS under the Plan.

Three (3) other submissions were received that did not relate to the final draft Plan. One (1) submission expressed concerns regarding the presence of dogs and safety at an unidentified park. The second submission indicated general support for the consideration of establishing a dog park in Norwood. The third submission raised concerns about dogs at Payneham Oval.

As stated above, a submission was received from Ms Christine Pierson on behalf of CATS (Submission Number 25).

In this submission, Ms Pierson has requested that the Council resolve to consider the suggested Plan prepared by Ms Pierson, Cat Management Objectives and Strategies, as contained within the submission, as part of the Council's education plan and strategies when the Council compiles its materials.

As Elected Members are aware, the Council has acknowledged CATS within the final draft Plan, and staff will consider any educational material provided by CATS when producing the Council's educational collateral.

Notwithstanding this, the Dog & Cat Management Board is the State Government agency responsible for the administration of the *Dog and Cat Management Act 1995*, and therefore any education material which is produced by the Council, must be consistent with the requirements of the Act and approved by the Board.

The final draft Dog & Cat Management Plan contains detailed objectives, strategies and key performance measures, which includes the following:

- a review of the existing requirements, procedures and databases which accommodate the recent statewide changes to the Act and the introduction of Dogs and Cats Online (DACO);
- periodic audits of the DACO database to match registrations and microchip data;
- an education campaign will be implemented that focuses on the new legislative requirements applying to dogs and cats under the Act;
- a strategic review of the provisions relating to dogs and public parks and reserves including the merits of having a dedicated dog park will be undertaken in Year 2; and
- the services of an animal behaviour specialist will be considered to assist with cases of unresolved barking complaints.

The final draft Plan also confirms that the Council is not intending to introduce either cat registration or cat confinement requirements, on the basis of the low number of complaints which the Council has received regarding cats.

A focus of the final draft Plan is on education in respect to the requirements which apply to dogs and cats within the City.

In addition, the final draft Plan recognises that the Council held a “*Dogs Day Out*” event during the life of the current Plan. The focus of this event was on education of dog owner responsibilities and the event also provided dog owners with an opportunity to register their dogs. In addition micro chipping of dogs on the day of the event was provided at a subsidised rate.

A similar event has been included as an action within the final draft Dog & Cat Management Plan.

In accordance with the provisions of the Act, the final draft Dog & Cat Management Plan was forwarded to the Dog & Cat Management Board (the Board), for the Board’s consideration prior to final endorsement of the final draft Plan by the Council.

The Board has advised that in terms of timing the earliest the Plan can come into effect is 23 February 2019. This is because the Plan must be sent to the Board at least 6 months before it is to come into effect and therefore the Board has advised that the Dog & Cat Management Plan will be for the period 2019-2024.

In addition, the Board has advised that the final draft Plan contained references to both “*Compliance Officers*” and “*Authorised Persons*” and that this terminology should be restricted to one only. The draft Plan therefore has been amended to remove the references to “*Authorised Persons*” and refers to “*Compliance Officers*” only.

The Board also requested the removal of the following statement in brackets on Page 1 of the final draft Plan, as this statement has been repealed from the legislation, as set out below:

- “promote the effective management of dogs and cats (*including through the encouragement of desexing of dogs and cats*).

This statement (ie the section in brackets), has been removed from the final draft Plan.

No other changes have been recommended by the Board.

A copy of the final draft 2019-2024 Dog & Cat Management Plan is now presented to the Council for adoption.

A copy of the final draft 2019-2024 Dog & Cat Management Plan is contained within **Attachment D**.

OPTIONS

The Council can determine not to endorse the final draft 2019-2024 Dog & Cat Management Plan, however as the final draft Plan is a legislative requirement and the final draft Plan's contents are based upon the legislative requirements, the needs and issues which have been identified through the consultation which has been undertaken, and the comments which have been received from the Dog & Cat Management Board, it is recommended that the Council adopts the 2019-2024 Dog & Cat Management Plan.

CONCLUSION

Following the Council's adoption of the final draft Plan, the Plan will be referred to the Dog & Cat Management Board for formal approval.

COMMENTS

The implementation of the objectives and strategies as set out in the 2019-2024 Dog & Cat Management Plan will be implemented over the five-year life cycle of the plan.

RECOMMENDATION

1. That the 2019-2024 Dog & Cat Management Plan contained in Attachment D, be endorsed and forwarded to the Dog & Cat Management Board for formal approval.
 2. That the Chief Executive Officer be authorised to make any required editorial changes to the Plan, prior to forwarding the Plan to the Dog & Cat Management Board.
-

Cr Moore moved:

1. *That the 2019-2024 Dog & Cat Management Plan contained in Attachment D, be endorsed and forwarded to the Dog & Cat Management Board for formal approval.*
2. *That Page 11 of the 2019-2024 Dog & Cat Management Plan (Attachment D13), be amended by inclusion of the following:*

'there is widespread public support for the work which Cats Assistance to Sterilise (CATS) has undertaken with the Council's support over the past 30 years'.
3. *That the material provided to the Council by CATS in its submission dated 7 September 2018, regarding the Dog & Cat Management Plan, be considered when the Council is preparing its educational material and that CATS be consulted when the Council prepares its cat management strategies.*
4. *That the Chief Executive Officer be authorised to make any required editorial changes to the Plan, prior to forwarding the Plan to the Dog & Cat Management Board.*

Seconded by Cr Mex and carried unanimously.

Cr Knoblauch left the meeting at 8.40

Cr Moore moved:

That Item 3.5 be brought forward for consideration.

Seconded by Cr Marcuccitti and carried.

3.5 PARKING CONTROLS IN VARIOUS STREETS WITHIN HACKNEY – OUTCOME OF THE CONSULTATION

REPORT AUTHOR: General Manager, Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: S/01232
ATTACHMENTS: A - O

PURPOSE OF REPORT

The purpose of this report is to provide to the Council for its consideration the outcome of the consultation and subsequent assessment which has been undertaken in respect to the parking controls in various streets located in the suburb of Hackney.

BACKGROUND

At its meeting held in March 2016, the Council considered a report regarding the State Government's O-Bahn City Access Project, which provided an update regarding the key issues at that time, namely:

1. Development Assessment;
2. Traffic Management;
3. On-street Car Parking;
4. Urban Design & Landscaping;
5. Pedestrian Bridge; and
6. Council Drainage Works.

The main issue associated with on-street car parking was the impact on the local streets in Hackney, not only during the construction phase of the O-Bahn Project, but also following its completion.

At that time, Council staff obtained agreement from Department of Planning, Transport & Infrastructure (DPTI), to review the on-street car parking along the Hackney Service Road and within the local streets.

Following consideration of the various matters, and in particular the issues relating to on-street car parking, the Council resolved the following regarding on-street car parking:

“The Council notes that a report will be presented for its consideration, outlining the results of the on-street car parking review which is to be undertaken for the Hackney Service Road and local Hackney streets by Tonkin Consulting.”

In accordance with the Council's decision Tonkin Consulting were engaged to conduct the on-street parking surveys of various streets within the suburb of Hackney.

A map highlighting the area which was surveyed is contained within **Attachment A**.

The report which was prepared by Tonkin Consulting titled, *O-Bahn Construction Parking Review Hackney Precinct* (the Tonkin Report), was presented to and endorsed by the Council at its meeting held on 6 November 2017.

