



CONFIDENTIAL STRATEGIC PLANNING COMMITTEE MEETING

CONFIDENTIAL MATTERS

- 8.1 Angle Vale Community Centre (Attachments)4
- 8.2 Rural Road Sealing Project (Attachments)15

Released 24 May 2023

8.1 ANGLE VALE COMMUNITY CENTRE

Contact Person: Mr Barry Porter

Why is this matter confidential?

Subject to an order pursuant to Sections 90 (3) (b) (d) of the Local Government Act 1999, this matter is confidential because it relates to private land whereby Council staff have been negotiating an opportunity to acquire a portion for a community centre to fulfill Council's requirements under the Angle Vale Social Infrastructure Deed.

At the time of writing the land division has not been lodged and the land owner is in negotiations with a developer.

The purpose of a confidential report is so that information about a private party's development intentions for their land is not publically released before any formal action has occurred (i.e. lodgment of a development application) or to reveal the value of the proposed land acquisition in the event it places Council at a disadvantage - particularly if the negotiations are not successful and we need to negotiate with a different developer in the future.

Additionally, at this early stage revealing the proposal to the wider community may create expectations that may not come into fruition.

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

No action – this motion passed in the open section.

B. THE BUSINESS MATTER

8.1 ANGLE VALE COMMUNITY CENTRE

Responsible Executive Manager : Mr Barry Porter

Report Author : Ms Sara Hobbs

Delegated Authority : Matters which can be delegated to a Committee or Staff but the Council has decided not to delegate them.

Attachments :

- 1 [↓](#). Subdivision Plan
- 2 [↓](#). Angle Vale Social Deed Infrastructure Table

PURPOSE

The purpose of this report is to inform Council about an opportunity to acquire land for a community centre in Angle Vale and the financial implications of this opportunity, as part of Council's obligations under the Angle Vale Social Infrastructure Deed.

STAFF RECOMMENDATION

1. Council authorises staff to pursue negotiations regarding the acquisition of the subject land identified in Attachment 1 to be the site of a future community centre in accordance with the Angle Vale Social Infrastructure Deed.
2. Council acknowledges that the construction and operation of the community centre will not be considered until the next Strategic Plan (2024-2028) and is unlikely to occur for a minimum of 5 years.
3. Council acknowledges that should staff be successful in securing the subject land identified in Attachment 1, there is likely to be a requirement to allocate capital and operational budget in a future Annual Business Plan to establish an interim use of the site and maintain this land until Council is ready to construct the community centre.

EXECUTIVE SUMMARY

Angle Vale is experiencing the most development pressure out of the three Playford growth areas and demand in the area is expected to increase with the development of the new Angle Vale super school. Furthermore, Council's Development Services staff have already experienced increased demand as a result of the Federal Government Home Builder stimulus grant.

Under the Angle Vale Social Infrastructure Deed, the City of Playford is obliged to establish a community centre within Angle Vale.

An opportunity to secure land for the community centre has arisen and Council staff have been in negotiation with the developer as part of pre-lodgement discussions. The developer is expected to formally lodge their land division application before the end of the year.

It is important that Council secures land in a desirable location when the opportunity arises, even though construction may not be necessary for some years.

1. BACKGROUND

The Angle Vale (AV) Social Infrastructure Deed requires developers to make financial contributions to Council as part of the subdivision process in the form of a monetary payment per residential allotment created. This money must be used by Council to fund social infrastructure identified in the Deed and must be spent on land or capital; it cannot be spent on operating costs.

The AV Social Infrastructure Deed refers to Council obligations relating to the provision of sports, open space and community centre infrastructure. All of the sports-related infrastructure has been met via Council's shared use agreement with DECD as part of the new Angle Vale super school. The development of open space along the Gawler River will occur as part of the developers' open space obligations as the land is subdivided.

This leaves the establishment of a community centre as Council's key outstanding obligation under the AV Social Infrastructure Deed. The Deed states that the neighbourhood community centre should be approximately 1,000sqm in size and *"located in the town centre on Heaslip Road or close to the neighbourhood centre or on Council owned land in Angle Vale"*.

The Deed identifies a trigger of the settlement of 2,000 lots to secure the land and settlement of 4,000 lots to construct the community centre. Refer to Attachment 2 for the table of social infrastructure requirements and triggers.

Note that Council has some flexibility with regards to the infrastructure provided and its timing, provided the intent of the Deed is being met.

2. RELEVANCE TO STRATEGIC PLAN

2: Smart Living Program

Outcome 2.3 Liveable neighbourhoods

The establishment of a neighbourhood community centre will provide a local hub where social connections can be forged between existing and new communities of Angle Vale. Securing a site for a community centre is important to ensure that the future centre is well located to best serve the growing Angle Vale community.

3. PUBLIC CONSULTATION

Public consultation is not triggered as part of the land division assessment process. When Council is ready to start planning for the community centre, engagement with the community will be undertaken to inform the use, design and operating model.

4. DISCUSSION

4.1 Angle Vale is experiencing the most development pressure out of the three Playford growth areas and the development of the new Angle Vale super school is expected to contribute to residential demand in the region. Furthermore, the Federal Government Home Builder stimulus grant has seen an increase in development applications for new houses as well as developers seeking Section 51 clearances (a certificate issued to developers stating that all of their conditions of development have been met which enables them to obtain Certificates of Title and then sell land parcels).

4.2 As at 27 October 2020, internal records show the progress of development in the Angle Vale growth area is as follows:

- Allotments approved: 1,733
- Allotments created: 565 (i.e. have received Section 51 clearance)
- AV Social Infrastructure Deed balance: \$450,397

There are a number of subdivisions that are undergoing assessment, totalling around 1,200 additional allotments.

4.3 It is important that a site for the community centre is secured in a desirable location before the opportunity is lost. A worst-case scenario is that the community centre is built in a location that is not accessible to the population it is intended to serve. As such, regardless of the Deed triggers, it is recommended that Council considers acquiring land as opportunities in desirable locations arise.

4.4 Council commissioned Elton Consulting to prepare a Social Plan for Services and Infrastructure (2013) which informed the preparation of all three growth area social deeds. The Social Plan describes the services that a community centre in Angle Vale should provide: "...youth activity space, seniors' activities, community arts space, hall/meeting space and has the capacity to act as an access and service delivery location for a range of community services including health care". Notwithstanding this direction (which is not replicated in the Deed), it is anticipated that Council will consult with the community when it is ready to establish a centre to inform the centre's role, design and operating model.

