Wattle Range
COUNCIL

Wattle Range - a great place to live and work



Cr Rick Paltridge resigned from Council on 03/08/21

NOTICE AND AGENDA OF ORDINARY MEETING OF WATTLE RANGE COUNCIL

Notice is hereby given the next Ordinary Meeting of Wattle Range Council will be held in the Supper Room, Millicent War Memorial Civic & Arts Centre, Ridge Terrace, Millicent on Tuesday 14 September 2021 at 5:00 PM.

Ben Gower
CHIEF EXECUTIVE OFFICER

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

GF/9.24.1 – 3.1 GDS:40

On 15 March 2020, the Chief Executive of the Department for Health and Wellbeing in the State of South Australia, pursuant to section 87 of the *South Australian Public Health Act 2011*, declared that an emergency which threatens to cause the death of, or injury or other damage to the health of any person is occurring or about to occur in relation to the transmission of COVID-19, and declared the emergency to be a public health emergency.
On 22 March 2020 the State Coordinator for the State of South Australia declared, pursuant to section 23 of the *Emergency Management Act 2004*, that a Major Emergency is occurring in respect of the outbreak of the Human Disease named COVID-19 within South Australia.
As a necessity due to COVID-19, Hon Stephan Knoll, Minister for Transport, Infrastructure and Local Government in accordance with section 302B of the *Local Government Act 1999* varied or suspended the operation of the specified provisions of the Act as set out in Schedule 1 to the "Electronic Participation in Council Meetings Notice (No 1) 2020" which was gazetted on Tuesday, 31 March 2020 (Page 619 – 627).

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1 Opening Of The Meeting

Civic Prayer

Almighty God

We pray that in this meeting we speak honestly, listen attentively, think clearly and decide wisely, for the good of our District and the wellbeing of our people

Amen

Acknowledgement of Country

We acknowledge the traditional custodians of the land on which we meet and pay respect to Elders past and present.

Recording of Meetings

Council's Code of Practice 6 prohibits any person from photographing, filming, televising or recording by audio devices Council Meetings without written approval from the Mayor or Chief Executive Officer.

2 Present

3 Apologies

No apologies have been received at the point of publishing the Agenda.

4 Disclosure Of Interests

Any Councillor with one of the following Conflicts of Interest is asked to declare it now and prior to the Item being discussed:

Material – where any of a defined list of persons would gain a benefit, or suffer a loss (whether directly or indirectly, personal or pecuniary) depending on the outcome of the consideration of the matter at the meeting.

Actual – where a Member has a Conflict of Interest (not being a material conflict of interest) between their own interests and the public interest that might lead to a decision that is contrary to the public interest.

Perceived – where from the perspective of an impartial, fair-minded person it could reasonably be perceived that a Member has a Conflict of Interest in a matter.

Where an actual or perceived Conflict of Interest exists, the Member must inform the meeting of the interest and how (if they propose to participate in the meeting) they intend to deal with the actual / perceived Conflict of Interest. This information will be documented by the Minute Taker.

5 Confirmation Of Minutes

5.1 Ordinary Meeting of Council - 10 August 2021 (Folio 9715 - Folio 9739)

Report Type	Minutes from Previous Meeting
File Reference	GF/9.24.1/1
Attachments	1. coumin council 100821 with Appendix [**5.1.1** - 25 pages]

RECOMMENDATION

That the Minutes of the Ordinary Meeting dated 10 August 2021 be taken as presented and confirmed.

WATTLE RANGE COUNCIL

Minutes of the Ordinary Meeting of Wattle Range Council held in the Supper Room, Millicent War Memorial Civic & Arts Centre, Ridge Terrace, Millicent on 10 August 2021 at 5.00 pm.

1. OPENING OF THE MEETING / CIVIC PRAYER / ACKNOWLEDGEMENT OF COUNTRY / RECORDING OF MEETINGS

2. PRESENT

His Worship the Mayor D Noll
Cr D Burrow
Cr S Cox [attended at 5.03 pm]
Cr J Drew
Cr P Dunnicliff
Cr K McGrath
Cr D Muhovics
Cr M Neagle
Cr D Price
Cr G Slarks

Mr BJ Gower (Chief Executive Officer)
Mr PA Duka (Director Corporate Services)
Mr PA Halton (Director Engineering Services)
Ms EF Clay (Director Development Services)
Ms CP Allen (Executive Assistant)

3. APOLOGIES

Cr D Agnew

Mayor Noll welcomed Roger Babolka, Manager Economic Development and Samuel Hoopmann to the Meeting who is a UniSA Marketing Intern. Emma Clay advised that Samuel will be developing a Tourism Marketing Strategy.

4. DISCLOSURE OF INTERESTS

Cr Muhovics disclosed that he had an Actual Conflict of Interest in regard to Item 15.3.2 Southend Tourist Park and Bush Camp Area.

5. CONFIRMATION OF THE MINUTES

5.1 Ordinary Meeting of Council – 13 July 2021 (Folio 9702 – Folio 9711)

Cr Dunnicliff moved that the Minutes of the Ordinary Meeting dated 13 July 2021 be taken as presented and confirmed.

Cr Burrow seconded **CARRIED**

[Cr Cox attended the meeting at 5.03 pm]

5.2 Confidential Meeting of Council – 13 July 2021 (CM 932 – CM 934) – Not Fully Released

Cr Drew moved that the Minutes of the Confidential Meeting dated 13 July 2021 be taken as presented and confirmed.

Cr Dunnicliff seconded **CARRIED**

5.3 Special Meeting of Council – 27 July 2021 (Folio 9712 – Folio 9714)

Cr Muhovics moved that the Minutes of the Special Meeting dated 27 July 2021 be taken as presented and confirmed.

Cr Neagle seconded **CARRIED**

5.4 Confidential Special Meeting of Council – 27 July 2021 (CM 935 – CM 937) – Not Fully Released

Cr Burrow moved that the Minutes of the Confidential Special Meeting dated 27 July 2021 be taken as presented and confirmed.

Cr Price seconded **CARRIED**

6. MATTERS ARISING FROM THE MINUTES

NIL

7. ADJOURNMENTS

NIL

8. MAYORAL COMMUNICATIONS

8.1 Mayoral Communications

Cr Burrow moved that Mayoral Communications be received and noted.

Cr Cox seconded **CARRIED**

9. DEPUTATIONS

NIL

10. PETITIONS

NIL

11. REPORTS FROM COUNCIL MEMBERS

Cr McGrath attended on Saturday, 7 August 2021 a HAC zoom meeting and advised that the hospital is still pushing ahead to have an open day in October 2021.

Cr Drew attended the Millicent Lions Club changeover meeting on behalf of the Mayor on 17 July 2021.

12. QUESTIONS WITH NOTICE

NIL

13. QUESTIONS WITHOUT NOTICE

Various questions were asked but there was no resolution that entry be made into the Minutes.

14. REPORTS FROM COUNCIL COMMITTEES

14.1 Greenrise Lake Advisory Committee - Minutes of Meeting held on 3 May 2021 (Amended) and 5 July 2021

Cr Burrow moved that the Minutes of the Greenrise Lake Advisory Committee Meeting dated 3 May 2021 (Amended) and 5 July 2021 be received and noted.

Cr Dunnicliff seconded **CARRIED**

15. REPORTS FROM COUNCIL OFFICERS

15.1 Chief Executive Officer

15.1.1 Monthly Project Status Report

Cr Drew moved that Council receive and note the report.

Cr Muhovics seconded **CARRIED**

15.1.2 Delegations Update

Cr McGrath moved that Council:

1. Receive and note the report.

Cr Cox seconded **CARRIED**

Cr Price moved that Council:

2. Resolves to grant the delegation of powers and functions of the Council as provided for in the attached instrument of delegation (Attachment 1), *Local Government Act 1999* (Attachment 2) and *Roads (Opening and Closing) Act 1991* (Attachment 3) and the Instrument of authorisation *Road Traffic Act 1961* (Attachment 4).

3. In exercise of the power contained in Section 44 of the *Local Government Act 1999* the powers and functions under the *Planning, Development and Infrastructure Act 2016* and statutory instruments made thereunder contained in the proposed Instrument of Delegation (annexed to the Report dated 10 August 2021 and entitled Delegations Review and marked (Attachment 5) are hereby delegated this 10 August 2021 to the person occupying or acting in the office of Chief Executive Officer of the Council subject to the conditions and/or limitations, if any, specified herein or in the Schedule of Conditions in the proposed Instrument of Delegation.

4. Such powers and functions may be further delegated by the Chief Executive Officer in accordance with Sections 44 and 101 of the *Local Government Act 1999* as the Chief Executive Officer sees fit, unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation.

Cr Slarks seconded **CARRIED**

15.1.3 Resignation of Councillor Rick Paltridge

Cr Burrow moved that Council:

1. Receive and note the report.

Cr Neagle seconded **CARRIED**

The Mayor and Elected Members congratulated Cr Paltridge on his thoughtful, well researched contribution to Council debate and passionate service to Riddoch Ward.

Cr Neagle moved that Council:

2. Write to Rick Paltridge thanking him for his representation of the Riddoch Ward during his term as Councillor.

Cr Price seconded **CARRIED**

Cr Price moved that Council

3. Adjourn the nomination to replace Cr Paltridge on the Greenrise Lake Advisory Committee until the election of the Riddoch Ward Councillor.

Cr Neagle seconded **CARRIED**

Cr Muhovics moved that Council

4. Approve a budget variation of $15,000 to conduct the Supplementary Election.

Cr Cox seconded **CARRIED**

Cr Burrow moved that Council acknowledges former Cr Paltridge's service to this Council and send a card in appreciation.

Cr Price seconded **CARRIED**

15.2 Director Corporate Services

15.2.1 Greenrise Lake Advisory Committee – Terms of Reference

Cr Price moved that Council:

1. Receive and note the report.

Cr Slarks seconded **CARRIED**

Cr Dunnicliff moved that Council:

2. Adopt as presented the updated Terms of Reference for the Section 41 Committee - Greenrise Lake Advisory Committee.

Cr Burrow seconded **CARRIED**

15.3 Director Development Services

15.3.1 Millicent 150th Year Celebration

Cr Slarks moved that Council:

1. Receive and note the report.

Cr Neagle seconded **CARRIED**

Cr Dunnicliff moved that Council:

2. Endorse the draft program of activities for the Millicent 150th Anniversary Celebrations and vary the 2021/22 budget for the events to $20,000.

Cr Cox seconded **CARRIED**

15.3.2 Southend Tourist Park and Bush Camp Area

Cr Dennis Muhovics advised that he had an Actual Conflict of Interest in regard to this issue as he has been a Contractor on the site and will deal with the Conflict by leaving the Chamber.

[Cr Muhovics declared a Conflict of Interest and left the Chamber at 5.42 pm]

Cr Dunnicliff moved that Council:

1. Receive and note the report.

Cr McGrath seconded **CARRIED**

Cr Neagle moved that Council:

2. Approve a variation to the 2021/22 Budget of an additional $15,328.84 for the unforeseen additional works required at the Southend Tourist Park.

Cr McGrath seconded **CARRIED**

Cr Dunnicliff moved that Council:

3. Allocate $80,000 to the 2021/22 Budget for temporary sand replenishment works in Southend, noting an application will be made to the Coastal Protection Board for $40,000 to support this work. If the application for funding is unsuccessful, Council allocates $42,520 to the 2021/22 Budget for the relocation of the Tourist Park fence and battering of the foredune sand, including reduced income from the decrease in usable sites within the Caravan Park.

Cr Slarks seconded **CARRIED**

[Cr Muhovics resumed the Chamber at 6.15 pm]

[Cr Price left the meeting at 6.15 pm]

15.4 Director Engineering Services

15.4.1 New Administration Building

Cr Neagle moved that Council:

1. Receive and note the report.

Cr Burrow seconded **CARRIED**

[Cr Price resumed the meeting at 6.16 pm]

[Cr Cox left the meeting at 6.30 pm]

[Cr Cox resumed the meeting at 6.31 pm]

Cr Dunnicliff moved that Council:

2. Endorse the current Conceptual Plans for the proposed Administration Centre and authorise the CEO to lodge a development application.

Cr Slarks seconded **CARRIED**

Cr Slarks moved that Council:

3. Allocate $295,000 to the 2021/22 budget for the detailed design and development application for the proposed Administration Centre.

Cr Drew seconded **CARRIED**

15.4.2 Road Resheet Program 2021/22

Cr Price moved that Council:

1. Receive and note the report.

Cr Cox seconded **CARRIED**

Cr Dunnicliff moved that Council:

2. Adopt the revised unsealed road resheeting program for 2021/22.

Cr Muhovics seconded **CARRIED**

ADJOURNMENT OF MEETING

Cr Dunnicliff moved that the meeting be adjourned for dinner until 7.20 pm

Cr Cox seconded **CARRIED**

The meeting adjourned at 6.50 pm.

The meeting reconvened at 7.21 pm.

16. CORRESPONDENCE

16.1 Lake George Management Committee

Cr Dunnicliff moved that the correspondence from Hon David Speirs MP to Mr Jim Pegler dated 5 July 2021 regarding the Lake George Management Committee becoming an Advisory Committee under section 10 of the *Crown Lands Management Act 2009* be received and noted.

[Cr Burrow attended the meeting at 7.23 pm]

Cr McGrath seconded **CARRIED**

16.2 Lake Leake Catchment Area

Cr Price moved that:

1. The correspondence from Hon David Basham MP, Minister for Primary Industries and Regional Development dated 7 July 2021 be received and noted.

2. The correspondence from Mick Theobald, General Manager Operations, OneFortyOne Plantations dated 28 July 2021 be received and noted.

3. Council investigate the possible transfer / rededication of Crown Land (reserved for forestry purposes) currently under the care and control of Council, identified as surplus to Council's requirements (i.e. Section 207, Hundred of Kennion, A8446).

Cr Neagle seconded **CARRIED**

Cr Price moved that Council write to the relevant Minister requesting the change to the rules governing OneFortyOne Plantations for the forest area (with a copy to the Shadow Minister) and ask that the Minister initiate a review of the Lake Leake catchment area ultimately leading to a creation of a conservation park.

Cr Neagle seconded **CARRIED**

16.3 Statutes Amendment (Local Government Review) Bill 2020

Cr Burrow moved that the correspondence from Hon Emily Bourke MLC dated 9 July 2021 regarding the Statutes Amendment (Local Government Review) Bill 2020 be received and noted.

Cr Muhovics seconded **CARRIED**

16.4 Minister for Health and Wellbeing - Excellence in Public Health Awards

Cr Slarks moved that the correspondence from Professor Nicola Spurrier dated 8 July 2021 regarding the Minister for Health and Wellbeing – Excellence in Public Health Awards be received and noted.

Cr Cox seconded **CARRIED**

16.5 Local Government Finance Authority - AGM - Friday, 29 October 2021

Cr Slarks moved that:

1. That the correspondence be received and noted.

Cr Neagle seconded **CARRIED**

Cr Cox moved:

2. That Mr Paul Duka be nominated by Council as voting delegate and this information be submitted prior to Friday, 20 August 2021.

Cr Drew seconded **CARRIED**

17. MOTIONS ON NOTICE

17.1 Black Spot Funding for Mobile Phone Towers

Cr Price moved Council writes to Mr Tony Pasin MP, Federal Member for Barker, Federal Minister for Telecommunications and State Cabinet requesting the Federal Government and State Government adopt a more flexible approach to Black Spot funding for mobile phone towers to resolve this issue. Funding limits should be altered as necessary to deliver quality mobile phone services to regional areas.

Cr Neagle seconded **CARRIED**

18. URGENT MOTIONS WITHOUT NOTICE

NIL

19. ITEMS FOR CONSIDERATION IN CONFIDENCE

19.1 Confidential - Periodic Pump out of Septic Tanks and Disposal of Associated Bio-Waste - Tender Evaluation Report

Cr Slarks moved:

That:

1. Pursuant to Sections 90(2) and 90(3)(k) of the *Local Government Act 1999* the Council orders that the public be excluded from attendance at the part of this meeting relating to Item 19.1, excepting the following persons:

   - Mr BJ Gower – Chief Executive Officer
   - Mr PA Duka – Director Corporate Services
   - Mr PA Halton – Director Engineering Services
   - Ms EF Clay – Director Development Services
   - Ms C Allen – Executive Assistant / Minute Taker

   To enable the Council to consider Item 19.1 in confidence on the basis the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to Item 19.1 tenders for the supply of goods, the provision of services and the carrying out of works.

   Specifically, the present matter relates to a tender for the periodic pump out of septic tanks and the disposal of the associated bio-waste for the Wattle Range Council.

2. Accordingly, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.

Cr Muhovics seconded **CARRIED**

Cr Price moved that Council:

1. Receive and note the report.

Cr Slarks seconded **CARRIED**

Cr Slarks moved:

2. Delegate to the CEO to enter into contract negotiations with Tenderer 1, Jury's Liquid Waste for a contract term of four (4) years for the price detailed in table 2 of this report.

Cr Cox seconded **CARRIED**

Cr Neagle moved:

1. Pursuant to Section 91(7) of the *Local Government Act 1999*, Council orders **that the following document(s) (or part) shall be kept confidential**, being document(s) (or part) relating to a matter dealt with by the Council on a confidential basis under Sections 90(2) and 90(3)(k) of the Act:

   - **The Report of Item 19.1 of 10 August 2021**

   On the grounds that the document(s) (or part) relates to tenders for the supply of goods, the provision of services or the carrying out of works.

   Specifically, the present matter relates to a tender for the periodic pump out of septic tanks and the disposal of the associated bio-waste for the Wattle Range Council.

   This order shall operate until 10 August 2022 and will be reviewed at least annually in accordance with the Act.

2. Pursuant to Section 91(9)(c) of the Act, the Council delegates to the Chief Executive Officer the power to revoke this order and must advise the Council of the revocation of this order as soon as possible after such revocation has occurred.

Cr Burrow seconded **CARRIED**

Meeting closed at 8.01 pm.

Taken as presented and confirmed.

…… ……

MAYOR **DATE**

ATTACHMENT 1

Wattle Range Council

Instrument of delegation

1. The Wattle Range Council (**Council**) delegates each function or power of the Council:
   (a) listed in the attached tables to the delegate or delegates identified in respect of the function or power; and
   (b) contained in each by-law of the Council in operation as at the date of this instrument to the Chief Executive Officer.
2. The delegations are granted pursuant to section 44 of the *Local Government Act 1999*. Excepting that the functions and powers of the Council:
   (a) The powers of delegation conferred on councils by the Roads Opening and Closing Act 1991 under s 46 of the Roads Opening and Closing Act 1991.
3. If two or more delegates are nominated in respect of a power or function, then each nominated person is granted a delegation and may exercise the power or function independently of any other delegate.
4. The delegations are granted subject to the following conditions and limitations:
   (a) the delegate must exercise a delegated function or power in accordance with:
      (i) applicable legislative and other legal requirements; and
      (ii) due regard to relevant policies and guidelines adopted by the Council;
5. Each delegation of a power or function granted under this instrument is independent of, and severable from, every other delegation granted under this instrument.
6. If a delegation of a power or function under this instrument is determined to be invalid or unlawful, the invalid or unlawful delegation will be deemed to be severed from this instrument and the remaining delegations will continue to operate according to their terms.
7. The delegations provided for in this instrument of delegation will come into operation on 11 August 2021.
8. Previous delegations granted by the Council of the powers and functions delegated by this instrument are revoked with effect from the date on which the delegations provided for in this instrument come into operation.
9. The delegations granted by this instrument will remain in force until varied or revoked by resolution of the Council.

By resolution of the Council

on:……

ATTACHMENT 2

	Local Government Act 1999			
Capacity of council	**Statutory provision**	**Power/function**	**Delegate**	**Sub-delegate**
council	section 12(4)	Undertake a review under section 12 of the Local Government Act at least once in each relevant period prescribed by the regulations	CEO	
council	section 245A(1)	Require a person to enter into an agreement with the council in regard to work under an approval under the *Planning, Development and Infrastructure Act 2016* which could cause damage to any local government land (including a road) within the vicinity of the site of the development	CEO	

ATTACHMENT 3

	Roads (Opening and Closing) Act 1991			
Capacity of council	**Statutory provision**	**Power/function**	**Delegate**	**Sub-delegate**
council	section 34B(2)(a)(i)	Receive notice of a proposal to open or close a road in an environmental impact statement	CEO	

ATTACHMENT 4

Wattle Range Council

Instrument of authorisation

1. The Minister for Transport and Infrastructure granted:

   (a) approvals to the Council for the purposes of specific powers under sections 17 and 20 of the *Road Traffic Act 1961*; and

   (b) appointed the Council as the Minister's delegate in respect of specific powers under sections 17 and 33(1) of the Road Traffic Act,

   by the Instrument of General Approval and Delegation (dated 22 August 2013) (**General Approval**).

2. Pursuant to the General Approval, the Council authorises the employees of the Council named in the attached table to exercise the powers under sections 17 and 20 of the Road Traffic Act conferred on or delegated to the Council by the General Approval subject to the conditions set out in the General Approval and any additional conditions noted in the table with respect to the exercise of the power.