Following consideration of the matter, the Council resolved the following:

1. *That the Tonkin Report which has been submitted by Tonkin Consulting, O-Bahn Construction Parking Review Hackney Precinct, contained in Attachment B of this report, be received and noted.*
2. *That based on the outcome of the surveys and observations made within the O-Bahn Construction Parking Review Hackney Precinct report, the Council endorses the introduction of 3 hour time limited parking within the unrestricted sections of the following streets, for the purpose of seeking feedback from residents in accordance with the Council's On Street Parking Permit Policy (5.2 Agreement of Residents):*
 - *Richmond Street;*
 - *Regent Street;*
 - *Hatswell Street;*
 - *Bertram Street;*
 - *Oxford Street;*
 - *Hackney Road Service Road; and*
 - *Cambridge Street.*
3. *That based on the outcome of the surveys and observations made within the O-Bahn Construction Parking Review Hackney Precinct report, the Council endorses the removal of the Resident Only Parking Zones on Thursday to Sunday from 7.00pm until 3.00am on the streets set out in point 2 above.*
4. *That the Council notes that all other parking controls within the Hackney Precinct will remain unchanged.*
5. *That a review of the on-street car parking with the Hackney precinct be undertaken twelve (12) months after the opening of the O'Bahn City Access Project.*

This report sets out the responses which have been received from residents of Richmond Street, Regent Street, Hatswell Street, Bertram Street, Oxford Street, Hackney Road Service Road and Cambridge Street regarding the parking controls in those streets.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objectives:

2. A people-friendly, integrated, sustainable and active transport network.

FINANCIAL AND BUDGET IMPLICATIONS

The installation of time limited parking controls can be accommodated within the 2018-2019 Budget.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The Council's Compliance Officers currently undertake compliance of the parking arrangements across the City.

The introduction of additional time-limit parking controls in new locations throughout the City, will have an impact on Council resources.

In other words, it is pointless implementing new time-limit parking controls throughout the City if these locations cannot be monitored on a regular basis. As such, the resource issue will need to be monitored to determine the consequent impacts on resources.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

- **Elected Members**
The Council considered this issue previously at its meetings held on 7 March 2016 and 6 November 2017.
- **Community**
Not Applicable.
- **Staff**
Team Leader, Customer & Regulatory Services.
- **Other Agencies**
Nil.

DISCUSSION

Tonkin Consulting were engaged to undertake on-street parking surveys in the following streets in Hackney:

- Richmond Street;
- Regent Street;
- Hatswell Street;
- Bertram Street;
- Oxford Street;
- University Street;
- Cambridge Street;
- Hackney Road;
- Vailima Court;
- Athelney Avenue;
- Botanic Street;
- Westbury Street;
- Osborne Street; and
- Trinity Street.

The surveys were undertaken to determine the on-street parking occupancy rates over three (3) days, which included a typical weekday and a typical Saturday and a Saturday during the WOMAD Festival which was held in the Adelaide Botanic Gardens. In addition, Tonkin Consulting were also commissioned to map the existing parking controls in each of the streets which were surveyed (as set out above).

The surveys were conducted at regular and set intervals throughout each day, commencing at 6.00am to determine the general baseline parking occupancy rates of each street and concluded at 8.00pm to once again determine the general baseline parking occupancy rates. This baseline data can generally be attributed to residents parking on the streets.

Based on the outcome of the surveys and the recommendations as set out within the Tonkin Report, the Council resolved to endorse in principle the installation of time limited on street parking controls within the following streets, for the purpose of seeking feedback from residents:

- Richmond Street;
- Regent Street;
- Hatswell Street;
- Bertram Street;
- Oxford Street;
- Hackney Road Service Road; and
- Cambridge Street.

At the same time, the Council resolved that all other parking controls within the following streets would remain unchanged:

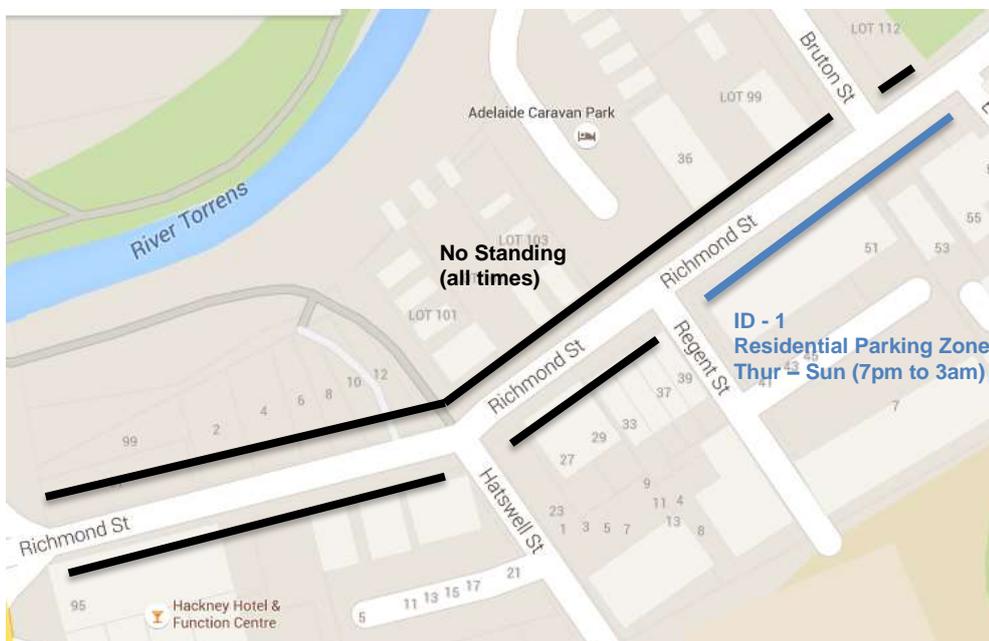
- University Street;
- Vailima Court;
- Athelney Avenue;
- Botanic Street;
- Westbury Street;
- Osborne Street; and
- Trinity Street.

Outcome of the Consultation.

1. Richmond Street

The current parking restrictions within Richmond Street are made up of predominantly a **No Standing Zone**. A **Resident Only Parking Zone** is in place in the section of Richmond Street between Regent Street and Eton Lane. The existing parking controls within Richmond Street are highlighted in Figure 1 below.

FIGURE 1: RICHMOND STREET PARKING CONTROLS



A total of 35 residents and property owners in Richmond Street, were notified and advised of the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Richmond Street, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment B**.

A total of 5 responses were received from residents/property owners of Richmond Street. A copy of the responses is contained within **Attachment C**.

Table 1 below sets out a summary of the responses based on the number of respondents who support the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Richmond Street and the number of respondents who do not support the proposal.

TABLE 1: RICHMOND STREET – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
35	5	1	4

2. Regent Street

Regent Street is a No Through Road with a two (2) **No Standing Zones** operating between 10.00pm until 7.00am on Thursdays to Saturday. There are three (3) on-street car parking spaces in the **No Standing Zone** located at the beginning of the street (Richmond Street end).

A **Resident Only Parking Zone** operates at all times on the opposite side of the street to the **No Standing Zone**. There are four (4) on-street car parks in this section of the street. The existing parking controls within Regent Street are highlighted in Figure 2 below.

FIGURE 2: REGENT STREET PARKING CONTROLS



A total of 25 residents and property owners in Regent Street, were notified and advised of the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Regent Street, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment D**.

A total of 2 responses were received from residents/property owners of Regent Street. A copy of the responses is contained within **Attachment E**.

Table 2 below sets out a summary of the responses based on the number of respondents who support the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Regent Street and the number of respondents who do not support the proposal.

TABLE 2: REGENT STREET – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
25	2		2

3. Hatswell Street

A **No Standing Zone** exists for the entire section of Hatswell Street on the northern side of the street and on a section on the southern side of the street between Richmond Street and Bertram Street.

There are 20 car parking spaces located on the southern side of Hatswell Street in the remainder of the street. This area is restricted at certain times – it is a designated **Resident Only Parking Zone** from 7.00pm until 3.00am on Thursdays, Fridays, Saturdays and Sundays.

Outside of these times, on-street parking is unrestricted. The existing parking controls within Hatswell Street are highlighted in Figure 3 below.

FIGURE 3: HATSWELL STREET PARKING CONTROLS



A total of 17 residents and property owners in Hatswell Street, were notified and advised of the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Hatswell Street, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment F**.

One response was received from residents/property owners of Hatswell Street. A copy of the response is contained within **Attachment G**.