4.5 The following table describes different options available to Council to acquire a site for the community centre:

| Option | Detail | Recommendation |
|--|--|---|
| Lease a space | <ul style="list-style-type: none"> The most likely option would be a tenancy in the shopping centre (similar to Elizabeth Rise community centre at Elizabeth Downs Shopping Centre). This option limits the scope of activities available to a community centre as it will not have access to adjacent open space and the tenancy size/configuration may limit certain types of activities. This option requires the availability of a suitable tenancy when we need it and ability to negotiate a favorable lease agreement. There are also risks associated with not owning the facility when the lease ends, which may require Council to find another location. Deed money cannot be used for operational purposes such as lease payments. | This option is not preferred due to uncertainty around the tenancy arrangements. |
| Market purchase of land | <ul style="list-style-type: none"> A likely option would be the vacant land behind the existing shopping centre (which is not subject to any deed requirements). This is likely to be a higher cost option requiring payment of commercial market values. The cost of connecting into the new sewer main that SA Water are scheduled to install along Heaslip Road would also be a further cost. | This option is not preferred due to cost |
| Build on land already owned by Council | <ul style="list-style-type: none"> The existing AV Sports and Community Centre is the only real option with the possibility to incorporate a community space into the expansion of the existing sports building. This option reduces cost and uncertainty with acquiring a site. However, the site is constrained and additional car parking requirements cannot be met. It also may present issues with user conflict – the tenant club has 1,200 members and a bar which may not feel welcoming to community centre users. | This option is not preferred due the constrained site and potential for user incompatibility |
| Acquire land via subdivision | <ul style="list-style-type: none"> Can be achieved via negotiation with developers in lieu of social deed payments but depending on the size of the subdivision, Council may still need to pay additional money to the developer. Will likely attract holding costs if Council is not ready to build (e.g. greening the area to look nice). Requires Council to work to the timing of a developer. | This is a preferred option as it secures a site that will be owned by Council in the most cost effective manner |

4.6 To-date there have been two potential options on Heaslip Road, which have been explored. However, these were not able to be successfully progressed.

4.7 It is proposed that Council aims to secure land as part of the 'Frisby Road' subdivision concept which is in the pre-planning stage (refer to Attachment 1). Based on the most recent advice from the developer, it is expected that the subdivision will be lodged by the end of the year.

4.8 The benefits of the proposal are:

- The centre will be clustered with other community destinations including the existing sports centre and future open space which is earmarked to accommodate a dog park. This means the community centre will have a high level of prominence and visibility within the Angle Vale community, even though it will not be situated on a main road frontage.
- It will provide the opportunity to provide a larger community function space that will help service the sports clubs (and wider community) as the existing club building is too small for larger functions.
- The centre will be located (roughly) between two key community destinations: the new super school and Angle Vale Neighbourhood Centre, which accommodates the shopping centre. As the surrounding land is developed, new road, walking and cycling connections will connect the community centre site to Angle Vale Road to the north and Fradd Road to the south.
- The developer wants the community centre in their subdivision and has modified the subdivision layout to suit our requirements (there is no obligation for them to provide Council with land – only to pay into the Deed).
- The value of the 3,500sqm of land designated for the community centre will be offset by waiving the developer's Social Deed payment. No additional payments by Council are needed.

4.9 The considerations for the proposed site are as follows:

- The location of a community centre on a minor collector road is not preferable compared with a main road frontage. However, as previously mentioned, the site's exposure to existing and future community destinations and future connectivity to road, pedestrian and cycle networks will ensure it is well-known and accessible to the community.
- It will not be serviced by public transport, although as the area develops it is expected that bus services will be improved/expanded. However, Council does not have control over this and therefore this cannot be guaranteed.
- Council will be required to pay for the connection of utilities to the site.
- Due to the developer's plans to develop the subdivision in stages, it may be a number of years before the land is formally transferred into Council's ownership. The transfer will depend on the timing of the staging, which could be faster or slower than expected.
- Whilst exact timing of the acquisition of the site is uncertain, it is a likely possibility that when Council does acquire the site, it will need to be maintained until we are ready to build a centre. This will attract site establishment costs and ongoing maintenance costs. It is thought that the site could be used either as an interim car park and/or a grassed open space area but this still needs to be determined. It is not expected that leaving the site undeveloped for a number of years will be amenable to the developer or the community.
- If Council is unsuccessful in securing this land, there is another preferred option on Angle Vale Road which is earmarked as a future local activity centre in the Development Plan. However, the ability to negotiate a suitable outcome with the developer and timing of the subdivision is unknown. Council will also be placed in a more vulnerable negotiating position without any remaining (desired) options left within Angle Vale.

5 OPTIONS

Recommendation

1. Council authorises staff to pursue negotiations regarding the acquisition of the subject land identified in Attachment 1 to be the site of a future community centre in accordance with the Angle Vale Social Infrastructure Deed.
2. Council acknowledges that the construction and operation of the community centre will not be considered until the next Strategic Plan (2024-2028) and is unlikely to occur for a minimum of 5 years.
3. Council acknowledges that should staff be successful in securing the subject land identified in Attachment 1, there is likely to be a requirement to allocate capital and operational budget in a future Annual Business Plan to establish an interim use of the site and maintain this land until Council is ready to construct the community centre.

Option 2

Council does not support the acquisition of the subject site identified in Attachment 1 for the purposes of a future community centre and directs staff to investigate alternative options.

6 ANALYSIS OF OPTIONS

6.1 Recommendation Analysis

6.1.1 Analysis & Implications of the Recommendation

The staff recommendation:

- Ensures that Council secures land for the neighbourhood community centre in a desirable location which is co-located with other community destinations;
- Secures a site that allows Council to fulfil its legal obligations under the AV Social Infrastructure Deed;
- Provides for a relatively cost-effective way of securing the land;
- Demonstrates to the community Council's commitment to providing social infrastructure; and
- Negates the uncertainty and financial risks involved with pursuing alternate options.

6.1.2 Financial Implications

This option will:

- Provide for a cost-neutral acquisition of land as part of the development assessment process;
- Commit Council to paying for the connection to services as part of the allotment establishment costs (to be determined); and
- Likely commit Council to upfront capital and ongoing operational costs required for the establishment and maintenance of the site on an interim basis before Council is ready to construct the community centre.