Signature of the Chief Executive Officer

Benjamin Gower

Date

ATTACHMENT 4

Council authorisations for the purposes of the General Approval

Road Traffic Act	Approval granted to Council (as set out in the General Approval)	Authorised employee	Conditions
sections 17(1) and 17(2)	**A. Traffic control devices** Install, maintain, alter, operate or remove, or cause to be installed, maintained. altered, operated or removed, any traffic control device on, above or near a road which is under the care, control and management of the Council (except those traffic control devices specified in clause A.8 of the General Approval or dealt with in other clauses of the General Approval)	Peter Halton	As set out in clause A of the General Approval
section 20(2)	**B. Speed limits at works on roads** Place signs on a road for the purpose of indicating the maximum speed to be observed by drivers while driving on, by or towards a work area or a work site where workers are engaged, or works are in progress at the direction of the Council	Peter Halton	As set out in clause B of the General Approval

ATTACHMENT 4

Road Traffic Act	Approval granted to Council (as set out in the General Approval)	Authorised employee	Conditions
section 17(3)	**C. Traffic control devices at works on roads** Install, display, alter, operate or remove any traffic control device in relation to an area where persons are engaged in work or an area affected by works in progress, or in relation to part of a road temporarily closed to traffic under the *Road Traffic Act 1961* or any other Act	Peter Halton	As set out in clause C of the General Approval
section 17(3)	**D. Temporary parking controls** Install, display, alter, operate or remove a traffic control device for the purposes of imposing, varying or abolishing a parking control on a temporary basis on a road which is under the care, control and management of the Council	Peter Halton	As set out in clause D of the General Approval
section 17	**F. Grant approval to another road authority** Specifically approve the installation, maintenance, alteration, operation or removal of a traffic control device in the Council area by a road authority on, above or near a road under the care, control and management of the road authority	Peter Halton	As set out in clause F of the General Approval

ATTACHMENT 5

Wattle Range Council

Instrument of Delegation under the Planning, Development and Infrastructure Act 2016, Regulations, Planning & Design Code and Practice of Powers of a Council as:

- **A Council**
- **A designated Authority**
- **A Designated Entity**

(Instrument A)

Delegation Sources

- Instrument of Delegation under the Planning, Development and Infrastructure Act 2016, Regulations, Planning & Design Code and Practice Directions of Powers of a Council as a Council; a Designated Authority; a Designated Entity (Instrument A)
- Planning, Development and Infrastructure (General) Regulations 2017
- Planning, Development and Infrastructure (Fees, Charges and Contributions) Regulations 2019
- State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments
- State Planning Commission Practice Direction - 3 (Notification of Performance Assessed Development Applications) 2019
- State Planning Commission Practice Direction (Council Inspections) 2020
- State Planning Commission Practice Direction 10 (Staged Occupation of Multi-Storey Buildings) 2020

Titles / Abbreviations

Titles/ Abbreviation	Position
CEO	Chief Executive Officer
ND	Not Delegated

ATTACHMENT 5

Instrument of Delegation under the Planning, Development and Infrastructure Act 2016, Regulations, Planning & Design Code and Practice Directions of Powers of a Council as a Council; a Designated Authority; a Designated Entity (Instrument A)

Instrument of Delegation under the Planning, Development and Infrastructure Act 2016, Regulations, Planning & Design Code and Practice Directions of Powers of a Council as a Council; a Designated Authority; a Designated Entity (Instrument A)				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl5(1)	70. Requirements in Relation to Preparing an Engagement Plan 70.1 The power pursuant to clause 5(1) of the State Planning Commission Practice Direction – 2 Preparation and Amendment of Designated Instruments (PD2), to prepare an engagement plan that: 70.1.1 meets the principles and performance outcomes of the Charter; 70.1.2 describes the persons or bodies to be consulted on the proposed amendment of the Designated Instrument, which must include any persons or bodies: 70.1.2.1 require to be consulted with under a condition imposed by the Minister under Section 73(5) of the PDI Act 70.1.2.2 specified by the Commission under Section 73(6)(e) of the PDI Act;		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
		70.1.2.3 who must be consulted with under the Charter; 70.1.3 outlines any relevant previous engagement undertaken to inform the proposal; 70.1.4 describes the evaluation framework for the engagement.		
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl5(2)	70. Requirements in Relation to Preparing an Engagement Plan 70.2 The power pursuant to clause 5(2) of PD2 to submit all engagement plans which relate to proposed preparation of or amendment to a State Planning Policy or a Regional Plan to the Commission for approval prior to commencement of formal engagement on the proposal.		CEO
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl6(2)	71. Preparation of an Engagement Report (Following Consultation) 71.1 The power pursuant to clause 6(2) of PD2 to set out in an engagement report: 71.1.1 details of the engagement undertaken and how that engagement met the engagement plan, and reasons for variations, if any to the engagement plan; 71.1.2 the outcome of the engagement including a summary of the written submission or feedback made; 71.1.3 any proposed changes to the proposal to prepare or amend a Designated Instrument (when compared with the proposal that		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
		was engaged on) and the reasons for those proposed changes which specifically indicates: 71.1.3.1 where changes are proposed to the Designated Instrument based on or as a result of the engagement; and 71.1.3.2 any other changes which are proposed based on or as a result of additional investigations or information which was not available when the proposal was released for engagement.		
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl6(3)	71. Requirements in Relation to Preparing an Engagement Report Following Consultation 71.2 The power pursuant to clause 6(3) of PD2 to, in the engagement report also include an evaluation of the effectiveness of the engagement that considers whether: 71.2.1 the principles of the Charter have been achieved; and 71.2.2 all mandatory requirements identified in the Charter have been met (where the consultation category is applicable).		CEO
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl7(1)	72. Initiating a Code Amendment 72.1 The power pursuant to clauses 7(1) and (2) of PD2 to lodge a Proposal to initiate with the Department via the SA Planning Portal that sets out: 72.1.1 Code Policy – an outline of: 72.1.1.1 any overlay, general policy, zone or subzones in the Code		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
		being proposed for amendment; and/or 72.1.1.2 the intended spatial application of an overlay, general policy, zone or subzone in the Code over an identified area; 72.1.2 Affected Area 72.1.2.1 a map or description of the Affected Area; 72.1.3 State Planning Policies 72.1.3.1 identification of the relevant principles or objectives of the State Planning Policies and an assessment of the proposed Code Amendment's alignment with those State Planning Policies; 72.1.4 Regional Plan 72.1.4.1 Identification of relevant regional plans and assessment of how the matters or issues proposed to be addressed by the proposed Code Amendment will relate to the relevant regional plan; 72.1.5 Consultation - 72.1.5.1 matters raised by the relevant Council and/or a relevant Joint Planning Board on the Proposal to Initiate; 72.1.5.2 information regarding any consultation that has already occurred with respect to the proposed Code Amendment 72.1.5.3 details of further consultation proposed to be undertaken with respect to the proposed code Amendment;		

ATTACHMENT 5

Delegation Source	Section	Powers and Functions Delegated	Conditions and Limitations	Delegate or Sub-Delegate
		72.1.6 Investigations - 72.1.6.1 information regarding any investigations which have already been undertaken with respect to the proposed Code Amendment 72.1.6.2 an outline of the further investigations that will be undertaken to support the proposed Code Amendment; 72.1.6.3 details of any infrastructure required to support development arising through proposed Code Amendment and how the infrastructure will be provided; 72.1.6.4 details of any infrastructure agreement (or agreements) or infrastructure scheme which will need to be established or entered into in connection with the proposed Code Amendment 72.1.7 Timetable 72.1.7.1 an outline of the proposed timetable for each step of the Code Amendment process (ensuring that the process is completed within reasonable time limits), and a commitment from the Proponent (where it is also the Designated Entity) that it will take steps to update the timetable and seek approval from the Department if it appears that timeframes will not be met.		
State Planning Commission Practice Direction - 2 Preparation and Amendment of	cl7(3)	72. Initiating a Code Amendment The power pursuant to clause 7(3) of PD2, in addition to a Code Amendment which is intended to designate a place as a place of		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
Designated Instruments		local heritage value, to provide a report which: 72.2.1 includes a heritage datasheet for each proposed Local Heritage Place, which includes: 72.2.1.1 all relevant property details and descriptions (including images); 72.2.1.2 historical background and thematic analysis; 72.2.1.3 a statement of heritage value; 72.2.1.4 an assessment against the Local Heritage Criteria; and 72.2.1.5 the extent of listing (including any exclusions); 72.2.2 includes an analysis of historic themes of importance to the area; 72.2.3 is prepared by a heritage architect, historian or person with similar qualifications, skills or experience; and 72.2.4 is otherwise prepared in accordance with any guidelines prepared and published by the Commission under Section 67(2)(c) of the PDI Act.		
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl 7(4)	72. Initiating a Code Amendment 72.3 The power pursuant to clause 7(4) of PD2 in relation to a Code Amendment which is intended to designate a tree (or stand of trees) as a significant tree (or trees), to provide a report which: 72.3.1 includes relevant details and descriptions of the tree or stand		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
		of trees (including images as necessary) 72.3.2 includes an assessment of the tree (or stand of trees) against the Significant Tree Criteria; 72.3.3 is prepared by an urban planner, arborist or person with qualifications, skills or experience relevant to the assessment in the report.		
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl8(1)	73. Preparation of a Draft Proposal Code Amendment (Prior to Consultation) 73.1 The power pursuant to clause 8(1) of PD 2 to, prior to consultation occurring on a draft Code Amendment, to: 73.1.1 carry out investigations and obtain such information: 73.1.1.1 as provided in the Proposal to Initiate approved by the Minister; 73.1.1.2 as required under any conditions imposed by the Minister under Section 73(5)(b) of the PDI Act; and 73.1.1.3 as specified by the Commission under Sections 73(6)(e) or 73(6)(f) of the PDI Act; 73.1.2 provide the Department with: 73.1.2.1 written instructions (in a form acceptable to the Department) that set out the intent of the proposed Code Amendment for the purposes of the Department writing the draft		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
		policy for inclusion in the draft Code Amendment; and 73.1.2.2 mapping instructions or a description of the Affected Area (in a form acceptable to the Department) in order to enable the Department to prepare and provide to the Designated Entity, mapping which is suitable for inclusion in the draft Code Amendment; 73.1.3 prepare the draft Code Amendment in accordance with the approved Proposal to Initiate and any conditions imposed by the Minister under Section 73(5)(b) of the PDI Act and the requirements of this Practice Direction; 73.1.4 provide the Department with written instructions (in a form acceptable to the Department) to prepare the SA Planning Portal for consultation on the draft Code Amendment; and 73.1.5 provide the Department with the engagement plan prepared (and approved, if required) under these Practice Directions, for the purpose of the Department publishing the engagement plan on the SA Planning Portal.		
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl8(2)	73. Preparation of a Draft Proposal Code Amendment (Prior to Consultation) 73.2 The power pursuant to clause 8(2) of PD2, where an engagement plan is amended during any period of consultation or at any time prior to finalisation of the engagement report under the Practice Directions, to provide the Department with the		CEO

ATTACHMENT 5				
Delegation Source	**Section**	**Powers and Functions Delegated**	**Conditions and Limitations**	**Delegate or Sub-Delegate**
		engagement plan (as updated) for the purpose of the Department publishing the updated engagement plan on the SA Planning Portal		
State Planning Commission Practice Direction - 2 Preparation and Amendment of Designated Instruments	cl9(1)	74. Requirements For a Draft Code Amendment 74.1 The power pursuant to clause 9(1) of PD2 to support a draft Code Amendment by the following information: 74.1.1 an explanation of the current code policy as it applies to the Affected Area (at the time of preparation of the draft Code Amendment) 74.1.2 an explanation of the amendments to the Code policy proposed for the Affected Area; 74.1.3 an assessment of the strategic planning outcomes intended to be achieved through the draft Code Amendment, including an analysis of the consistency of the draft Code Amendment with the relevant provisions of State Planning Policies, the Regional Plan and any other relevant strategic plans; 74.1.4 a summary and explanation of the investigations undertaken and how these support the draft Code Amendment; and 74.1.5 an explanation of any infrastructure or services required to support development facilitated by the proposed Code Amendment, and an explanation of how and when the infrastructure will be provided.		CEO

5.2 Confidential Meeting of Council - 10 August 2021 (CM 938 - CM 939) - Released Immediately

Report Type	Minutes from Previous Meeting
File Reference	GF/9.24.1/1
Attachments	1. coumin concouncil 100821 - Released Immediately [**5.2.1** - 2 pages]

RECOMMENDATION

That the Minutes of the Confidential Meeting dated 10 August 2021 be taken as presented and confirmed.

WATTLE RANGE COUNCIL

Minutes of the Confidential Meeting of Wattle Range Council held in the Supper Room, Millicent War Memorial Civic & Arts Centre, Ridge Terrace, Millicent on 10 August 2021 at 5.00 pm.

1. OPENING OF THE MEETING / CIVIC PRAYER / ACKNOWLEDGEMENT OF COUNTRY / RECORDING OF MEETINGS

2. PRESENT

His Worship the Mayor D Noll
Cr D Burrow
Cr S Cox [attended at 5.03 pm]
Cr J Drew
Cr P Dunnicliff
Cr K McGrath
Cr D Muhovics
Cr M Neagle
Cr D Price
Cr G Slarks

Mr BJ Gower (Chief Executive Officer)
Mr PA Duka (Director Corporate Services)
Mr PA Halton (Director Engineering Services)
Ms EF Clay (Director Development Services)
Ms CP Allen (Executive Assistant)

3. APOLOGIES Cr D Agnew

19. ITEMS FOR CONSIDERATION IN CONFIDENCE

19.1 Confidential - Periodic Pump out of Septic Tanks and Disposal of Associated Bio-Waste - Tender Evaluation Report

Cr Slarks moved:

That:

1. Pursuant to Sections 90(2) and 90(3)(k) of the *Local Government Act 1999* the Council orders that the public be excluded from attendance at the part of this meeting relating to Item 19.1, excepting the following persons:

   - Mr BJ Gower – Chief Executive Officer
   - Mr PA Duka – Director Corporate Services
   - Mr PA Halton – Director Engineering Services
   - Ms EF Clay – Director Development Services
   - Ms C Allen – Executive Assistant / Minute Taker

   To enable the Council to consider Item 19.1 in confidence on the basis the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to Item 19.1 tenders for the supply of goods, the provision of services and the carrying out of works.

   Specifically, the present matter relates to a tender for the periodic pump out of septic tanks and the disposal of the associated bio-waste for the Wattle Range Council.

2. Accordingly, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.

Cr Muhovics seconded **CARRIED**

Cr Price moved that Council:

1. Receive and note the report.

Cr Slarks seconded **CARRIED**

Cr Slarks moved:

2. Delegate to the CEO to enter into contract negotiations with Tenderer 1, Jury's Liquid Waste for a contract term of four (4) years for the price detailed in table 2 of this report.

Cr Cox seconded **CARRIED**

Cr Neagle moved:

1. Pursuant to Section 91(7) of the *Local Government Act 1999*, Council orders **that the following document(s) (or part) shall be kept confidential**, being document(s) (or part) relating to a matter dealt with by the Council on a confidential basis under Sections 90(2) and 90(3)(k) of the Act:

   - **The Report of Item 19.1 of 10 August 2021**

   On the grounds that the document(s) (or part) relates to tenders for the supply of goods, the provision of services or the carrying out of works.

   Specifically, the present matter relates to a tender for the periodic pump out of septic tanks and the disposal of the associated bio-waste for the Wattle Range Council.

   This order shall operate until 10 August 2022 and will be reviewed at least annually in accordance with the Act.

2. Pursuant to Section 91(9)(c) of the Act, the Council delegates to the Chief Executive Officer the power to revoke this order and must advise the Council of the revocation of this order as soon as possible after such revocation has occurred.

Cr Burrow seconded **CARRIED**

Taken as presented and confirmed.

…… ……

MAYOR **DATE**

5.3 Special Meeting of Council - 31 August 2021 (Folio 9740 to Folio 9743)

Report Type	Minutes from Previous Meeting
File Reference	GF/9.24.1/1
Attachments	1. coumin council 310821 Special [**5.3.1** - 4 pages]

RECOMMENDATION

That the Minutes of the Special Meeting dated 31 August 2021 be taken as presented and confirmed.

WATTLE RANGE COUNCIL

Minutes of the Special Meeting of Wattle Range Council held in the Supper Room, Millicent War Memorial Civic & Arts Centre, Ridge Terrace, Millicent on 31 August 2021 at 5.00 pm.

1. OPENING OF THE MEETING / CIVIC PRAYER / ACKNOWLEDGEMENT OF COUNTRY / RECORDING OF MEETINGS

2. PRESENT

His Worship the Mayor D Noll
Cr D Agnew
Cr D Burrow
Cr S Cox
Cr J Drew
Cr P Dunnicliff
Cr D Muhovics
Cr M Neagle
Cr D Price
Cr G Slarks

Mr BJ Gower (Chief Executive Officer)
Mr PA Duka (Director Corporate Services)
Mr PA Halton (Director Engineering Services)
Ms EF Clay (Director Development Services)
Ms CP Allen (Executive Assistant)

3. APOLOGIES Cr K McGrath

4. DISCLOSURE OF INTERESTS

NIL

5. QUESTIONS WITHOUT NOTICE

NIL

6. REPORTS FROM COUNCIL OFFICERS

6.1 Director Corporate Services

6.1.1 Electors Representation Review

Cr Price moved that Council:

1. Receive and note the “Second Public Consultation Report” prepared by C L Rowe and associates Pty Ltd (dated August 2021).

Cr Neagle seconded **CARRIED**

Cr Dunnicliff moved that Council:

2. Having duly considered all matters relevant to the review, including the public submissions, Council reaffirms its support for the following future composition and structure of Council:

   - The principal member of Council continues to be a Mayor elected by the community.

- The Council area be divided into four (4) wards, as per the current ward structure.
- The future elected body of Council comprise the Mayor and eleven (11) ward councillors.
- The wards continue to be named Kintore, Riddoch, Corcoran and Sorby Adams.
- The Kintore Ward, Riddoch Ward and Sorby Adams Ward each be represented by two (2) ward councillors, and the Corcoran Ward be represented by five (5) ward councillors.

3. Pursuant to Sections 12 (11) & (12) of the *Local Government Act 1999 SA*, a final report be prepared and forwarded to the Electoral Commissioner for final endorsement of the Electors Representation Review.

Cr Muhovics seconded **CARRIED**

7. URGENT MOTIONS WITHOUT NOTICE

NIL

8. ITEMS FOR CONSIDERATION IN CONFIDENCE

8.1 Confidential – Burchard Quarry

Cr Price moved that:

1. Pursuant to Sections 90(2) and 90(3)(b)(d) of the *Local Government Act 1999*, the Council orders that the public be excluded from attendance at the part of this meeting relating to Item 8.1 excepting the following persons:

   - Mr BJ Gower – Chief Executive Officer
   - Mr PA Duka – Director Corporate Services
   - Mr PA Halton – Director Engineering Services
   - Ms EF Clay – Director Development Services
   - Ms CP Allen – Minute Taker

   to enable the Council to consider Item 8.1 in confidence on the basis that the Council considers it necessary and appropriate to act in a meeting closed to the public (excepting those persons listed above) in order to receive, discuss or consider in confidence the following information or matter relating to Item 8.1:

   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.

   Commercial information of a confidential nature (not being a trade secret) the disclosure of which:

   (i) Could reasonably be expected to prejudice the commercial position of the person who supplied the information or to confer a commercial advantage on a third party; and
   (ii) Would on balance, be contrary to the public interest.

Specifically, the present matter relates to Burchard Quarry.

2. Accordingly, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.

Cr Neagle seconded **CARRIED**

Short Term Suspension of Proceedings

The Mayor, with the approval of two-thirds of the members present suspended the meeting procedures pursuant to Regulation 20(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, for a period sufficient to facilitate informal discussion in relation to the Burchard Quarry.

Cr Price moved that the meeting be suspended until 5.30 pm.

Cr Neagle seconded **CARRIED**

The meeting adjourned at 5.04 pm.

The meeting reconvened at 5.31 pm.

Cr Muhovics moved that:

1. Pursuant to Section 91(7) of the *Local Government Act 1999* Council orders **that the following document(s) (or part) shall be kept confidential**, being document(s) (or part) relating to a matter dealt with by the Council on a confidential basis under Sections 90(2) and 90(3)(b)(d) of the Act:

   - **The Minutes and Report of Item No. 8.1 of 31 August 2021**

   On the grounds that the document(s) (or part) is:

   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.

   Commercial information of a confidential nature (not being a trade secret) the disclosure of which:

   (i) Could reasonably be expected to prejudice the commercial position of the person who supplied the information or to confer a commercial advantage on a third party; and
   (ii) Would on balance, be contrary to the public interest.

   Specifically, the present matter relates to Burchard Quarry.

   This order shall operate **until further order of the Council** and will be reviewed at least annually in accordance with the Act.

2. Pursuant to Section 91(9)(c) of the Act, the Council delegates to the Chief Executive Officer the power to revoke this order and must advise the Council of the revocation of this order as soon as possible after such revocation has occurred.

Cr Drew seconded **CARRIED**

Meeting closed at 5.36 pm.

Taken as presented and confirmed.

…… ……

MAYOR **DATE**

5.4 Confidential Special Meeting of Council - 31 August 2021 (CM 940 - CM 942) - Not Fully Released

Report Type	Minutes from Previous Meeting
File Reference	GF/9.24.1/1
Attachments	1. coumin concouncil 310821 Special - Not Fully Released [**5.4.1** - 3 pages]

RECOMMENDATION

That the Minutes of the Confidential Special Meeting dated 31 August 2021 be taken as presented and confirmed.

6 Matters Arising From The Minutes

No matters have been presented at the point of publishing the Agenda.

7 Adjournments

No adjourned reports are included in this Agenda.

8 Mayoral Communications

8.1 Mayoral Communications

Report Type	Mayoral Report
Author	Mayor Noll
File Reference	GF/9.24.1/2
Attachments	1. Mayoral Communication - September [**8.1.1** - 3 pages]

RECOMMENDATION

That the Mayoral Communications be taken as presented and confirmed.

Mayoral Communication – September

Businesses Visited: Visited the following new businesses starting up, re-locating. Congratulations to Cocky's Signs, Luke Bowering Auto's, Bompas at Beachport.

Black Spot Funding for Mobile Phones: This is a real issue for all our community. I was pleased to see the Council taking positive steps in pursuing this matter by writing to both the State and Federal Governments. We know Tony Pasin MP, our Federal Member is both passionate and working hard to make something happen. Remembering, mobile phone coverage is not a luxury, it is an essential service in today's world.

Resignation of Councillor Rick Paltridge: On behalf of the Wattle Range Council, I say thank you to Rick for his work on Council. Not only serving the Riddoch Ward, but the entire Wattle Range Council area.

Limestone Coast Regional Waste Management Committee Work Plan 2021-25: The workplan continues to reflect the priorities and actions proposed in the Limestone Coast Waste & Resource Recovery Implementation Plan and LCLGA Regional Waste Strategic Plan 2018-2023. The strategic Direction defines six priority areas that guide the work of the Committee. Reduce Transport Costs, Waste Generation, Landfill Diversion, Regional Cooperation and Communication, Resource Recovery and Illegal Dumping.

2021-22 Regional Event Funding Success for Limestone Coast (Wattle Range Council Area): Round One of the SA Tourism Commission's Regional Event Fund saw Teagles Pines Enduro, Coonawarra Cabernet Celebrations and the Crayfish Festival all receive funding for their events.

South Australia Tourism Industry Development Fund: Coonawarra Experiences received $30,267, Ottella & Fodder, Coonawarra received $214,685. Congratulations to these businesses.

Canunda Friends of the Park: Assisted this group of dedicated community members with a working bee at Coola Station. Supported by the National Parks and Wildlife.



Nangwarry Football Club: External visual visit of the construction site of the Nangwarry Football Club.



Attended:

- Wattle Range Suicide Prevention Network meeting – 5/8/21
- Argyle Country Fire Service Brigade AGM at Sebastapol – 11/8/21
- LCLGA General Meeting – Mount Gambier – 13/8/21
- Mount Gambier & District Cattle/Sheep Saleyards – Conducted tour – 13/8/21
- Penola Bowling Club, Friday Evening Meals – 13/8/21
- Canunda Friends of the Park Working Bee at Coola Station - 4 hrs – 18/8/21
- Landscape SA Limestone Coast Board Meeting – Hosted by Wattle Range Council - 19/8/21
- Mayoral Christmas Appeal meeting – 19/8/21
- Mayor/CEO Community Meeting – Rendelsham/Southend – 20/8/21
- Meeting with Hon Susan Close, Deputy Opposition Leader and Hon Kyam Maher, Shadow Attorney-General – re advocating on local issues, Lake George, State Planning Program, Limestone Coast/Council Area Road Network/Condition, Green Triangle Freight Action Plan, SA Ambulance Service, Local Health System, Council Amalgamations - 21/8/21



- Kalangadoo Hotel – Community Welcome/Introduction of new publican – 22/8/21
- Meeting with Local South End residents regarding South End erosion – 25/8/21
- Meeting (Via Phone) with President Millicent Business Community Association – 26/8/21
- Zoom Meeting - Local Mayoral Weekly Catch up – 27/8/21
- Mt Graham Country Fire Service Brigade AGM – 29/8/21
- Penola Friendship Group Meeting – 30/8/21
- The Holy Quran Exhibition – Ahmadiyya Muslim Association Australia – 31/8/21

- Zoom Covid Briefing – Prof Spurrier – 31/8/21
- Special Council Meeting & Informal Gathering – Elected Member Training – 31/8/21
- Southend Country Fire Service Brigade Training visit – 1/9/21
- Rendelsham Country Fire Service AGM – 1/9/21
- Wattle Range Suicide Prevention Network Meeting – 2/9/21
- Nangwarry Primary School – Student Leadership Group Meeting – 3/9/21
- Nangwarry Football Club construction site – 3/9/21
- Future Health Care Workers Limestone Coast, Meet and Greet – Health Care Workers looking to Live and work in the Limestone Coast in Partnership with Wattle Range Council – 7/9/21
- Council Informal Gathering – Various Items of Business – 7/9/21
- Meeting with Beach Energy Management of Penola – 8/9/21
- Millicent Bowling Club Open Day & Seasons Official Opening – 12/9/21
- Wattle Range Council - Disability Working Group Meeting – 13/9/21

9 Deputations

9.1 Bernard Kierns - Road Closure - Lock Street

Report Type	Deputations
Organisation	N/A
Representative	Mr Bernard Kierns
File Reference	GF/9.24.1/2
Attachments	Nil

Mr Bernard Kierns will make a presentation to Council regarding proposed road closure, Lock Street.