Table 3 below sets out a summary of the responses based on the number of respondents who support the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Hatswell Street and the number of respondents who do not support the proposal.

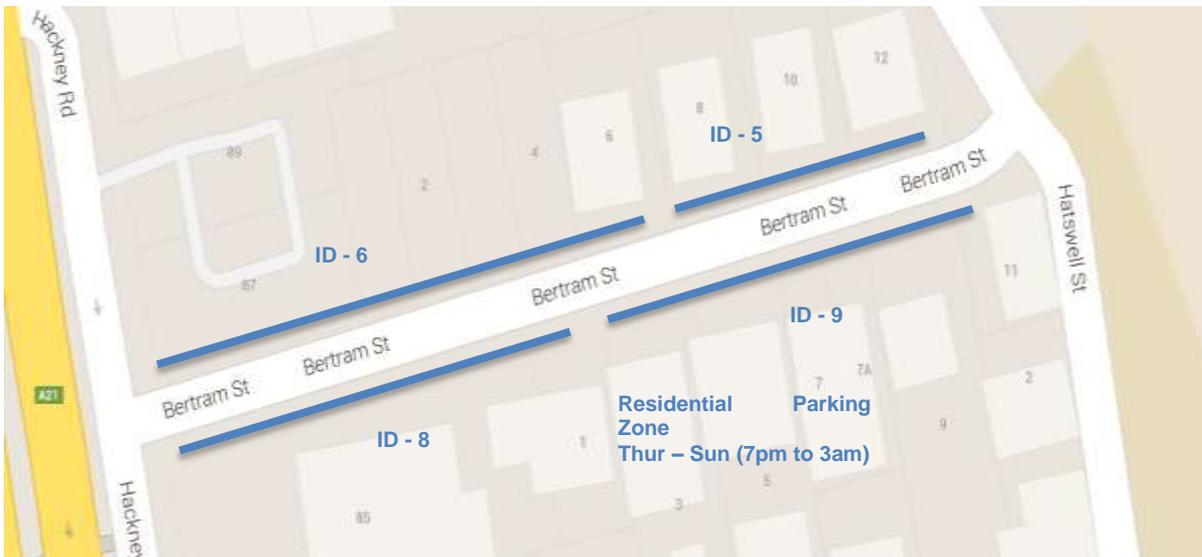
TABLE 3: HATSWELL STREET – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
17	1	1	

4. Bertram Street

A **Resident Parking Only Zone** extends on both sides of Bertram Street for the entire length of the street from 7.00pm until 3.00am on Thursdays, Fridays, Saturdays and Sundays. The existing parking controls within Bertram Street are highlighted in Figure 4 below.

FIGURE 4: BERTRAM STREET PARKING CONTROLS



A total of 23 residents and property owners in Bertram Street, were notified and advised of the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Bertram Street, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment H**.

A total of 7 responses were received from residents/property owners of Bertram Street. A copy of the responses is contained within **Attachment I**.

Table 4 below sets out a summary of the responses based on the number of respondents who support the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Bertram Street and the number of respondents who do not support the proposal.

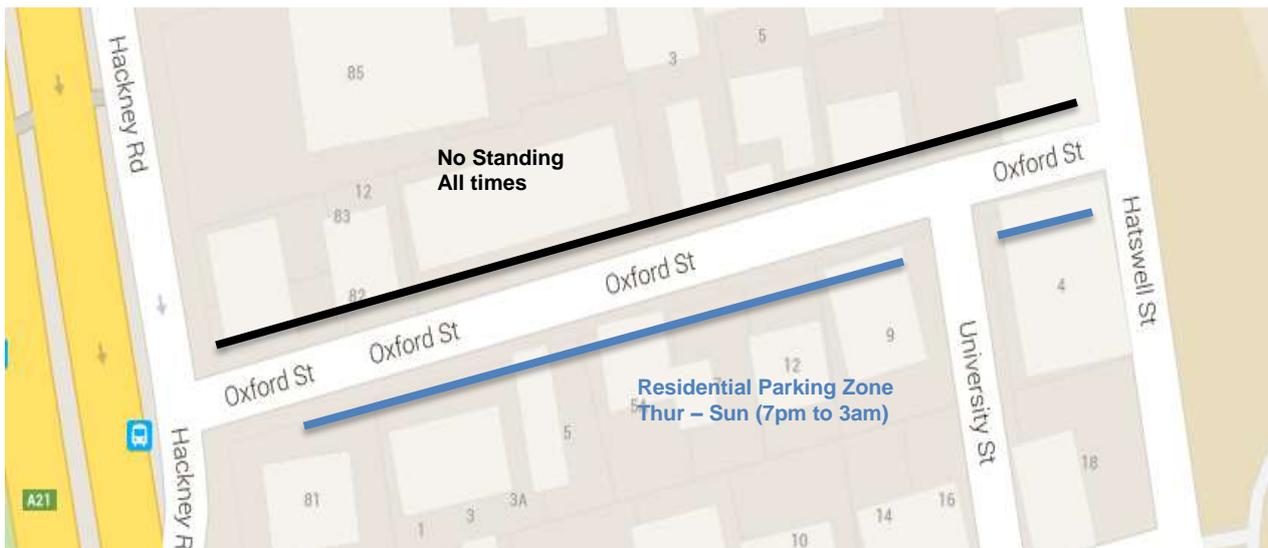
TABLE 4: BERTRAM STREET – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
23	7	6	1

5. Oxford Street

Oxford Street runs between Hackney Road and Hatswell Street. This area is restricted to **Residents Only Parking** from 7.00pm until 3.00am on Thursdays, Fridays, Saturdays and Sundays. The northern side of the road has no provision for on-street parking as a **No Standing Zone** extends for the entire length of the street. The existing parking controls within Oxford Street are highlighted in Figure 5 below.

FIGURE 5: OXFORD STREET PARKING CONTROLS



A total of 30 residents and property owners in Oxford Street, were notified and advised of the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Oxford Street, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment J**.

A total of 8 responses were received from residents/property owners of Oxford Street. A copy of the responses is contained within **Attachment K**.

Table 5 below sets out a summary of the responses based on the number of respondents who support the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Oxford Street and the number of respondents who do not support the proposal.