Additionally:

- The interim use of the site will be negotiated with the developer and still needs to be costed;
- Funding for the capital and operational costs associated with this option will form part of a future Annual Business Plan submission – likely to be in 2022/23 or 2023/24;
- Interim capital costs are likely to be at least \$75,000; and

The securing of the land is deemed to be 'cost-neutral' based on the following:

- The subdivision concept has 219 residential allotments.
- The size of the land parcel to be secured for the community centre is 3,513sqm.
- The current social contribution amount is \$773 per allotment, which equates to \$169,287 in social contribution deed payments. Please note that this amount is likely to change if the number of allotments changes during the development assessment process and because the per-lot rate increases by CPI every quarter. However, these changes are not expected to materially impact the cost-neutral land exchange.
- Using the existing metrics the un-serviced land cost equates to \$48 per square metre.
- By way of comparison internal advice from Council's Property Team is that large englobo (un-serviced) allotments in the area are selling for around the \$45 per square metre rate. As such, the proposal is considered to be a reasonable exchange. Prior to the arrangement being formalised an external land valuation will also be sought.

6.2 Option 2 Analysis

6.2.1 Analysis & Implications of Option 2

This option:

- Will commit Council to looking for other options;
- Results in uncertainty in where a site can be secured and for what cost;
- Risks Council being forced to construct a community centre (to meet our legal Deed obligations) in a location that is not as accessible to the community it is intended to serve; and
- Places Council in a more vulnerable position in future negotiation scenarios due to diminishing desired locations.

6.2.2 Financial Implications

The financial implications are not certain but this option:

- May result in Council securing land under a more expensive scenario (it is unlikely to be less expensive);
- Risks Council trying to secure land in a future environment of rising land values; and
- Risks Council having to invest in a community centre which is not well located and therefore does not represent the best social return on investment.

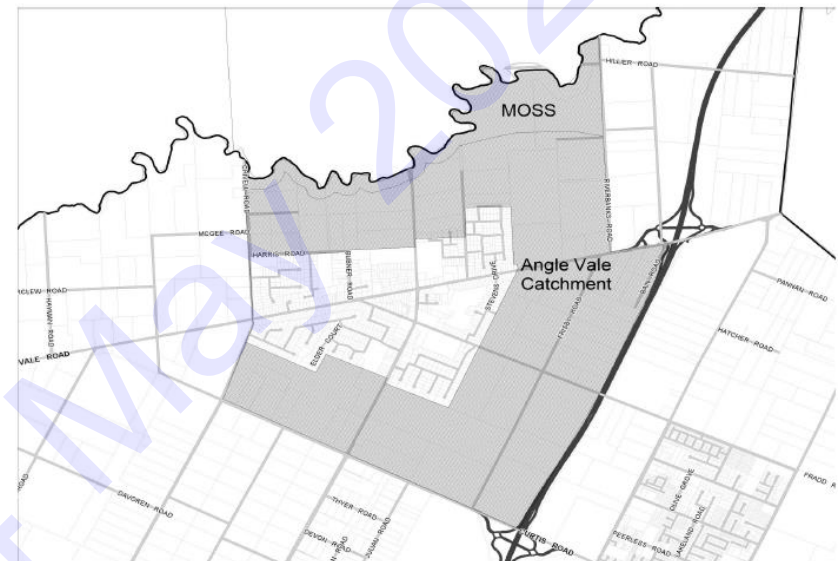


Social Infrastructure Table

| Map Reference | Item | Treatment | Timing | Comments |
|---------------|---|--|--|---|
| | Neighbourhood multipurpose Community Centre | Multi purpose community centre approximately 1000 sq m Located in the town centre on Heaslip Road or close to the neighbourhood centre or on Council owned land in Angle Vale. | Settlement of 4,000 lots in Angle Vale Catchment. | Commencement of the facility will be on the basis that Council has been able to acquire the land. Commencement of facility will be dependent on receiving funding from Council or externally. Triggers are indicative. |
| | Develop Sports field at Angle Vale Reserve | Irrigated playing surface (approx. 20,000 m sq), coaches/reserves boxes, lighting, potential toilet for northern end of site, turf prep, earthworks and car parking. | Settlement of 4,000 lots in Angle Vale Catchment. | Commencement of the facility will be on the basis that Council has been able to acquire the land. Commencement of facility will be dependent on receiving funding from Council or externally. Triggers are indicative. |
| | Indoor recreation centre | 3,500 GFA, 2-3 courts (p. 22, Tredwell, 2013) Indicative Minimum Requirements: 40-50 sqm/room for 2 change rooms 75 sqm storage 20 sqm meeting space 150 sqm multipurpose room 50 vehicle parking + other parking requirements according to Australian Standards (bike, scooter, motorbike, pram parking/storage) 25 sqm cafe 200 sqm fitness studio/gym (consider 24 hr access/commercial viability in design/operation) 15 sqm office space Optional elements above Indicative Minimal Requirements: 30 sqm commercial kitchen function spectator area 50 sqm crèche (link with community centre/other childrens services in the Neighbourhood Centre) 25m program/leisure pool/hydrotherapy | Settlement of 2000 Lots, in Northern Catchment and settlement of 3000 lots within Angle Vale Catchment | Facility to be developed in Munno Para Downs. This item has been identified in the Playford North Extension Social Infrastructure Deed. Funds collected in Angle Vale maybe put towards the development of this facility. Commencement of facility will be dependent on receiving funding from Council or externally. Triggers are indicative. If practicable, collocated with Indoor Community Centre and educational facilities. Dependent on Council ability to acquire the land, servicing of the land and master planning of the Neighbourhood Centre in Munno Para Downs. |
| | Develop MOSS under care and control of Council. | 20,000m2 irrigation, BBQ & electrical, playground, landscaping, Shelters, park furniture, pavement | Settlement of 5,000 lots in Angle Vale Catchment. | Commencement of facility will be dependent on receiving funding from Council or externally. Commencement of facility will be dependent on receiving funding from Council or externally. Triggers are indicative. |
| | Purchase Land for Community Centre | Purchase of 3000m2 if required - potential to located on other land owned by Council, eg. Angle Vale Sporting Reserve. | Settlement of 2,000 lots in Angle Vale Catchment. | Council will seek to acquire land to develop a sporting facility in Angle Vale, via negotiations, 12.5% open space contribution or through direct purchase. Council and Land Owners/ Developers can negotiate the purchase of the land in accordance with the Deed on or before the indicative timing trigger. |
| | Purchase Land for Angle Vale Sporting Facility | Purchase of land of an adequate size to enable development of facility identified above. | Settlement of 2,000 lots in Angle Vale Catchment | Council will seek to acquire land to develop a sporting facility in Angle Vale, via negotiations, 12.5% open space contribution or through direct purchase. Council and Land Owners/ Developers can negotiate the purchase of the land in accordance with the Deed on or before the indicative timing trigger. |

Notes

1 Dollar figures are indicative only. Scope of facility development will be determined at detailed design stage.



C. COUNCIL/COMMITTEE TO DECIDE HOW LONG ITEM 8.1 IS TO BE KEPT IN CONFIDENCE**Purpose**

To resolve how long agenda item 8.1 is to be kept confidential.