9.2 Lynette D'Onghia - Road Closure - Lock Street

Report Type	Deputations
Organisation	N/A
Representative	Lynette D'Onghia
File Reference	GF/9.24.1/2
Attachments	Nil

Lynette D'Onghia will make a presentation to Council regarding proposed road closure, Lock Street.

9.3 Tony Wright - Limestone Coast Local Government Association

Report Type	Deputations
Organisation	Limestone Coast Local Government Association
Representative	Tony Wright, Executive Officer
File Reference	GF/9.24.1/2
Attachments	Nil

Mr Tony Wright will make a presentation to Council regarding Limestone Coast Local Government Association.

10 Petitions

No petitions have been presented at the point of publishing the Agenda.

11 Reports From Council Members

No reports have been submitted at the point of publishing the Agenda.

12 Questions With Notice

12.1 Questions with Notice - Cr Dean Burrow

Report Type	Questions on Notice
Author	Cr Dean Burrow
File Reference	GF/9.24.1/2
Attachments	1. Limestone Coast Regional Trails Implementation Feasibility Study - Final Report for Distribution V 1 [**12.1.1** - 64 pages] 2. Limestone Coast Regional Trails Feasibility Study - Scoping Document (Final) [**12.1.2** - 16 pages]

Cr Dean Burrow submitted the following Question(s) with Notice:

Walking & Cycling Track on Disused Rail Corridor

Question

1) Has there ever been a professional analysis completed on the number of pedestrians and cyclist likely to use the track once completed?

Answer

1) No. This is an almost impossible task to undertake given the location and length of the trail has only recently been confirmed, and that there are so many variables that can influence visitation rates, with National and State border closures due to COVID being the most obvious variable at this point in time. Unlike traffic counts on existing road networks, there is no way to measure potential pedestrian or cycling traffic along a trail that has not yet been constructed. The feasibility studies for a Limestone Coast regional trail network that were conducted in 2015 and adopted by Council are attached this report, and they discuss the economic, social and health benefits of trails in a more generic sense. They formed the basis from which Council developed its own Coonawarra Rail Trail Concept Plan in 2018, which was also incorporated into Council's Strategic Plan. Refer section 3.3 Tourism and Recreational Trails.

Question

2) Should a reliable figure be obtained, I would like to know how much per trip it would cost (similar to what was done with the Nangwarry Pool use)?

Answer

2) This cannot be determined, just like the underlying cost per swim at the new swimming pool at the Mt Gambier Hub can't be determined until some time after it has been built

and would require a survey of utilisation against the cost for provision of the infrastructure which would consider maintenance and annual depreciation of the asset.

Question

3) Is there a comparable rail trail (about the same length) that has no real destination?

Answer

3) All of the regional trail plans that have been put forward over the past six years identify Naracoorte as the final destination for the Coonawarra Rail Trail. This section of the regional trails network has been referred to as the Caves to Cabernet trail in a joint submission to the South Australian Tourism Commission and the Minister for Environment whilst seeking their in kind and financial support for this project. Naracoorte Lucindale Council are still trying to secure funding for their section of the trail; the entire route that connects the two towns has been mapped out through a series of rail corridors, road reserves and forestry tracks; and they have commenced developing the Northern section from the township of Naracoorte to the Naracoorte Caves.

It should be noted that it does have a number of destinations. The trail will connect the townships of Penola and Coonawarra along with Father Wood's Park and offer the opportunity for connections to various cellar doors along the trail.

Question

4) Has the State Government completed a study on how many people are likely to travel on the rail trail between Naracoorte and Penola?

Answer

4) Refer to answer 1.

<u>Penola Town Entrance Landscaping</u>

Question

1) The design developed by the Landscape Architect is innovative, attractive and workable but as a Council, can we be confident that we have the resources to cover the maintenance costs?

Answer

1) As per the development of any new asset the outcome of the project will require some level of increased maintenance to the assets being provided. With the provision of the Penola Bypass, Council already took on the additional open space maintenance of the areas proposed to be landscaped with Council's Parks Team mowing and weed spraying the roadside reserves.

The provision of the landscaping treatments will see an increase in maintenance, the area to the north will requiring maintenance of the irrigation system and an increase weed management in garden beds. For the southern end Council will have to undertake

additional weed management of the indigenous landscape areas until established along with maintenance of lighting infrastructure.

The Team Leader Parks and Gardens anticipates that the areas will require an estimated half a day a month of additional maintenance with one staff member which will result in some reprioritising of work for the team.



Limestone Coast

Regional Trails Implementation

Feasibility Study

(September 2015)

oneighty sport&leisuresolutions

BIRDSEYE : STUDIOS

District Council of Grant

Kingston District Council

City of Mount Gambier BLUE LAKE CITY

Naracoorte Lucindale Council

District Council of ROBE

Tatiara the good country

Wattle Range COUNCIL

Prepared for:

South East Local Government Association (SELGA)

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in association with

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EXECUTIVE SUMMARY

The Limestone Coast regional trails project is a joint initiative of South East Local Government Association (SELGA) and its seven participating councils - the City of Mount Gambier, the Councils of Naracoorte, Lucindale and Wattle Range, and the District Councils of Grant, Robe, Kingston and Tatiara. The project is viewed as an important part of creating recreation and tourism opportunities for communities in the region.

This feasibility study follows on from the research commenced in the Limestone Coast Regional Trails Master Plan. The aims of this study are:

- the prioritisation of cross regional trails in the Limestone Coast with criteria developed under guidance from the LCRTIG
- providing cost estimates of those identified priority trails including lifecycle costs
- identifying annual and cyclic maintenance requirements linked to proposed management arrangements and infrastructure specifications of the priority trails
- investigating and recommending management options in light of current and proposed community, Local and State Government resources and existing management structures

A review of demographic data for the region overall, projects that the Limestone Coast's population will grow by around 12% to nearly 72,000 by 2026. This information linked with national physical activity trends that indicate increases in general physical activity, and a preference for cycling, walking and bushwalking, suggest there would be significant local, regional and national level interest in accessing a trail network in this region. In addition to this interest, data from similar trails around Australia suggests there are strong tourism and economic benefits associated with trails and that they can create increased revenue. A number of social, health and environmental benefits can also be gained. Based on the alignments identified in this study and the potential benefits of the trails, it is considered that the trails nominated would become regional level trails in the future.

In identifying the preferred trails to be included in the regional network and their alignments, a thorough process of research and review was conducted. Using the trails nominated in the Limestone Coast Regional Trail Master Plan as a starting point, a working party consisting of SELGA constituent council representatives known as the Limestone Coast Regional Trails Implementation Group (LCRTIG), developed criteria to assess the trails.

These criteria were reviewed and refined during the feasibility process based on:

- relevance to the project and the region
- the task of identifying appropriate trails
- clarity and meaning
- content and inclusions

The following nine points were then recommended as the primary assessment tools to determine which trails would be included in the feasibility study.

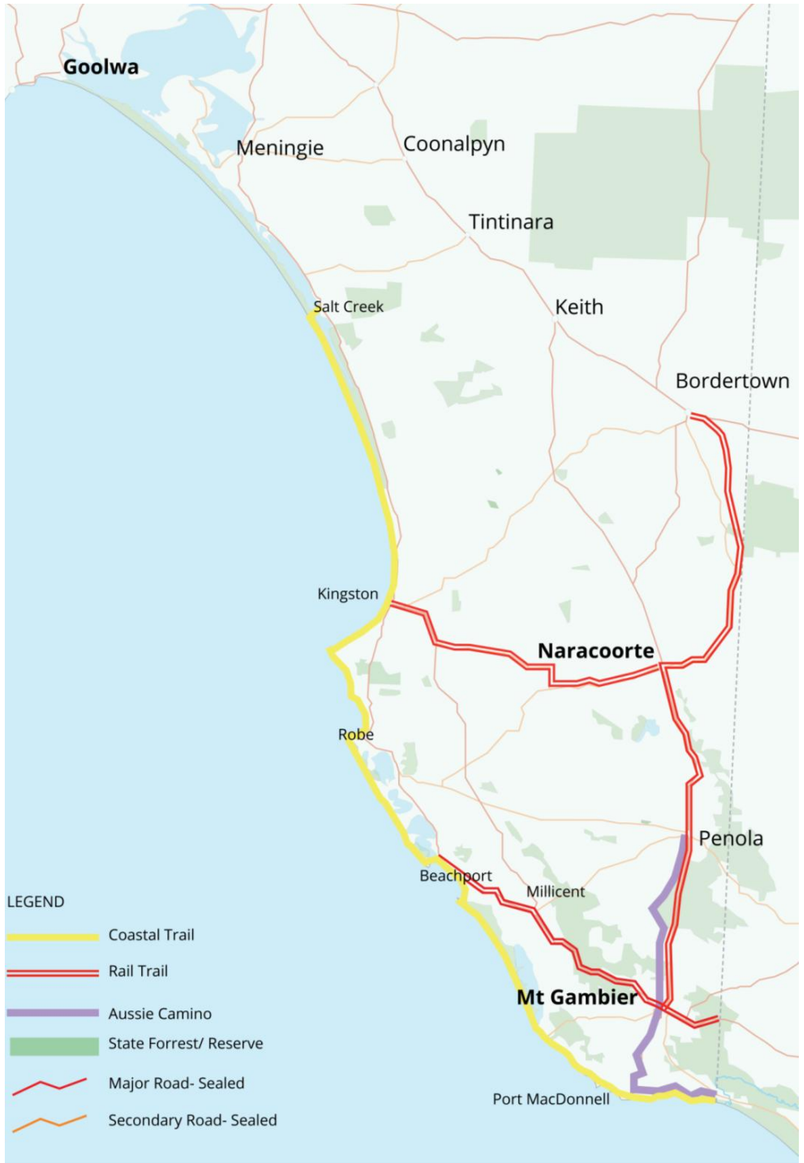
1. Potential economic impact and benefit to each council region
2. Cost of construction and maintenance
3. Number of councils involved and shared benefits for councils
4. Current and Established infrastructure that can be utilised to reduce capital and enhance experience
5. Capitalise on one or all of the four themes: Food & Wine, Coastal, Natural Assets & Wildlife, Culture & History
6. Links to relevant Regional, State and Commonwealth priorities
7. Links to visitor experiences both formal and informal
8. Trails that can be influenced and managed by councils by land tenure
9. Community support and inclusion

As a result of applying the criteria and discussing the outcomes it was agreed that the trails to be further researched as a part of the feasibility study were the Coastal Trail, the Rail Trail and the Mackillop/Woods Way (Aussie Camino Trail).

At this point, consultations with council representatives were conducted to ascertain staff views on trail alignments, issues and opportunities for the trails. As well, discussions were held with staff of the Department of Planning, Transport and Infrastructure (DPTI) and the Department of Environment, Water and Natural Resources (DEWNR). Support for the trails was received from all involved in the consultations with specific issues raised around ensuring practical approaches and outcomes for the trails, land tenure arrangements, trail routes and environmental concerns – particularly in relation to the contamination of the disused rail corridor. The initial trail alignments were then drafted based on:

- a review and critical assessment of trail criteria
- the outcomes of discussions with the members of the LCRTIG
- a review of the literature associated with the project
- consultations with councils, SELGA, and State Government departments
- a physical inspection of the routes, which were travelled where practical

The draft alignments for the three trails are represented over page.



Limestone Coast Regional Trails Network

The Coastal Trail runs along the coast as much as practical from the SA/Vic border to the Coorong where it links to the proposed Murraylands Trail – a trail that continues along the River Murray to Morgan and Cadell. The Coastal Trail combines with the Mackillop / Woods Way along the section from the border to Port MacDonnell.

The Rail Trail utilises disused rail corridors and is divided into three sections. It travels from Mount Gambier to Bordertown in one section, the SA/VIC border through Mount Gambier and to Beachport in another, and also from Naracoorte to Kingston in the most northerly section.

The Mackillop/Woods Way (Aussie Camino Trail) recognises the travels and work of Saint Mary Mackillop and Father Julian Tenison Woods. It runs from Portland, Victoria to Penola. This study focuses on the section from the border to Penola which in part combines with sections of the Coastal Trail from the border to Port MacDonnell and the Rail Trail from Mount Gambier to Penola.

In estimating the costs for these trails a number of factors have been considered. These include the infrastructure required to enhance user experiences and maintain safety. In particular consideration has been given to:

- Trail surfaces
- Signage and trail markers
- Water points, picnic areas, shelter and seating
- Car and bike parking areas

In regards to surfaces, cost estimates have been based on the following, The:

- Coastal Trail is constructed in the main of natural and existing surfaces – in some high traffic areas, such as around towns, a hard surface may be used. Estimates have been provided for both hard and natural surfaces
- Rail Trail would require a hard surface and capping in line with State Government Departments' requirements to overcome contamination issues
- Mackillop/Woods Way (Aussie Camino Trail) would for the majority, retain its natural surfaces. In the sections along the coast and from Mount Gambier to Penola, there are opportunities to combine with the Coastal and Rail Trails

High level estimated trails costs for construction, maintenance and lifecycle are provided below. These have been determined by estimating the length of the trail, applying an overall construction cost utilising either existing or hard surface materials and providing a range of infrastructure items. Allowances have also been made for maintenance and replacement.

TRAIL	LENGTH (Km)	TRAIL SURFACE		MAINTENANCE (Yr)		LIFECYCLE (Yr)	
		Existing	Hard	Existing	Hard	Existing	Hard
Coastal	270	$3,900,000	$22,000,000	$550,000	$1,600,000	$140,000	$800,000
Rail	398	N/A	$44,000,000	N/A	$2,400,000	N/A	$1,700,000
Aussie Camino	110	$400,000	N/A	$55,000	N/A	$15,000	N/A

Prior to the construction of the trails, a number of approvals will be required depending on land ownership. Negotiation and consultation will need to occur with State Government departments, private land owners and Aboriginal organisations and agencies. This will include DEWNR, DPTI, Forestry SA, South East Aboriginal Focus Group, the Aboriginal Lands Trust, the Ngarrindjeri Regional Authority and other local community groups. Once agreement has been reached on access to land, it will be necessary to formalise the arrangements by negotiating and signing a Land Use Agreement.

As the trails are constructed and developed, they will require plans of management to ensure their ongoing sustainability and operations. It is proposed that four planning documents are prepared including a management plan, a marketing and promotions plan, an infrastructure plan, and a risk management plan that includes actions for emergency response. These plans may be integrated or stand alone documents. It will be important to review these plans on an annual basis to ensure they are relevant and up-to-date.

In considering the models of management and the diversity and blend of land holdings, both private and public, as well as the responsibility shared by the partnering councils for the overall project, it appears that a committee of management is the most functional and practical approach to the governance of the trails.

This model has been shown to be effective across a number of trails both in South Australia and other states and would provide the necessary requirements for the community and major stakeholders to provide input and work closely with landowners and government bodies. As the trail becomes established and sections are developed, this arrangement should be reviewed to determine whether an alternative model would be more appropriate.

Based on the information gathered in this study, the trails appear to be feasible and it is reasonable to continue investigations. To progress the trails project to the stage of detailed design and documentation – and then construction - a further planning component is required. The next step is the preparation of a Design Development Plan for a nominated trail that will:

- undertake thorough consultations with a broad range of stakeholders
- map out in some detail the trail's specific alignments, sections and staging
- consider the infrastructure requirements and surface materials
- provide more specific and accurate costings

This next planning phase will provide the necessary information required to move to the detailed design and documentation stage, and then to the trail's staged construction.

SECTION ONE: INTRODUCTION AND BACKGROUND

The Limestone Coast regional trails project is a combined approach to trails development across seven council areas in the South East of South Australia. It is coordinated by the South East Local Government Association[1] (SELGA) and the Limestone Coast Regional Trails Implementation Group (LCRTIG) on behalf of the participating councils - the City of Mount Gambier, Councils of Naracoorte Lucindale and Wattle Range, and the District Councils of Grant, Robe, Kingston and Tatiara. These councils envisage the project will guide the development of a trail network that promotes community recreation, tourism and economic development opportunities throughout the region.

This feasibility study is the second phase of a multi-staged approach to the overall project and is the next step in the planning and implementation process (refer to Figure 2). It follows the Limestone Coast Regional Trails Master Plan completed in March 2015.



Figure 1: Limestone Coast and SELGA Constituent Council Region

1.1 Aims of Project

The objectives of this feasibility study are to prioritise regional trails across the Limestone Coast. In particular this work will establish the feasibility of developing a trails network by:

- the prioritisation of cross regional trails in the Limestone Coast with criteria developed under guidance from the LCRTIG
- providing cost estimates of those identified priority trails including lifecycle costs
- identifying annual and cyclic maintenance requirements linked to proposed management arrangements and infrastructure specifications of the priority trails
- investigating and recommending management options in light of current and proposed community, Local and State Government resources and existing management structures

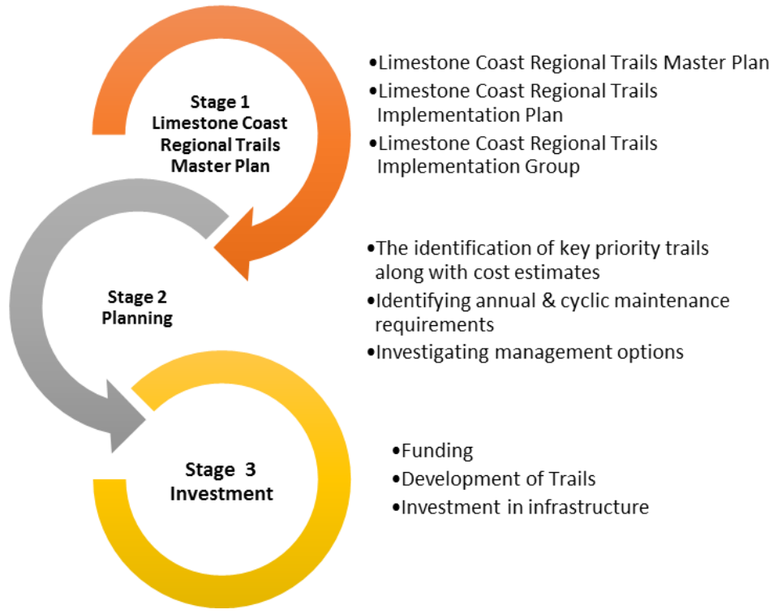


Figure 2: Limestone Coast Regional Trails Process

The requirements of the project include:

- an introductory and scoping document that proposes the methodology of prioritising the cross regional trails – which will be reviewed by LCRTIG, SELGA and major stakeholders
- consultation and research
- a draft Regional Trails Implementation Feasibility Study for up to six cross regional trails to include:
  - Establishment and Lifecycle Costs
  - Maintenance
  - Management options, including land tenure & insurance
  - Sustainability (Social/Economic/Environmental)
  - Accessibility and likely level of use
  - Design, promotion and signage
  - An Action/Implementation Plan
- A final Regional Trails Implementation Feasibility Study

[1] The South East Local Government Association (SELGA) is a regional subsidiary established under the 'South Australian Local Government Act, 1999.' It undertakes a coordinating, advocacy and representational role on behalf of its Constituent Councils. While each member council is responsible for the efficient delivery of community services and maintaining community infrastructure within its district boundaries, SELGA has a role in providing a forum to develop regional planning documents and strategies.

1.2 Project Methodology

The preparation of the Limestone Coast Regional Trails Implementation Feasibility Study has been undertaken in three stages – these stages, as identified in the project brief are described as follows.

Stage 1: Development of a scoping document for review by the LCRTIG
Sourcing information, gathering data, conducting consultation with councils to identify needs, generate ideas, confirm the scope, and define goals and objectives. Confirm information, confirm major stakeholder's needs, and establish the development strategy including resource requirements and a timeline for conducting and completing the project.

Stage 2: Conduct investigations and research
Prepare a baseline Feasibility Study framework that identifies the end product and quality standards. And in consultation with councils and LCRTIG, establish conditions and limits relating to cost and time risk.

Stage 3: Final Regional Trails Implementation Priority Feasibility Study
Prepare the final draft Feasibility Study for review by SELGA, Constituent Councils and LCRTIG. Finalise the Regional Trails Implementation Feasibility Study after review; conduct stakeholder presentations, then transfer the Regional Trails Implementation Priority Feasibility Study autonomous ownership/responsibility to SELGA.

SECTION TWO: REGIONAL OVERVIEW

The Limestone Coast is located in the south east of South Australia and has a land area of 21,376 square kilometres. It is bounded by the Coorong and Murray Mallee regions to the north and the State of Victoria to the east.



Figure 3: Limestone Coast

The region has access to large underground water reserves and a cool Mediterranean-type climate which support industries including agriculture and forestry. It has a global reputation for its diverse landscape, ancient coastline, volcanoes, craters, lakes, aquifers and swamps, caves and sinkholes.

The region's landscape and environment as well as its food and wine are significant attractions for tourists. It also holds significance to local Aboriginal communities including the Ngarrindjeri and Booandik people.

In regards to natural assets the region has many national and internationally significant sites including South Australia's only UNESCO World Heritage Site at the Naracoorte Caves, and Ramsar sites at Bool and Hacks Lagoons, Piccaninnie Ponds, Karst Wetlands and the Coorong. It also has major biodiversity value with around 60 Conservation and National Parks and approximately 25,000 hectares of Native Forest Reserve. These parks are used primarily for conservation purposes and support wildlife and local flora and fauna.

In addition to this network of parks, there are more than 150,000 hectares of commercially managed forest – primarily pine used for the softwood industry.

The Limestone Coast is a high profile tourism area in South Australia and is a major holiday destination for local, national and international visitors. Activities offered in the region include walking, cycling, horse riding, bird watching, four wheel driving and trail biking. Water based activities are also available and include sailing, diving, fishing, surfing and canoeing.

2.1 Population Snapshot

The 2011 ABS Census data identified that the Limestone Coast had a population of approximately 63,000 people which represents 3.9% of the State's population of 1.67 million. The breakdown of the population across the local government authorities is as follows.

Local Government Authority	2011 Population	Region %
Grant District Council	7,871	12.7
Kingston District Council	2,280	3.8
City of Mount Gambier	25,249	40.0
Naracoorte Lucindale Council	8,115	12.9
District Council of Robe	1,398	2.4
Tatiara District Council	6,555	10.6
Wattle Range Council	11,624	17.6
Limestone Coast Region	**63,092**	**100**

Table 1: 2011 Limestone Coast LGA Populations by Number & Percentage

The City of Mount Gambier has the highest percentage of 40% with a population of approximately 25,000. Wattle Range has the second largest number of residents with 11,600 which equates to 17.6%, while the councils of Tatiara, Grant and Naracoorte Lucindale have a similar population size ranging from 6,500 to just over 8,000 – between 10.6% and 12.7%. Kingston has a population of just over 2,000 (3.8%) and Robe has approximately 1,400 (2.4%).

Table 2 over page identifies population figures for the region and also provides projected growth of both the Limestone Coast Region and of South Australia.

Age	2006 Population	2011 Population	2011 Change from 2006	2016 Population	2016 Change from 2006	2021 Population	2021 Change from 2006	2026 Population	2026 Change from 2006
	no.	no.	%	no.	%	no.	%	no.	%
Limestone Coast RDA									
0-14	13,602	13,165	-3.2%	13,187	-3.1%	13,573	-0.2%	13,535	-0.5%
15-64	42,080	43,414	3.2%	43,384	3.1%	42,672	1.4%	42,134	0.1%
65+	8,810	10,269	16.6%	12,289	39.5%	14,320	62.5%	16,349	85.6%
Total	64,492	66,848	3.7%	68,860	6.8%	70,565	9.4%	72,018	11.7%
SA									
0-14	287,287	297,493	3.6%	315,232	9.7%	332,451	15.7%	339,109	18.0%
15-64	1,044,040	1,104,009	5.7%	1,144,420	9.6%	1,167,925	11.9%	1,190,598	14.0%
65+	236,561	265,942	12.4%	310,992	31.5%	356,059	50.5%	405,454	71.4%
Total	1,567,888	1,667,444	6.3%	1,770,644	12.9%	1,856,435	18.4%	1,935,161	23.4%

Table 2: Population Projections for the Limestone Coast Region & SA 2006-2026:
(Source: Department of Planning and Local Government 2010 and 2011)

These projections indicate that the Limestone Coast's population will grow by around 12%, approximately half the rate of South Australia's total population (23%) between the years 2006 – 2026. These projections also indicate that persons 65 or older will be the largest group in this population with an increase of 86% over this 20 year period.