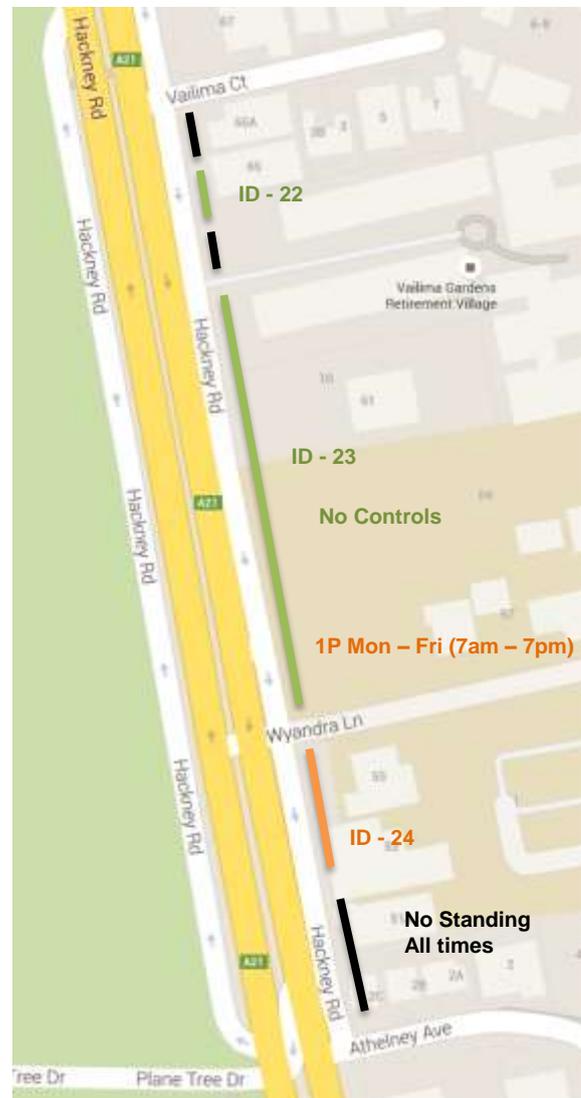
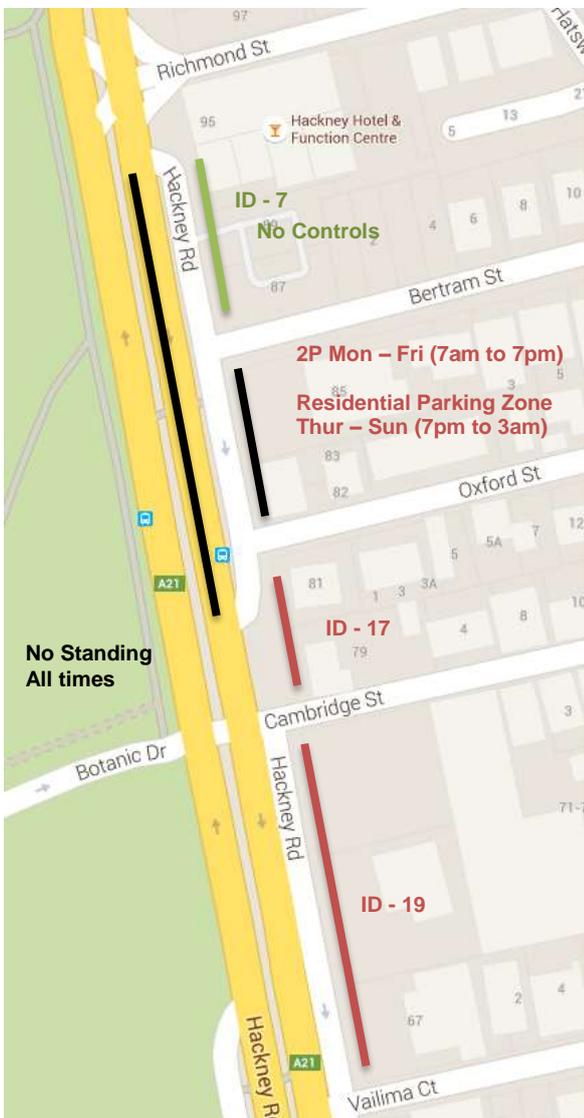
TABLE 5: OXFORD STREET – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
30	8	6	2

6. Hackney Road Service Road

The Hackney Road service road extends from east of Richmond Street to Athelney Avenue. A range of parking controls exist along the service road, including a **No Standing Zone**, **Resident Parking Only** from 7.00pm until 3.00am from Thursday to Sunday, **2 Hour Time Limited** areas and unrestricted area. The existing parking controls within the Hackney Road Service Road are highlighted in Figure 6 below.

FIGURE 6: HACKNEY ROAD SERVICE ROAD PARKING CONTROLS



A total of 100 residents and property owners in the Hackney Road Service Road, were notified and advised of the proposal to install time limited parking controls in Hackney Road Service Road, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment L**.

A total of 27 responses were received from residents/property owners of Hackney Road Service Road. A copy of the responses is contained within **Attachment M**.

Table 6 below sets out a summary of the responses based on the number of respondents who support the proposal to install time limited parking controls in Hackney Road Service Road and the number of respondents who do not support the proposal.

TABLE 6: HACKNEY ROAD SERVICE ROAD – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

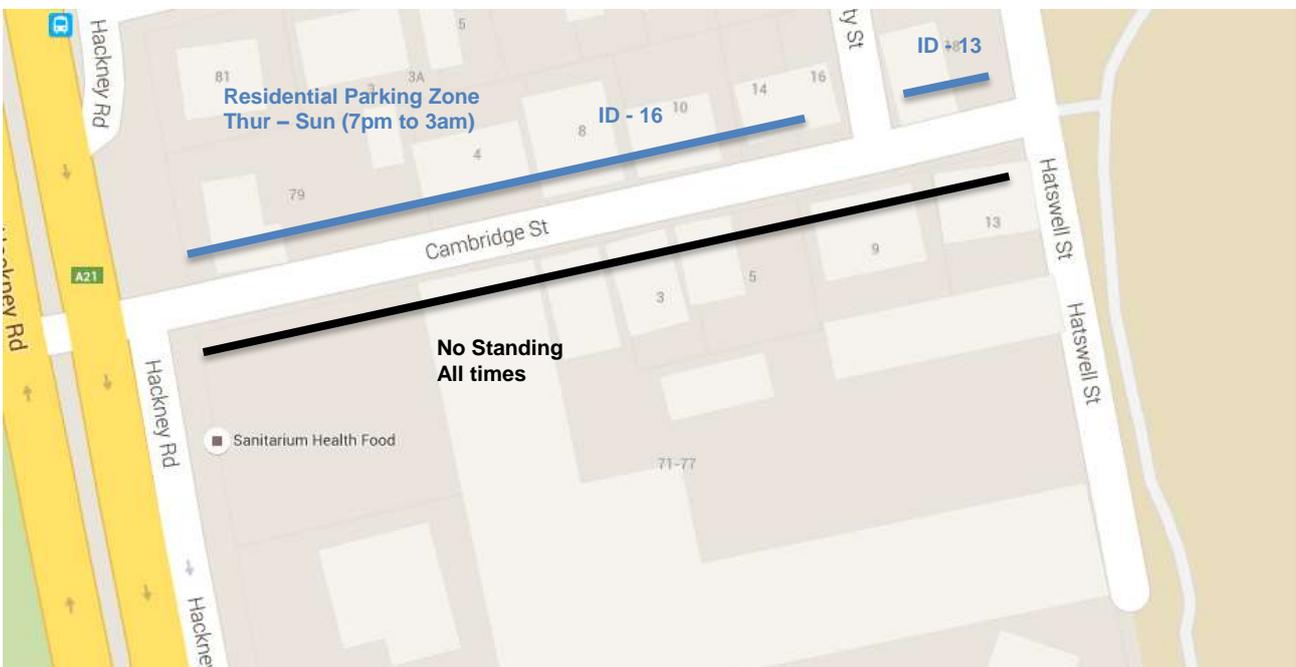
Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
100	27*	24	2

*1 respondent did not indicate support or non- support of the proposal. The respondent advised that they felt that a pedestrian overpass over Hackney Road was more important following the completion of the O’Bahn project works.

7. Cambridge Street

Cambridge Street runs between Hackney Road and Hatswell Street. A **Residents Only Parking Zone** from 7.00pm until 3.00am on Thursdays, Fridays, Saturdays and Sundays is in place on the northern side of the street. The existing parking controls within Cambridge Street are highlighted in Figure 7 below.

FIGURE 7: CAMBRIDGE STREET PARKING CONTROLS



A total of 21 letters residents and property owners in Cambridge Street, were notified and advised of the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Cambridge Street, and to invite them to provide their comments regarding the proposal. Together with the letter, a Comments Form was also provided to residents to assist with their response.

A copy of the letter and the Comments Form is contained in **Attachment N**.

A total of 4 responses were received from residents/property owners of Cambridge Street. A copy of the responses is contained within **Attachment O**.

Table 7 below sets out a summary of the responses based on the number of respondents who support the proposal to remove the **Resident Only Parking Zone** and to install time limited parking controls in Cambridge Street and the number of respondents who do not support the proposal.

TABLE 7: CAMBRIDGE STREET – RESPONSES TO THE PROPOSAL TO IMPLEMENT TIME LIMITED PARKING CONTROLS

Number of letters sent to residents/property owners	Number of responses	Number of respondents who support the proposal	Number of respondents who do not support the proposal
21	4	3	1

Summary

The number of responses which have been received is very low in comparison to the number of residents and property owners who have been notified within the Hackney Precinct. Table 8 below sets out the number of responses for each of the streets.

