NOTICE

of

STRATEGIC PLANNING COMMITTEE
MEETING

Pursuant to the provisions of Section 84(1) of the
Local Government Act 1999

TO BE HELD IN

COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH

ON

TUESDAY, 9 JULY 2019 AT 7:00PM

SAM GREEN
ACTING CHIEF EXECUTIVE OFFICER
Issue Date: Thursday, 4 July 2019

MEMBERSHIP

PRESIDING MEMBER - CR PETER RENTOULIS

Mayor Glenn Docherty    Cr Akram Arifi    Cr Marilyn Baker
Cr Stephen Coppins      Cr Andrew Craig    Cr Veronica Gossink
Cr Shirley Halls        Cr David Kerrison  Cr Clint Marsh
Cr Misty Norris         Cr Jane Onuzans    Cr Dennis Ryan
Cr Gay Smallwood-Smith  Cr Katrina Stroet  Cr Cathy-Jo Tame
## CITY OF PLAYFORD STRATEGIC PLAN

### 1. Smart Service Delivery Program

This program is about continuing to provide for the changing needs and expectations of our diverse community, delivering the services they require. It means making the most of our community’s existing strengths, talents and diversity, and working smarter to connect our community with each other to contribute to overall wellbeing and the economic life of the City.

**Outcomes**
- 1.1 High quality services and amenities
- 1.2 Improved service delivery
- 1.3 Working smarter with our community
- 1.4 Enhanced City presentation, community pride and reputation

### 2. Smart Living Program

This program is about Council playing its part to make the City more liveable and connected. As our older suburbs age and our population and urban footprint expands, we will find innovative ways to renew and ‘future proof’ the liveability of our neighbourhoods. It also means ensuring our community has access to smart technologies.

**Outcomes**
- 2.1 Smart development and urban renewal
- 2.2 Enhanced City presentation, community pride and reputation
- 2.3 Liveable neighbourhoods

### 3. Smart Jobs & Education Program

This program is about Council leading by example and advocating to other organisations to support the diversification of our local economy and improve the employment prospects for our community. This includes providing the right environment for investment and business attraction and connecting our community up with the right skills and education for the transitioning economy.

**Outcomes**
- 3.1 Growth and diversification of local jobs matched with relevant education and training
- 3.2 Commercial and industrial growth
- 3.3 Sustainable economic transformation
- 3.4 International market connections

### 4. Smart CBD Program

This program relates to Council’s long term strategy for the redevelopment and expansion of the Elizabeth Regional Centre. In the longer term Elizabeth can expect to be home to a number of facilities and services such as hospitals, a university, significant retail services, medium to high density commercial offices, peak business organisations and high density housing.

**Outcomes**
- 4.1 Expanded range of local services
- 4.2 Growth and diversification of local jobs in the CBD
- 4.3 Greater housing choice
- 4.4 Increased social connections
- 4.5 Commercial growth

### 5. Smart Sport Program

This program is about Council’s long term vision to create the Playford City Sports Precinct providing local community, state and national level sporting facilities. It will create a focus on healthy communities and promote greater participation in sport and physical activity. It will also support the renewal of adjoining suburbs.

**Outcomes**
- 5.1 Enhanced community pride and reputation
- 5.2 Healthy and socially connected community
- 5.3 Access to elite sporting facilities

### 6. Smart Health

In the longer term the Playford will see expansion of the area around the Lyell McEwin Hospital into a key precinct with tertiary training, research, allied health facilities and residential accommodation. It will have potential links to advanced manufacturing in assistive devices in health, aged and disability. This program is about raising the profile and amenity of the precinct and facilitating new investment.

**Outcomes**
- 6.1 Access to quality, local health services
- 6.2 Increased employment opportunities in health, disability and aged sectors
STRATEGIC PLANNING COMMITTEE CHARTER

1  Role

1.1 The Committee’s role is to:

1.1.1 Act in an advisory capacity to the Council regarding all high level strategy.

1.1.2 Act as per the requirements legislated by the Development Act.

1.1.3 Monitor the performance of the Council.

2  Terms of Reference

2.1 The Committee’s terms of reference are to consider all matters relating to Council’s strategic planning and performance.

2.1.1 To provide advice to the Council in relation to the extent to which the Council’s strategic planning and development policies accord with the Planning Strategy.

2.1.2 To assist the Council in undertaking strategic planning and monitoring directed at achieving the following as per section 101A2(b) of the Development Act:

a. orderly and efficient development within the area of the council; and

b. high levels of integration of transport and land-use planning; and

c. relevant targets set out in the Planning Strategy within the area of the Council; and

 d. the implementation of affordable housing policies set out in the Planning Strategy within the area of the council.

2.1.3 To act as Council’s delegate in all matters relating to -

a. Strategic Directions Report;

b. Council-initiated Development Plan Amendment; or

c. Ministerial initiated Development Plan Amendment.

2.1.4 To develop the Playford Plan, Annual Business Plan and Budget, Long Term Financial Plan and Asset Management Plans for Council consideration.

2.1.5 To consider on a regular basis reports on the performance of the Council.

2.1.6 Review and approve relevant policies where delegation permits.
3 Definitions

**Act** for the purpose of this policy means the *Local Government Act 1999.*

**Chief Executive Officer (CEO)** means the Chief Executive Officer of a council and includes a deputy or other person acting in the officer of Chief Executive Officer.

**Committee** includes Section 41 Committees, other Committees and Panels established by Council.

**Elected Member** means the principal member or a councillor of the Council.

**Development Act 1993** is an Act to provide for planning and regulate development in the State; to regulate the use and management of land and buildings, and the design and construction of buildings; to make provision for the maintenance and conservation of land and buildings where appropriate; and for other purposes.

**Executive Officer** is a staff member appointed by the Chief Executive Officer to support a Section 41 Committee, other committee or advisory group.

**Independent Members** are members on a committee or panel who are not elected but have been appointed by the Council to undertake a similar role as Councillors on Council’s Section 41 Committees or the Council Development Assessment Panel. They are external appointees.

**Mayor** is the person elected as the Principal Member of the Council to represent the local government area as a whole.

**Staff** includes Council staff, contractors, volunteers and all others who perform work on behalf of Council.

4 Delegations

4.1 The Committee has delegation for the following:

4.1.1 Approve Committee’s Minutes as a true and accurate record of proceedings.

4.1.2 Develop and approve the Committee’s Work Plan.

4.1.3 Appoint a Presiding Member from within the Committee

4.1.4 Committee has the power pursuant to Section 87 (1) of the Act to determine the months of the year that the Committee meets.