STAFF RECOMMENDATION

Pursuant to Section 91(7) of the Local Government Act 1999, the Council orders that the following aspects of Item 8.1 be kept confidential in accordance with Council's reasons to deal with this item in confidence pursuant to Sections 90 (3) (b) (d) of the Local Government Act 1999:

- Report for Item 8.1
- Attachment(s) for Item 8.1

This order shall operate until the land has wholly transferred into Council's ownership 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.

Pursuant to Section 91(9)(c) of the Local Government Act 1999, the Council delegates to the Chief Executive Officer the power to revoke this order at any time if the reason for the report remaining in confidence no longer is relevant and the Chief Executive Officer must advise the Council of the revocation of this order as soon as possible after such revocation has occurred.

8.2 RURAL ROAD SEALING PROJECT

Contact Person: Mr Barry Porter

Why is this matter confidential?

Subject to an order pursuant to Section 90 (3) (k) of the Local Government Act 1999, this matter is confidential because Council is current running two open tender processes. The release of the tender prices contained within this Report would breach commercial in confidence at this stage of the process.

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

No action – this motion passed in the open section.

B. THE BUSINESS MATTER

8.2 RURAL ROAD SEALING PROJECT

Responsible Executive Manager : Mr Barry Porter

Report Author : Mr Jeremy Lim

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

Attachments : 1. City of Playford Rural Road Sealing Policy
2. City of Playford Rural Road Sealing Priority List

PURPOSE

The purpose of this report is to seek a decision from Council regarding the allocation of \$900,000 capital funding towards a rural road sealing project in accordance with Council's Rural Road Sealing Policy.

STAFF RECOMMENDATION

1. That Council notes staff have prioritised Council's rural unsealed road network in accordance with the prioritisation criteria outlined in 5.2 of the City of Playford Rural Road Sealing Policy.
2. That Council notes that staff have undertaken detailed road assessments on the top three roads on the prioritisation list in accordance with 5.3 of the City of Playford Rural Road Sealing Policy.
3. That the \$900,000 Rural Road Sealing project budget is allocated to the upgrade (sealing) of Hayman Road in Penfield Gardens.

EXECUTIVE SUMMARY

This report seeks to respond to resolution 3745. The resolution consisted of two parts:

1. Adoption of a new City of Playford Rural Road Sealing Policy
2. Requirement for staff to implement the new policy to assist Council in re-allocating the rural road sealing budget to another rural road. The \$900,000 budget was envisaged to be allocated to Bassnet Road via the 2018/19 Annual Business Plan (ABP), however the ABP did not specifically reference Bassnet Road.

The Rural Road Sealing Policy involves a two-phase assessment process. The first phase involves a high level prioritisation of Council's unsealed rural road network via a desk top analysis to help determine which roads to assess in greater detail. The second phase involves a detailed analysis of the top road(s) on the priority list to help determine whether a road should be upgraded or not.

Council staff have undertaken detailed assessments of the three highest ranked roads on the priority list; Glenburnie Road, Yattalunga; Riggs Road, Yattalunga; and Hayman Road, Penfield Gardens.

The findings of these assessments are detailed in the Discussion section of this report. The assessment of Glenburnie Road illustrates that it would be irresponsible to upgrade the road due to the significant native vegetation impact. The Strategic Plan (2020-24) calls for establishing specific targets to increase tree canopy across the city, and the project would require the removal of 1,173 trees.

The assessments of Hayman and Riggs Roads have highlighted that there is little difference between the two. Both roads have a similar function (no through road), service a similar number of dwellings and have similar traffic volumes. The upgrade of Riggs Road will have a relatively low native vegetation impact and require a small significant environment benefit (SEB) offset payment, while the upgrade of Hayman Road will not require a SEB payment.

Riggs Road is the only road that has registered crashes in the previous five years, with two casualty crashes on record. It could be considered that the upgrade of Riggs Road more closely aligns to Community Theme 1 in the Draft Strategic Plan - *Improving safety and accessibility*. While it could be considered that the upgrade of Hayman Road more closely aligns to Community Theme 4 – *Supporting local employment opportunities* as it will provide benefits for the horticultural industry.

The staff recommendation is based on the requirement of Council resolution 3745 to match a road upgrade project to the existing budget (\$900,000). Design and construct tenders have been called for both road projects and Hayman Road is the only project currently within budget (\$876,290). It should be noted that Riggs Road (Design Option 2) is \$73,477 above budget and this does include an \$88,500 contingency which may or may not be required (see Discussion section for more details).

Option Two and Three both involve the upgrade of Riggs Road. The merits of upgrading this road are linked to the opportunity to improve road safety, as two casualty crashes have been recorded on this road in the past five years. Option Two includes a design which seeks to address known safety concerns regarding road alignment and sight lines. While this option has a higher capital cost staff believe it represents an opportunity to reduce the residual risk associated with the road upgrade. Option Three does not alter the existing road alignment and will not reduce the residual risk, and could potentially increase the risk further.

1. BACKGROUND

At the 24 September 2019 Ordinary Council Meeting, Council endorsed a new Rural Road Sealing Policy (resolution 3745).

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 withdraws its application to the Special Local Roads Program seeking \$1M matching funding to upgrade Bassnet Road.
4. Council receives a separate report with alternate Rural Road Sealing options to reallocate the \$900,000 carryover funding previously allocated to the Rural Road Sealing Program (Bassnet Road) through the 2018/19 Annual Business Plan.

The policy (Attachment One) outlines a two phase process that Council will undertake in order to make a decision on sealing (upgrading) an unsealed road.

The first phase involves a desktop assessment of Council's unsealed road network using the policy prioritisation criteria of road safety, traffic volumes, road maintenance, crop sensitivity and housing density. The purpose of this phase is to help determine which roads to assess in greater detail.

The second phase involves the development of a concept plan and detailed road assessments covering road upgrade construction costs, existing versus future maintenance costs, the native vegetation impact associated with upgrading the road, and the number of residents and road users expected to benefit from the road upgrade. The detailed assessment is required to be submitted to Council for consideration prior to (capital) funding being allocated to detailed design and construction through the Annual Business Plan.

Since resolution 3745 was endorsed Council staff have prioritised Council's unsealed road network (Attachment Two) and undertaken detailed assessments on the three rural roads at the top of priority list in accordance with the policy. These roads are:

- Glenburnie Road, Yattalunga
- Riggs Road, Yattaluga
- Hayman Road, Penfield Gardens

An Informal Gathering was held on 8 September 2020 outlining the findings from the staff assessments.