TABLE 8: TOTAL NUMBER OF LETTERS SENT & RESPONSES RECEIVED

Street	Total Number of Letters Forwarded to Residents and Property Owners	Number of Respondents
Richmond	35	5
Regent	25	2
Hatswell	17	1
Bertram	23	7
Oxford	30	8
Hackney Service Road	100	27
Cambridge	21	4

As set out in Table 8 above, the response rate to this issue was very low. It is unclear why this is the case, however it could be attributed to a lack of interest, citizens simply forgot to return the Comments Form, or citizens do not feel there is an issue with on-street parking at the moment.

Based on the low response rate it would be difficult to justify implementing changes to the current parking arrangements in these streets on the basis of “demand” from local residents.

In addition, as the Council is aware, implementing on-street time limited parking restrictions such as in one (1) street to deal with issues such as “all day parkers” simply transfers the problem to adjoining streets. In other words, the introduction of on-street time limited parking controls will deter all day parkers in the street in which the parking controls are introduced, however these all day parkers will simply park their vehicle in the other streets which do not have on-street parking restrictions.

It is therefore recommended that the Council does not implement any changes to the on-street parking arrangements within the Hackney precinct at this stage and that the data which has been obtained as part of the on-street parking surveys which have been conducted by Tonkin Consulting, be considered as part of the Council's City Wide Parking Review, which is currently being worked on.

Notwithstanding the above, an exception to the above recommendation is suggested in respect to Cambridge Street.

In this respect, as Elected Members may recall, as part of the State Government's O-Bahn City Access Project, the Hackney Road Service Road was reconfigured and realigned to accommodate the works which were required as part of this Project.

These works resulted in the loss of three (3) time limited on-street car park spaces on Hackney Road Service Road adjacent to its intersection with Cambridge Road.

As stated previously, a **Residents Only Parking Zone** from 7.00pm until 3.00am on Thursdays, Fridays, Saturdays and Sundays, is in place on the northern side of Cambridge Street, however parking is unrestricted outside of these times.

To compensate for the loss of the three (3) time limited on-street car park spaces on Hackney Road Service Road, it is recommended that 2Hour on-street time limited parking controls, be installed for the first twenty metres (approximately), on the northern side of Cambridge Street. This area will provide for three (3) time limited on-street car park spaces to replace the three (3) on-street car park spaces which were removed as part of the O-Bahn City Access Project.

OPTIONS

Put simply the Council has the following options in respect to this matter:

- Option 1 - introduce time limit parking controls in the seven (7) streets located within the Hackney precinct as set out within the report.
- Option 2 - Retain the current parking arrangements within the seven (7) streets and consider the data as part of the Council's City Wide Parking Review.

The data and reasoning behind the recommendation which has been made has been outlined in this report and is considered to provide the Council with the necessary information in terms of determining the way forward with respect to this matter.

On this basis, Option 2 is the recommended option.

CONCLUSION

The Council has always strived to:

- provide a fair and equitable process in assessing and meeting the parking needs of all road users within the City of Norwood Payneham & St Peters; and
- optimise the use of available on-street parking in a manner that best meets all needs and complements the role of available off-street parking provisions.

Whilst a 3 hour time limit certainly guarantees a higher turnover of parking, it does not guarantee that parking spaces will be available for residents when they are seeking or require on-street parks for themselves or visitors.

Notwithstanding this, a 3 hour time limit will deter long term parkers (ie those parkers who park and then walk into the City, CBD or elsewhere), however, as there are a number of other streets within the Hackney precinct within close proximity to the City or CBD, all-day parkers will simply relocate to these other streets, which in turn will create parking issues for residents of those streets.

COMMENTS

Nil.

RECOMMENDATION

1. That, based on the outcome of the responses which have been received from residents and property owners regarding the introduction 3 hour time limited parking, the Council resolves not implement any changes to the on-street parking arrangements within the Hackney precinct at this stage, with the exception of Cambridge Street as set out in point 2.
 2. That three (3) time limited on-street car park spaces be installed on the northern side of Cambridge Street commencing at the intersection of Cambridge Street and the Hackney Road Service Road (for the first 20 metres approximately).
 3. That the data which has been provided to the Council as part of the on-street parking surveys conducted by Tonkin Consulting and contained within the report, *O-Bahn Construction Parking Review Hackney Precinct*, be considered as part of the Council's City Wide Parking Review.
-

Cr Knoblauch returned to the meeting at 8.44pm.

Cr Moore moved:

1. *That, based on the outcome of the responses which have been received from residents and property owners regarding the introduction 3 hour time limited parking, the Council resolves not implement any changes to the on-street parking arrangements within the Hackney precinct at this stage, with the exception of Cambridge Street as set out in point 2.*
2. *That three (3) time limited on-street car park spaces be installed on the northern side of Cambridge Street commencing at the intersection of Cambridge Street and the Hackney Road Service Road (for the first 20 metres approximately).*
3. *That the data which has been provided to the Council as part of the on-street parking surveys conducted by Tonkin Consulting and contained within the report, O-Bahn Construction Parking Review Hackney Precinct, be considered as part of the Council's City Wide Parking Review.*
4. *That residents and property owners of the surveyed streets be advised of the Council's decision.*

Seconded by Cr Duke.

Cr Stock left the meeting at 8.48pm.

The motion was put and was carried.

Cr Moore left the meeting at 8.48pm and did not return.

Cr Stock returned to the meeting at 8.49pm.

3.4 MOBILE FOOD VENDOR GUIDELINES – ADDITION OF SITE – CRUICKSHANK RESERVE

REPORT AUTHOR: Manager, Governance, Legal & Property
GENERAL MANAGER: General Manager, Governance & Community Affairs
CONTACT NUMBER: 8366 4507
FILE REFERENCE: S/05158
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to present to the Council for its consideration, a request to include Cruickshank Reserve as an additional designated Mobile Food Vendor Site under the Council's Mobile Food Vendor Guidelines.

BACKGROUND

At its meeting held on 3 April 2018, the Council considered the Mobile Food Vendor Guidelines, as required under Section 225A of the *Local Government Act 1999* (Act), and resolved the following:

1. *That the draft Mobile Food Vendor Guidelines contained in Attachment A, be adopted.*
2. *That the Chief Executive Officer be authorised to make any minor amendments to the Mobile Food Vendor Guidelines to finalise the document in a form suitable for public release and publication on the Council's website.*

The Mobile Food Vendor Guidelines incorporate four (4) designated Mobile Food Vendor Sites (MFV Sites) within the City, where Mobile Food Vendors can operate, subject to site-specific conditions of operation and Location Rules.

The four (4) designated sites are the Payneham Library Carpark, Dunstan Adventure Playground Carpark, Joslin Reserve – Third and Fourth Avenue, and Linde Reserve – Stepney Street Carpark.

A 'Mobile Food Vending Business' is defined in the Act to mean a business involving the sale of food or beverages from a vehicle. 'Vehicle' includes a motor vehicle, trailer, tram, bicycle, animal-drawn vehicle, truck, caravan, cart or similar.

The Council's four (4) MFV Sites are subject to a twelve (12)-month Trial Period from 3 April 2018 to 2 April 2019. During this Period, the Council can add or remove MFV Sites or alter conditions of operation at each Site, in order to effectively manage the usage, risks and suitability of each Site.

The Council has received a request from a locally-based Mobile Food Vendor (from Maylands) to add Cruickshank Reserve to the Council's four (4) designated MFV Sites under the Guidelines. The Vendor has previously operated adjacent to this Reserve as part of a one-off private event, and has received requests from members of the community to trade at the Reserve for Saturday morning sport.

A copy of the Council's Mobile Food Vendor Guidelines is contained within **Attachment A**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and sense of place.

Objectives:

Dynamic community life in public spaces and precincts.

Outcome 3: Economic Prosperity

A dynamic and thriving centre for businesses and services.