4.1.5 Consider and provide a response to LGA Circulars or other business of a strategic nature, in line with the Committee’s role.

4.1.6 Determine all matters relating to Development Plan Amendments and Strategic Directions Reports as required by Section 25, 26 and 30 of the Development Act 1993.

4.1.7 Provide direction on Council responses to Ministerial correspondence in line with the Committee’s Role, Terms of Reference and delegations as required.
4.1.8 Provide direction on Council submissions to the State Planning Commission in line with the Committee’s Role, Terms of Reference and delegations as required.

4.1.9 Determine the Playford Position on Notices of Motion for ALGA and LGA Meetings, in the case that timing of the release of the ALGA or LGA Agenda falls outside a Council Meeting.

4.1.10 Consider and approve relevant policies submitted to the Committee in line with the Committee’s Role and Terms of Reference. Nothing in this clause prevents the Committee from referring the policy to Council for consideration.

4.1.11 Hold Public Hearings associated with Development Plan Amendments.

4.2 Any other business referred to the Committee in accordance with its Role and Terms of Reference, or where the Committee does not hold the delegated authority, this business may be debated with a recommendation referred to the next Ordinary Council Meeting for consideration.

4.3 The Executive Officer in consultation with the Presiding Member may approve a deputation request for business that falls in-line with the Committee’s Role and Terms of Reference. The Committee may resolve to seek further information on the business of a deputation, although no further resolution may be passed for the business of a deputation at the meeting the deputation was provided.

4.4 Petitions are not delegated to the Committee and are only to be presented to Council.

5 Meetings

5.1 The Committee Meeting will be held on the 2nd Tuesday of the month, starting at 7:00pm, with the months of the year to be determined and reviewed by the Committee.

5.2 The Committee Meeting will be held in Council Chambers at the Playford Civic Centre, 10 Playford Boulevard, Elizabeth, unless otherwise determined by the Committee prior to the meeting.

5.3 Committee Meetings may be called, amended or cancelled by the Committee’s Executive Officer of the Committee, in consultation with the Presiding Member.

5.4 The agenda will be prepared and distributed to all Committee Members on the Thursday prior to the meeting, with the preference being to distribute electronically.

5.5 Special Meetings of the Committee may be necessary from time to time and may be called in accordance with Section 82 of the Local Government Act 1999. Notice of a Special Committee Meeting may be at a minimum of four (4) hours notice, due to the urgency of the matters on the agenda.

6 Membership

6.1 The Committee shall comprise the Mayor and all Elected Members.

6.2 The Presiding Member will be determined by the Committee.
6.3 The term of the Presiding Member will be one (1) year, after which they may stand for re-election.

6.4 The term of the Council Committee Members’ appointment will be for a period not exceeding the next General Election.

7 Role of the Presiding Member

7.1 Oversee the conduct of Committee Meetings in accordance with the Local Government Act 1999 and Code of Practice for Council, Special and Committee Meetings.

7.2 Ensure all Committee Members have the opportunity to participate in debate and discussions in an open and encouraging manner.

7.3 Where a matter has been debated significantly and no new information is being discussed the Presiding Member may call the meeting to order and ask for the debate to be finalised and a motion be put forward.

8 Role of Committee Members

8.1 Actively participate in debate and discussion in a professional manner at all times.

8.2 Ensure the Member is prepared and informed of Committee Meeting matters prior to the meeting.

8.3 Utilise the skills and experience of the Committee Members to effectively carry out the Committee’s role.

9 Role of the Executive Officer and Administrative Support

9.1 The Executive Officer is appointed by the CEO to support the administration and operation of the Committee.

9.2 The Executive Officer and relevant staff may provide advice during the meeting in order to aid informed decision making.

9.3 The Committee is appointed a Minute Taker.

10 Reporting and Review

10.1 Council will assess the on-going role and effectiveness of the Committee as part of the Committee Review following a General Election or as required by Council.

10.2 As determined by the Committee, it may communicate with Council Members and staff on issues of importance to the Council. This communication may be delivered by the Presiding Member or Executive Officer in the form of a presentation to Council Members, a communiqué, a written memo or report to Council.
11 Supporting Documentation

- Local Government Act 1999
- Code of Practice for Council and Committee Meetings
- Code of Practice for Public Access to Meetings and Associated Meeting Documents
- Code of Conduct for Council Members
- Development Act 1993
- State Planning Strategy

12 Approval and Change History

<table>
<thead>
<tr>
<th>Approval Date</th>
<th>Approval by</th>
<th>Change</th>
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<tbody>
<tr>
<td>25 Nov 2014</td>
<td>Council Resolution No. 1995</td>
<td>Alignment to Council Elections 2014, change to common format, meeting day changed to second Tuesday of month and other minor amendments; Presiding Member will no longer be Deputy Mayor and will be elected for a period of 12 months.</td>
</tr>
<tr>
<td>28 Jun 2016</td>
<td>Council Resolution No. 2604</td>
<td>Template &amp; Committee Structure Review</td>
</tr>
<tr>
<td>18 Dec 2018</td>
<td>Council Resolution No. 3361</td>
<td>Alignment to Council Elections 2018, and review of clause 2.1.4 and 2.1.5 with the inclusion of clauses 4.1.4 and 4.1.8 Terminology changed – Council Member replaced with Elected Member Definition of Elected Member updated Committee now delegated to determine meeting schedule</td>
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</table>
City of Playford
Strategic Planning Committee Meeting

AGENDA
TUESDAY, 9 JULY 2019 AT 7:00PM

1 ATTENDANCE RECORD
1.1 Present
1.2 Apologies
   Cr Marilyn Baker
   Cr Veronica Gossink
1.3 Not Present

2 CONFIRMATION OF MINUTES

RECOMMENDATION
The Minutes of the Strategic Planning Committee Meeting held 11 June 2019 be confirmed as a true and accurate record of proceedings.

3 DECLARATIONS OF INTEREST

4 DEPUTATION / REPRESENTATIONS
Nil

5 STAFF REPORTS
Matters to be considered by the Committee and referred to Council
Matters which cannot be delegated to a Committee or Staff.