2. RELEVANCE TO STRATEGIC PLAN

2: Smart Living Program

Outcome 2.3 Liveable neighbourhoods

The Smart Living Program outlines that the 'community will see infrastructure to meet their needs'. The upgrade of a rural road can improve road safety and benefit local industry.

3. PUBLIC CONSULTATION

Council's 2018/19 Annual Business Plan included a \$900,000 budget for the Rural Road Sealing Program and the relevant public consultation on this project occurred in May 2018.

4. DISCUSSION

4.1 Rural Road Sealing Priority List (Phase 1 Prioritisation)

Staff have assessed Council's Rural Unsealed Road Network using the prioritisation criteria outlined in 5.2 of the City of Playford Rural Road Sealing Policy. The prioritisation criteria includes:

Road Safety

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

Traffic Volumes

Traffic Volumes take 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.

Housing Density

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

The first phase of prioritisation is based on a desk-top analysis and is simply used as a guide to help decide which roads to assess in greater detail. It should not be used as the sole tool to determine which road to upgrade. The top three roads on the priority list are:

- Glenburnie Road, Yattalunga
- Riggs Road, Yattalunga
- Hayman Road, Penfield Gardens

4.2 Rural Road Sealing Assessments (Phase 2 Assessment)

The Policy outlines that once the roads have been prioritised they are required to undergo a detailed assessment prior to Council making a decision to allocate capital funding to detailed design and construction. The second phase of assessment provides a more in depth analysis to guide Council decision making and is required to cover:

1. 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
2. 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

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

The following tables provide a summary of each road assessment in accordance with 5.3 of the policy. It is important to note that in this instance staff and undertaken two separate design and construct tender processes for Riggs Road and Hayman Road. The reason for this is that staff are required to match a project to the already allocated \$900,000 budget. In future staff would seek capital funding for detailed design over one year and capital funding for construction in the following year.

Glenburnie Road

| | |
|--------------------------------------|---|
| Description and road function | <ul style="list-style-type: none"> 3.23 km no through road that runs from Humbug Scrub Road and primarily services the adjacent rural living properties. |
| No. of vehicles per day | <ul style="list-style-type: none"> Average of 50 vehicles. This is based on a seven day traffic count in June 2018 |
| No. of dwellings located on the road | <ul style="list-style-type: none"> 10 rural living dwellings 3.1 dwellings per km |
| Native vegetation impact | <ul style="list-style-type: none"> The area is protected under the <i>Native Vegetation Act 1991</i> The road upgrade requires the removal of 1,173 trees and habitat for threatened bird species The road upgrade requires the removal of approximately 54 significant trees A significant environment benefit (SEB) offset payment of approximately \$1,540,000 is required for 6m wide seal |
| Design comments | <ul style="list-style-type: none"> No crashes have been recorded on the road in the preceding five years The road corridor is set within undulating terrain and contains significant trees that are located very close to the road The upgraded road design cannot meet Austroad Standards and requires the implementation of extended design domain (EDD) principles with a 6m wide seal with 0.5m shoulders EDD assessment process captures the identified non-standard design issues, describes appropriate mitigating treatment options to manage the risks involved and describes the chosen course of action. The upgraded road design needs to cater for heavy vehicles |
| Existing maintenance costs | <ul style="list-style-type: none"> Annual cost: \$30,000 - \$35,000 = \$9,288 - \$10,836 per km |
| Future maintenance costs | <ul style="list-style-type: none"> Estimated annual cost: \$14,932 = \$4,623 per km |

| | |
|----------------------|--|
| Capital upgrade cost | <ul style="list-style-type: none"> • \$3,800,000 (+/-10%) based on detailed design • The upgrade cost includes an SEB payment of \$1,540,000 |
| Return on investment | <ul style="list-style-type: none"> • The return on investment is approximately 189 years (using the high range of the existing maintenance costs). The return is based on ongoing maintenance savings and does not include other community benefits such as improved road safety. |