2.2 Local Government Authority Overview

Tatiara District Council

Tatiara District Council covers an area of 6,476 square kilometres, making it one of South Australia's largest local government areas. Significant townships include Bordertown, Keith, Mundulla, Willalooka, Woseley and Padthaway.

The 2011 ABS census data identifies that council has a population of approximately 6,555 residents with a median age of 40 years old.

Key employment industries within the region are linked to agriculture with cereal crops and livestock being a primary focus.

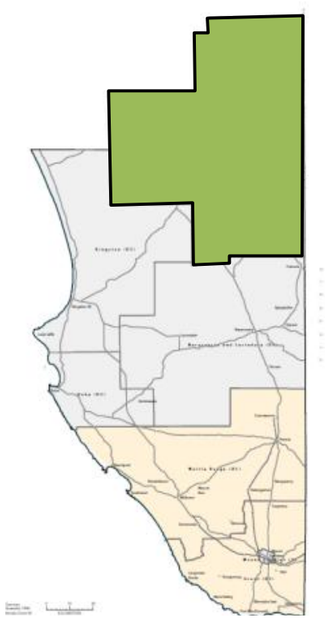


Figure 4: Tatiara District Council

The Ngarkat Conservation Park is located within the Tatiara District Council which is home to the Border Track, a significant four wheel drive track which attracts tourists from across the country. The 2011 census data has identified that this Council has a Socio-Economic Indexes for Areas (SEIFA) index score of 976, which is slightly above Regional South Australia's rating of 950.1 but below South Australia's rating of 983.3.

Kingston District Council

The Kingston District Council covers an area of 3,337 square kilometers and is approximately 300 km from the state's capital Adelaide. Significant townships and settlements within the council include Kingston SE, Rosetown and Cape Jaffa.

According to 2011 ABS census data, council has a population of 2,280 residents with a median age of 46 years.

Agriculture, viticulture and commercial fishing are key employers within the district.

Cape Jaffa is home to a world renowned wine region which contributes significantly to this area's strong tourism market as well as a fleet of commercial lobster fishing boats.

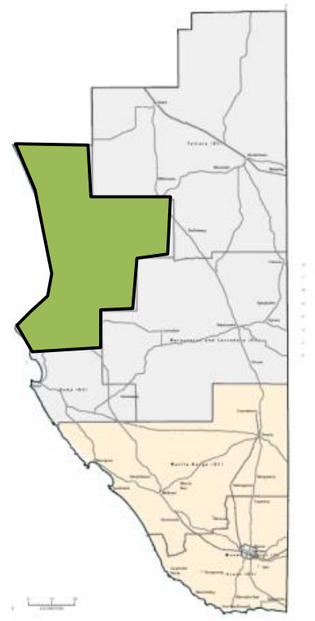


Figure 5: Kingston District Council

The 2011 census data has identified that this Council has a SEIFA index score of 955, which is slightly above regional South Australia's rating of 950.1 but below South Australia's rating of 983.3.

District Council of Robe

The District Council of Robe covers an area of 1,091 square kilometres and according to the ABS 2011 census data council has a population of 1,398 residents with a median age of 45 years old. This figure may be higher given the number of retirees who live in Robe and holiday elsewhere during the winter. This number also increases significantly during the summer months as a result of the large number of people who own holiday homes in Robe and spend holiday periods within the town – anecdotal evidence suggests it can grow to as many as 15,000. Significant towns within the area include Robe, Boatswain Point and Conmurra.

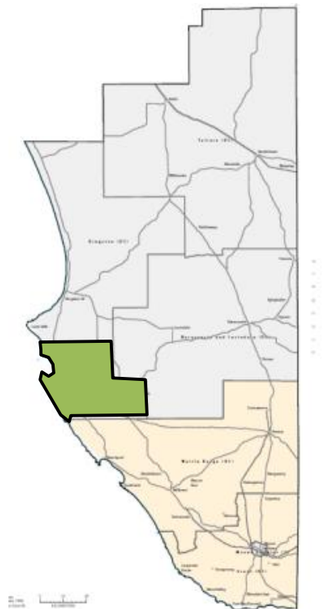


Figure 6: District Council of Robe

There are a number of agricultural industries present within the district including cereal cropping and livestock. The region is also benefitting from a growing viticulture sector and a strong tourism market.

The 2011 census data has identified that this Council has a SEIFA index score of 990, which is above that of Regional South Australia's rating of 950.1 and South Australia's rating of 983.3.

Naracoorte Lucindale Council

The Naracoorte Lucindale Council covers an area of 4,516 square kilometres and shares a border with the state of Victoria.

According to 2011 census data council has a population of 8,115 residents with a median age of 40 years old. As with much of the Limestone Coast the district's economy is generally focused around agriculture with cereal cropping and livestock being predominate.

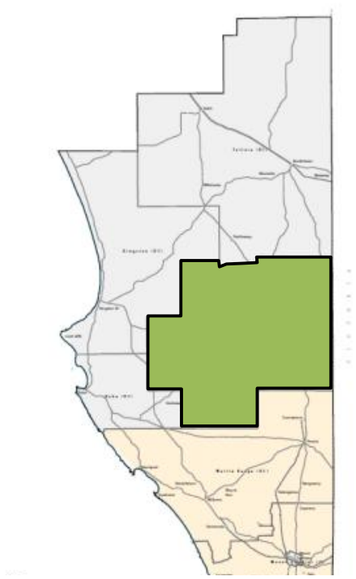


Figure 7: Naracoorte Lucindale Council

The district also benefits from a strong tourist industry due to the World Heritage enlisted Naracoorte Caves as well as the RAMSAR site of Bool Lagoon.

The 2011 census data has identified that this Council has a SEIFA index score of 975, which is above that of regional South Australia's rating of 950.1 and slightly below South Australia's rating of 983.3.

Wattle Range Council

The Wattle Range Council covers an area of 3,923 square kilometres spreading from the coast across to the Victorian Border.

According to 2011 ABS census data council has a population of approximately 11,624 residents with a median age of 42 years old.

Significant townships within the district include Penola, Millicent, Beachport, Southend, Tantanoola and the Coonawarra.

Agriculture, viticulture, forestry and milling and commercial fishing are key employers within the district.

Wattle Range Council is home to the Coonawarra wine region, one of South Australia's most noted wine areas and is responsible for generating a strong tourism industry along with a number of seaside towns and cave/sinkhole exploring.

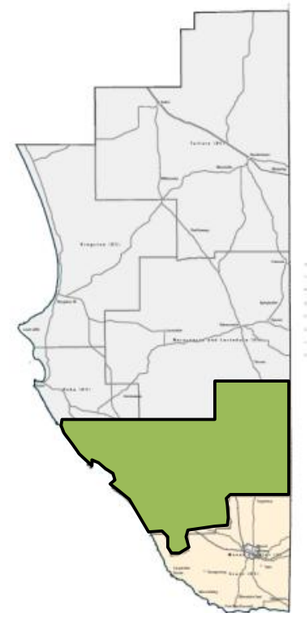


Figure 8: Wattle Range Council

The 2011 census data has identified that this Council has a SEIFA index score of 927, which is below that of Regional South Australia's rating of 950.1 and South Australia's rating of 983.3.

District Council of Grant

The District Council of Grant covers an area of 1,904 square kilometers and is the southernmost council in South Australia. The council surrounds the City of Mt Gambier Local Government Area but does not include it.

According to 2011 census data council has a population of approximately 7,871 residents with a median age of 41 years old.

Significant townships within the district include Port MacDonnell, Yahl, Kongorong, Donovans, Tarpeena, Carpenter Rocks and Moorak.

Agriculture, forestry and milling and commercial fishing are key employers within the district. The tourism industry is generally fueled through the districts natural resources including Canunda National Park and the Piccaninnie and Ewens Ponds, Port MacDonnell is also renowned for its Blue Fin Tuna fishery which generally begins in the autumn moths.



Figure 9: District Council of Grant

The 2011 census data has identified that this Council has a SEIFA index score of 994, which is above that of Regional South Australia's rating of 950.1 and South Australia's rating of 983.3.

City of Mount Gambier

The City of Mount Gambier covers an area of 308 square kilometres making it the smallest LGA in terms of area in the Limestone Coast.

According to 2011 census data council has a population of approximately 25,249 residents with a median age of 37 years old making it the second largest urban centre in South Australia.

Mount Gambier acts as a major service hub for the Limestone Coast and has a number of attraction for tourists including the blue lake and its surrounding craters as well as being a cosmopolitan city with range of accommodation, shopping and entertainment opportunities.



Figure 10: City of Mount Gambier

The 2011 census data has identified that this Council has a SEIFA index score of 911, which is below that of Regional South Australia's rating of 950.1 and South Australia's rating of 983.3.

SECTION THREE: UNDERSATNDING RECREATION TRAILS

In 2007, The State Government of South Australia through the SA Trails Coordinating Committee prepared a manual to guide the design, management and delivery of trails[2]. The Sustainable Recreation Trails: Guidelines for the Planning, Design, Construction and Maintenance of Recreation Trails in South Australia (2007), remains a key document and is still used by agencies and local authorities when planning or developing trails within their jurisdiction. The following section provides a framework of understanding for recreational trails that has been derived in part from that plan.

3.1 A Definition of Recreational Trails

Trails are generally designed for people who will traverse them on foot, bicycle, horse or car. Recreational trails can also be designed to be used by people with disabilities and in some cases potentially accessed by motorised wheel chairs and gophers. The Sustainable Recreation Trails Guidelines (p.1) defines a recreational trail as:

> *"…a corridor, route or pathway with strong linkages with the natural environment, open space networks and cultural heritage."*
>
> *"Land based trails typically have a trail corridor that is distinguishable from the surrounding landscape. There is normally a visible trail surface, pathway or series of signs, trail markers or landmarks. Regular use of trails will often ensure the trail retains a visible difference from the adjacent environment e.g. walking trails, mountain bike trails, linear paths and coastal pathways."*

3.2 Benefits and Sustainability of Recreational Trails

Recreational trails offer a diverse range of benefits to communities and the environment. Social health, physical fitness, environmental management and awareness, cultural preservation and the economy can all benefit from the effects and experiences offered by trails.

Previous research undertaken by the State Governments of South Australia and Victoria has identified a range of benefits which are summarised as follows.

[2] State Government of South Australia, 2007, Sustainable Recreational Trails; Guidelines for the Planning, Design, Construction and Maintenance of Recreational Trails in South Australia

Social & Community

- Engendering a greater sense of community via community interaction and nurturing a sense of neighbourhood pride and ownership
- Present the community with a controlled and safe environment in which the inexperienced and disabled feel comfortable to be physically active within
- Walking and cycling are self sufficient, affordable and sustainable transport methods
- Generate a more pleasurable environment to live in
- Enable pet owners to exercise their animals

Health and Well Being

In acknowledging that physical activity in most forms and situations is a positive influence on health and well being, the benefits relating to this aspect include:

- Improved health, fitness, wellbeing and disease prevention (e.g. illnesses associated with obesity including diabetes and depression)
- Fit and healthy people are generally less burden on the health care system

Transport

- Walking and cycling reduce attrition on roads in comparison to vehicle use
- Reduces running costs for car owners
- Reduces motor vehicle congestion
- Provides a more efficient use of land in comparison to other forms of transport

Environmental

- Less vehicle use and dependency on fossil fuels results in less air and noise pollution
- A connection with the outdoors can engender better understanding and appreciation for the environment. As well as enhancing the natural environment via improved conservation efforts and management practices

Tourism & Economic

Tourism is seen as an important aspect of trails. Research has identified that there can be significant financial benefits for communities. Trails and trail networks can:

- Be a key component in attracting visitors and tourists to an area
- Encourage tourists to stay longer in an area, and so spend more money
- Provide opportunities for commercial business e.g. tour companies
- Draw other tourism markets to an area e.g. kayaking or horse riding

3.3 Tourism and Recreational Trails

Tourism is significant to the Limestone Coast and the Limestone Coast Destination Plan 2012-2015 indicated that in the last 10 years, tourism to the region has declined below the State and national averages (Source: Tourism Research Australia, 2011). It also noted that the Great Ocean Road had experienced a 1% decline in interstate travel since 2000. While acknowledging this, the plan suggested that tourism expenditure in the region may grow by up to 46% within the 10 year period from 2011 to December 2020. And by focusing on key strategic areas there may be opportunities to further increase that to 76%. This work also indicated that if the tourism industry in the Limestone Coast was to grow by 76%, it would be worth an estimated $377 million and contribute significantly to the 2020 SA Strategic Plan. (Source: BDA Marketing Planning from TRA/NVS/IVS/Access Economics, 2011). These are significant amounts bring in to the region and offer considerable incentives to develop plans and actions.

Linking with this tourism focus, the Cycle Tourism Strategy 2005 -2009[3] stated that cycle tourism is a major market that is currently underrated in South Australia and an important focus will be to develop and promote initiatives. Research conducted by the SATC in 1999 identified that cycle tourism attracts Australian residents and overseas tourists. In general, overseas visitors have a strong interest in experiencing Australia's nature and wildlife as well as what is local and authentic. Bike SA also noted the significant input that cycling tourism can provide to a region. As an example, information presented in its Cycle Tourism Resource Kit indicated that an estimated 25,000 people would use the Munda Biddi Trail in Western Australia each year and bring around $13 million to the region's economy. It is estimated that within five years, up to 42,000 people will use that trail and create annual revenue of $5 million[4].

Further research on the economic benefits of trails was identified in the Sunshine Coast Recreation Trail Plan 2012[5] and includes the following examples:

- On the Nambour to Coolum Trail[6] users spend between $1.77 and $54.89 per visit depending on where they come from and how long they are on the trail.
- The Riesling Trail in Clare injects $1.08 million per year into the Clare region[7]
- Research at the Murray to the Mountains Rail Trail in north eastern Victoria found the average expenditure per person per day was approximately $258[8]

3 Cycle Tourism Strategy2005-2009, South Australian Tourism Commission
4 Mundi Biddi Trail Foundation, cited in Hunter Cycling Network, 2005:12
5 Sunshine Coast Council, 2012, Sunshine Coast Recreation Trail Plan
6 Mike Halliburton Associates, 2010, Nambour to Coolum Trail Draft Feasibility Study
7 Department of Infrastructure and Planning, 2010, Draft SEQ Active Trails Implementation Guideline

3.4 Demand for Recreational Trails

National physical activity trends indicate participation in unstructured recreation activities is increasing and relative to those trends, desire to use recreation trails is growing. The 2010 Exercise, Recreation and Sport Survey (ERASS) identified that:

- The 2010 regular participation rate in physical activity increased from 2001 and the overall trend appears to be slowly increasing regular participation
- In terms of the top 10 physical activities (Table 11), participation in cycling and walking increased in the 10-year period, although walking, running and cycling showed some fluctuation over the period. (Eg. total participation in walking increased between 2001 and 2004, decreased somewhat between 2004 and 2007, increased in 2008, and then decreased again slightly in 2009.)
- In terms of total participation rates, walking, bushwalking and cycling were in the top 10 physical activities in 2010. Around 6.3 million people (35.9%) participated at least once in walking for exercise, recreation or sport.
- In terms of total participation, walking, bushwalking and cycling were in the top 10 non-organised activities. Most walking and cycling was non-organised.

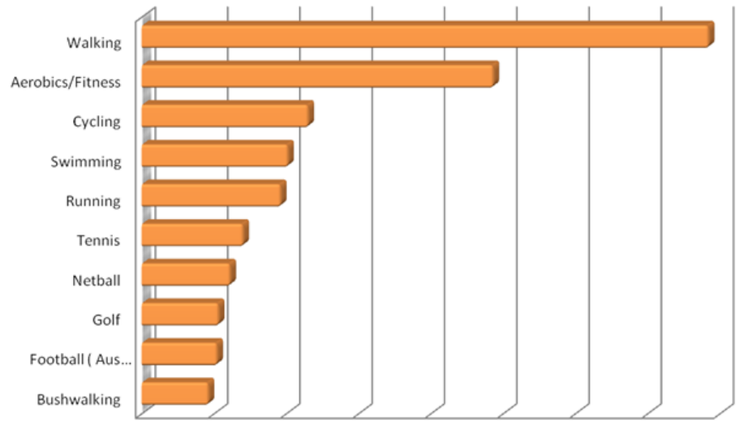


Figure 11: ERASS 2010 Top Ten Physical Activities

Both nationally and in SA, walking is the most popular and cycling the fourth most popular of fifty recreational activities. 2010 ERASS data indicates that in SA, there were over 150,000 cyclists and 514,000 walkers. Almost 61,000 South Australians reported they bush-walked for exercise or recreation. Horse riding is another activity pursued by South Australians and is a top 20 activity for women, while participation in canoeing and kayaking increased across Australia and in SA.

8 Queensland Outdoor Recreation Federation ,2009, SEQ Active Trail Management Systems

3.5 Recreation Trail Users

Given the statistics, which demonstrate that there is demand for walking and riding infrastructure and that participation rates for walking and riding are increasing, it is reasonable to anticipate that a diverse range of individuals and user groups will be looking for new and different trail experiences and opportunities.

In planning and designing a successful and relevant trail, as with all recreational facilities, it is important to have a general knowledge of potential users. An additional benefit of knowing who will use the trail will also assist the local community's understanding of users and this may alleviate any concerns they have in regard to inappropriate behaviour such as trespassing, theft and privacy.

Whilst there has been minimum investigation into trail users, some research has been undertaken regarding various trails and their users, and is collated below.

- Almost half of the users of the Murray to the Mountains Rail Trail listed their employment status as professional (e.g. doctors, lawyers, managers)
- 53% of people who participate in outdoor recreation are aged 25 to 54[9]
- 80% of users of the Bibbulmun Track (Western Australia's primary long-distance walk track) are aged between 25 and 60[10]
- 62% of users of the Murray to the Mountains Rail Trail were aged between 31 and 60, while 28% were aged between 9 and 20
- The City of Greater Geelong conducted a survey of walkers (not just on trails). 82.9% of respondents who had a degree or post-graduate qualifications had walked for exercise or pleasure in the last weeks, while only 62.9% of those who had left school in Year 10 or earlier had walked for exercise or pleasure in the last 2 weeks
- People using a series of walk and cycle trails in SA are motivated by a desire to attain a sense of well-being (95%), to unwind and relax (91%), to be close to nature (87%), and to be close to family and friends (70%)[11]

In addition to having an appreciation of the profile of users, it is important to have a general understanding of trail users' preferences in regard to the distances and time spent walking and riding.

Transplan and Mike Halliburton and Associates 2009[6] work noted that a Victorian study undertaken during the development of the Victorian Trails Strategy 2005 - 2010 identified that walks of up to 6 kilometres and those that take between 30 minutes and 2 hours are preferred. Studies conducted by Market Equity in South Australia support this noting that 76% of walkers used trails for less than two hours.

That study also noted that there is a difference between walking and cycling behaviour with research conducted by Market Equity indicating most cyclists use a trail for 3-4 hours and are more prepared to travel to use a trail than walkers.

3.6 Types of Recreation Trails

The Sustainable Recreational Trails Guidelines recommends three trail categories which are determined by a trail's characteristics. These include the trail's ability to provide economic benefit to communities, the experiential quality provided for visitors, its attraction to tourists and its potential to improve the health and social wellbeing of the state. If a trail does not include these characteristics, it would most likely be unsustainable and require an assessment to verify if it should be improved or closed.

Based on the characteristics as listed in Table 3 below, it is anticipated that the trails being proposed for this project would be planned initially at regional level with potential to be further developed into national trails in the future.

LOCAL TRAILS	REGIONAL TRAILS	NATIONAL TRAILS
Largely attract local users	Attract interstate and intrastate visitors	Attract international and interstate tourists
Generate economic benefits to the local region	Generate considerable economic benefits to the region	Generate significant economic benefits to SA
Good quality experiential values	Excellent quality experiential values	Outstanding quality of experiential values
Make a contribution to the lifestyle, health and social well being of the local community	Make a considerable contribution to the lifestyle, health and social well being of South Australians	Make a significant contribution to the lifestyle, health and social well being of Australians

Table 3: Trail Categories & Characteristics

9 Queensland Government, SEQ Water and Griffith University, 2007, South East Queensland Outdoor Recreation Demand Study
10 Colmar Brunton, 2004, Bibbulmun Track User Short Research Project Report to the Department of Conservation and Land Management and the Bibbulmun Track Foundation
11 Riverina Regional Development Board and Gundagai Shire Council (2009) Murrumbidgee Valley Rail Trail Feasibility Study

SECTION FOUR: REGIONAL TRAILS IDENTIFICATION

The background research and identification of potential trails for inclusion in a regional network was undertaken in the Limestone Coast Regional Trails Master Plan (RTMP) which was completed in 2015. This work also provided some statistical information and identified support for the project overall.

4.1 Limestone Coast Regional Trail Master Plan Overview

The RTMP identified a number of regional trail opportunities through a literature review and consultations with local advocates and community groups. The majority of documents reviewed were prepared within in the past 5 -10 years and demonstrated support for the development of new trails and enhancement of the existing trails network across the region. There was specific commentary made on a number of trails in strategic documents at state, regional and local levels with recommendations provided in regard to new trails development and existing trails upgrades at local and cross regional levels.

The literature noted a number of benefits of trails including:

- The enrichment of communities
- Opportunities to compliment and work with other sectors e.g. food and wine
- Promotion of local, national and international tourists
- Engendering an appreciation for the natural environment
- Encouraging health and activity within the community

The research also outlined some principles and state and regional directions for trails across the region in relation to their development and use, and included:

- Increasing perceptions of public safety and opportunities for physical activity
- Developing and improving trail policy, management guidelines and guiding principles
- Striving to improve the lives of the local community by promoting health and well being
- Generate greater open space linkages

After its research, the RTMP nominated three trails for further investigations - the Rail trail, Coastal Trail and Mackillop/Woods Way (Aussie Camino Trail). These three trails were then analysed using criteria to assess their relative merits. The criteria applied were as follows.

a) ***Cost***: relatively low, mid range or relatively high costs

b) ***Landownership***: land under the control of councils, third parties or a mix

c) ***Sustainability*** (social, economic, environmental): community support, impact on landowners, safety, tourism, business development, impact on conservation, biodiversity and landscape

d) ***Accessibility***: proximity to towns, road networks, natural attractions, links to other trails, existing infrastructure, landscape and topography

e) ***Likely Level of Use***: trail friendliness, safety, facilities, challenge, scenery and links to attractions, services, roads, accommodation

4.2 Regional Trail Identification and Assessment

Based on the trail selections nominated in the RTMP, additional information contained within that plan and other local knowledge, a working party consisting of SLEGA constituent council representatives, the Limestone Coast Regional Trails Implementation Group (LCRTIG) reviewed the work and developed the following seven criteria to make further assessments of potential trail options.

- Criteria 1: Potential economic impact and benefit to each council
- Criteria 2: Number of councils involved and shared benefits for councils
- Criteria 3: Current and established infrastructure that can be utilised
- Criteria 4: Capitalise on one or all of the four themes: Food & Wine, Coastal, Natural Assets Resources & Wildlife, Cultural History & Experiences
- Criteria 5: Links to relevant Regional and State priorities in tourism & recreation
- Criteria 6: Linkages to experiences, both formal and informal
- Criteria 7: Trails that can be influenced & managed by Councils by land tenure

Following the application of those criteria, the LCRTIG identified the following five regional trails to be considered for further investigations in the Feasibility Study.