Objectives:

A diverse range of businesses and services.

Attract new enterprises and local employment opportunities to locate in our City.

A local economy supporting and supported by its community.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

In considering the addition of a new MFV Site to its Mobile Food Vendor Guidelines, the Council is required, under the *Local Government (General) Regulations 2013* (the Regulations), to take into account the distance from and impact upon fixed food businesses. More detail in relation to this is contained in the Discussion section of this report.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

The Mobile Food Vendor Guidelines establish a permit application process for persons interested in operating a MFV Business at one of the Council's designated MFV Sites. The Council may cancel a MFV's Permit for breach of a condition, and may restrict a MFV from re-applying to the Council for a new Permit for a period of up to six (6) months.

If the Council determines to include Cruickshank Reserve as an additional designated MFV Site, this Site will be included under the Guidelines for the duration of the Trial Period, until April 2019.

The Council can also alter the conditions of operation at any time, in order to deal with any risks to public safety or access, or other community concerns, that may arise. The Council can also impose conditions on individual Permits as it sees fit.

CONSULTATION

• **Elected Members**

Not Applicable.

• **Community**

Not Applicable.

- **Staff**
General Manager, Governance & Community Affairs
Team Leader, Customer & Regulatory Services
- **Other Agencies**
Not Applicable.

DISCUSSION

The Council's Mobile Food Vendor Guidelines currently provide for four (4) designated MFV Sites at Payneham Library Carpark, Dunstan Adventure Playground Carpark, Joslin Reserve – Third and Fourth Avenue, and Linde Reserve – Stepney Street Carpark.

Legislative Context

In developing the Guidelines and selecting the existing MFV Sites, the following legislative requirements were taken into account.

Pursuant to Regulation 25C of the Regulations, the Council must:

1. *ensure that its Location Rules [contained within the Council's Mobile Food Vendor Guidelines] provide for a reasonable distance between mobile food vending businesses and fixed food businesses, taking into account the—*
 - a. *location; and*
 - b. *number; and*
 - c. *operating hours,**of fixed food businesses in the council area; and*
2. *take into account the effect of the operation of mobile food vending businesses on –*
 - a. *vehicle and pedestrian traffic, footpaths, driveways, access points to buildings and parking areas for people with disabilities; and*
 - b. *the requirements relating to, and availability of, parking spaces at the locations in which mobile food vending businesses may operate under the location rules; and*
 - c. *residents and businesses at the locations in which mobile food vending businesses may operate under the location rules.*

In considering the addition of Cruickshank Reserve as an additional MFV Site under the Council's Mobile Food Vendor Guidelines, the criteria set out below have been taken into account.

Request

As mentioned above, the Council has received a request from a Mobile Food Vendor based in Maylands, to add Cruickshank Reserve to the Council's four (4) designated MFV Sites under the Guidelines.

The Vendor has previously operated at this Reserve as part of a one-off private event, and as they live locally, they have received requests from members of the community to trade at the Reserve during Saturday morning sport, including from parents who attend the netball games (eg to provide coffee for spectators).

Council Staff have advised the Vendor of the Council's Mobile Food Vendor Guidelines, the requirement to only trade at designated MFV Sites and the need to obtain Council approval to do so. The Vendor has, therefore, approached the Council to request that Cruickshank Reserve is added to the Council's designated MFV Sites.

Proposed Site

Cruickshank Reserve is located on the corner of Clifton Street and Phillis Street, Maylands, and comprises a grassed reserve, fenced playground and four (4) multi-use tennis / netball courts. It is also the location of the St Peters Tennis Club. It is a well-utilised local reserve.

It is proposed that the MFV Site will be located on Phillis Street, in the on-street parallel parking area immediately adjacent to the footpath next to the Reserve or courts.

A draft page identifying the proposed Site, to be included in Attachment A to the Council's Mobile Food Vendor Guidelines, shows the proposed location of the Site and is contained within **Attachment B**.

The proposed Site, as is the case with the Council's existing MFV Sites, is located adjacent to a Council-owned reserve and sporting facilities, and is located within an unrestricted parking zone. This reduces the likely impact on nearby residents and traffic, and promotes use of the existing community site. The use of unrestricted parking zones reduces the administrative and resourcing impact upon the Council's Compliance Officers who are responsible for inspecting the various Sites.

Phillis Street is a wide street, and therefore, a Mobile Food Vendor will not cause significant disruption to existing vehicle or pedestrian traffic. On weekends, when sporting matches are held at the courts, there will be an increased demand for parking.

One (1) fixed food business was identified within the immediate vicinity of the proposed Site, that being the Maylands Hotel, located at 67 Phillis Street (on the corner of Phillis and Clifton Streets) and across the road from Cruickshank Reserve. Its opening hours are listed online as 7.30am-12.00am on Monday-Saturday and 11.00am-10.00pm on Sunday. There may be an impact on persons who would otherwise attend the Hotel, who choose to purchase food or drink items from a Mobile Food Vendor located at Cruickshank Reserve.

However, it is suggested that any competition between them would be minimal, on the basis that persons would be more likely to purchase one-off takeaway food or drink items (eg a coffee) from a Mobile Food Vendor while using the Reserve or viewing a sports game and would be more likely to attend a hotel premises for a sit-down meal or drink. It should be noted that no Mobile Food Vendor is permitted to sell alcohol under the Guidelines.

No other fixed food businesses were identified within a 200 metre radius of the proposed Site at Cruickshank Reserve, as the immediate locale of this Site is residential. A few smaller food businesses and petrol station were identified on Portrush Road around 400 metres away. The distance from these fixed businesses reduces the likely impact of a MFV on their customers.

Nevertheless, to mitigate the impact upon adjacent residents and businesses, it is proposed that the MFV Site is located on Phillis Street immediately adjacent the Reserve, rather than on Clifton Street, and that the Site is restricted to one (1) Mobile Food Vendor. Further restrictions could be made to the hours of operation at the Site in due course, if required.

The proposed Site at Cruickshank Reserve is not located in the immediate vicinity of the Council's existing MFV Sites, and provides a good 'spread' across the City. A map showing the Council's existing MFV Sites (highlighted in red), and the location of the proposed Site at Cruickshank Reserve (highlighted in blue), is contained within **Attachment C**.

Next Steps

If the Council determines to include Cruickshank Reserve as a designated MFV Site, the Site would be included for the remainder of the Trial Period until 2 April 2019 together with the other existing MFV Sites.

The community is invited to provide feedback on each of the Council's MFV Sites during this Trial Period, and the MFV Sites and conditions of operation at each Site can be amended by the Council as needed during this Period.

As this is a new MFV Site, it is proposed that any Mobile Food Vendor who makes a permit application be granted a one (1)-month Permit in the first instance, to trial the new location.

The inclusion of the proposed Site as an MFV Site on this limited basis is, therefore, recommended.

Additionally, it is worth noting the lack of demand for MFV permit applications for use of the Council's existing MFV Sites, since the introduction of the Guidelines in April. To date, there have been only four (4) other enquiries made and two (2) of these have related to one-off private events that were not being held at the Council's designated MFV Sites.

There are currently no Mobile Food Vendors operating under MFV Permits at any of the Council's MFV Sites.

The Vendor has identified an ongoing demand for a Mobile Food Vendor at Cruickshank Reserve. Including the Reserve as a designated MFV Site will provide the Vendor, together with other interested Mobile Food Vendors who seek Council approval, with an opportunity to test this market and will provide a food and drink offering to members of the community who already gather there for weekend sport.

OPTIONS

Option 1

The Council can determine to include the proposed Site at Cruickshank Reserve as an additional Mobile Food Vendor Site in the Council's Mobile Food Vendor Guidelines, for the remainder of the Trial Period.

Option 2

The Council can determine to include the proposed Site at Cruickshank Reserve as an additional Mobile Food Vendor Site in the Council's Mobile Food Vendor Guidelines, and can resolve to alter or impose additional conditions of operation on this Site (for instance, in relation to the maximum number of MFVs or hours of operation).