Riggs Road

| | |
|--------------------------------------|---|
| Description and road function | <ul style="list-style-type: none"> • 2.79 km no through road that runs from Gawler-One Tree Hill Road and primarily services the adjacent rural living properties. |
| No. of vehicles per day | <ul style="list-style-type: none"> • Average of 70 vehicles. This is based on a seven day traffic count in November 2019. |
| No. of dwellings located on the road | <ul style="list-style-type: none"> • 13 rural living dwellings • 4.6 dwellings per km |
| Native vegetation impact | <ul style="list-style-type: none"> • The area is protected under the <i>Native Vegetation Act 1991</i> • The road upgrade requires the removal of up to 7 protected Eucalyptus trees along the roadside • The road upgrade also requires the removal of trees and shrubs that are planted vegetation and not protected under the <i>Native Vegetation Act 1991</i>. • A SEB offset payment up to \$9,000 is required |
| Design comments | <ul style="list-style-type: none"> • Two casualty crashes have been recorded on the road in the preceding five years. Crash data is provided by the Department of Infrastructure and Transport (DIT). DIT receive the crash data from the South Australian Police. Crashes are either categorised as property damage only, casualty (with injuries) or fatalities. • Based on the crash data staff have worked with the design consultants to prepare Design Option 1 which attends to the cause of the accidents. • Design Option 1 involves a road realignment to improve safety, and address sight line issues where possible. This option creates a new entry point (between the two existing entry points) onto Gawler-One Tree Hill Road which maximises the sight distance in both directions. The realignment increases the corner radii in three locations where there are sight line issues. • Design Option 1 requires land acquisition in three locations: <ul style="list-style-type: none"> ○ Lot 47 Riggs Road - 460m² ○ Lot 47 Riggs Road - 505m² ○ Lot 39 Riggs Road - 410m² • Design Option 2 would involve sealing the existing road alignment and does not address the safety concerns that Design Option 1 seeks to address. • Both upgraded road designs cannot meet Austroads |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|-----------------------------------|-------------------------|-----------------------------------|----------------|-----------|-----------|-------------------|----------|-----|------------------|-----------|----------|---------------------|----------|----------|---------------------------|----------|-----|-----------------|-----------|----------|-------|-------------|-----------|
| | <p>standards and will require Extended Design Domain (EDD) treatments. An EDD assessment process identifies the non-standard design issues, describes appropriate mitigating treatment options to manage the risks involved and describes the chosen course of action.</p> <ul style="list-style-type: none">• Both road upgrade designs need to cater for heavy vehicles• Staff have received anecdotal advice that other accidents may have occurred on the road, but as this is not DIT recorded information we cannot verify this information. | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing maintenance costs | <ul style="list-style-type: none">• Annual cost: \$30,000 - \$35,000 = \$10,753 - \$12,545 per km | | | | | | | | | | | | | | | | | | | | | | | | |
| Future maintenance costs | <ul style="list-style-type: none">• Estimated annual cost: \$12,898 = \$4,623 per km | | | | | | | | | | | | | | | | | | | | | | | | |
| Capital upgrade cost (+/-?) | <p>The following costs are based on design and construct tenders. * Represents exclusions from the tendered price. Staff have <i>estimated these likely additional costs to better demonstrate total expected construction costs.</i></p> <table><tr><td></td><td>Option 1 Realignment</td><td>Option 2 Existing Alignment</td></tr><tr><td>Tendered Price</td><td>\$956,290</td><td>\$844,977</td></tr><tr><td>Land Acquisition*</td><td>\$50,000</td><td>\$0</td></tr><tr><td>Rock Excavation*</td><td>\$110,000</td><td>\$20,000</td></tr><tr><td>Service Relocation*</td><td>\$20,000</td><td>\$20,000</td></tr><tr><td>Additional Quarry Gravel*</td><td>\$30,000</td><td>\$0</td></tr><tr><td>Contingency 10%</td><td>\$116,000</td><td>\$88,500</td></tr><tr><td>Total</td><td>\$1,282,290</td><td>\$973,477</td></tr></table> | | Option 1 Realignment | Option 2 Existing Alignment | Tendered Price | \$956,290 | \$844,977 | Land Acquisition* | \$50,000 | \$0 | Rock Excavation* | \$110,000 | \$20,000 | Service Relocation* | \$20,000 | \$20,000 | Additional Quarry Gravel* | \$30,000 | \$0 | Contingency 10% | \$116,000 | \$88,500 | Total | \$1,282,290 | \$973,477 |
| | Option 1 Realignment | Option 2 Existing Alignment | | | | | | | | | | | | | | | | | | | | | | | |
| Tendered Price | \$956,290 | \$844,977 | | | | | | | | | | | | | | | | | | | | | | | |
| Land Acquisition* | \$50,000 | \$0 | | | | | | | | | | | | | | | | | | | | | | | |
| Rock Excavation* | \$110,000 | \$20,000 | | | | | | | | | | | | | | | | | | | | | | | |
| Service Relocation* | \$20,000 | \$20,000 | | | | | | | | | | | | | | | | | | | | | | | |
| Additional Quarry Gravel* | \$30,000 | \$0 | | | | | | | | | | | | | | | | | | | | | | | |
| Contingency 10% | \$116,000 | \$88,500 | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$1,282,290 | \$973,477 | | | | | | | | | | | | | | | | | | | | | | | |
| Return on investment | <ul style="list-style-type: none">• The return on investment is approximately 58 years for option 1 and 44 years for option 2 (using the high range of the existing maintenance costs). This return is based on ongoing maintenance savings and does not include other community benefits such as improved road safety. | | | | | | | | | | | | | | | | | | | | | | | | |

Hayman Road

| | |
|--------------------------------------|---|
| Description and road function | <ul style="list-style-type: none"> 1.31 km no through road that runs from Angle Vale Road to the Gawler River and primarily services the adjacent rural living properties. |
| No. of vehicles per day | <ul style="list-style-type: none"> Average of 70 vehicles. This is based on a seven day traffic count in November 2019. |
| No. of dwellings located on the road | <ul style="list-style-type: none"> 5 rural living dwellings 3.8 dwellings per km |

| | | | | | | | | | | | | | | | |
|----------------------------|--|----------------|-----------|-------------------|-----|------------------|-----|---------------------|----------|---------------------------|-----|-----------------|----------|-------|-----------|
| Native vegetation impact | <ul style="list-style-type: none"> The area is not protected under the <i>Native Vegetation Act 1991</i>. The road upgrade requires the removal of several native shrubs, however the impact of this is minimal | | | | | | | | | | | | | | |
| Design comments | <ul style="list-style-type: none"> No crashes have been recorded on the road in the preceding five years. The geometry layout of Hayman is straight, flat and open. There are no sight line issues and the road upgrade does not require any additional safety treatments The upgraded road design can be constructed to conform to Austroads standards, therefore EDD treatments are not required/applicable. The upgraded road design needs to cater for heavy vehicles The upgraded road would complement the recently sealed Carclew Road by providing a direct link to Angle Vale Road | | | | | | | | | | | | | | |
| Existing maintenance costs | <ul style="list-style-type: none"> Annual cost: \$8,500 - \$9,800 = \$6,489 - \$7,480 per km | | | | | | | | | | | | | | |
| Future maintenance costs | <ul style="list-style-type: none"> Estimated annual cost: \$6,056 = \$4,623 per km | | | | | | | | | | | | | | |
| Capital upgrade cost | <p>The following costs are based on design and construct tenders. * Represents exclusions from the tendered price. Staff have <u>estimated</u> these likely additional costs to better demonstrate total expected construction costs.</p> <table border="1"> <tr> <td>Tendered Price</td><td>\$746,627</td></tr> <tr> <td>Land Acquisition*</td><td>N/A</td></tr> <tr> <td>Rock Excavation*</td><td>N/A</td></tr> <tr> <td>Service Relocation*</td><td>\$50,000</td></tr> <tr> <td>Additional Quarry Gravel*</td><td>N/A</td></tr> <tr> <td>Contingency 10%</td><td>\$79,663</td></tr> <tr> <td>Total</td><td>\$876,290</td></tr> </table> | Tendered Price | \$746,627 | Land Acquisition* | N/A | Rock Excavation* | N/A | Service Relocation* | \$50,000 | Additional Quarry Gravel* | N/A | Contingency 10% | \$79,663 | Total | \$876,290 |
| Tendered Price | \$746,627 | | | | | | | | | | | | | | |
| Land Acquisition* | N/A | | | | | | | | | | | | | | |
| Rock Excavation* | N/A | | | | | | | | | | | | | | |
| Service Relocation* | \$50,000 | | | | | | | | | | | | | | |
| Additional Quarry Gravel* | N/A | | | | | | | | | | | | | | |
| Contingency 10% | \$79,663 | | | | | | | | | | | | | | |
| Total | \$876,290 | | | | | | | | | | | | | | |
| Return on investment | <ul style="list-style-type: none"> The return on investment is approximately 234 years based on ongoing maintenance savings (using the high range of the existing maintenance costs). This return does not include other community benefits such as improved road safety. | | | | | | | | | | | | | | |

5. OPTIONS

Recommendation

1. That Council notes staff have prioritised Council's rural unsealed road network in accordance with the prioritisation criteria outlined in 5.2 of the City of Playford Rural Road Sealing Policy.
2. That Council notes that staff have undertaken detailed road assessments on the top three roads on the prioritisation list in accordance with 5.3 of the City of Playford Rural Road Sealing Policy.
3. That the \$900,000 Rural Road Sealing project budget is allocated to the upgrade (sealing) of Hayman Road in Penfield Gardens.