TRAIL	DESCRIPTION
Coastal Trail	A multi-use trail along the coast linking the mouth of the River Murray with SA/Victoria border
Mackillop / Woods Way (Aussie Camino Trail)	Connecting Portland to Penola in recognition of Saint Mary Mackillop and Father Julian Tenison Woods
The Golden Trail	Broadly based on the existing 500km drive trail linking 16 towns and cities in South Australia and Victoria
Regional Pushbike Trails	Linking a series of local bicycle trails in regional towns
Rail Trail	A walking, cycling and horse trail along the existing disused rail corridors and maintenance tracks

Table 4: Initial Cross Regional Trail Nominations

4.3 Review of Trail Selection Criteria

As a part of the trails' selection review, and to provide rigor to the process, the LCRTIG required that the criteria they had developed were to be reviewed. Accordingly, a process for review incorporating the deconstruction of each of the criteria was conducted. In a workshop setting attended by members of the LCRTIG, each of the criteria was considered and assessed for:

- relevance to the project and the region
- the task of identifying appropriate trails
- clarity and meaning
- content and inclusions

This process clarified the criteria and resulted in some subtle changes to wording and the addition of two further criteria. The following nine criteria were recommended by the LCRTIG to analyse and assess their five trail nominations.

1. **Potential economic impact and benefit to each council region**
   Economic impact relates to positive economic effects the trails may bring to the region. This includes benefits for communities, businesses and industry in the region and does not include construction and maintenance costs.

2. **Cost**
   The cost of trails needs to be factored into the assessment and would consider the trail surface, its length and infrastructure. Costings were at a high level and assessments based on previous work undertaken in the RTMP and information provided by the consultants where trails had not been costed.

3. **Number of councils involved and shared benefits for councils**
   Trails should pass through as many councils as possible – the more councils, the greater the benefits. Ideally each council should have at least one trail section pass through it however it was noted that benefits may be gained by having visitors travel through a council to reach a trail. As well the project should be acknowledged as regional.

4. **Current and Established infrastructure that can be utilised to reduce capital and enhance experience**
   Infrastructure includes existing trails, road reserves parks and other corridors that trails can travel along, as well signage, water points, furniture etc. that can be utilised to reduce the costs of construction and maintenance. Access and linkages to retail and accommodation opportunities are also important.

5. **Capitalise on one or all of the four themes:**
   Food & Wine **Coastal** **Natural Assets & Wildlife** **Culture & History**
   Trails needs to link to at least one theme and the more linked the better.

6. **Links to relevant Regional, State and Commonwealth priorities**
   Trails must be noted in strategic documents at local, regional, state or commonwealth levels to assist with funding and align with existing plans.

7. **Links to visitor experiences both formal and informal**
   User and visitor experiences were clarified. Destinations refer to formal experiences and those things experienced on the journey are considered as informal experiences.

8. **Trails that can be influenced and managed by councils by land tenure**
   Land which is owned and managed by councils is preferred to reduce dependency on third parties. The fewer land owners involved in the trail routes the better.

9. **Community support and inclusion**
   Community support and opportunities for individuals and groups to be included in the project are essential to progress the project from its initial stages to approval and to assist with construction and maintenance phases where there may potentially for cost savings.

4.4 Trail Nomination Methodology and Outcomes

With the criteria clarified and revised, the LCRTIG's nominated trails were assessed against the criteria to determine their inclusion in the Feasibility Study and their priority. A scoring system ranked the trails based on 1 being the lowest score up to 5 being the highest score.

During the assessment, the trails were discussed to ensure members understood their nature, length and any complexities. At that time it was noted that the Regional Pushbikes Trail was yet to be defined and there was considerable work to be completed to establish the concept. With a lack of clarity around routes, links and benefits, it was agreed that this trail was not to be considered. The outcomes of the assessment are listed in Table 5 below.

Trail	Criteria Totals	Ranking
Coastal Trail: Border - Coorong	293	1
Mackillop/Wood (Aussie Camino) Trail	243	2
Rail Trail	243	2
The Golden Trail	187	4

Table 5: Assessment of Trail Nominations

Through the assessment and ranking process the LCRTIG determined that given the low ranking of the Golden Trail in comparison to the other trails, the complexity of land ownership and previous investigations undertaken, it was not feasible to continue researching it. In further discussions, the group agreed that based on the process, the following trails would be the focus for sketch mapping and costing in the Feasibility Study.

- Coastal Trail
- Rail Trail
- Mackillop/Woods (Aussie Camino) Trail

4.5 Trail Section Staging Assessment

While not impacting on the overall investigations of the Feasibility Study, members of the LCRTIG also assessed the trail sections of the Rail and Coastal Trails utilising the same scoring system to assist in determining a future staging priority. The results for that scoring are listed below in tables 6 and 7.

Rail Trail Section	Criteria Totals	Ranking
RT #1 Mount Gambier - Penola	221	1
RT #2 Penola - Naracoorte	216	2
RT #3 Naracoorte - Bordertown	190	4
RT #4 Naracoorte - Kingston	177	5
RT #5 Border - Mount Gambier - Beachport	209	3

Table 6: Assessment of Rail Trail Sections

Coastal Trail	Criteria Totals	Ranking
CT #1 Nelson - Port Macdonnell	225	3
CT #2 Port Macdonnell - Carpenter Rocks	214	5
CT #3 Carpenter Rocks - Beachport	236	2
CT #4 Beachport - Kingston	256	1
CT #5 Kingston - 48 Mile Crossing	217	4

Table 7: Assessment of Coastal Trail Sections

SECTION FIVE: STAKEHOLDER CONSULTATIONS

Following a group workshop session with the LCRTIG members, the Feasibility Study's consultations with stakeholders included face-to-face meetings and telephone interviews with representatives of the SELGA councils, relevant State Government departments and a private trail operator. These stakeholders were nominated by SELGA and discussions were held in Bordertown, Naracoorte, Mt Gambier, Port MacDonnell, Millicent and Robe. The sessions were designed to provide more information about the project's opportunities and barriers, as well as further detail on specific trail sections and individual councils thoughts overall. An overview of these consultations is provided below.

5.1 Local Government

Staff members from each of the councils provided their individual views on the trail sections in their area as well as thoughts on the overall project.

Tatiara District Council – Surya Prakash

Council staff members consider that in regards to the overall Limestone Coast region, the Coastal Trail will probably be the most attractive and feasible trail option to develop. It will offer a number of different experiences and landscapes for a range of visitor types. Trail construction costs may be less than with the Rail Trail and there may be fewer issues in relation to land ownership and access.

In relation to the Rail Trail, Bike riders are thought to be a target audience as many people on family holidays or in caravans carry bicycles with them and already utilise a number of the existing local trails. Areas around the Coonawarra and the Naracoorte Caves are seen as potentially significant drawcards along with the Bangham Conservation Park within the Tatiara Council which is a scenic local area where a potential loop trail could be investigated.

The Wolseley rail line section is still active and this would need to taken into consideration later in the detailed design.

Contamination around the rail corridor is a concern for council particularly around areas where sinters where once in place.

It was noted that two separate independent bodies had undertaken studies regarding the potential reopening of sections of the rail line from Wolseley to Mount Gambier with both deeming it unfeasible.

Naracoorte Lucindale Council – Sally Klose & Steve Bourne

The development of the Rail Trail sections connecting Naracoorte to Kingston and Naracoorte to Penola are seen as priorities for council. This is primarily due to the opportunity to create a strong connection with the coast as well as the attractions between the Naracoorte and Penola section.

It was noted that the section of rail corridor between Naracoorte and Kingston SE is owned by DEWNR, and that the section closer to Naracoorte has been heavily revegetated and is considered to be particularly scenic.

Areas of interest that council believes the proposed Rail Trail should pass through or have trails linking to within their district include:

- Stewart's Range
- The Naracoorte Caves (World Heritage Site)
- Bool Lagoon (RAMSAR Site)
- The Coonawarra
- Struan House
- Father Wood's Park

Comment was made that there may be an opportunity to work jointly with the Wattle Range Council to establish the section between Naracoorte and Penola. The Naracoorte Lucindale Council is keen to pursue this and would make this section a priority if a partnership was agreed to.

Staff also noted that there are a number of local level bike trails within the Naracoorte Lucindale 2015 Bike Walking Master Plan Review that could be linked into the greater regional trail network at a later stage.

City of Mount Gambier – Barbara Cernovskis, Daryl Morgan & Aaron Izzard

Staff members noted that council is keen to see an emphasis placed on user experience throughout the regional trails project, as it is considered the most important factor in encouraging people to return.

Council is currently focussing on a section of the Rail Trail through Mount Gambier as a result of receiving funding through the 'Places for People' State Government grants program. Staff members have commenced discussions with rail corridor owner DPTI regarding the location of the trail, potential surface treatments and land access and tenure issues.

DPTI initially suggested that due to contamination, the public should not have direct access to the rail line with user movements contained within a buffer zone at least 10 metres away from the track. This is unfeasible in some sections as space is unavailable. While discussions regarding the surface are ongoing, council is working with DPTI to satisfy their requirements and is currently proposing a waterproof trail surface that is constructed on top of the existing rail line without excavating any of the existing soil. It will have the following features.

- All track, sleepers and ballast remain in place
- 150mm layer of 20mm Class 2 crushed limestone – compacted to 96% MDD
- 100mm layer of Class 2 crushed rock – compacted to 96% MDD
- Bitumen tack coat over crushed rock
- 30mm asphalt (AC10) as final layer

District Council of Grant – Sharyn Taylor, Kirsty Ivens & Angelis Sullivan (Port MacDonnell Visitor Information Centre)

Support for the Coastal Trail was strong from this group and they want to see the well utilised walking/cycling trail in Port MacDonnell incorporated where possible. They commented that where four wheel drive trails exist along the coastline, suitable cautionary signage should be provided as many areas can be treacherous especially for inexperienced drivers.

Areas of interest that the group believed should be investigated and incorporated into the trails network include:

- Cape Douglas
- Nene Valley
- Mount Schank and the Little Blue Lake
- Ewens Ponds Conservation Park
- Piccaninnie Ponds Conservation Park

Wattle Range Council – Peter Halton & Allan South

Key areas in the Wattle Range district considered as priorities for walking and cycling as well as user experience include the Rail Trail section between Penola and Coonawarra and the Coast Trail section linking Southend and Beachport.

Comment was made that some areas of the Coast Trail may be better suited to driving rather than walking or cycling given the unsuitability of trail surfaces and areas of cliff in some sections. Trail users would at times need to walk through deep and soft beach sand and across high cliff tops. As well trail bike riding is prominent along the coast and through the adjoining national parks and could be a potential hazard to trail users.

Council staff saw good opportunities to further develop four wheel drive trails that link to walking loop trails. Areas of interest they believe the Coastal and Rail Trails should pass through or link to:

- Canunda National Park and Lake Bonney SE
- Southend
- Beachport
- Penola
- Coonawarra

In regards to construction and maintenance, staff stated that in high traffic areas, trails can be treated with a spray seal to create a solid surface. They considered to this to be a cost effective way to create a formal section of trail.

It was noted that council had in the past disposed of a section of rail corridor between Millicent and Beachport and that this land is now in multiple private ownership. It was suggested that this stretch should either be rerouted along land owned by council or omitted due to potential difficulties relating to land tenure.

District Council of Robe – Roger Sweetman

Council has a strong interest in trails and takes a practical approach to their planning and development. In this project, the regional trails network provides a very positive opportunity to increase interstate tourists to the region, particularly Victorians who drive along the Great Ocean Road and turn around at the South Australian / Victorian border.

Council wants to attract more tourists in the winter months to take advantage of the infrastructure which is in place to support the influx of approximately 15,000 summer residents/tourists. Council also believes the region lends itself better to touring via vehicle and would like to see the Coastal Trail focus on this.

A shared-use path is currently being developed around Robe that provides views and access to the coast line and its surrounds for walkers, cyclists, people with mobility issues and prams. Five kilometres of the trail are now open with two sections constructed between the Obelisk and the lighthouse, and the Obelisk and Long Beach. It is anticipated that the Coast Trail would link with this trail. In addition, an independent mountain bike group is currently developing cycling trails along the coast and other areas utilising existing surfaces and there is also potential for these to be linked into at a later stage.

Kingston District Council – Andrew MacDonald

Overall, the council is keen to develop the tourism aspects of the area and have Kingston identified as a significant tourism destination. A high number of vehicles travelling from Victoria to Adelaide pass through the northern section of Kingston on their way along the coast and Coorong. Council wishes to capitalise on these visitor numbers and attract them into the central business district and surrounding areas. To achieve this outcome, financial resources have been set aside in future budgets for upgrades to mainstreets and signage.

In regard to the development of a regional trails network, council is strongly supportive of trails in general and it sees this project as a significant opportunity to increase visitor numbers to the district and the town. It is a high priority for council and provides a strong opportunity to work collaboratively with Robe Council to bring significant benefits to both areas.

The Coastal Trail is seen as the highest trail priority for development around the Kingston area and efforts and resources are preferred to be directed to this route. Council's preference is that the trail caters primarily to walkers and cyclists and there may also be potential for horse riding. Given this focus of use, there is a preference that the trail keeps to the coast where practical and avoids main roads as much as possible.

Areas of interest that the trail should pass through and connect with include:

- The section of coast connecting Pinks Beach to Cape Jaffa and then onto Boatswain Point. This area is already used by 4WD vehicles and opportunities exist to develop it further
- The old light house at Kingston
- Cape Jaffa Marina (where potential exists for increased visitor facilities including a new tavern)
- A number of heritage buildings along the coast
- Wineries

5.2 State Government

Phone interviews were conducted with the Department of Planning, Transport and Infrastructure (DPTI) as well as the Department of Environment, Water and Natural Resources (DEWNR). Both departments were open to the notion of utilising sections of the rail corridors that they own for the construction of publicly accessible recreational walking and riding trails.

Department of Planning, Transport & Infrastructure (DPTI)

Contact was made with two separate staff members of DPTI and this provided information that covered the main issues of ownership, tenure and environmental issues including and contamination and remediation.

Ron Bauer (Property Advisory)

Confirmation was provided by DPTI that it owns the following railway corridors

- Wolseley – Naracoorte – Mount Gambier
- Millicent – Mount Gambier – Victorian Border

Comment was made that DPTI has considered the future of these disused rail corridors and had determined that it is unforeseen that these sections of rail network will be required in the near future. As a consequence, they are currently looking for opportunities to divest them. Comment was not provided on a method of divestment however it was stated that DPTI would be open to providing a long term tenure agreement to convert the corridor into a recreational trail for walking and cycling.

It was noted that all expenses regarding any potential remediation or resurfacing would become the responsibility of the licensee.

Dianne Vivian (Environmental Officer)

Discussions centred on DPTI's stance towards creating safe access to the rail corridors, mitigating risks to the trail users and owners/tenants, and potential treatments and surfacing of the rail corridors to make them suitable for recreational use.

Comment was made that DPTI generally does not support having walking trails directly on existing rail lines due to potential exposure to contaminants. If approval was provided to establish a recreational trail, DPTI's general approach towards this concept is to have the trail separated from the existing tracks by a buffer zone of approximately 10 metres where the rail corridor is wide enough. In cases where a 10 metre buffer is not available on either side of the rail line, options would need to be considered on a case by case basis.

To support the requirement to keep trail users away from the tracks, DPTI would require adequate signage is in place to advise users remain on the trail and to stay away from rail line/tracks. DPTI would also require an environmental management plan for the trail as it relates to the rail corridor, be prepared by each of the constituent councils.

Department of Environment, Water and Natural Resources (DEWNR) – Dennis Kuhlman (Property Advisory)

Staff stated that DEWNR would be open to a proposal to establish recreational trails along the disused sections of rail corridor that it owns and controls.

If the project was to proceed, the department would be interested in considering options in regard to resurfacing. Staff commented that in relation to tenure that DEWNR's preference would be a licence agreement that provides access to the corridor.

The railway corridor between Kingston and Naracoorte is owned and controlled by DEWNR with the exception of the first five kilometres from Kingston which is owned by the Kingston District Council, and a small freehold area in private ownership near Reedy Creek which is used for storage. As well along this disused section, parts of the corridor are utilised under licence by farmers for grazing.

The rail tracks have been removed between Kingston and Naracoorte however some ballast remains in parts.

It was also stated that there is some uncertainty around the current ownership of the rail corridor between Millicent and Beachport, but it is thought that this section is now in private ownership. Further investigations would be required.

5.3 Other Stakeholders

Luke Mills – Aussie Camino Trail Organiser

Luke Mills first developed and walked the Aussie Camino Trail in 2013. It travels from Portland to Penola with the section in Victoria to the border following the coastal stages of the Great Southern West Walk from Portland. At this stage there is no clear link between the Great South West Walk (GSWW) and a coastal trail in SA - this is why the section coming out of Nelson tracks along the highway. In the future, Luke would like to see a footbridge over the Glenelg River at Donovans in South Australia that connects to the Great South West Walk. A connection to the GSWW was mentioned in the original proposal to SELGA and it would be a great initiative if it was to get up.

Luke stated that way markers and path signage along the trail would be of great benefit and that he has done some work on way marker designs based on a shell logo. This could be achieved with small metal plates that could be put on fence posts and poles.

He also noted that roadside signage would be beneficial as well as shelters and benches in locations he has identified. He felt this infrastructure could be simple in design and inexpensive and that it would add greatly to the experience. Luke understands that councils have limited resources and he has attempted to keep costs to a minimum. He felt that even if the trail or paths are not developed in the short term, then even the way markers or benches would help enormously. He did not believe that it is necessary to have a hard surface trail and that using existing and natural surfaces is suitable.

Figures 12 and 13 indicate sections where a trail or path would be helpful – in particular along the highway from Nelson for safety reasons. The section along Eight Mile Creek Rd would allow users to walk off the road completely.



Figure 12: Aussie Camino Section Recommended for Fencing

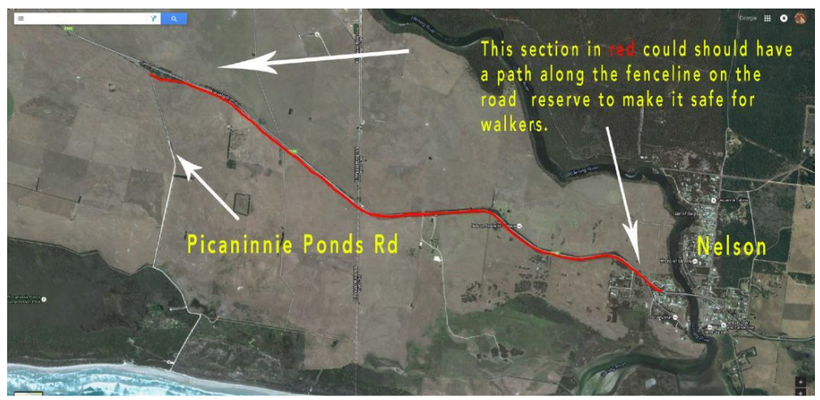


Figure 13: Aussie Camino Section Recommended for Fencing

SECTION SIX: TRAIL NETWORK AND ALIGNMENTS

The preparation of the sketch maps that identify the broad trail alignment for each of the three trails has been based on:

- a review and critical assessment of trail criteria
- the outcomes of discussions with the members of the LCRTIG
- a review of the literature associated with the project
- consultations with councils, SELGA, and State Government departments
- a physical inspection of the routes, which were travelled where practical from Bordertown to the SA/Vic border and along the coast to Kingston

Figure 12 opposite provides a regional overview of the proposed alignments of the three trails that have been identified to create the network. In addition to this regional overview, sketch maps are provided for each trail along with an individual trail summary and description.

It should be noted that these alignments are high level views only and it is recommended that further research, explorations and on ground works are conducted through a thorough masterplanning process and specific detailed design works for each section.

6.1 Regional Network Overview

The proposed regional network consists of three trails:

- The Coastal Trail
- The Rail Trail
- The Mackillop / Woods Way (Aussie Camino Trail)

The Coastal Trail runs along the coast as much as practical from the SA/Vic border to the Coorong where it links to the proposed Murraylands Trail that continues along the River Murray to Morgan and Cadell. It combines with the Mackillop / Woods Way along the section from the border to Port MacDonnell.

The Rail Trail utilises disused rail corridors and is divided into three sections. It travels from Mount Gambier to Bordertown in one section, the SA/VIC border through Mount Gambier and to Beachport in another, and also from Naracoorte to Kingston in the most northerly section.

The Mackillop / Woods Way (Aussie Camino Trail) recognises the travels and work of Saint Mary Mackillop and Father Julian Tenison Woods. It runs from Portland, Victoria to Penola. This study focuses on the section from the border to Penola which in part combines with sections of the Coastal Trail from the border to Port Macdonnell and the Rail Trail from Mount Gambier to Penola.

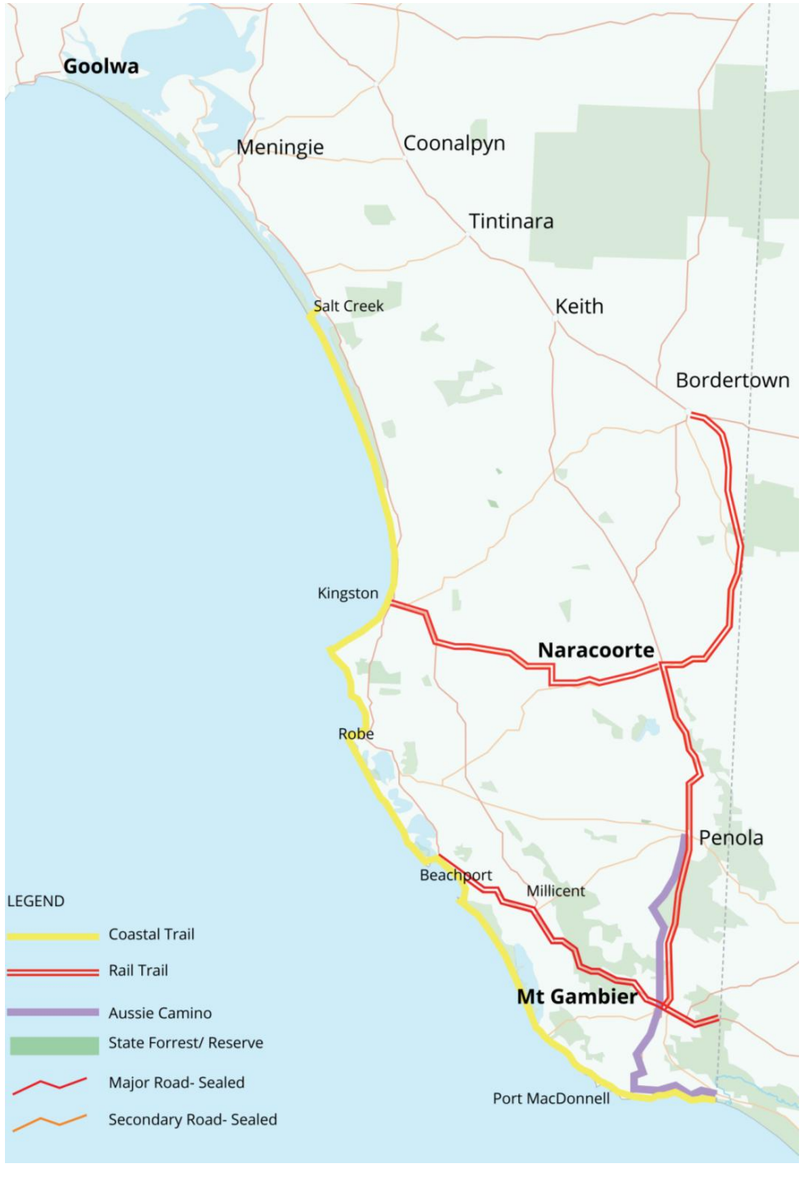


Figure 14: Limestone Coast Regional Trails Network

6.2 Coastal Trail

The Coastal Trail originates at the South Australian / Victorian border and travels approximately 265 kilometres, tracking along the coast as closely as possible and finishing at the Coorong. It passes through four councils and a number of key towns and tourism destinations (refer to Figure 13). To provide a summary of the key aspects of this trail, the route has been broken down into sections.