Option 3

The Council can resolve not to include the proposed Site at Cruickshank Reserve as an additional Mobile Food Vendor Site, and to retain the existing four (4) MFV Sites in the Council's Mobile Food Vendor Guidelines for the remainder of the Trial Period.

Option 1 is recommended, for the reasons set out in this Report.

CONCLUSION

The Council has received a request from a locally-based Mobile Food Vendor (from Maylands) to add Cruickshank Reserve to the Council's four (4) designated MFV Sites under the Council's Mobile Food Vendor Guidelines, adopted in April 2018.

The Vendor has previously operated at this Reserve as part of a one-off private event, and has had requests from members of the community to trade at the Reserve for Saturday morning sport.

The Council's MFV Sites are subject to a twelve (12)-month Trial Period from 3 April 2018 to 2 April 2019. During this Period, the Council can add or remove MFV Sites, or alter the conditions of operation at each Site, in order to effectively manage usage, risks and suitability of each Site.

The proposed Site at Cruickshank Reserve is located adjacent a Council-owned reserve and sporting facility, and aims to provide a food and/or drink offering to sports spectators and visitors to the Reserve, particularly for weekend sporting matches. The Site is within a predominately residential area, with one fixed food business in its immediate vicinity, and is not anticipated to have a significant impact on existing traffic flows or parking requirements.

There has been a severe lack of demand for use of the Council's existing MFV Sites since their introduction in April. There are currently no Mobile Food Vendors operating under MFV Permits at any of the Council's MFV Sites.

The Vendor has identified an ongoing demand for a Mobile Food Vendor at Cruickshank Reserve, and in light of this, it is recommended that the Site be added to provide a new opportunity for Mobile Food Vendors in the City.

COMMENTS

If the Council determines to add Cruickshank Reserve as an additional MFV Site under the Guidelines, this Site will be available for use by any interested Mobile Food Vendor who wishes to make a permit application to the Council. Exclusive use by any particular Vendor is not permitted.

As mentioned above, as this is a new MFV Site, it is proposed that any interested Mobile Food Vendor who makes a permit application be granted a one (1)-month Permit in the first instance, to trial the new location.

RECOMMENDATION

That the proposed Site at Cruickshank Reserve, as contained in Attachment B to this Report, be included as an additional Mobile Food Vendor Site in Attachment A to the Council's Mobile Food Vendor Guidelines, for the remainder of the Trial Period ending on 2 April 2019.

Cr Wormald left the meeting at 8.49pm.

Cr Whittington moved:

That the proposed Site at Cruickshank Reserve, as contained in Attachment B to this Report, be included as an additional Mobile Food Vendor Site in Attachment A to the Council's Mobile Food Vendor Guidelines, for the remainder of the Trial Period ending on 2 April 2019.

Seconded by Cr Minney and carried unanimously.

[This Item was dealt with out of sequence – Refer to Page 35 for the Minutes relating to this Item]

3.5 PARKING CONTROLS IN VARIOUS STREETS WITHIN HACKNEY – OUTCOME OF THE CONSULTATION

[This Item was dealt with out of sequence – Refer to Page 35 for the Minutes relating to this Item]

3.6 NAMING OF RESERVE – APPELBEE CRESCENT, NORWOOD

REPORT AUTHOR: General Manager, Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: S/00232 S/00422
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of the report is to present to the Council, the results of the investigation into the naming of the small reserve which is located on Appelbee Crescent, Norwood.

BACKGROUND

At its meeting held on 4 June 2018, the Council considered a Notice of Motion which was submitted by Cr Wormald, regarding a potential name for the small reserve which is located on Appelbee Crescent, Norwood.

Following consideration of the matter, the Council resolved the following:

That Council staff prepare a report on re-naming the small park on Appelbee Crescent, Norwood 'Barry Skinner Park – Celebrating Norwood's Cycling History' and present this to Council's September meeting.

Cr Wormald provided the following information in support of the Notice of Motion:

The small park near the centre of Appelbee Crescent does not appear to have a formal name and is popularly known as 'the Appelbee Crescent Park'. Currently it does not even show as a park on Google maps nor is it given its own identity in Council's current parks/playgrounds/reserves guide. The separate nearby smaller "Chimney Park" is shown but this large rectangle open reserve of grass and trees is unidentified.

Meredith Reardon and Adrian Heard who are neighbours to this reserve asked me recently why Council when it re-developed their area, did not give any recognition to its previous history as the site of the very popular local Norwood Cycling Velodrome.

As the attached history prepared by Denise Schumann shows (refer to Attachment A), this was built by Council in the early 1950s in response to strong local demand for a major arena with night lighting for local (and interstate and then international) professional (and later amateur) cyclists to compete, often before local crowds of over 5000 people for the major competitive events. The velodrome for most of its 30 year life, was with the Norwood Oval for football, a centre of local community life at its day and evening race meetings and other outdoor events.

But this has to be seen in its true social context. The Norwood (originally professional) Cycling Club was set up in 1883 in the context of the new 'cycling' craze hitting Adelaide. This Club is currently the oldest continuously operating cycling club Australia and in fact in the southern hemisphere and only marginally younger than a handful of older clubs in the northern hemisphere. It played a key part in sponsoring the creation and maintenance of the Norwood velodrome and in fact has been associated with every major cycling event in this State and most of the successful SA cyclists over those 100 years.

Over nearly 50 of those years local resident Barry Skinner has been the man, first as a club cycling champion, then as the volunteer backbone of the Club organization, who often almost single-handed, has co-ordinated its many state-wide competitive and social events and activities. No-one involved with cycling organisations in Adelaide and across SA and even nationally has not over those years benefited from Barry's tireless support for his Club and the cause of professional and amateur cycling in this State.

Therefore let's name this little reserve to celebrate Barry's selfless lifelong dedication to cycling and also use it to celebrate the significance of cycling to the local community over those 100 years with suitable explanatory plaques etc celebrating the history and activity of the Norwood Cycling Club and that this was previously the site of the Norwood Velodrome, one of the centres of local cycling and social life in the 20th century.

It would also help to act as a symbol of Norwood as historically the 'Home of Cycling in SA' and if it is possible it could have its first public dedication in conjunction with our participation in next year's 'Tour Down Under'.

In accordance with the Council's resolution, investigations have been undertaken and a recommendation has been made in respect to the most appropriate form of recognition for this reserve.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Nomenclature is an important aspect of the City's history and cultural heritage and is aligned to Outcome 2 of *CityPlan 2030 Shaping Our Future*; namely:

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and 'sense of place'.

FINANCIAL AND BUDGET IMPLICATIONS

Administrative costs (ie public notices, updating brochures, etc) would be required to gazette the official name of the reserve will be approximately \$1,000.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

The recognition of the value and role of nomenclature in place-making, demonstrates the City's commitment to respecting and accepting that the meaning and derivation of names is important to building the local community.

CULTURAL ISSUES

Nomenclature contributes to the identification, preservation and celebration of the City's cultural heritage and cultural identity.

The process of nomenclature enhances the community's understanding and appreciation of a particular place, and the people and events associated with it, and preserves this cultural history for future generations.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

- **Elected Members**
The Council considered this matter at its meeting held on 4 June 2018.
- **Community**
Not Applicable.
- **Staff**
Cultural Heritage Advisor
- **Other Agencies**
Not Applicable.

DISCUSSION

The Norwood Velodrome was located between Sheldon Street and Stephen Street, Norwood (essentially at the rear of the premises today known as the Norwood Bowls).

It is difficult to determine the exact boundaries of the former Velodrome site, given the different configuration of the land today (which commenced with the division and development of the land in this area for housing in 1984). Its approximate location is based on the historical titles and archival documents.

A copy of the history regarding this location is contained within **Attachment A**.

A copy of an aerial photograph which shows the location of Chimney Park, the “unnamed reserve” and the former Velodrome site is contained within **Attachment B**.