5.1 Rural Road Sealing Policy (Attachment) ..................................................12
5.2 Virginia Main Street - Undergrounding of Power Lines .........................28

6 INFORMAL DISCUSSION
Nil

7 INFORMAL ACTIONS

8 COMMITTEE WORKPLAN
8.1 Strategic Planning Committee Work Plan (Attachment) ..........................33
9 CONFIDENTIAL MATTERS

9.1 Curtis Road - Application to the Local Roads Advisory Committee
   (Attachments) ........................................................................................................36

9.2 Lot 479 Mingari Street Munno Para ..................................................................39

10 CLOSURE
STAFF REPORTS

MATTERS TO BE CONSIDERED BY THE COMMITTEE AND REFERRED TO COUNCIL

Matters which cannot be delegated to a Committee or Staff.
5.1 RURAL ROAD SEALING POLICY

Responsible Executive Manager: Ms Grace Pelle

Report Author: Mr Dale Welsh

Delegated Authority: Matters which cannot be delegated to a Committee or Staff.

Attachments: 1. Unsealed Roads Policy

PURPOSE

The purpose of this report is to present a new Rural Road Sealing Policy for Council’s consideration.

STAFF RECOMMENDATION

1. Council endorses the new Rural Road Sealing Policy (Attachment 1).

2. Council notes that an assessment process will be conducted for roads identified through the Rural Road Sealing Program to determine the impact of sealing a road and associated costs. The assessment will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

3. Council notes that an application has been submitted to the Special Local Roads Program seeking $1M matching funding to upgrade Bassnet Road. Notifications are expected in late 2019. If the application is successful Council will consider accepting the funding in a separate Council Report.

EXECUTIVE SUMMARY

Council’s Rural Road Sealing Program was established in 1999 with the intention of sealing unsealed roads across the horticultural areas of Virginia. Over time the program has been expanded to include all rural roads across the city, except for roads located in designated Growth Areas as the upgrade of those roads are largely covered through infrastructure deeds.

The aim of the Rural Road Sealing Program has been to improve safety and comfort for road users, provide transport connections, and reduce noise and dust production. The reduction in dust production can provide a positive economic impact across the horticultural areas, especially where fruit, vegetables and flowers are grown above ground adjacent an unsealed road.

The new Rural Road Sealing Policy outlines an alternate approach to the existing program. The Policy will require a staff assessment prior to a road upgrade being considered for funding via the Annual Business Plan. The assessment process will address a number of criteria and will form a business case for the road upgrade project. The business case will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

Council’s Administration will continue to maintain a priority list of roads to be sealed which will be reassessed annually.
1. **BACKGROUND**

   The Rural Road Sealing Program is a long term program, which commenced in 1999 with the intention of sealing the unsealed roads across the horticultural areas of Virginia to eliminate dust impact on crops. Over time the program was expanded to include all rural roads (excluding roads located in designated Growth Areas). Since the inception of the Rural Road Sealing Program approximately 95km of unsealed road has been sealed.

   Council has historically allocated $500k-$1M each year to the Rural Road Sealing Program through the Annual Business Plan (ABP). Council’s Administration has then undertaken design and construction within the budget allocated using a ‘road sealing priority list’ to identify which road to seal.

   In 2018/19 Bassnet Road in Humbug Scrub was identified for sealing. Through the design process it became clear that the $900k capital budget allocated to the program that year was insufficient and a significant amount of native vegetation was required to be cleared. This design exercise highlighted the fact that the cost of upgrading roads on the plains is lower than in the hills area. In addition the cost of upgrading roads has increased significantly since the program commenced in 1999.

   This gave rise to questions regarding the informal blanket policy position of aiming to seal all unsealed roads across the city. Because the Rural Road Sealing Program was first developed in 1999 under a different set of circumstances it is timely to consider the development of a new formal Rural Road Sealing Policy to guide decision making.

   For many of the remaining unsealed roads on the priority list the existing traffic volumes and potential economic, community and safety benefits may not justify the high capital and ongoing costs associated with upgrading the roads.

   The new policy provides an opportunity to align the Rural Road Sealing Program with Council’s Project Management Framework. This will facilitate a process whereby Council are provided with a business case to upgrade (seal) an unsealed road prior to making a decision to allocate funding through the ABP for detailed design and construction.

2. **RELEVANCE TO STRATEGIC PLAN**

   2: Smart Living Program
   Outcome 2.1 Smart development and urban renewal

   The Rural Road Program aligns to the Smart Living Program by improving the liveability of our neighbourhoods. The Smart Living Program describes the need to ensure that our residential growth and renewal provide the liveable neighbourhood and urban amenity required for a growing population.

   The Rural Road Sealing Program also aligns to the Smart Service Delivery and Smart Jobs and Education Programs.

3. **PUBLIC CONSULTATION**

   This report outlines an alternative approach to the Rural Road Sealing Program. If supported the approach will lead to increased community consultation related with each individual project.
4. DISCUSSION

4.1 Council’s Rural Road Sealing Program was established in 1999 with the intention of sealing the unsealed roads across the horticultural areas of Virginia to eliminate dust impact on crops. Over time the program has been expanded to include all rural roads (excluding roads located in designated Growth Areas). Since the inception of the Rural Road Sealing Program approximately 95km of unsealed road has been sealed.

4.2 The drivers and community outcomes associated with the Rural Road Sealing Program include:

- Improved road safety.
- Provision of transport connections.
- Improved comfort for road users.
- Reduced road noise.
- Reduced dust production (can prevent crop damage and facilitate economic development).

4.3 The sealing of an unsealed road represents an increase in service level, with funding for projects (road upgrades) allocated through the Annual Business Planning process.

4.4 Roads are prioritised by Council’s Administration using the following criteria which all have equal weighting:

Road Safety
Road Safety takes into account the road gradient (its steepness), road geometry (road curve), and safety improvement (signage, guardrail etc.).

Traffic Volumes
Traffic Volumes takes into account the estimated volume of traffic using the road per day.

Road Maintenance
Road Maintenance takes into account the amount of road maintenance undertaken, and the annual cost to Council.

Crop Sensitivity
Crop Sensitivity takes into account the types of crops grown adjacent the road. Crops grown adjacent to roads that are dust sensitive are given a higher priority.

Housing Density
Housing Density takes into account the number of houses or dwellings per kilometre along an unsealed road.

4.5 Roads located in the Growth Areas have been historically excluded from the Rural Road Sealing Program. These roads are planned to be upgraded through future infrastructure deeds or developer contributions.

4.6 When Council undertakes design to seal an unsealed road it aims to conform to Austroad Standards and Guidelines, however exceptions can be made due to site constraints and limitations.
Over the past five years a greater emphasis has been placed on conformance to the Austroad Standards and Guidelines. These are the same standards that Developers are required to adhere to when constructing a road that is vested to Council to own and manage. There is a higher capital cost associated with adhering to the Austroad Standards, however from a community safety and risk management perspective it is recommended.