SA/VIC Border – Beachport

(Wattle Range Council / District Council of Grant)

From the border the trail heads west along the coast where practical passing in close proximity to Piccaninnie Ponds and Ewens Ponds Conservation Parks and then through Racecourse Bay along the coastline to Port Macdonnell. The trail then heads north east keeping as close as possible to the coast and passing through the Germein Reserve, and the Douglas Point and Nene Valley Conservation Parks. The trail remains on the coast passing through Blackfellows Caves, Pelican Point and Carpenter Rocks. This section also encompasses the Admella Discovery Trail. From this point the trail runs through the Canunda National Park along the beach and 4WD tracks to Southend with the banks of Lake Bonney to the east, and then along the beach into Beachport.

Beachport – Robe

(District Council of Grant / District Council of Robe)

The trail between Beachport and Robe travels along the sandy tracks just above the beach or on the beach itself. It provides an excellent coastal experience with a number of coves and bays along the route. This section links to Lake George and Lake St. Clair and passes through the Beachport Conservation Park, Nora Creina and Little Dip Conservation Park on its way to Robe.

Robe – Coorong

(District Council of Robe / Kingston District Council)

From Robe the trail travels around Guichen Bay to Boatswain Point and then along the beach to Cape Jaffa, which is used for 4WDing. Continuing on the beach from Cape Jaffa into Kingston, the trail passes the Cape Jaffa marina which has amenities and services, and access further afield to wineries. From Kingston to the 42 Mile Crossing the track travels open ocean beach with the option of accessing 4WD tracks at the rear of the dunes. From this point the trail links to other tracks in the Coorong National Park and also to the Murraylands Trail – a proposed trail along the Coorong and River Murray to Cadell, which also connects to the Lavender Federation Trail and then the Heysen Trail.



Figure 15: Coastal Trail

6.2.1 Coastal Trail – Accessibility and Use

This trail is proposed as a multi-use trail that would cater primarily to walking and cycling, with some sections also providing opportunities for horse riding, cars, motor bikes and 4WDs. It passes through a number of major towns and settlements along the route including Port MacDonnell, Southend Beachport, Robe and Kingston which provide to with good access to population centres.

This route provides opportunities to access services and facilities in towns as well as to a number of natural attractions including remote ocean areas, dune systems, cliff tops, Canunda National Park and Lake Bonney, Lake George and the Coorong. There are few existing facilities along this route other than those provided in the towns.

While it has little contact with main roads and highways other than those in towns, it is in reasonably close proximity to the minor bitumen roads which provide some access by vehicle. A number of 4WD tracks and minor roads run alongside the trail or area part of it creating access for emergency vehicles. Along the beach and dunal sections it can be a challenging route for walking and riding, and potentially better suited to horses and vehicles. Other sections are well suited to walking and riding with solid and undulating existing surfaces.

There are strong links to local trails around towns including Port MacDonnell, Beachport, Robe and Kingston other trails and the wider network. At the northern end of the trail, opportunities exist to connect with the proposed regional level Murraylands Trail and a number of other local tracks that lead into the Coorong.

Overall, the Coastal Trail is seen as offering a highly attractive experience which in some sections would be reasonably remote for walkers and riders, and in other sections, is close to populated towns and tourist attractions. This provides a range of experiences for potential users. Based on this assessment, it is anticipated that there would be medium level use of this trail.

6.3 Rail Trail

The Rail Trail travels along disused rail corridors for almost 400 kilometres. It passes through each of the six councils involved in the regional trails project and their major towns and tourist attractions. It has a number of sections (Figure 14):

- Bordertown to Mount Gambier – approximately 200 kilometres
- SA/VIC border to Mount Gambier to Beachport – approximately 105 kilometres
- Naracoorte to Kingston – approximately 95 kilometres

Bordertown – Mount Gambier Section

(Tatiara District Council/Naracoorte Lucindale Council/ Wattle Range Council/ District Council of Grant / City of Mount Gambier)

From Bordertown the trail travels south east towards Wolseley next to an active rail section and adjacent to a minor road. From this point the trail picks up the disused corridor and continues south through Custon and on to Frances.

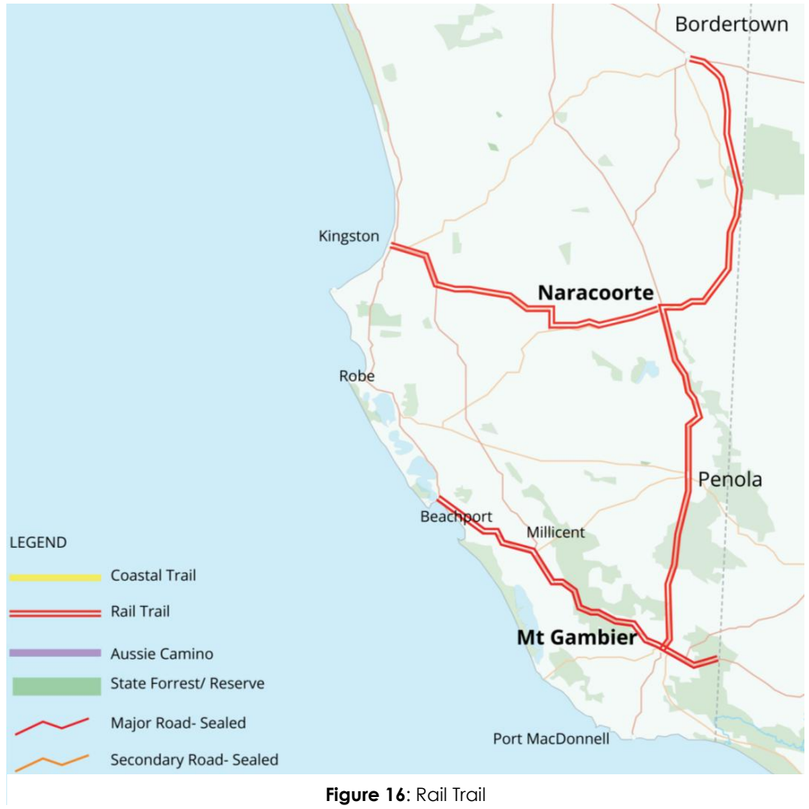


Figure 16: Rail Trail

This section passes through undulating farming and grazing land as well as native scrub. The Geegeela Conservation Park is located approximately 12 kilometres north of Frances and the Little Desert National Park begins just over the border in Victoria with trail users potentially able to detour and visit either park.

The trail continues south and passes through Binnum and Kybybolite before weaving back in a south westerly direction through Hynam and Naracoorte. This section of rail corridor is owned by DPTI and the tracks remain in place. Most of the corridor runs along a public road which the trail would cross at Kybobolite and Hynam. Given the long distances and limited resources available between Bordertown and Naracoorte this stretch of trail may be most suited to cycling.

From Naracoorte the trail continues south on the western side of the Riddoch Highway passing through relatively flat landscape used primarily for pastoral and grazing activities. This section lends itself well to walking and cycling. While visitor services are limited between Naracoorte and the Coonawarra, a number of tourist attractions are located along this section including:

- Struan Home Stead
- Glen Roy Conservation Park
- Comaum Forest Reserve
- Bool Lagoon Game Reserve (RAMSAR Site)
- Hacks Lagoon Conservation Park (RAMSAR Site)
- Naracoorte Caves National Park (World Heritage Site)
- Coonawarra Wine Region - within the Coonawarra, opportunities exist to create a trail similar to the Riesling Trail in Clare Valley with links to the Rail Trail

From Penola, trail users can continue on the Rail Trail or travel the Aussie Camino. Penola is a significant tourist destination in South Australia due to its proximity to the Coonawarra wine region and significant religious connections with Australia's first patron Saint Mary Mackillop. Associated attractions include Father Woods Park and the Mary Mackillop Penola Centre. The trail remains west of the Riddoch Highway from Penola and passes through relatively flat pastoral and grazing land as well as substantial pine forestry land in the Mount Gambier Forest Reserve. This is another section well suited to walking and riding based on its topography. Settlements and attractions the trail passes through include Kalangadoo, Wepar and Dismal Swamp.

SA/VIC Border - Mt Gambier - Beachport

(City of Mount Gambier / District Council of Grant / Wattle Range Council)

From the SA/Victorian border, the trail heads west through the Myora Forest Reserve and crosses the Princess Highway to the south as it nears Mount Gambier. In Mount Gambier trail users have the opportunity to visit many local attractions including the Blue Lake, Marist Park and the Umpherston Sinkhole.

The trail heads west, through the City's industrial section and then undulating farming and grazing land before entering the Mount Gambier Forest Reserve. The pine forest provides a back drop for much of this section to Tantanoola. At this point users have the opportunity to visit the Tantanoola Caves Conservation Park as well as visit the railway station which is a local icon. From Tantanoola the trail follows Snuggery Road for a section before entering into pastoral and grazing land. It then runs in close proximity the Princes Highway into Millicent.

The rail corridor west of Millicent to the coast was the subject of a previous State Government land disposal strategy and is now in private ownership. While the corridor no longer exists, it is proposed that the trail continues to Beachport utilising road reserve and other land accessible to the Wattle Range Council for the remaining 35 kilometres.

Naracoorte – Kingston

(Naracoorte Lucindale Council / Kingston District Council)

The corridor from Naracoorte past Stewart Range to Kingston is owned by DEWNR. The trail passes through Lucindale, Avenue Range and Reedy Creek. A local connection with Big Heath Conservation Park, 10 kilometres south of Stewart Range could also be established utilising road reserves. The track has been removed along this section and has been the subject of extensive native revegetation work. Due to this work and the relatively flat nature of the land, this section lends itself well to walking and cycling. West of Reedy Creek there has been little revegetation undertaken and due to the distances between towns and services, it may be best suited to cycling.

6.3.1 Rail Trail – Accessibility and Use

Given that the trail is set in a rail corridor which is in the main a gently undulating surface, and that it would be constructed of a hard surface, it is expected that the Rail Trail would be suitable for walking and cycling. Depending on the surface materials used, (eg, compacted rubble), it may also be suitable for horse riding in some sections as well. Vehicle access to the trails would not be possible. Cyclists and horse riding may be the most suited modalities to sections where large distances separate towns and settlements, and few facilities exist, due to their ability to cover ground at a quicker rate than walkers. These sections include Bordertown to Naracoorte, and Naracoorte to Kingston.

This trail passes through a number of the major towns and settlements in the Limestone Coast region including Bordertown, Naracoorte, Penola, Mount Gambier, Millicent, Lucindale, Beachport and Kingston. As a result, many sections of the trail have a high level of access to services and facilities. Few facilities exist though outside of these towns.

There are many attractions including farm land used for viticulture, grazing and cropping, the Coonawarra, Padthaway and Cape Jaffa wine districts, Bool Lagoon, the Naracoorte and Tantanoola Cave systems, and the Blue Lake. As with the Coastal Trail, there are strong links to local trails around towns including Bordertown, Naracoorte, Penola, Mount Gambier, Beachport and Kingston.

The Rail Trail has some proximity to main roads and highways but for the most, runs adjacent to minor sealed and unsealed roads. This provides excellent access for much of the route for emergency vehicles.

At Bordertown, the trail connects to the main Adelaide to Melbourne road network, and in the south to the regional City of Mount Gambier, and on to the Mary Mackillop Way. This then has the potential to link into the Great South West Walk in Victoria and through to Melbourne along the Great Ocean Road.

Many sections of the Rail Trail would provide a high level tourism visitor experience, particularly in the wine regions, with other sections offering more peaceful and serene opportunities. The combination of tourism destinations, easy grades, natural attractions, varied section distances, and relatively close proximity to major and minor road networks makes this trail very accessible. Based on this assessment, it is anticipated that there would be medium to high level use of this trail with the Naracoorte to Penola leg providing high appeal.

6.4 Mackillop / Woods Way (Aussie Camino Trail)

The Mackillop Woods Way, or Aussie Camino Trail, travels approximately 200 kilometres from Portland in Victoria to Penola in South Australia. It has been established since around April 2013 and is designed as a pilgrimage trek similar to the Camino de Santiago de Compostela in Spain. It commemorates Saint Mary Mackillop and Father Julian Tenison Woods and the route follows their travels.

The trail travels mostly along cliffs, beaches, sand dunes, road reserves and rail corridors, with only small sections close to major highways (see Figure 16). From the border it travels in close proximity to the main road until it reaches Piccaninnie Road where it turns to the coast. From this point it travels adjacent to the Eight Mile Road and combines with the Coastal Trail to Port MacDonnell.

The section from Port MacDonnell to Mount Gambier travels along minor roads and passes near Allendale East and Mt Schank. The trail through this area is well suited to walking given the large areas of low lying farming land that slope gently towards Mount Gambier. The section of trail leading to the Blue Lake and its surrounds becomes hilly in sections.

From Mount Gambier it travels along more minor roads leading to Kalangadoo and from there continues in a north easterly direction to Penola, utilising a combination of minor roads and sections of the disused rail corridor. The trail passes through the District Council of Grant, Wattle Range Council and the City of Mount Gambier.



Figure 17: Mackillop/Woods Way (Aussie Camino Trail)

6.4.1 Mackillop / Woods Way (Aussie Camino Trail) - Accessibility and Use

The trail has been established by a private operator as a pilgrimage and is designed as a walking trail. It accesses a number of major towns in the Limestone Coast Region and uses these centres to access nightly accommodation. It can be undertaken independently using a guidebook that provides directions and information, or in groups coordinated by a commercial operator. It takes around seven days to complete the track and sections are designed so that users can stay overnight in the towns they pass through along the route.

As stated, it utilises minor roads, the disused rail corridors and natural areas such as the coast along its route As a result, it has good access to facilities, services and emergency vehicles in case of accident. It also has good potential for links to the Great South West Walk in Victoria and to trails in local towns.

As this trail was designed as a pilgrimage, it might be expected that users are limited to those wishing to recognise Saint Mary Mackillop and Father Julian Tenison Woods. However given the trail's high level of accessibility, its history and natural attractions, it is reasonable that many users will find this appealing. Based on this assessment, it is anticipated that there would be medium level use following a consistent promotional campaign and it becomes more established.

SECTION SEVEN: TRAIL INFRASTRUCTURE

In developing and constructing trails, a variety of infrastructure elements are required to support positive experiences for individuals and groups - in particular there is a need to maintain safety and a reasonable level of comfort for users. In accordance with other trail studies, users in general are keen to have access along the route to:

- directional signage and trail markers
- interpretive signage and information at key destinations and attractions
- water points, toilets, picnic areas, shelter and seating
- first aid areas
- car and bike parking areas

As well as these elements, the trail surface is important in regards to user experience and costs relating to construction and maintenance. The following comments provide information on the elements noted above.

7.1 Trail Surface Types

When deliberating on the type of trail surface to construct, a number of factors need to be considered. These include:

- Who will use the trail
- Accessibility
- Distances of trail sections
- Costs of supply and installation
- Costs of maintaining the surface
- Life expectancy of the trail
- Availability of construction materials
- Level of use
- Native soil characteristics, and their constraints and solutions
- Hydrology of the trail section and surrounding area
- Topography of the area

Hard surface trails such as asphalt and compacted aggregate are generally more accommodating to trail users, are able to withstand frequent use and usually require less maintenance. However they are also significantly more expensive to construct. In comparison, trails constructed of soft surface materials cost less to construct, but generally do not hold up well under heavy use or varying weather conditions.

Asphalt

Asphalt is a flexible surface that requires consistent use to remain pliable – the heavier and more consistent the use, the longer it will last. It is well suited for bicycles, which is a reason it is often used in urban areas, however it is not suitable for use by equestrians.



This surface has a life expectancy of between 7 and 15 years, and during this time it requires regular, minor maintenance such as patching of cracks.

When deliberating on this surface type, consideration should also be given to the possibility of environmental contamination during construction.

Compacted Aggregate

Crushed stone a popular trail surface because it holds up well under heavy use and can complement the aesthetics of the natural landscape. It can also accommodate most trail users (with the exception of inline skaters) if crushed and compacted properly. As well, because crushed stone can be made of nearly any type of rock, including limestone and sandstone, it is one of the most accessible trail surface types.



The crusher fines of this material contain inherent soil cements and binders that promote their compaction. These binders, combined with water and compacted with a vibratory roller or plate compactor, produce a solid surface that resists significant deformation from horse hooves, hiking boots and mountain bike tires. On a well compacted crusher fines trail, it is not uncommon to find baby strollers and road bikers.

Native Soils

Trail construction utilising native soils (most probably from the surrounding area) requires less stringent construction standards and as a result can be less expensive to construct. These trails are well suited to walking and hiking and some mountain bikers prefer native soil or natural surface trails (excluding deep sand or muddy clay). Loamy soils such as sandy-clay loams that contain rock or cobble are often more durable under hooves or forces associated with accelerating wheels. Trails on soils with fine and homogeneous textures are more erodible and often have greater potential for tread incision. Loam and sandy-loam soils, because of their even mixture of silt, clay and sand, provide the least limitations for trails.



Existing Surfaces

Trails created utilising existing surfaces have little formal construction and minimal treatments. They take the form of the natural and existing ground surfaces that the trail passes over. These trails are often a single track and may or may not be well defined. As a result they are the most economical to develop and maintain. When developing trails of this type, it is important to consider drainage. Unconstructed surfaces are at greater risk of erosion and treatments including water bars and grade reversals need to be factored into design.





7.2 Signage

Signage plays an important role in a trail user's experience – particularly in regard to safety and enjoyment. A number of signage types can be used to provide information on distance, directions, safety warnings, promotions, etiquette and interpretation. While the messages relayed by these signs will vary depending on the information they are providing, the individual signs along the trail should ideally be uniform in their shape, size and colour.

This approach provides consistency for users as well as providing the trail with its own identity and branding. In determining the appearance and types of signage for the trail, consideration should also be given to other established trails in the area that these regional trails will link to.

Signs should be in accordance with the Australian Standard AS 2156.1-2001 (see Appendix B) and where appropriate, the Department of Planning Transport and Infrastructure's Road Sign Guidelines. As well they need to conform to each of the partnering councils' policies. An overview of signage types that may be utilised on the trails is provided below.

Distance & Direction Signs

These signs can take many forms – they indicate distances and directions to a destination and provide information to users, whether they have just entered the trail or they have been on it for some time.



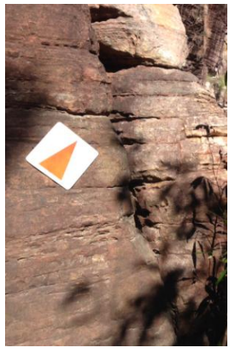


It is suggested these signs are placed at reasonably regular intervals along the trail. They assist users to orientate to a location and provide them with a sense of safety, security and confidence in knowing where they are and how much further they need to travel.

This signage is also important in managing risk and providing emergency services with locations if there is a need to extract a user from the trail. Some trails also provide GPS details on these markers.

Direction Markers

Direction markers identify the way. They need to be consistent in their markings and presentation, and easily understood. They can also provide information on distances to or from a destination. While it is not necessary to have them at prescribed distances where a trail is discernible, markers must be visible from one point to the next where the route is not clear.





Interpretive Signage

This form of signage is important in creating a positive experience for users. These signs provide limited but sufficient details about the history or significance of a place, building, event or person.



This signage can be supported by a physical and/or web based trail booklet that is accessible to users when on the trail to provide further information on the specific details of the point of interest. Trail users are interested in seeing plenty of this type of trail information.

Code of Use Signage

These signs are designed to inform users about who is anticipated to be using the trail (for example walkers, runners, cyclists, horses) and their expected behaviour. These signs should be located at main access and egress points to ensure that users are aware of these expectations.





Trail Warning Signage

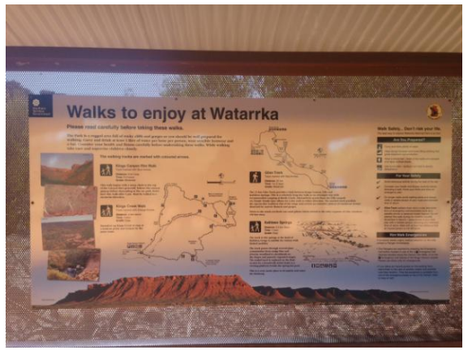
These signs are used to warn users of potential physical risks when walking a trail such as extreme temperatures, and also to alert them to situational risks including flooding, erosion and also to approaching road crossings.



For on-trail risks, an impending warning sign would ideally be provided some distance from the area of concern as well as a specific sign at the site, e.g. using a Road Ahead sign to provide notice of an approaching road crossing, followed by a Give Way sign at the point of the crossing. In some situations, these signs can also provide a GPS location to assist emergency services and users in case of an emergency.

Trail Head Signage

Detailing the trail's name and logo will raise awareness of its existence and also support safety by informing passers-by of it presence. This information is provided in conjunction with information regarding route distances and directions, interpretation and warnings, including relevant information in relation to emergency contacts and telephone numbers.



While public telephones are not as prevalent as in the past, identifying the nearest phone could be included in the information if relevant. On some trails in remote areas, emergency telephones or satellite devices are provided and their locations should be noted on these signs.

Tourism Signage

Signs providing information on nearby tourist destinations, trail services and other attractions needs to be placed at relevant areas along the trail to direct users to these sites (e.g., wineries, restaurants, eateries, shops, accommodation and bed and breakfast stays, etc). This signage would ideally also be prepared in conjunction with a user booklet.



7.3 Other Trail Infrastructure

While signage is a key to providing a positive and safe user experience, a number of other infrastructure items are also seen by users as important.

Water Points and Toilets

These are expensive items to install and maintain and can be subject to vandalism. It is acknowledged that they are important and where appropriate, they could be installed at trail heads and other significant points and attractions along trails. Depending on the length of a trail section, it is preferable to have these facilities located in towns along the route. This would save on capital and ongoing maintenance costs and provide a higher level of passive surveillance.

Picnic Areas, Shelters, Seating and Water Tanks

This equipment should be provided at trail heads and potential key destination areas. Further to these installation points, seating can also be installed at viewing areas. When water tanks are provided, it is recommended that they be installed where shelters are installed so that they can be plumber from the shelter's roof.

Medical Assistance

Access to first aid, medical assistance and hospitals should be provided at towns on the route and information provided on maps, brochures, websites and other information.

Car and Bike Parking Areas

These facilities need to be factored into the design of trail heads and key destination points as required. It is anticipated that many tourism destinations will have some car parking provision and there may be an opportunity to have these areas accessible by trail users. There may also be opportunities to develop bike parking facilities in some of these destinations if they are not already present.

SECTION EIGHT: ESTIMATED TRAIL COSTS

Estimating the costs of constructing and maintaining the trails is challenging given the variables. These estimates provide an idea of global costs. The following disclaimer has been provided by Birdseye Studios in its deliberations …

"These opinions provide illustrative calculations and indicative costs and should not be used as a substitute for a full and final costing of the works. It is not a recommendation by Birdseye Studios Pty Ltd to participate in or to abstain from the project and cannot be relied upon as a definitive statement of the total costs of the project. Birdseye Studios Pty Ltd does not accept any responsibility for and expressly disclaims and excludes all liability for any use of or reliance on this opinion or any loss or damage of whatever nature (including consequential loss), howsoever incurred, which is suffered by any person acting on or refraining from acting because of anything contained in this opinion."

8.1 Overview of Trail Network Costs

The high level estimates in Table 8 summarise each of the trail's construction, annual maintenance and lifecycle costs. These are based on a number of inclusions and assumptions which are described below. Given that these figures are global in nature, they have been rounded to provide a general view of costs. Individual trail costs including a breakdown of infrastructure inclusions are shown in Tables 9 – 13. Details of individual trail section costs are provide in Appendix C.

TRAIL	LENGTH (Km)	TRAIL SURFACE		MAINTENANCE (Yr)		LIFECYCLE (Yr)	
		Existing	Hard	Existing	Hard	Existing	Hard
Coastal	270	$3,900,000	$22,000,000	$550,000	$1,600,000	$140,000	$800,000
Rail	400	N/A	$44,000,000	N/A	$2,400,000	N/A	$1,700,000
Aussie Camino	110	$400,000	N/A	$55,000	N/A	$15,000	N/A

Table 8: Trail Network Construction. Maintenance and Lifecvcle Cost Estimates

Trail costs have been determined by estimating the length of the trail, applying an overall construction cost utilising either existing or hard surface materials and providing a range of infrastructure items. Allowances have also been made for maintenance and replacement.