The current certificates of title (and deposited plans) that relate to the “unnamed reserve” are:

- Certificate of Title Volume 5819 Folio 872 – lot 40; and
- Certificate of Title Volume 5542 Folio 380 – lot 39.

A copy of the Deposited Plan is contained within **Attachment C**.

As shown in the aerial photograph contained in Attachment A, part of the Velodrome was located within the “unnamed reserve”.

In terms of naming the “unnamed reserve” in recognition of Mr Barry Skinner’s contribution to the Norwood Cycling Club and cycling generally, the following information is provided.

Mr Barry Skinner has been involved in the Norwood Cycling Club for over 40 years. Mr Skinner first became involved with the Norwood Cycling Club in the early 1970’s, at a time when the Club was managed by only a small Volunteer Committee and struggling to meet the demands it faced, including running the Norwood Cycling Velodrome.

A former State Cycling Champion himself, Barry embraced the opportunity to become a part of the Club and was instrumental in turning the Club around. Since that time, he has held numerous roles with the Club, including Club President, Vice President, Treasurer and Major Events Organiser.

Mr Skinner has also served as President and Vice President of State Cycling bodies over many years, as well as Team Manager for State Cycling and World Championship teams.

Mr Skinner’s voluntary commitment to the Norwood Cycling Club and cycling in South Australia generally, has inspired generations of cyclists and cycling enthusiasts and has helped to build and maintain ongoing community support for this Club over many years.

Barry's achievements were recognised in 2014, by the Council when he was awarded the *City of Norwood Payneham & St Peters Citizen of the Year Award*.

There is no legal impediment to the Council assigning the name, *Barry Skinner Reserve*, to the "unnamed reserve".

In the event that the Council resolves to name the "unnamed reserve", *Barry Skinner Reserve*, a public notice to this effect will be required to be published in the Government Gazette, inform the Registrar-General, the Surveyor-General and the Valuer-General, and update any relevant Council publications.

This report contains the relevant information regarding Mr Barry Skinner. It is now up to the Council to decide if it wishes to name the "unnamed reserve", *Barry Skinner Reserve*.

This report has provided the history of this location and therefore it is also recommended that the Council consider the installation of interpretive signage and/or an artwork at this reserve to recognise the *Home of Cycling* and celebrate the achievements of the many people who have contributed to the former Norwood Velodrome and the cycling community in Norwood in general.

OPTIONS

Option One

The Council can determine to leave the status quo however this means that the "unnamed reserve" will not have an official name.

Option Two

The Council can determine to assign the name, *Barry Skinner Reserve*, as the official name of the "unnamed reserve".

Based on Mr Skinner's significant contribution to the Norwood Cycling Club and cycling in South Australia generally, Option Two is the recommended option.

CONCLUSION

In accordance with Section 219 (4) of the *Local Government Act 1999*, the Council, in the event it does determine to assign a name to the unnamed reserve would be required to publish a public notice to this effect.

COMMENTS

Nil.

RECOMMENDATION

1. That pursuant to the *Local Government Act 1999, Section 219*, the Council endorses the name, *Barry Skinner Reserve*, as the official name for the public place comprised in the following parcels of land and as shown on the Plan contained in Attachment C:
 - The whole of Allotment 40 (Certificate of Title, Volume 5819 Folio 872) in DP13429; and
 - The whole of Allotment 39 (Certificate of Title Volume 5542 Folio 380) in DP13430.
2. That the Chief Executive Officer be authorised to give public notice of the assignment and inform the Registrar-General, the Surveyor-General and the Valuer-General accordingly and to take such other actions as necessary to implement the new name of the reserve.
3. That the installation of interpretive signage and/or an artwork at this reserve to recognise the *Home of Cycling* and celebrate the achievements of the many people who have contributed to the former Norwood Velodrome and the cycling community in Norwood in general, be considered as part of the 2019-2020 Budget.

Cr Whittington moved:

1. *That pursuant to the Local Government Act 1999, Section 219, the Council endorses the name, Barry Skinner Reserve, as the official name for the public place comprised in the following parcels of land and as shown on the Plan contained in Attachment C:*
 - *The whole of Allotment 40 (Certificate of Title, Volume 5819 Folio 872) in DP13429; and*
 - *The whole of Allotment 39 (Certificate of Title Volume 5542 Folio 380) in DP13430.*
2. *That the Chief Executive Officer be authorised to give public notice of the assignment and inform the Registrar-General, the Surveyor-General and the Valuer-General accordingly and to take such other actions as necessary to implement the new name of the reserve.*
3. *That the installation of interpretive signage and/or an artwork at this reserve to recognise the Home of Cycling and celebrate the achievements of the many people who have contributed to the former Norwood Velodrome and the cycling community in Norwood in general, be considered as part of the 2019-2020 Budget.*

Cr Wormald returned to the meeting at 8.53pm.

Seconded by Cr Wormald and carried unanimously.

4. CONFIDENTIAL REPORTS

4.1 LED STREET LIGHT TRANSITION – CARBON ABATEMENT

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the Local Government Act, 1999 the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which –
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information; and
 - (ii) would, on balance, be contrary to the public interest;

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the report and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the minutes be kept confidential until the contract has been entered into by all parties to the contract.

Cr Minney moved:

That pursuant to Section 90(2) and (3) of the Local Government Act, 1999 the Council orders that the public, with the exception of the Council staff present [Chief Executive Officer, General Manager, Governance & Community Affairs, General Manager, Urban Planning & Environment, General Manager, Urban Services, General Manager, Corporate Services, Manager, Economic Development & Strategic Projects, Projects Manager and Administration Officer, Governance & Community Affairs], be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which –
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information; and*
 - (ii) would, on balance, be contrary to the public interest;**

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

Seconded by Cr Knoblauch and carried unanimously.

Cr Minney moved:

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the report and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the minutes be kept confidential until the contract has been entered into by all parties to the contract.

Seconded by Cr Duke and carried unanimously.

4.2 TENDER SELECTION REPORT - NEW CLUBROOMS & MEMBERS FACILITIES AT NORWOOD OVAL - DEMOLITION PACKAGE

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

(k) tenders for the supply of goods, the provision of services or the carrying out of works;

and that the Council is satisfied that, in principal, that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders the report, minutes and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Cr Minney moved:

That pursuant to Section 90(2) and (3) of the Local Government Act 1999 the Council orders that the public, with the exception of the Council staff present [Chief Executive Officer, General Manager, Governance & Community Affairs, General Manager, Urban Planning & Environment, General Manager, Urban Services, General Manager, Corporate Services, Manager, Economic Development & Strategic Projects, Projects Manager and Administration Officer, Governance & Community Affairs], be excluded from the meeting on the basis that the Council will receive, discuss and consider:

(k) tenders for the supply of goods, the provision of services or the carrying out of works;

and that the Council is satisfied that, in principal, that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

Seconded by Cr Dottore and carried.

Mayor Bria declared an interest in this matter on the basis that he is a Member of the Norwood Football Club. Mayor Bria advised that he would remain in the meeting.

Cr Stock declared an interest in this matter as he is a Member of the Norwood Football Club.

Cr Stock advised that he would remain in the meeting.

Cr Duke declared an interest in this matter as he is a Member of the Norwood Football Club.

Cr Duke advised that he would remain in the meeting.

Cr Dottore declared an interest in this matter as he is a Member of the Norwood Football Club.

Cr Dottore advised that he would remain in the meeting.

Cr Minney declared an interest in this matter as he is a Member of the Norwood Football Club.

Cr Minney advised that he would remain in the meeting.

Cr Dottore moved:

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the report and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the minutes be kept confidential until the contract has been entered into by all parties to the contract.

Seconded by Cr Duke and carried unanimously.

5. CLOSURE

There being no further business, the Mayor declared the meeting closed at 9.13pm.

Mayor Robert Bria

Minutes Confirmed on _____
(date)