4.7 Since 1999 the Rural Road Sealing Program has been operating under a blanket informal policy position of sealing all unsealed roads across the city. It has been identified that this blanket program approach is no longer appropriate as the projects are increasing in complexity and cost. The program approach has historically meant the detail of the projects have not been transparent to the Council and the Community.

4.8 A change in approach is outlined in the new Rural Road Sealing Policy (Attachment 1). The Policy will require a staff assessment prior to a road upgrade being considered for funding via the Annual Business Plan. The assessment process will address a number of criteria and will form a business case for the road upgrade project. The business case will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

4.9 The business case will cover the following elements:

- Estimated capital cost of constructing the road including the cost of any rectification or improvements required prior to sealing, such as:
  - Storm water infrastructure.
  - Adequate road base thickness and material quality.
  - Changes to geometrics and road base shape.
  - Existing (unsealed) and future (sealed) maintenance costs.

- Native vegetation impact of upgrading the road, including the recommended approach to implementing Council’s Native Vegetation Mitigation Hierarchy and any required Significant Environment Benefit (SEB) offset payments

- Number of residents and road users expected to benefit from the road upgrade

4.10 The process required under the new policy will ensure there is transparency and relevant detail in the information provided to Council. This will ensure more effective decision making and provide clarity to the Community via consultation.

4.11 Sealed vs Unsealed Road Design and Engineering

The road profile of an unsealed road is generally not suitable to be directly sealed with bitumen. As a minimum a higher quality road base is required to be constructed prior to sealing a road. Additional works may be required including engineering inputs, alteration to the road alignment/cross fall and construction of storm water infrastructure.

Road base materials are chosen based on their intended purpose. Class 1 represents the strongest category for high traffic applications. Class 3 is intended for low traffic unsealed rural situations using natural or lightly processed pit rubbles, or as foundation layers for more heavily trafficked roads. Class 2 is
intended for intermediate traffic applications or for sub-base layers on heavily trafficked pavements.

The quality and strength characteristics required of granular materials depends upon the following factors and their interactions:

- Traffic (volume, axle group types and loads).
- Climate.
- Road base configuration and drainage.
- Subgrade.

Lightly trafficked roads in dry environments can more successfully use lower quality granular materials than roads with higher traffic loadings in wet environments.

Unsealed roads in the City of Playford generally have a Class 2 road base. When the roads are sealed, Class 1 material is applied over the Class 2 material. This is to ensure the long term structural integrity of the road when sealed.

The table below provides a summary of the average cost of constructing a 1km length of Sealed Rural Road compared to maintaining a 1 km length of Unsealed Rural Road. The figures are based on Council's new road construction data over the past five years, with maintenance being drawn from 2017/2018 actuals.

The table illustrates the specific costs associated with constructing a new Sealed Road. This includes a higher quality road base (class 1 and 2 material) and bitumen seal, as well as additional costs such as preliminaries, earthworks, stormwater infrastructure and safety infrastructure (signs, guardrail etc.). The capital cost for new unsealed roads is not provided because Council’s unsealed road network is already constructed.

### Sealed Road Construction and Maintenance Costs (per km)

<table>
<thead>
<tr>
<th>Staged Cost Component</th>
<th>Average Capital Cost for NEW Construction</th>
<th>Average Maintenance Cost for NEW Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Material Type</td>
<td>Hills ($)</td>
</tr>
<tr>
<td>Design</td>
<td></td>
<td>29,916</td>
</tr>
<tr>
<td>Preliminaries</td>
<td></td>
<td>32,099</td>
</tr>
<tr>
<td>Earthworks</td>
<td></td>
<td>96,817</td>
</tr>
<tr>
<td>Road Base Material</td>
<td>PM1 125-150mm</td>
<td>285,478</td>
</tr>
<tr>
<td></td>
<td>PM2 125-150mm</td>
<td></td>
</tr>
<tr>
<td>Road Seal (Bitumen)</td>
<td>5mm of 14/7 Spray</td>
<td>108,036</td>
</tr>
</tbody>
</table>
Council is currently undertaking a Road Stabilisation Trial on Riggs and Glenburnie Roads. Due to surrounding environmental conditions and traffic loading both of these roads require maintenance and upkeep at a much higher frequency than other unsealed rural roads across the city.

The intention of the trial is to measure the benefits and determine whether this provides an opportunity for an alternative approach to a bitumen seal. Stabilisation of road pavements has been widely used and is well documented by road authorities in Australia and overseas.

Results from other Council and road management bodies, have shown that stabilised unsealed roads have performed at a very high standard. The main changes in the road have been:

- Suppression of dust production.
- Reduction in corrugation of pavement (road base).
- Improved road condition in wet weather.
- Road smoothness.
- Pavement longevity.

It is the intention to undertake the trial over a 12-month period and report back to Council with the findings. If successful, the recommendation would be to look at implementing stabilisation across other unsealed roads to improve their overall standard and reduce the amount of maintenance and resident impact.
4.13 Bassnet Road Upgrade (Sealing)

The 2018/19 allocated $900K to the Rural Road Sealing Program. As the highest rated road on the Rural Road Sealing Priority List, design then commenced on the upgrade of Bassnet Road. The design process highlighted a number of issues, namely the high capital cost associated with the upgrade ($2.1-2.3M) and the requirement to clear significant native vegetation. These issues led to questions regarding the community benefit of the project versus the required investment.

At the Ordinary Council meeting held on the 23 October 2018, the following Motion without Notice was passed.

*That Council bring back a report for consideration by the Chamber outlining the total cost of resealing Bassnet Road, applying to clear approximately 2.5 hectares of land to facilitate the resealing, the cost of clearing that land, the number of Playford residents on the unsealed portion of that road and the time frame required in which to complete the project.*

The below information is provided in response to the above motion:

- The cost of sealing Bassnet Road is estimated at $2.1-2.3M (as at May 2018).

- A total area of 3.0 hectares is required to be cleared for the for the full 2.7km upgrade of Bassnet Road.

- The cost of clearing the land is estimated at $127k. Because some of this land has a native vegetation value Council is required to make a *Significant Environment Benefit* offset payment to the State Government which is estimated at $215k.

- Bassnet Road is located on the border of the City of Playford and Adelaide Hills Councils. There are 17 houses fronting Bassnet Road, however only one of these is located in the City of Playford.