An explanation of the inclusions is provided to assist with an understanding of the works and infrastructure that has been costed.

- *Trail Surfaces* – costings for surface construction offer two estimations.
  - The first based on utilising existing ground surfaces, which it is anticipated will require some but generally not significant modifications, fill and works to make them safe and useable. Existing surfaces utilise natural surfaces where possible. It is anticipated that some works will be required from time-to-time to make routes safe and suitable for the proposed use.
  - The second based on constructing a hard surface trail using compacted rubble or hot mix as the base material.

  Some sections of the trails may use a combination of hot mix, road base and existing surfaces depending on land owner requirements. This is particularly relevant to the Rail Trail and would be subject to further investigations in the detailed design stage of the project.

  Costings for construction of hard surfaces are based on:
  - Compacted rubble base for the Coastal Trail
  - Hot mix for the Rail Trail in keeping with DPTI's requirements
- *Vegetation Protection* – required to minimise the impacts of trail construction on surrounding environments. Treatments include removal or reuse of spoils in surface construction, deviation of the track route and pruning of corridors.
- *Post & Wire Fencing* – would be constructed where a safety risk to users is identified. In many areas this will not be required however an allocation has been made based on using treated pine posts and fencing wire
- *Signage including Trail Markers* – primarily trai lmarkers, interpretive signs and trail head sigange. It is anticipated that they would be constructed of steel
- *Drainage* – to be integrated into trails where required to remove water from trail surfaces, This is particularly important for unconstructed surfaces and would incorporate grade reversals and water bars
- *Shelter, Picnic Table, Water Tank & Seating* – these items would primarily be provided at trail heads and some siginficant points of interest. While materials would be selected to suit the environment, it is anticipated that they would be constructed to survive the elements and the potential for fire:
  - shelters would be made of steel with corrogated iron rooves
  - water tanks would be plumbed from shelter rooves and made of iron
  - seats would have steel frames and aluminium slats
  - picnic tables would be made from alloy

- *Consultant Fees at 8%* - to provide for further professional research, planning and documentation as a part of the detailed design and documentation stage of trail development. This would include walking or riding the trail sections, documenting the trail works and providing specifications for the trail's construction and development of infrastructure. A standard fee of 8% - 10% is generally allocated for the design and documentation stage of projects.

  In regard to the construction of the Rail Trail, DPTI has noted that it would require an Environmental Management Plan as a part of that trail's development. This planning requirement is included in the consultants' costs for that trail.

- *Design & Construction Contingency at 15%* - allocated as a contingency to the consultant's fees to account for unforeseen circumstances

- *Escalation over 5 years at 6%* - provided to take into account the rising costs of materials, labour and other associated costs of construction

Maintenance

As with construction costs, it is difficult to accurately identify the specific costs of maintaining infrastructure due to factors including construction materials, build standards, soil types, amount and type of use, weather conditions and so.

An allowance of $0.50 per metre per annum for maintenance for existing surfaces is proposed and for hard surfaces, an allocation of $6 per metre for hot mix and $2 per metre for compacted rubble have been made.

Lifecycle Costs

Lifecycle estimates have been based on maintenance programs being in place to ensure infrastructure life is maximised. Replacement is based on the information provided in Table 9 below.

Infrastructure Item	Replacement Cycle (Years)	Item Cost	Annual Allowance
Trail Surface: Hot Mix	20	$75/m	$3.75/m
Compacted Rubble	20	$50/m	$2.50/m
Existing	20	$0.50c/m	$0.025/m
Post & Wire Fencing	20	$50/m	$2.50/m
Signage	10	$2,500	$250
Shelter, Water Tank, Seating, Table	20	$25,000	$1,250

Table 9: Trail Network Construction, Maintenance and Lifecycle Cost Estimates

8.2 Individual Trail Construction Costs

COASTAL TRAIL - (270 Kilometres)

It is anticipated that given the alignment and topography of the land that this trail passes through, that existing surfaces would be used for the great majority of the trail.

However if a hard surface is constructed, it is proposed that a compacted rubble is used which will minimise the costs and be more suited to the environment. Costs for both options are provided in Tables 10 and 11.

Coastal Trail Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	270,000	135,000
Post and Wire Fencing	50	27,000	1,350,000
Drainage	2	270,000	540,000
Signage & Trail Markers	2,500	135	340,000
Shelter, Tank & Seat	25,000	27	675,000
Consultant Fees at 8%			245,000
Design & Construct Contingency (15%)			455,000
Escalation over 5 years (6%)			180,000
TOTAL			**3,900,000**

Table 10: Coastal Trail Cost Estimates – Existing Surface

Coastal Trail Hard Surface - Compacted Rubble

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	3	270,000	800,000
New Trail (1.5m wide compacted rubble)	50	270,000	13,500,000
Post & Wire Fencing	50	27,000	1,350,000
Drainage	2	270,000	550,000
Signage & Trail Markers	2,500	135	340,000
Shelter, Tank & Seat	25,000	27	675,000
Consultant Fees at 8%			1,375,000
Design & Construction Contingency (15%)			2,580,000
Escalation over 5 years (6%)			1,030,000
TOTAL			**22,000,000**

Table 11: Coastal Trail Cost Estimates – Hard Surface

RAIL TRAIL - (398 Kilometres)

Based on the requirements of DPTI, which owns sections of the Rail Trail, hard surface costings are based on hot mix. Opportunities may exist to incorporate other treatments where train corridors have different land owners - including compacted rubble which would reduce costs. The utilisation of natural or existing surfaces is not seen as feasible on this trail due to the potential of contamination.

Rail Trail Hard Surface - Hot Mix

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	3	398000	200,000
New Trail (1.5m wide hot mix)	50	398000	29,800,000
Post & Wire Fencing	50	39,800	2,000,000
Drainage	2	398000	800,000
Signage & Trail Markers	2,500	200	500,000
Shelter, Tank & Seat	25,000	40	1,000,000
Consultant Fees at 8%			2,700,000
Design & Construction Contingency (15%)			5,000,000
Escalation over 5 years (6%)			2,000,000
TOTAL			**44,000,000**

Table 12: Rail Trail Cost Estimates – Hard Surface

MACKILLOP WOODS WAY (AUSSIE CAMINO TRAIL) - (110 Kilometres)

The Mackillop Woods Way has been costed utilising the existing natural surfaces only. This is based on the view of the private coordinator of the trail who believes that retaining natural surfaces is the most suitable approach. As a result of this, no allowances are required for trail surfaces, fencing, shelters, benches and design fees. Additionally, by combining sections with the Coastal and Rail Trails, costs are able to be kept to a minimum.

Mackillop Woods Way (Aussie Camino Trail) - Natural Surface

DESCRIPTION	$ COST /RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Drainage	2	110000	220,000
Signage & Trail Markers	2,500	55	140,000
Consultant Fees at 8%			29,000
Escalation over 5 years (6%)			21,000
TOTAL			**410,000**

Table 13: Mackillop Woods Way Cost Estimates – Natural Surface

8.3 Overview of Trail Section Costs

An overview of costs for each of the trail sections is provided with further details of infrastructure cost breakdowns per section provided in Appendix C.

COASTAL TRAIL

TRAIL SECTION	LENGTH (Km)	TRAIL SURFACE Existing	TRAIL SURFACE Hard	MAINTENANCE (Yr) Existing	MAINTENANCE (Yr) Hard	LIFECYCLE (Yr) Existing	LIFECYCLE (Yr) Hard
SA/Vic Border - Port MacDonnell	28	430,000	2,300,000	55,000	160,000	14,000	80,000
Port MacDonnell - Carpenter Rocks	24	350,000	1,900,000	50,000	140,000	13,000	70,000
Carpenter Rocks - Beachport	54	760,000	4,400,000	110,000	320,000	28,000	160,000
Beachport - Kingston	100	1,430,000	8,200,000	203,000	600,000	52,000	300,000
Kingston - 48 Mile Crossing	64	930,000	5,250,000	132,000	380,000	33,000	190,000
Total	**270**	**$3,900,000**	**$22,000,000**	**$550,000**	**$1,600,000**	**$140,000**	**$800,000**

Table 14: Coastal Trail Construction, Maintenance and Lifecycle Cost Estimates

RAIL TRAIL

TRAIL SECTION	LENGTH (Km)	TRAIL SURFACE Hard	MAINTENANCE (Yr)	LIFECYCLE (Yr)
Bordertown - Mount Gambier	200	22,000,000	1,200,000	850,000
Naracoorte - Kingston	93	10,000,000	550,000	390,000
SA/Vic Border - Mount Gambier - Beachport	105	12,000,000	650.000	460,000
Total	**398**	**$44,000,000**	**$2,400,000**	**$1,700,000**

Table 15: Rail Trail Construction, Maintenance and Lifecycle Cost Estimates

MACKILLOP WOODS WAY (AUSSIE CAMINO TRAIL)

TRAIL SECTION	LENGTH (Km)	TRAIL SURFACE Existing	MAINTENANCE (Yr)	LIFECYCLE (Yr)
SA/Vic Border - Penola	110	410,000	55,000	17,000
Total	**110**	**$410,000**	**$55,000**	**$17,000**

Table 16: Mackillop Woods Way Construction, Maintenance and Lifecycle Cost Estimates

SECTION NINE: STRATEGIC AND OPERATIONAL TRAIL PLANS

To support the sustainability of the trails, it will be necessary to prepare flexible strategic plans to guide and direct their management and operations. It is proposed that four planning documents are developed for the trails with each linked to ensure they are implemented and regularly reviewed in an integrated manner. The suite of trail plans should include a management plan, marketing and promotions plan, infrastructure plan, and a risk management plan that includes actions for emergency response.

These plans can be prepared either in-house by a management committee with support from council staff, or from a planning consultancy with expertise in the trails field. While an allocation has not been included in the construction cost estimates for these plans, it is anticipated that a figure of around $30,000 could be budgeted for. This would be a discretionary spend item and it is anticipated that the decision on who and how the plans would be prepare would rest with the committee of management.

The following information provides an overview of the contents of these documents.

9.1 Management Plans

Comprehensive management plans will be required to identify the long-term vision of the trails and their shorter term goals. These plans will essentially guide the decision making for the trails based on their vision and guiding principles. It is suggested that the framework for future directions and priorities contains the following sections and that responsibilities and timeframes are identified.

- A vision and set of guiding principles for the trail
- Policy and guidelines for the usage of the trail – including a code of conduct
- Opportunities to link into further sections of the trail
- Management models, roles and responsibilities
- Land ownership/tenure arrangements
- Provision of trail infrastructure including water points, toilets, bins, parking etc
- High level maintenance considerations with reference to the Infrastructure Management Plan to be prepared
- Risk policies including fire management and emergency procedures
- Wayfinding and interpretive signage
- Marketing and promotions strategies with reference to maps and brochures
- Systematic review processes – for short term and long term planning

9.2 Infrastructure Management Plans

An infrastructure maintenance plan will support the trail's sustainability (see Table 17). It maps out the long term maintenance and renewal of infrastructure and develops a process to address the most anticipated risks.

Its main goals are to:

- maintain infrastructure while minimising expenditure on repairs and renewal
- keep the trail and its infrastructure in a safe and fit-for-purpose condition
- minimise risk to users, trail owners and managers

ACTIVITY DETAILS	SERVICE SCHEDULE
▪ Check the trail history with staff to determine issues to watch for e.g. injuries, complaints, re-occurring maintenance issues, classification changes, rationalisation plans etc ▪ The trail should be assessed against its classification eg. trail width, gradient, surface materials, hazards etc ▪ Trail classifications should be signposted at the trailhead ▪ Check that signs are accurate, clearly visible and free of damage and graffiti ▪ Report on any major work deemed necessary that exceeds general maintenance ▪ Report and program any immediate works required e.g. graffiti removal, fallen tree limbs, missing signs etc ▪ Keep a record of all inspections and actions taken	**Trail Classifications** Inspection intervals as per AS 2156.1 (refer to Appendix K) **Class 1** – monthly **Class 2** – quarterly **Class 3** – 6 months **Class 4** – annually **Class 5** – 18 months **Class 6** – N/A <u>Cycling & Horse Classifications</u> **Easy** – 6 months **Intermediate** – annual **Advanced** – 6 months
▪ Check condition of structures such as post supports, beams, fixings, decking and balustrades, retaining walls ▪ Check excessive wear, corrosion, deteriorating timber, loose fixings, WH&S hazards & erosion around footings ▪ Trim and treat vegetation ▪ Remove berms & debris from nicks, grade reversals & culverts ▪ Seal or fill cracks on sealed paths and trails. Reinstate concrete edging on paved trails	**Complete these services annually** Inspect structures as per AS 2156.2 requirements (refer to Appendix K)
▪ Remove berms from trail edges & reinstate back-cuts as required	**Complete these services every 2 years**

Table 17: Recreation Trail Infrastructure Management Plan

When implementing the actions of the plan, the key points to note for the effective maintenance of a trail are as follows.

- Some deterioration of trails can be expected over time – causes include the amount of use, weather conditions, standards and quality of construction, soil types, availability of suitable materials, absence of adequate maintenance
- The trail should be maintained to the level of its classification
- Good maintenance practices and schedules protect the investment and the asset and meet the prescribed standards
- Restoration of correct cross falls through the cleaning of knicks and removing built up berms is critical to the physical sustainability of a trail
- Correct diagnosis of a problem is essential for effective treatment and maintenance. Consider off-trail influences on trail degradation when determining causes and problem solving. The wrong diagnosis can be costly in both labour and materials
- A good drainage system will protect the trail and surrounds. Drainage channels allow water to increase velocity and force and exacerbate erosion
- Ensure that drainage allows water to sheet from the trail, as opposed to channelling along the trail

In implementing the plan, the partnering councils will need to allocate budgets for the ongoing maintenance of their trail sections. This aspect is as important as its overall planning, management and marketing. A guide for maintenance costs has been provided in the previous section.

9.3 Marketing and Promotions Plans

The marketing and promotions plan is designed to provide information about a trail and the experiences it offers to existing and potential trail users, as well as key stakeholders. This plan would be reviewed on a regular basis in conjunction with the other strategic management plans and contain sections that provide:

- A description of the product and what it offers
- A description of the market, the market segmentations and a description of these groups' requirements and trail use preferences
- The identification of trail themes (such as religion, wineries, historic townships, fishing, farming, coastal, aquatics and water etc)
- Potential links to user groups, visitor and tourist attractions and events
- Trail signage and identifying appropriate site locations
- Promotional information and a methodology for distribution including
  - use of websites, and audio and visual tools such as You Tube and DVDs
  - hard copy brochures and maps
  - media releases and articles to relevant newspapers and magazines
- Promotional strategies including:
  - attendance at trade shows and conferences
  - public presentations through media including radio and television
  - accommodation and travel packages that incorporate local businesses

9.4 Risk Management Plans

A risk management plan will provide a logical and ordered approach to managing risk and it is anticipated that the participating councils' mutual liability insurers will require this documentation. This approach will enhance the safety of trail users, the quality of their experiences and support the financial sustainability of the trails overall.

These plans should undertake a risk identification, analysis and evaluation process to ensure that the implications of each trails' risks are understood. The assessment will need to address the development, construction and operations of the trails. It should also identify the potential risks and make an assessment of their likelihood and consequences. This will then provide the information necessary to determine a risk rating, which is normally classified as one of major, moderate or minor.

Following this process, control measures can then be developed in response to the potential risks and entered into a Risk Register that will guide and direct the risk management of the trails. Key areas to address regarding trail use once a stage or section has been constructed may include:

- risk of fire – being caught in a fire as well as use of fire for cooking or warmth
- potential for risk at road and water crossings and other trail deviations
- conflict between user groups such as cyclists, pedestrians, vehicles and horses
- use of some trail sections by unwanted or illegal users such as 4WDs and motorbikes
- accidents occurring on the trail such as tripping, falling and being bitten by a reptile or other animals

SECTION TEN: LAND TENURE AND TRAIL MANAGEMENT

10.1 Approvals

In developing the trails, a number of approvals will be required depending on land ownership. With the a number of trail sections being owned by either public or private property holders (in addition to the councils), consultation with these stakeholders will be very important in terms of gaining their support. As well as this support, some formal approvals will be required.

State Government Departments

The key State Government agencies involved in providing approvals for these trails will be DEWNR for the Coastal and Rail Trails, and DPTI for the Rail trail.

Approvals from DEWNR would need to be obtained from its property and environmental sections as well as from National Parks South Australia and the Crown Lands branch of DEWNR. The internal departments and the National Parks South Australia would provide operational approvals to access the land they own while Crown Lands would administer the formal tenure arrangements.

DPTI would require approvals from its property and environmental sections.

Local Government Authorities

Each of the partnering councils owns land that the trails will traverse and as well as gaining the necessary approvals to access these areas as the land owner, each of the councils may also need development approval – depending on the works to be conducted, and possibly the zoning of the land to be accessed. Development approvals may also be required for each of the other private and public ownership scenarios.

In noting that development approval may be necessary for the trail, councils providing develop assessment consent on projects located on their own land may have a conflict of interest. As a result, the necessary lodgment and approvals processes may need to be referred to the State Government's Development Assessment Commission.

Private Land Owners

Private ownership of property is common along some sections of the trails with land titles owned by corporations (such as Forestry SA) and individuals.

As a consequence these owners (as with public owners) will need to provide approval to have the trail access their properties and then enter formal tenure arrangements. An example of a Trails' Licence is provided in see Appendix A.

It is reasonable that some property holders will not wish to have the trail passing across their land as a result of concerns including privacy, theft, vandalism and environmental issues. In these situations, considerable efforts will need to be made when consulting and building relationships in an attempt to reach agreement and achieve positive outcomes for both trail users and land owners.

For private landowners supportive of a trail accessing their property, once approval is negotiated, it is recommended that a land acess agreement is entered into.

Aboriginal Owners and Corporations

In addition to the individual Aboriginal people who may be private land owners, and whose permission will need to be provided, the arrangements between councils and Aboriginal authorities will also need to be gained in some situations.

This may include seeking authorisation from and reaching agreements with the South East Aboriginal Focus Group, the Aboriginal Lands Trust, the Ngarrindjeri Regional Authority and other local communities.

10.2 Trail Management Models

Given that the trails will pass across land owned by a number of property holders including local and state governments and private land owners, it will be important to establish models of management that provide consistent and effective governance and direction along the length of each trail. To assist in proposing the preferred models, five trails in South Australia and their management models are discussed below.

Heysen Trail

The Heysen Trail is one of South Australia's most iconic trails and travels 1,200 kilometres from the Fleurieu Peninsula to the Flinders Ranges. It passes through a number of national parks, state forests and tourism destinations. It is mainly a walking trail, but there are sections where cycling and horse riding are permitted. The trail passes through land owned by Department of Environment, Water and Natural Resources (DEWNR) and private land owners. Formal access agreements have been negotiated with land owners.

It is managed by a partnership agreement between the Friends of the Heysen Trail and DEWNR. It is maintained by volunteers of the Friends of the Heysen Trail and a number of volunteer walking clubs, landholders and individuals.

Mawson Trail

The Mawson Trail commences north of Adelaide and travels around 900 kilometres to Blinman in the Flinders Ranges. It is designed as a trail for mountain and touring bikes. It traverses country roads, state forest and national park fire trails, farm access tracks and unmade or unused road reserves.

The trail is managed by the Office for Recreation and Sport (ORS) who engages a contractor to conduct an annual inspection of the trail and complete minor maintenance requirements. Larger works identified during inspections are scheduled into ORS planning regimes and are also completed through contractual arrangements. As the trail passes through land owned by a number of private and public land holders including councils, state government departments and individuals, access has been formally negotiated with land owners using a Land Access Agreement.

Kidman Trail

The Kidman Trail is a multi-use horse riding, cycling and walking trail that traverses 225 kilometres of roadsides, quiet farm routes, forest tracks and unmade road reserves along the Mount Lofty Ranges. It utilises existing tracks and trails through forest reserves and other accessible public land, quiet roads and unmade road reserves. The trail passes through land owned by seven separate public agencies and three private property holders. As with the Mawson Trail, access has been negotiated and formalised with land owners using Land Access Agreement.

The ORS has engaged Horse SA to manage the trail through a partnership agreement. Horse SA receives a service fee for which it is responsible for the trail's overall operational management.

This includes:

- conducting four inspections of the trail per year and reporting to ORS on the state of the trail and any maintenance works that are required
- meeting with councils associated with the trail to develop and maintain relationships
- negotiating with councils in regard to any future planning , maintenance and upgrades required on trail sections which are adjacent to or on their land

Riesling Trail

The Riesling Trail runs for 27 kilometres between the towns of Clare and Auburn along the old Riverton to Spalding railway line - land owned by State Government. It was developed by ORS and the Clare Valley community. The trail is managed through a partnership between ORS and the Riesling Trail Incorporated (RTI), an incorporated community association that manages, develops and promotes the trail. ORS provides the trail's legal liability cover.

The RTI is run by a management committee consisting of representatives from ORS, council, business operators and local community members. The RTI also has a partnership with the local council which will consider funding for projects where the trail accesses or abuts its land.

Lavender Federation Trail

This trail travels for 212 kilometres along the south eastern edge of the Mt Lofty Ranges, starting in Murray Bridge and ending in Eudunda. It winds through diverse countryside and past historic railyards, river wetlands, rugged gorges, forests, vast farming lands and the Monarto Zoological Park.

The Lavender Federation Trail is managed by an elected management committee containing representatives from walking clubs, individual walkers and representatives from each of the council areas accessed by the trail (Murray Bridge, Mid Murray, Barossa and Goyder Councils).

The management committee operates under the umbrella of the South Australian Recreation Trails Incorporated (SARTI). Track planning, building, maintenance and administrative work are performed entirely by volunteers. SARTI operates with volunteers and has no paid staff.

10.3 Proposed Model of Management

In considering the models of management and the diversity and blend of land holdings, both private and public, as well as the responsibility shared by the partnering councils for the overall project, it appears that a form of committee of management is the most functional and practical approach to the governance of the trail. This model has been shown to be effective across a number of trails both in South Australia and other states and would provide the necessary requirements for the community and major stakeholders to provide input and work closely with landowners and government bodies.

It is proposed that a Limestone Coast Regional Trails Committee of Management is formed consisting of a representative from the each of the following:

- SELGA
- Each of the councils with a stakeholding in the trails
- Three local residents
- South Australian Tourism Commission (SATC) or Regional Development Australia (RDA)
- Appointed members could be nominated to the committee as required

Representatives from the councils, community and SATC or RDA would be consistent attendees, while appointed members would be invited to participate depending on the trail sections being planned and developed, and the issues arising at a specific time.

The committee would provide advice or take responsibility for the planning, funding, development, marketing and promotion, management and maintenance of the trail. Depending on its role, the committee may or may not have a requirement to become incorporated – it may act in an advisory and consultative capacity only to the councils or it may have a hands-on role and take responsibility for a trail overall.

If members act in an advisory capacity only to councils (and where some members would potentially become council volunteers), legal responsibility may fall to the councils who would then be responsible for implementing the recommendations of the committee within their boundaries – subject to any ownership and tenure arrangements in place.

This model would not preclude committee members from assisting councils with the trail's areas of responsibility such as planning, promotion and identifying maintenance requirements, however it would not support the committee to act independently. If this model was to be adopted there may not be a need for incorporation of the committee.

If the committee of management becomes an independent entity with a partnership agreement with the councils for the overall responsibility for the operational management of any of the trails, such as with the majority of models noted above, then incorporation would be a requirement along with the necessary insurances cover. This approach would allow the committee to enter contracts for associated trail development and works.

Given that the regional trail network is in its preliminary planning stages and that it is an initiative of the partnering councils, it is recommended that initially the committee acts in an advisory role to the councils - who would then take responsibility for each trail's formation.