Option 2

1. That Council notes staff have prioritised Council's rural unsealed road network in accordance with the prioritisation criteria outlined in 5.2 of the City of Playford Rural Road Sealing Policy.
2. That Council notes that staff have undertaken detailed road assessments on the top three roads on the prioritisation list in accordance with 5.3 of the City of Playford Rural Road Sealing Policy.
3. That staff commence the construction of Riggs Road (Design Option 1) at a cost of \$1,282,290 and allocates the additional \$382,290 capital funding via Budget Review.

Option 3

1. That Council notes staff have prioritised Council's rural unsealed road network in accordance with the prioritisation criteria outlined in 5.2 of the City of Playford Rural Road Sealing Policy.
2. That Council notes that staff have undertaken detailed road assessments on the top three roads on the prioritisation list in accordance with 5.3 of the City of Playford Rural Road Sealing Policy.
3. That staff commence the construction of Riggs Road (Design Option 2) at a cost of \$973,477 and allocates the additional \$73,477 capital funding via Budget Review

6. ANALYSIS OF OPTIONS

6.1 Recommendation Analysis

6.1.1 Analysis & Implications of the Recommendation

This is the first time that staff have implemented the new City of Playford Rural Road Sealing Policy. The two phase assessment process has highlighted the importance of Council not making a decision to upgrade a road solely on a prioritisation criteria.

The detailed road assessments have illustrated the issues associated with upgrading Glenburnie Road in Yattalunga. The native vegetation impact is extremely high, involving the removal of 1,173 trees and habitat for threatened bird species. Council's Vegetation Management Policy adopts mitigation hierarchy principles with the aim of protecting current biodiversity. In this situation staff recommends that Council should 'avoid impact' and not proceed with the road upgrade and subsequent removal of native vegetation. The Rural

Road Sealing Policy also acknowledges that the SEB offset payment for native vegetation may become cost prohibitive. In this instance it is suggested that the \$1,540,000 SEB offset payment and \$3,800,000 total road upgrade cost, is cost prohibitive and does not represent a good community outcome.

The assessments of Hayman Road and Riggs Road highlighted that there is little difference between the two. Both roads have a similar function (no through road), have similar dwelling numbers and traffic volumes. The upgrade of Riggs Road will have a relatively low native vegetation impact, while the upgrade of Hayman Road will not require the payment of any Significant Environment Benefit (SEB) offset payments. Riggs Road is the only road that was assessed that has registered crashes in the previous five years, with two casualty crashes recorded.

The merits of upgrading Hayman Road in Penfield over Riggs Road in Yattalunga is based on Council's desire to only allocate the existing \$900,000 Rural Road Sealing Program budget to one of these options. It is the only option that falls within budget given that the design and construct tenders identified that this project will cost \$876,290.

It is also recommended that given that the assessment process has highlighted some safety concerns with Riggs Road that Council addresses these concerns by installing appropriate advisory warning signs at the locations which have limited sight lines.

6.1.2 Financial Implications

Design and construct tenders have been received for the upgrade of Hayman Road which will cost \$876,290. The \$900,000 capital and \$121,000 operating budget was included in the 2018/19 Annual Business Plan and will be included in the 2020/21 budget review for Councils consideration.

6.2 Option 2 Analysis

6.2.1 Analysis & Implications of Option 2

Option Two prioritises the upgrading of Riggs Road (Design Option 1) over Hayman Road. This is the realigned option which seeks to address the safety concerns outlined in the Discussion section of the report. Due to the fact that two casualty crashes have been recorded on the road in the preceding five years it is recommended that any upgrade seeks to address the known safety concerns in order to reduce the residual risk. Council is also aware of a recent crash that occurred near 56 Riggs Road on 14th November. The crash severity and crash type cannot be confirmed at this stage.

The upgrade of Riggs Road to a sealed road is likely to see an increase in vehicle speeds and this will see an increase in this residual risk if not addressed through the construction.

The realigned upgrade option requires land acquisition in three locations. As per Section 191 of the *Local Government Act 1999*:

- 1) A council may, with the Minister's written approval, acquire land compulsorily.
- 2) However, Ministerial approval is not required for the compulsory acquisition of land for a purpose classified by the regulations as an approved purpose.
- 3) The Land Acquisition Act 1969 applies to the acquisition of land under this section

There are two approaches that Council can undertake to acquire the land for use as a public road:

- 1.) Council reaching an agreement with the landowner for Council to acquire the land, and a plan of division being prepared to vest the land in the Council as public road; or
- 2.) If an agreement cannot be reached with the landowner, Council commencing and completing a process to open the land as public road under the Roads (Opening and Closing) Act 1991 (SA) (ROC Act).

If an agreement is sought with the landowner to acquire the land, and the landowner so agrees, we would expect that the landowner will request payment for the land and the Council will need to consider and seek expert advice on an appropriate amount to pay in this regard. A contract for the vesting of the land will need to be prepared and a plan of division will need to be prepared and deposited by the Registrar-General.

If a road is opened under the ROC Act, the processes prescribed by the ROC Act will need to be followed and compensation is payable to all persons with an interest in the land and is determined in accordance with the *Land Acquisition Act 1969 (SA)*. The compensation payable in accordance with the *Land Acquisition Act 1969 (SA)* is determined on the basis of the highest and best use of the land and generally payable under the following 'heads of compensation':

- the market value of the land;
- injurious affection (for example, if the land was required as part of the landowner's plans to renovate and upgrade the existing service station compensation for loss attributable this may be payable); and
- disturbance (for disturbance suffered by the landowner as result of the acquisition or works to be carried out on the acquired land).

6.2.2 Financial Implications

Design and construct tenders have been received for the upgrade of Riggs Road (Design Option 1 – realignment), which will cost \$1,282,290. The additional \$382,290 capital funding will need to be allocated via Budget Review. No new additional operating funding is required because \$121,000 was already approved in the 2018/19 Annual Business Plan. The original bid submission anticipated a much higher interest rate on borrowings so no additional operating funding is required.