- Due to the complexity and environmental constraints of this project, construction will likely be required to be undertaken across two financial years. This is due to there only being a window of four months available each year for construction (due to wet weather in winter and fire danger season in summer).

In response to the Motion without Notice a Council Memo was distributed on 17 January 2019 advising Council that staff were working on a new Unsealed Roads Policy, which would be brought to Council for consideration in the following months. In addition a briefing on the Rural Road Sealing Program and Bassnet Road was conducted on the ABP Bus Tour on the 16 February 2019.

4.14 Special Local Roads Funding Application – Bassnet Road

The 2019/20 Annual Business Plan does not include any new funding for the Rural Road Sealing Program; however it does include $900k capital carryover from FY 18/19. This funding was intended to be used to upgrade Bassnet Road, with the project planned to be delivered across FY 18/19 and 19/20.

Based on the original plan Council staff submitted an application to the 19/20 Special Local Roads Program seeking a $1M funding contribution to upgrade Bassnet Road (using the $900K approved budget as equal matching funding from Council).

The outcome of the funding submission is likely to be announced in late 2019. Should the funding application be successful; it is recommended that Council
consider whether or not to accept the funding based on a Council Report which includes a detailed assessment of Bassnet Road (as detailed in 4.7)

5. OPTIONS

Recommendation

1. Council endorses the new Rural Road Sealing Policy (Attachment 1).

2. Council notes that an assessment process will be conducted for roads identified through the Rural Road Sealing Program to determine the impact of sealing a road and associated costs. The assessment will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

3. Council notes that an application has been submitted to the Special Local Roads Program seeking $1M matching funding to upgrade Bassnet Road. Notifications are expected in late 2019. If the application is successful Council will consider accepting the funding in a separate Council Report.

Option 2

1. Council endorses the new Rural Road Sealing Policy subject to the following changes:

   - 
   - 
   - 

2. Council authorises staff to withdraw its application to the Special Local Road Program for the upgrade of Bassnet Road.

6. ANALYSIS OF OPTIONS

6.1 Recommendation Analysis

6.1.1 Analysis & Implications of the Recommendation

The existing informal policy position of aiming to seal all unsealed roads across the City of Playford’s road network is potentially outdated. Since 1999 an extensive road sealing program has been undertaken, but now Council finds itself in a position where the cost and community benefit of sealing some of the unsealed roads warrants detailed discussion and consideration.

In order to enable and support this approach a new policy has been drafted. The Policy involves Council’s staff continuing to maintain a road priority list which is updated periodically using the assessment criteria outlined in 4.4.

The policy will require a staff assessment prior to a road upgrade being considered for funding via the Annual Business Plan. The assessment process will address a number of criteria and will form a business case for the road upgrade project. The business case will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

The new approach outlined in the Rural Road Sealing Policy aligns to Council’s new Project Management Framework which seeks to introduce improved mechanisms to manage project scope, risk and budget. If Council resolves to upgrade (seal) an unsealed road funding will
need to be allocated to undertake detailed design through the upcoming Annual Business Plan. Funding for construction will need to be allocated the following year once the full project scope is determined, detailed designs complete and a detailed cost estimate prepared.

The new policy supports greater transparency for Council in decision making processes and to the Community via public consultation of the Annual Business Plan.

**Special Local Roads Funding Application**

The outcome of the Special Local Roads Funding application is expected in late 2019. The Staff Recommendation allows Council to consider accepting the funding if the application is successful. The final decision to accept the funding will be brought to Council in a separate Council Report.

6.1.2 Financial Implications

There are no financial or resource implications associated with the development of the new Rural Road Sealing Policy.

Financial implications associated with each road upgrade project will be identified as part of the project scoping stage (business case) and be brought to Council for discussion and a decision. Funding will then need to be allocated through the upcoming Annual Business Plan.

**Special Local Roads Funding Application**

If the Special Local Roads Funding application is successful the financial implications will be documented and brought to Council in a separate Council Report. The application seeks $1M, with a matching funding contribution from Council.

6.2 Option 2 Analysis

6.2.1 Analysis & Implications of Option 2

Council may wish to make changes to the draft Rural Road Sealing Policy. As such implications are unknown.

**Special Local Roads Funding Application**

If Council withdraws the funding application at this stage, it removes the possibility of attracting $1M external funding for the upgrade of Bassnet Road.

6.2.2 Financial Implications

Any changes to the draft Rural Road Sealing Policy are unlikely to have any specific financial implications.

Financial implications associated with each road upgrade project will be identified as part of the project scoping stage (business case) and be brought to Council for discussion and a decision. Funding will then need to be allocated through the upcoming Annual Business Plan.

**Special Local Roads Funding Application**

If Council withdraws the funding application it does not have any immediate financial implications. The $900k carryover can be either allocated to another road based on the new policy process or funds can be returned via the next Budget Review.
UNSEALED ROADS POLICY
playford.sa.gov.au
Unsealed Roads Policy

This policy is set by Council for use by the community and council administration

ECM Document Set No.: 

Version No.: 1.0

Date of Current Version: 1 July 2019

Responsible Team: Strategy and Policy

Other Key Internal Stakeholders: City Operations, Assets and Projects

Initial Date of Adoption: 1 July 2019

Last Reviewed: 1 July 2019

Authorised By: General Manager Strategy and Corporate

Resolution No.: 

Legal Requirement: N/A

Date of Next Review: 30 June 2021

Electronic version is the controlled version. Printed copies are considered uncontrolled. Before using a printed copy, verify that it is the current version.
1. Purpose
The Unsealed Roads Policy provides Council with a framework for decisions regarding sealing of unsealed rural roads and the process for funding works.

2. Scope
This policy applies to all unsealed roads owned and maintained by the City of Playford.

3. Legislation and References
Nil.

4. Definitions

“Arterial Road” refers to a road that is owned and maintained by the State Government through the Department of Planning, Transport and Infrastructure.

“Commercial Vehicles” refers to vehicles 8.8m long or greater with higher axle loads than average cars.

“Growth Areas” refers to areas that are proposed for change in land use to accommodate residential, commercial and/or industrial growth.

“Local Road” refers to a road that is owned and maintained by Council.

“Metropolitan Road” refers to a road that is located within a built up environment.

“Road Stabilisation Treatment” consists of a seal applied to the existing road configuration, with limited need for road drainage, road formation and road pavement reconstruction.

“Rural Road” refers to a road located within a non-built up environment.

“Rural Sealed Road” refers to a road that has a bitumen seal but differentiates from a Metropolitan Sealed Road in that it does not include kerbing, lighting or underground storm water infrastructure.