6.3 Option 3 Analysis

6.3.1 Analysis & Implications of Option 3

Option Three prioritises the upgrading of Riggs Road (Design Option Two) over Hayman Road and Riggs Road (Design Option One). This option involves the sealing of the existing road alignment and fails to address the known safety concerns, thus the residual risk is not reduced. A summary of the design differences between Riggs Road Option One and Two are outlined below:

| Component of Road Upgrade | Option 1 Realignment | Option 2 Existing |
|--|-------------------------|----------------------|
| Compliant road width | YES | YES |
| Installation of complying driveway crossovers | YES | YES |
| Road shoulders | YES | YES |
| Super-elevation of curves (banking) | YES | YES |
| Complying cul-de-sac turnaround | YES | YES |
| Guide post and delineators | YES | YES |
| Appropriate signage | YES | YES |
| Improved sight distance, road readability, operating speeds through road realignment | YES | NO |
| Tree removal | YES | YES |
| Land acquisition | YES | NO |
| New safer entrance/exit point to Gawler One Tree Hill Road | YES | NO |
| New stormwater cross drains and pipes | YES | NO |

6.3.2 Financial Implications

Design and construct tenders have been received for the upgrade of Riggs Road (Option 2 – existing alignment), which will cost \$973,477. The additional \$73,477 capital funding will need to be allocated via Budget Review. No new additional operating funding is required because \$121,000 was already approved in the 2018/19 Annual Business Plan. The original bid submission anticipated a much higher interest rate on borrowings so no additional operating funding is required.



RURAL ROAD SEALING POLICY

playford.sa.gov.au



Rural Road Sealing Policy

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

ECM Document Set No.: 3600474

Version No.: 1.0

Date of Current Version 24 September 2019

Responsible Team Strategy and Policy

Other Key Internal Stakeholders City Operations, Assets and Projects

Initial Date of Adoption 24 September 2019

Last Reviewed 24 September 2019

Authorised By Council

Resolution No.: 3745

Legal Requirement N/A

Date of Next Review 30 June 2021

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1. Purpose

The Rural Road Sealing 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:

| | Length (km) |
|--|-------------|
| Total Local Road Network | 887 |
| Metropolitan Road Network | 578 |
| Rural Road Network | 309 |
| Unsealed Rural Road Network (Non-Growth Areas) | 40 |
| Unsealed Rural Road Network (Growth Areas) | 25 |
| Sealed Rural Road Network | 244 |

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 a 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 criterion 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.)

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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.

As per 4.3.6 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

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- 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 will have regard for community feedback when determining whether to proceed with proposed road sealing. Community feedback will be considered against other factors relating to broader community needs
- 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 4.3.2.
- 5.3.10 Council may seek external funding contributions through the Special Local Roads Program and Heavy Vehicle Safety and Productivity Program to

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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 limitations.

6. Responsibilities

| Role | Function |
|-------------------------------|--|
| Transport Planner | Forward planning and concept design |
| Manager Assets and Projects | Detailed design and construction |
| Manager Environment and Waste | Native vegetation and tree impact assessment |
| Manager Roads and Stormwater | Rural road maintenance |

Strategy & Policy are 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 Council's Transport Planner at playford@playford.sa.gov.au.

10. Approval and Change History

| Version | Approval Date | Approval by | Change |
|---------|-------------------|-----------------------------|------------|
| 1 | 24 September 2019 | Council Resolution No. 3745 | New Policy |

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City of Playford Rural Road Sealing Priority List (Reviewed September 2020)

| Road Name | Suburb | Length (km) | Priority Score | Comments |
|-------------------|------------------|-------------|----------------|--|
| Glenburnie Rd | Yattalunga | 3.23 | 54 | |
| Riggs Rd | Yattalunga | 2.79 | 54 | |
| Hayman Rd | Penfield Gardens | 1.31 | 43 | |
| Argent Road | Penfield | 0.95 | 40 | |
| Hannaford Hump Rd | Sampson Flat | 4.80 | 38 | |
| Karwin Rd | Humbug Scrub | 1.45 | 37 | |
| Hannaford Hump Rd | Sampson Flat | 0.27 | 36 | |
| McGilp Rd | One Tree Hill | 0.45 | 34 | |
| Vokes Rd | Virginia | 0.15 | 30 | |
| Harvey Rd | Sampson Flat | 0.50 | 30 | |
| Winnifred Rd | Virginia | 0.55 | 29 | |
| Johnson Road | One Tree Hill | 1.80 | 29 | |
| Starrs Gully Rd | Yattalunga | 2.10 | 29 | |
| Robinson Road | Virginia | 0.71 | 27 | |
| McGee Rd | Penfield Gardens | 1.01 | 27 | |
| Burt Rd | Virginia | 0.43 | 27 | |
| Laxton Road | McDonald Park | 0.41 | 27 | |
| Nash Rd | Virginia | 1.09 | 27 | |
| Kelly Hill Rd | Humbug Scrub | 1.40 | 25 | |
| Short Rd | Penfield | 1.06 | 24 | |
| Brooks Rd | Buckland Park | 1.90 | 22 | |
| Eagles Nest Rd | Bibaringa | 0.41 | 21 | |
| Precolumb Rd | One Tree Hill | 0.40 | 21 | |
| Brooks Rd | Buckland Park | 1.20 | 20 | |
| Brooks Rd | Buckland Park | 1.17 | 20 | |
| Taylor Rd | Humbug Scrub | 0.90 | 18 | |
| Blencowe Rd | One Tree Hill | 0.60 | 18 | |
| Tozer Rd | Buckland Park | 1.15 | 17 | |
| Berno Rd | Waterloo Corner | 0.55 | 10 | |
| Rutland Rd | Sampson Flat | 0.70 | 8 | |
| Casson Rd | Waterloo Corner | 0.30 | 7 | |
| Clements Rd | Virginia | 0.90 | 7 | |
| James Rd | Virginia | 0.46 | 7 | |
| Alpha Court | Waterloo Corner | 0.45 | 5 | |
| Bassnet Rd | Humbug Scrub | 2.90 | 42 | Council resolved not to seal (resolution 3745) |

C. COUNCIL/COMMITTEE TO DECIDE HOW LONG ITEM 8.2 IS TO BE KEPT IN CONFIDENCE**Purpose**

To resolve how long agenda item 8.2 is to be kept confidential.

STAFF RECOMMENDATION

Pursuant to Section 91(7) of the Local Government Act 1999, the Committee orders that the following aspects of Item 8.2 be kept confidential in accordance with Committee's reasons to deal with this item in confidence pursuant to Section 90 (3) (k) of the Local Government Act 1999:

- Report for Item 8.2
- Attachment(s) for Item 8.2
- Minutes for Item 8.2

This order shall operate until both tender process have been completed, 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.