“Unsealed Road” refers to roads that have been constructed with a high clay or limestone content rubble material to provide an all-weather surface.

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5. Policy

5.1 Background

Council’s Rural Road Sealing Program was established in 1999 with the intention of sealing unsealed roads across the horticultural areas of Virginia. Over time the program was expanded to include all rural roads across the city, except for roads located in designated Growth Areas. Since the inception of the Rural Road Sealing Program approximately 95km of unsealed road has been sealed across the city.

For context the below table details the length of Council’s road network:

<table>
<thead>
<tr>
<th></th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Local Road Network</td>
<td>887</td>
</tr>
<tr>
<td>Metropolitan Road Network</td>
<td>578</td>
</tr>
<tr>
<td>Rural Road Network</td>
<td>309</td>
</tr>
<tr>
<td>Unsealed Rural Road Network (Non-Growth Areas)</td>
<td>40</td>
</tr>
<tr>
<td>Unsealed Rural Road Network (Growth Areas)</td>
<td>25</td>
</tr>
<tr>
<td>Sealed Rural Road Network</td>
<td>244</td>
</tr>
</tbody>
</table>

The aim of the Rural Road Sealing Program has been to improve safety and comfort for road users, provide transport connections, and reduce noise and dust production. The reduction in dust production can provide a positive economic impact across the horticultural areas, especially where fruit, vegetables and flowers are grown above ground adjacent an unsealed road.

The sealing of an unsealed road represents an increase in service level, with funding for projects (road upgrades) allocated on an annual basis through the Annual Business Planning process.

5.2 Rural Road Sealing Prioritisation Criteria

Unsealed Rural Roads are prioritised for sealing by Council’s Administration using the following criteria: (each criterium has an equal weighting)

Road Safety
Road Safety takes into account the road gradient (its steepness), road geometry (road curve), and safety improvements required (signage, guardrail etc.)

Traffic Volumes
Electronic version is the controlled version. Printed copies are considered uncontrolled. Before using a printed copy, verify that it is the current version.
Traffic Volumes takes into account the estimated volume of traffic using the road per day.

Road Maintenance
Road Maintenance takes into account the amount of road maintenance undertaken, and the annual cost to Council.

Crop Sensitivity
Crop Sensitivity takes into account the types of crops grown adjacent the road. Crops grown adjacent to roads that are dust sensitive are given a higher priority.

Housing Density
Housing Density takes into account the number of houses or dwellings per kilometre along an unsealed road.

As per 5.3.6 in the Policy Statement below, all private roads that are gifted to Council will be prioritised last on the Rural Road Sealing Priority List.

5.3 Policy Statement

5.3.1 Council is committed to providing a safe, fit for purpose rural road network that facilitates improved transport connections, prevents crop damage and facilitates economic development.

5.3.2 Individual road upgrade projects will be considered for funding via the Annual Business Plan. Consideration will only be given following a staff assessment process which will include the following detail:

- Estimated capital cost of constructing the road including the cost of any rectification or improvements required prior to sealing, such as:
  - Drainage improvements
  - Adequate pavement thickness and material quality (road base)
  - Changes to geometrics and pavement shape
  - Existing (unsealed) and future (sealed) maintenance costs
- Native vegetation impact of upgrading the road, including the recommended approach to implementing Council’s Native Vegetation Mitigation Hierarchy. This will include any Significant Environment Benefit (SEB) offset payment requirements
- Number of residents and road users expected to benefit from the road upgrade
5.3.3 The above information will be compiled to form a business case for the road upgrade project. The business case will be submitted to Council for consideration prior to funding being allocated to detailed design and construction through the Annual Business Plan.

5.3.4 Council may not seal roads that require significant removal of native vegetation and significant trees. In the hills area, the offset payment for native vegetation and trees may be substantial and becomes cost prohibitive.

5.3.5 Rural Unsealed Roads in the Growth Areas will be excluded from the Rural Road Sealing Priority List. It is considered the Developer's responsibility to upgrade the specific road to the required standards due to significant traffic demand resulting from the development. If the unsealed roads are currently not within the urban development horizon of 20 years and beyond, Council will consider upgrading the road on a priority and merit basis.

5.3.6 Council will not seal private roads. The maintenance and upgrade of a private road is the responsibility of affected land owner(s). All private roads that are gifted to Council will be prioritised last on the Rural Road Sealing Priority List.

5.3.7 Where relevant, Council will seek a funding contribution from the relevant adjoining Council(s) if the maintenance responsibility of the road is shared with another Council.

5.3.8 Council may not proceed to seal a road when considerable objections have been communicated to Council during a consultation process.

5.3.9 If the sealing of an unsealed road is not supported by Council following a staff assessment process, Council may choose to implement a road stabilisation treatment. This approach will be considered by Council following the staff assessment described in 5.3.2.

5.3.10 Council may seek external funding contributions through the Special Local Roads Program (State Government) and Heavy Vehicle Safety and Productivity Program (Federal Government) to supplement the cost of road upgrades.

5.3.11 Designs for road upgrade projects will aim to conform to Austroad Standards and Guidelines, however exceptions may be made due to site constraints and
6. Responsibilities

<table>
<thead>
<tr>
<th>Role</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Planner</td>
<td>Forward planning and concept design</td>
</tr>
<tr>
<td>Manager Assets and Projects</td>
<td>Detailed design and construction</td>
</tr>
<tr>
<td>Manager Environment and Waste</td>
<td>Native vegetation and tree impact assessment</td>
</tr>
<tr>
<td>Manager Roads and Stormwater</td>
<td>Rural road maintenance</td>
</tr>
</tbody>
</table>

Strategy & Policy section is responsible for the management of this policy.

7. Relevance to Strategic Plan

The Policy supports the Council’s Strategic Plan 2016-2020 with the following key aspects:

Smart Living
- Infrastructure to meet the City’s needs.
- Supports on-going development of the City.

8. Accessibility

This policy is available on Council’s website.

9. Feedback

We invite your feedback on this policy which can be directed to Transport Planner on jjim@playford.sa.gov.au.

10. Approval and Change History

<table>
<thead>
<tr>
<th>Version</th>
<th>Approval Date</th>
<th>Approval by</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>New Policy</td>
</tr>
</tbody>
</table>

Electronic version is the controlled version. Printed copies are considered uncontrolled. Before using a printed copy, verify that it is the current version.
5.2 VIRGINIA MAIN STREET - UNDERGROUNDING OF POWER LINES

Responsible Executive Manager : Ms Grace Pelle

Report Author : Ms Sara Hobbs

Delegated Authority : Matters which cannot be delegated to a Committee or Staff.

PURPOSE

Notification has been received from the Power Lines Environment Committee (PLEC) that the City of Playford’s application for the undergrounding of power lines within the Virginia Main Street has been approved.

The purpose of this report is to seek Council’s endorsement to proceed with the undergrounding and contribute to one third of the cost.

STAFF RECOMMENDATION

1. Council endorses the undergrounding of power lines on Virginia Main Street (Old Port Wakefield Road) and will contribute $837,404 plus $40,000 in kind support towards the cost of the works (total $877,404).

2. Council notes that construction activities associated with undergrounding the power lines will be undertaken by SA Power Network.

3. Council notes that construction activities associated with undergrounding the power lines is scheduled to occur between January and June 2020, and Council’s $837,404 financial contribution is payable to the SA Power Network before construction begins.

EXECUTIVE SUMMARY

Notification has been received from the Power Lines Environment Committee (PLEC) that the City of Playford’s application for the undergrounding of power lines within the Virginia Main Street has been approved.

In order for the works to proceed Council needs to contribute one third of the total cost. This is a once-off contribution with no ongoing operational costs.

The works will improve the visual amenity of the street, improve pedestrian accessibility along the footpath and provide space for elements such as seating, landscaping and signage.

1. BACKGROUND

The upgrade of the Virginia Main Street (Old Port Wakefield Road between the Virginia Oval and Sheedy/Penfield Roads intersection) will contribute to a welcoming and well-functioning Town Centre.

Council resolved at its 23 April 2019 meeting to commence community consultation which will inform the development of a concept plan and to support Playford’s formal application to PLEC for undergrounding of the power lines in the main street precinct.

Notification has now been received from PLEC that Council's application has been approved.
2. RELEVANCE TO STRATEGIC PLAN

2: Smart Living Program
Outcome 2.1 Smart development and urban renewal
Outcome 2.2 Enhanced City presentation, community pride and reputation
Outcome 2.3 Liveable neighbourhoods

The undergrounding of power lines along the Virginia Main Street project area will support the objectives of the Smart Living Program by improving the visual appearance and functionality of the main street and contributing to improved liveability for the growing Virginia population.

3. PUBLIC CONSULTATION

Main street traders and the community will be kept informed throughout the process about the undergrounding works and expected disruptions.

The undergrounding forms part of the larger project to upgrade the Virginia Main Street which will incorporate engagement with the community.

4. DISCUSSION

4.1 Council is now able to commenced engagement with the Virginia community about the Main Street upgrade with a clear message about whether the undergrounding is occurring.

4.2 The undergrounding will provide a significant improvement to the visual amenity of the street and will allow for improved footpath access and space for other streetscape elements such as seating, landscaping and signage.

4.3 The removal of the overhead power lines will allow for crane access to extract the existing street trees so that they can be relocated (subject to an arborist report).

4.4 The required financial contribution by Council represents one third of the total cost, which is a favourable cost-share arrangement. The asset will be owned by SA Power Networks and therefore there will be no ongoing financial obligations for Council.

4.5 The works will be undertaken by SA Power Networks (SAPN) who have advised construction works will occur between January – June 2020. SAPN will be responsible for all activities including project management, civil works, provision and installation of piping, pits and associated pre-installation equipment. Council will be represented on the Project Team. Council will be responsible for notifying residents and traders of the work, consultation, dealing with customer queries and lodging any required easements as part of its in-kind support towards the project.

4.6 The works will include trenching and resealing of the excavated area within the road carriage, removal of stobie poles and overhead mains and installation of street lighting. Reinstatement works will occur to the footpath to make safe.

4.7 Some disruption is to be expected during the works. Information will be made available to Council, street traders and the community as soon as practicable and over the course of the undergrounding project.

4.8 If Council decides to not proceed with the undergrounding project, it is unclear when/if this opportunity will be available again.
4.9 Council’s main street upgrade works should ideally follow PLEC works but this will be subject to funding in future Annual Business Plans (FY 20/21 and 21/22).

5. OPTIONS

Recommendation

1. Council endorses the undergrounding of power lines on Virginia Main Street (Old Port Wakefield Road) and will contribute $837,404 plus $40,000 in kind support towards the cost of the works (total $877,404).

2. Council notes that construction activities associated with undergrounding the power lines will be undertaken by SA Power Network.

3. Council notes that construction activities associated with undergrounding the power lines is scheduled to occur between January and June 2020, and Council’s $837,404 financial contribution is payable to the SA Power Network before construction begins.

Option 2

Council does not support the undergrounding of power lines on Virginia Main Street (Old Port Wakefield Road) and will not contribute funds towards the cost of the works.

6. ANALYSIS OF OPTIONS

6.1 Recommendation Analysis

6.1.1 Analysis & Implications of the Recommendation

The recommendation seeks to take advantage of an opportunity to significantly improve the streetscape amenity along the Virginia Main Street and support Council’s objective of upgrading the look and function of the street to create a welcoming pedestrian environment and supportive business environment.

6.1.2 Financial Implications

Council’s financial contribution to the upgrade is $877,404 being one third of the project costs of $2,632,212. This includes Council’s ‘in kind’ contribution which is $40,000; therefore the remaining contribution to the underground project is $837,404.

Council’s $837,404 contribution is a once-off payment with no ongoing operational implications as the asset will be owned and maintained by SA Power Network.

Given the works will result in assets not owned by Council this does not constitute capital expenditure and will be treated as a one-off operational expense to be included in the 2019/20 budget review and forecast. This cost, although large, can be managed through yet to be allocated growth and operating revenue associated with capital given it’s one off nature.
### Operating Summary

<table>
<thead>
<tr>
<th></th>
<th>Current Year 2019/20 $’000</th>
<th>Ongoing $’000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenue</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Operating Expenditure</td>
<td>$837,404</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Net Operating Impact</strong></td>
<td>$837,404</td>
<td>$0</td>
</tr>
<tr>
<td>Capital – Investing Revenue</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Capital Expenditure</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Borrowings (Capital Investment)</strong></td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

At the full completion of the undergrounding project, the total project costs will be reviewed and if the project is underspent, the actual project costs will be equalised such that the 2:1 ratio is re-evaluated. If Council are due a refund from this review, then the SAPN will provide Council with a refund. If however the project is overspent the Council will not be asked for a further contribution, unless the overspend is due to legitimate variations from Council.

### 6.2 Option 2 Analysis

#### 6.2.1 Analysis & Implications of Option 2

There will be a negative impact on the future Main Street upgrade if the undergrounding does not proceed as the overhead power lines create visual clutter and encroach on pedestrian access and space for street furniture, signage etc.

This option represents a lost opportunity to improve the streetscape with works that are valued at $2,632,212 for a once-off cost to Council of $837,404.

#### 6.2.2 Financial Implications

Should Council not endorse the PLEC grant, there will be no matching funds required.
COMMITTEE WORKPLAN
8.1 Strategic Planning Committee Work Plan

Presenter: Ms Grace Pelle
Purpose: Committee to review the Strategic Planning Committee Work Plan.
Duration: 5 Minutes
City of Playford
Strategic Planning Committee

WORK PLAN
Note: This Work Plan is subject to change.

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Topic</th>
<th>Report Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 August 2019</td>
<td>Draft Third Party Advertising Policy</td>
<td>Decision Report</td>
</tr>
<tr>
<td></td>
<td>Playford Health Precinct DPA</td>
<td>Decision Report</td>
</tr>
<tr>
<td></td>
<td>Tree Shading Options Along Footpaths</td>
<td>Information Report</td>
</tr>
<tr>
<td>10 September 2019</td>
<td>Goulds Creek Road</td>
<td>Decision Report</td>
</tr>
<tr>
<td>08 October 2019</td>
<td>Adoption of the City of Playford Annual Report 2018/19</td>
<td>Decision Report</td>
</tr>
</tbody>
</table>
9.1 CURTIS ROAD - APPLICATION TO THE LOCAL ROADS ADVISORY COMMITTEE

Contact Person: Ms Grace Pelle

Why is this matter before the Council or Committee?

Matters which cannot be delegated to a Committee or Staff.

Purpose

Council is in commercial negotiations with DPTI regarding the reclassification of Curtis Road.

For Council to make a determination on whether to deal with this matter in confidence.

A. COUNCIL/COMMITTEE TO MOVE MOTION TO GO INTO CONFIDENCE

STAFF RECOMMENDATION

Pursuant to Section 90 (2) of the Local Government Act 1999 an order is made that the public be excluded from attendance at the meeting, with the exception of:

- Acting Chief Executive Officer;
- Acting General Manager Strategy and Corporate;
- Acting General Manager Strategic Projects and Assets;
- Acting Senior Manager Finance;
- Acting Senior Manager Strategy and Policy;
- Senior Manager Capital Works & Assets;
- Senior Content and Communications Advisor;
- Senior Manager Corporate Services;
- Transport Planner Specialist; and
- Minute Taker;

in order to consider in confidence agenda item number 9.1 under Section 90 (3) (b) of the Local Government Act 1999 on the basis that:

(b) i) information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and

ii) information the disclosure of which would, on balance, be contrary to the public interest.

This matter is Confidential because the disclosure of this information could reasonably be expected to prejudice the commercial position of the Council because Council is in commercial negotiations with DPTI.

On the basis of this information, the principle that meetings should be conducted in a place open to the public has been outweighed in this instance; Council consider it necessary to consider this matter in confidence.

Section B below to be discussed in the confidential section of the agenda once the meeting moves into confidence for each item.
B. THE MATTERS AS PER ITEM 9.1

C. COUNCIL/COMMITTEE TO DECIDE HOW LONG ITEM 9.1 IS TO BE KEPT IN CONFIDENCE

Purpose
To resolve how long agenda item 9.1 is to be kept confidential.

<table>
<thead>
<tr>
<th>STAFF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pursuant to Section 90(2) and Section 91(7) of the Local Government Act 1999, the Council orders that the following aspects of Item 9.1 be kept confidential in accordance with Council’s reasons to deal with this item in confidence pursuant to Section 90 (3) (b) of the Local Government Act 1999:</td>
</tr>
<tr>
<td>- Report for Item 9.1</td>
</tr>
<tr>
<td>- Minutes for Item 9.1</td>
</tr>
<tr>
<td>This order shall operate until negotiations between DPTI, the LRAC and Council have concluded or will be reviewed and determined as part of the annual review by Council in accordance with Section 91(9)(a) of the Local Government Act 1999, whichever comes first.</td>
</tr>
</tbody>
</table>
9.2 LOT 479 MINGARI STREET MUNNO PARA

Contact Person: Mr Thornton Harfield

Why is this matter before the Council or Committee?

Matters which cannot be delegated to a Committee or Staff.

Purpose

For Council to make a determination on whether to deal with this matter in confidence.

A. COUNCIL/COMMITTEE TO MOVE MOTION TO GO INTO CONFIDENCE

STAFF RECOMMENDATION

Pursuant to Section 90 (2) of the Local Government Act 1999 an order is made that the public be excluded from attendance at the meeting, with the exception of:

- Acting Chief Executive Officer;
- Acting General Manager Strategy and Corporate;
- Acting General Manager Strategic Projects and Assets;
- Acting Senior Manager Finance;
- Acting Senior Manager Strategy and Policy;
- Senior Manager Capital Works & Assets;
- Senior Content and Communications Advisor;
- Senior Manager Corporate Services; and
- Minute Taker;

in order to consider in confidence agenda item 9.2 under Section 90 (3) (b) of the Local Government Act 1999 on the basis that:

(b) information the disclosure of which -

i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and

ii) would, on balance, be contrary to the public interest.

This matter is Confidential because commercial negotiations are ongoing and at this time are not a matter of public interest.

On the basis of this information, the principle that meetings should be conducted in a place open to the public has been outweighed in this instance; Council consider it necessary to consider this matter in confidence.

Section B below to be discussed in the confidential section of the agenda once the meeting moves into confidence for each item.

B. THE MATTERS AS PER ITEM 9.2
C. COUNCIL/COMMITTEE TO DECIDE HOW LONG ITEM 9.2 IS TO BE KEPT IN CONFIDENCE

Purpose

To resolve how long agenda item 9.2 is to be kept confidential.

STAFF RECOMMENDATION

Pursuant to Section 90(2) and Section 91(7) of the Local Government Act 1999, the Committee orders that the following aspects of Item 9.2 be kept confidential in accordance with the Committee’s reasons to deal with this item in confidence pursuant to Section 90 (3) (b) of the Local Government Act 1999:

- Report for Item 9.2
- Attachment(s) for Item 9.2
- Minutes for Item 9.2

This order shall operate until the next scheduled annual review of confidential items by Council at which time this order will be reviewed and determined in accordance with Section 91(9)(a) of the Local Government Act 1999.