As sections are developed and the trail becomes established, this arrangement should be reviewed to determine whether an alternative model would be more appropriate.

SECTION ELEVEN: ACTION PLAN

Based on the information gathered in this study, the trails appear to be feasible and as a result, it is reasonable to continue the investigations. To progress the over trails project to the stage of detailed design and documentation – and then construction - a further planning component is required.

The next step is the preparation of a Design Development Plan for an identified trail that:

- undertakes thorough consultations with relevant government departments and the community, specific to the trail to be developed
- maps out in some detail the trail's
  - specific alignments
  - sections based on length, and access to tourist destinations, services and facilities
  - proposed staging of construction
- considers the infrastructure requirements and surface materials to be used for the sections and parts of sections of the trail
- provides more specific and accurate costings based on the above research and investigations

This next planning phase will provide the necessary information required to move to the detailed design and documentation stage (and supports a further application for funding). The successful completion of this design stage leads to the trail's construction – which in this case would be undertaken in a staged process due its length, the complexities associated with land ownership, construction costs and the overall size of the project.

Following the preparation of the Design Development Plan and prior to the detailed design stage, it is recommended that the management committee is established. At this point the project will be more refined, have greater clarity and more detail. Armed with this knowledge, members of the committee would be able to take responsibility in an advisory role, and have a strong focus and understanding of the project and its specific requirements.

The following actions are proposed to move forward after the completion and adoption of this Limestone Coast Regional Trails Implementation Feasibility Study.

1. Review the Limestone Coast Regional Trails Implementation Feasibility Study and confirm which trail or trails are prioritised for further action – noting that the LCRTFIG nominated the Coastal Trail as the highest priority for development
2. Undertake a Design Development Plan for the nominated trail(s)
   - prepare a brief of requirements for the project
   - seek funding
   - implement the project
3. Establish the Trail Committee of Management
4. Move to the Detailed Design and Documentation project stage
5. Seek funding and move to construct the first section of trail

APPENDICES

Appendix A: Land Use Agreement (Trail Licence)

Appendix B: Australian Standards - Walking Tracks

Appendix C: Trail Section Infrastructure Cost Breakdown

DATED day of 2008

LICENCE AGREEMENT

BETWEEN

MINISTER FOR RECREATION, SPORT AND RACING

("the Minister")

-AND-

THE LANDOWNER NAMED IN ITEM 1 OF THE SCHEDULE

("the Landowner")

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SCHEDULE

ANNEXURE A - PLAN

AGREEMENT dated

PARTIES:

MINISTER FOR RECREATION, SPORT AND RACING a body corporate pursuant to the *Administrative Arrangements Act 1994* of 50 Grenfell Street, Adelaide, South Australia 5000 (**"the Minister"**)

AND

THE PERSON OR PERSONS DESCRIBED AND IDENTIFIED IN ITEM 1 OF THE SCHEDULE ANNEXED TO THIS AGREEMENT of the address specified in Item 2 of the Schedule ("jointly and severally, **the Landowner**").

BACKGROUND:

A. The Landowner is either the registered proprietor or the lessee of the land described and identified in Item 3 of the Schedule annexed to this Agreement (the "Land").

B. The Minister wishes to enter on and develop and use that portion of the Land marked in blue on the plan comprising Annexure A to this Agreement ("the Trail Land") as part of the trail known by the name specified in Item 4 of the Schedule ("the Trail") for the purposes identified in Item 5 of the Schedule ("Recreational Purposes").

C. The Landowner has agreed to permit the Minister to enter on and develop and use the Trail Land upon the provisions set out in this Agreement.

IT IS AGREED:

1. **BACKGROUND**

The parties acknowledge the statements in the Background to this Agreement are true and correct in every particular and form part of this Agreement.

2. **DEFINITIONS AND INTERPRETATION**

2.1 In this Agreement, unless the context otherwise requires, the following words and expressions shall have the following meanings respectively:

"Agreement" means this Agreement and includes the Schedule;

"Land" means the whole of the land described in Item 3 of the Schedule;

"Land Management Plan" means such land management plan as the Minister provides to the Landowner from time to time (if any);

"Landowner" means the person named in Item 1 of the Schedule;

"Maintenance Plan" means such maintenance plan as the Minister in consultation with the Landowner for the Trail Land, agree from time to time (if any);

"Minister" means the Minister for Recreation, Sport and Racing and includes his assigns and successors;

"Minister's Representative" means the person specified in Item 6 of the Schedule or such other person nominated in writing from time to time to the Landowner as the Minister's Representative;

"Recreational Purposes" means the recreational purposes identified in Item 5 of the Schedule;

"Special Conditions" means the Special Conditions specified in Item 9 of the Schedule;

"Trail" means the Trail identified in Item 4 of the Schedule, portion of which is on the Trail Land;

"Trail Land" means that portion of the Land marked in blue on the plan comprising Annexure A to this Agreement;

"Trail User" means any member of the public or any recreational group or body using the Trail Land from time to time;

"Valuer-General" means the Valuer-General appointed pursuant to the *Valuation of Land Act 1971*.

2.2 Subject to any inconsistency of subject or context, the following rules of construction shall be used in the interpretation of this Agreement:

2.2.1 any word importing the plural includes the singular and vice versa;

2.2.2 any wording importing a gender shall include all other genders;

2.2.3 a reference to a body corporate shall include a natural person and vice versa;

2.2.4 a reference to a recital, party, clause, schedule or Annexure is a reference to a recital, party, clause, schedule or Annexure of this Agreement;

2.2.5 the captions, headings, section numbers and clause numbers appearing in this Agreement are inserted only as a matter of convenience and in no way affect the construction of this Agreement;

2.2.6 a reference to a statute shall include all statutes amending, consolidating or replacing the statutes referred to;

2.2.7 where two or more persons are named as parties, this Agreement shall bind the two or more persons jointly and each of them severally;

2.2.8 in resolving inconsistencies in this Agreement:

(a) this Agreement (including the Special Conditions but excluding the Schedule and the Annexure);

(b) the Schedule; and

(c) the Annexure,

have priority in that order; and

2.2.9 time is of the essence in respect of any obligation relating to time in this Agreement.

3. **LICENCE**

Subject to the Special Conditions, the Landowner grants an exclusive licence to the Minister (including all persons authorised by the Minister) to:

3.1 use the Trail Land for Recreational Purposes and such a right of use is extended to members of the public using the Trail Land;

3.2 maintain or to make improvements to the Trail Land to make it suitable for Recreational Purposes;

3.3 do such things as are reasonably necessary for the Minister to fulfil his obligations in respect of the Trail Land;

at all times.

4. **TERM**

The Licence shall commence on the date specified in Item 7(a) of the Schedule and expire, subject to any early termination of this Agreement by operation of law or pursuant to its terms, on the date specified in Item 7(b) of the Schedule. In the event that the Minister continues to occupy the Trail Land after the expiration of the term

with the consent of the Landowner, the Minister does so as a monthly licensee on the same terms and conditions as are contained in this Agreement and either party may terminate such holding over on giving two months' written notice to the other party.

5. **LICENCE FEE**

In consideration of the Landowner granting the licence to the Minister, the Minister shall pay to the Landowner the sum of One Dollar and Ten Cents ($1.10) inclusive of GST if demanded by the Landowner.

6. **RIGHTS AND OBLIGATIONS UNDER THE LICENCE**

6.1 The Landowner will perform the following obligations or exercise the following rights under this Agreement:

6.1.1 it must pay as and when they fall due for payment all statutory rates, taxes, levies, charges, rated, taxed, levied or charged in respect of the Land which includes the Trail Land;

6.1.2 it (and includes any other person authorised by the Landowner) may inspect the Trail Land and where required give written notice to the Minister to:

(a) maintain or repair the Trail Land or comply with any other obligations under this Agreement; and

(b) stipulate a reasonable time frame to complete such maintenance or repairs;

6.1.3 it will give formal notice to the Minister's Representative specified in Item 6 of the Schedule if the Landowner believes that the Minister has failed to comply with the notice to maintain or perform such repairs to the Trail Land;

6.1.4 it will give reasonable notice to the Minister's Representative specified in Item 6 of the Schedule if the Landowner maintains or performs repairs to the Trail Land and can recover such reasonable expenses it incurs from the Minister in relation to undertaking such maintenance and repairs.

6.2 The Minister will perform the following obligations or exercise the following rights under this Agreement:

6.2.1 he may, in consultation with the Landowner but without requiring the Landowner's prior written consent, erect such signs and markers as the Minister considers fit on and/or along the Trail Land;

6.2.2 at his expense:

(a) maintain and/or repair the Trail Land;

(b) maintain infrastructure on the Trail Land;

(c) make all such improvements and do such things as are necessary for the development and use of the Trail Land (if any) ; and

(d) provide the infrastructure (if any) set out in Item 8(a) of the Schedule within the time specified in Item 8(b) of the Schedule or other mutually agreed time;

PROVIDED ALWAYS that the Minister shall use its best endeavours to minimise any damage caused to the Trail Land arising from the erection of such signs and/or markers, the making of any improvements or installation of infrastructure and at its expense make good any damage so caused,

6.2.3 he may close the Trail for any reason for any period of time and give written notice to the Landowner of such closure; and

6.2.4 he will promptly notify the Landowner of any damage to the Trail Land and/or adjoining land.

6.3 Each party will perform the following obligations or exercise the following rights under the Agreement:

6.3.1 comply with the Land Management Plan (if any) as amended from time to time by the Minister after consultation with the Landowner and if amended such amendment will take effect upon the Minister providing the Landowner with written notice of such amendment;

6.3.2 comply with all laws and do all things necessary to ensure the Minister is able to use the Trail Land for the Recreational Purposes or any other purposes approved by the Landowner.

6.4 The parties acknowledge and accept that:

6.4.1 any improvements made by the Minister to the Trail Land will remain the property and be at the risk of the Minister;

6.4.2 the Minister is not obliged to keep the Trail Land in any better condition or state than existed at the time of entering this Agreement; and

6.4.3 any temporary closure of the Trail Land does not prevent the Landowner from accessing the Trail Land.

7. **INDEMNITY**

The Minister shall indemnify and keep indemnified the Landowner from liability in respect of any claims from third parties for loss of life, personal injury or damage to property from use of the Trail Land and indemnify the Landowner for out-of-pocket expenses in relation to any damage to the Landowner's property arising from the use of the Trail Land.

8. **ASSIGNMENT**

8.1 The Minister shall not without the prior written consent of the Landowner (which consent shall not be unreasonably withheld or delayed) assign or transfer its rights of obligations in this Agreement to any person. Such consent is not required if the assignment is to a Minister of the Crown or any instrumentality of the Crown. Should the Minister assign or transfer its rights and obligations to another party the Minister shall not be released from such obligations as a result of such assignment or transfer.

8.2 The Landowner acknowledges and agrees that during the term it will not grant a further licence, lease, easement or right of access over the Trail Land to any other person or do any act which is inconsistent with or interferes with the Minister's rights as set out in this Agreement.

9. **OBSTRUCTION**

The Landowner shall not do or permit to be done anything which obstructs or hinders access to the Trail Land in any way (including but not limited to the erecting of buildings or structures planting crops or vegetation or excavating, digging holes or undertaking earthworks on the Trail Land).

10. **DAMAGE TO TRAIL**

If the Trail Land is damaged or destroyed at any time during the term so as to render it unfit for use as Trail Land the Minister may give written notice to the Landowner within six (6) months of such damage or destruction occurring either to:

10.1 terminate this Agreement and upon termination neither party shall have any claim against the other party in relation to such termination except for any prior breaches of this Agreement; or

10.2 reinstate the Trail Land to the condition it was in prior to the date of such damage or destruction in which case the Minister will proceed to reinstate the Trail Land and this Agreement shall continue.

11. **TERMINATION**

11.1 The Minister may terminate this Agreement at any time by giving to the Landowner not less than one (1) month's notice in writing and the licence hereby granted shall at the expiration of one (1) month cease and determine.

11.2 Either party may terminate this Agreement by giving six (6) months written notice to the other party if the other party commits a breach of this Agreement and the other party fails to rectify the breach or default within a reasonable time (but not less than one (1) month) having regard to the nature of the breach or default.

11.3 When this Agreement either expires or is terminated early, then unless otherwise agreed in writing by the Landowner and the Minister,

11.3.1 the Minister shall at its expense reinstate the Trail Land to the extent specified in Item 10 of the Schedule; and

11.3.2 remove any markers, signs or posts erected on the Trail Land by the Minister;

11.3.3 the Landowner may purchase from the Minister any improvements erected by the Minister (including, but not limited to, huts (if any) on the Trail Land at the then depreciated value for such improvements as determined by the Valuer-General or other agreed valuer and the costs of the valuation be borne equally by the parties.

11.3.4 If the Landowner does not purchase the improvements from the Minister the Minister shall at its expense remove the improvements within twelve (12) months after the expiration or earlier termination or this Agreement (or such longer period as the Minister and the Landowner agree in writing) and the Landowner shall permit the Minister to enter upon the Trail Land until such removal is completed.

11.3.5 The obligations of the Minister and the Landowner set out in this subclause 11.3 and the right to a licence for the purposes set out in this subclause 11.3 shall survive the expiration or earlier termination of this Agreement.

11.4 Either party may exercise any rights, remedies or take action against the other notwithstanding the termination of this Agreement.

11.5 The obligations of the parties under this clause 11 shall survive the expiry or termination of this Agreement.

12. **RELATIONSHIP BETWEEN THE PARTIES**

12.1 The parties acknowledge and agree that nothing in this Agreement constitutes any relationship of employer and employee, principal and agent, or partnership between the parties.

12.2 No party shall have any authority to bind the other party in any manner whatsoever except with the express approval by written notice of the other party.

13. **SEVERANCE**

If any term or condition of this Agreement shall be for any reason unlawful, void or invalid or unenforceable then the offending term or condition shall be severed from this Agreement without affecting the validity or enforceability of the remainder of this Agreement.

14. **ENTIRE AGREEMENT**

This Agreement constitutes the entire agreement of the parties in respect of the subject matter of this Agreement and the parties agree that this Agreement supersedes all prior arrangements, understandings and negotiations in respect of the matters dealt with in this Agreement. Further, no agreement whether collateral or otherwise, shall be taken to have been formed between the parties by reason of any promise, representation, inducement or undertaking (if any) given or made by one party to the other party prior to the date of execution of this Agreement.

15. **WAIVER**

15.1 A waiver of any provision of this Agreement must both be in writing and be signed by the parties or by a person duly authorised to sign such a document on a party's part.

15.2 No waiver by a party of a breach of a term or condition contained in this Agreement shall operate as a waiver of any breach of the same or any other term or condition contained in this Agreement.

15.3 No forbearance, delay or indulgence by any party in enforcing the provisions of this Agreement shall prejudice or restrict the rights of that party.

16. **NOTICES**

Notices may be served by delivering the same personally, by mail or facsimile transmission and shall be:

16.1 in writing addressed to the other party at its respective address as set out in this Agreement;

16.2 signed by or on behalf of the sender or by a person duly authorised in that regard by the sender;

16.3 deemed to be duly served or made in the following circumstances:

16.3.1 if delivered, upon delivery;

16.3.2 if sending by mail, upon posting;

16.3.3 if sent by facsimile transmission, upon the sender's facsimile producing a transmission report that the facsimile was satisfactorily sent in its entirety to the addressee's facsimile number;

but if delivery is not made before 5.00 pm on any day it shall be deemed to be received at 9.00 am on the next day in that place.

16.4 A party may vary either its address or facsimile number from time to time by written notice served on the other party.

17. **COSTS AND STAMP DUTY**

Each party shall bear its own costs in relation to the preparation, perusal, negotiation and execution of this Agreement and any stamp duty due or payable in respect of this Agreement shall be paid by the Minister.

18. **JOINT AND SEVERAL LIABILITY**

Where two or more persons are parties to this Agreement (whether as licensors or licensees) the covenants, obligations and agreements on their part to be performed or observed pursuant to this Agreement shall bind them jointly and each of them severally.

19. **SPECIAL CONDITIONS**

The Landowner and the Minister acknowledge and agree that the Special Conditions identified in Item 9 of the Schedule apply to the Trail Land and the Special Conditions form part of this Agreement and that both parties will comply with the Special Conditions.

EXECUTED AS AN AGREEMENT on the day of 2008.

SIGNED for and on behalf of)
MINISTER FOR RECREATION, SPORT)
AND RACING by)
[ ])
duly authorised in that regard in the presence of:)

.....
Witness
[Print Name:]

.....

SIGNED by **THE PERSON(S) NAMED IN**)
ITEM 1 OF THE SCHEDULE (if the said)
Landowner is a natural person))
in the presence of:)

.....

.....
Witness

Appendix B: Australian Standards - Walking Tracks

AS 2156.1

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AS 2156.1—2001

Australian Standard™

Walking tracks

Part 1: Classification and signage



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This Australian Standard was prepared by Committee CS-029, Walking Track Signs. It was approved on behalf of the Council of Standards Australia on 14 May 2001 and published on 28 May 2001.

The following interests are represented on Committee CS-029:

A.C.T. Parks and Conservation Service
Australian and New Zealand Environment and Conservation Council
Australian Industry Group
Confederation of Bushwalking Clubs, N.S.W.
Department of Conservation and Land Management Western Australia
Department of Natural Resources, Qld
Department of Natural Resources and Environment, Vic.
Environment Protection Agency, Qld
Federation of Tasmanian Bushwalking Clubs
Federation of Victorian Walking Clubs
Interagency Working Group, Tas.
Ministry of Sport and Recreation Western Australia
N.S.W. National Parks and Wildlife Service
N.S.W. Police Service
Office for Recreation and Sport S.A.
Outdoor Recreation Council of Australia
Scouts Australia
State Forests of New South Wales
Victoria Police
Victorian National Parks Association
Youth Hostels Association of N.S.W.

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This Standard was issued in draft form for comment as DR 98208.

AS 2156.1—2001

Australian Standard™

Walking tracks

Part 1: Classification and signage

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Originated as AS 2156—1978.
Revised and redesignated as AS 2156.1—2001.

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PREFACE

This Standard was prepared by the Standards Australia Committee CS-029, Walking Track Signs to supersede AS 2156—1978, *Code of practice for the design and use of markers and information signs for walking tracks*, which was withdrawn in July 1998.

In this revision the classification of tracks has been improved, as the recommended spacing and use of markers, the positioning and content of information signs, and the management and design of tracks and associated facilities are related to the particular class of track.

The Committee does not recommend the use of temporary markers, except when tracks and/or associated facilities are used as detours, or for special events.

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STANDARDS AUSTRALIA

Australian Standard
Walking tracks

Part 1: Classification and signage

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard provides a classification system for walking tracks, guidance for the design, fabrication and use of track markers, and information signs to be used for walking tracks.

The Standard also sets out guidelines for the erection of these markers and signs to ensure that while they will be readily visible, clear and easy to read, they will not detract from the landscape.

This Standard applies to outdoor areas where the environment is the focus of recreational activity.

The Standard does not include temporary track markers.

1.2 OBJECTIVE

The objective of this Standard is to provide managing authorities with guidance for walking track classification and signage in order to provide consistency of information to users of walking tracks. This is intended to minimize risk, preserve natural features and enhance recreation opportunities associated with the use of walking tracks.

1.3 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS
1428 Design for access and mobility (series)
2700 Colour Standards for general purposes
2899 Public information symbol signs
2899.1 Part 1: General information signs

AS/NZS
1906 Retroreflective materials and devices for road traffic control purposes
1906.1 Part 1: Retroreflective materials

1.4 DEFINITIONS

For the purposes of this Standard the definitions below apply.

1.4.1 Information sign

A sign which provides information related to the track and its use, including advisory signs, descriptive signs, interpretive signs, regulatory signs and warning signs.

1.4.1.1 *Advisory sign*

A sign which specifies recommended equipment and precautions for the use of a track.

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1.4.1.2 *Descriptive sign*

A sign which specifies the characteristics of a track and is generally placed at the starting point of the track.

1.4.1.3 *Interpretive sign*

A sign which conveys educational material about a natural or cultural feature of a walking track.

1.4.1.4 *Regulatory sign*

A sign which specifies legal requirements and regulations associated with the use of a track.

1.4.1.5 *Warning sign*

A sign which warns of a particular danger or dangerous conditions.

1.4.2 Managing authority

The designated body responsible for planning, locating, designing, constructing and maintaining a walking track.

NOTE: This term can include a private land owner or a non-government organization.

1.4.3 Sign

A board, plaque or other delineated space on which text or symbols or both are used to convey a message.

1.4.4 Track marker

A sign or object that identifies the direction of a walking track.

1.4.5 Visibly impacted

When applied to track facilities, they would be seen as not blending in with the surrounding environment.

1.5 CLASSIFICATION SYSTEM

Six classes of walking tracks are outlined in Tables 1 to 6. Each is described in terms of the elements used for classification and resulting management considerations.

The system may be used descriptively to classify existing tracks. This can be useful in establishing an asset value, levels of maintenance and identifying changes over time.

The system may also be used prescriptively in designing new tracks. The system gives the track designer a comprehensive group of elements which provide a consistent standard.

Tracks may have more than one classification to cover situations where, between access points it would have one classification, and for a shorter return journey (e.g. to avoid a difficult stretch) it can have another (lower) classification—provided it is clearly signed at the track-head (including the return distance), and at the point on the track where the class changes. Otherwise, where conditions vary along a section of track which is between access points, that section of track is classified in accordance with the least developed element.

In Tables 1 to 6, it is only the Item headed 'Elements for classification' that is used to classify a track. The 'Overview' gives a general impression of the track and 'Guidance for managers' is to assist the managing authority in designing, operating or modifying a track.

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TABLE 1

CLASSIFICATION SYSTEM—CLASS 1

Item	Description
Overview	Opportunity for large numbers of visitors, including those with reduced mobility, to undertake walks which are provided with a high level of interpretation and facilities. Users can expect abundant opportunities to learn about the natural environment through interpretive signs or brochures. Users can expect frequent encounters with others.
Elements for classification*	
Track conditions	Generally a broad, hard surfaced track suitable for wheelchair use. Width: 1200 mm or more. Well maintained with minimal intrusions.
Gradient	Grades in accordance with the AS 1428 series. Steps allowed only with alternate ramp access.
Signage	Signs for management and interpretation purposes may be used frequently. Arrow type track markers shall be used at intersections.
Infrastructure	Facilities along the track may include lookout platforms, seats and barrier rails. Camping is generally not allowed along the track.
Terrain	Users need no previous experience and are expected to exercise normal care regarding their personal safety.
Weather	Not applicable.
Guidance for managers	
Facilities	Track head facilities will generally include toilets, picnic facilities, car parking, drinking water and information shelters.
Management intervention	High.
Risk management	Tracks and adjacent natural and built elements will be inspected and maintained regularly. Inspection interval: 30 days or less.
Track information	Track details will generally be shown at the track head and on local maps and brochures. Route-guide authors should consult with the managing authority.
Usage and group size	The managing authority may impose limits on group sizes and total numbers. Access and use to be in accordance with permit conditions.
Publicity	Will normally appear on maps and brochures produced by the managing authority.
Activity registration	Not required.
Route guides	No restrictions.
Campsites	Not applicable.

* It is only necessary to meet these requirements to classify a track.

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TABLE 2

CLASSIFICATION SYSTEM—CLASS 2

Item	Description
Overview	Opportunity for large numbers of visitors to walk easily in natural environments which are provided with a moderate to high level of interpretation and facilities. Users can expect to learn about the natural environment with moderate to abundant opportunities to learn through interpretive signs or brochures. Users can expect frequent encounters with others.
Elements for classification*	
Track conditions	Generally a modified or hardened surface. Width: 900 mm or more. Well maintained with minimal intrusions.
Gradient	Generally no steeper than 1:10. Minimal use of steps.
Signage	Signs for management and interpretation purposes may be used frequently. Arrow type track markers shall be used at intersections.
Infrastructure	Facilities along the track may include lookout platforms, seats and barrier rails. Camping is generally not allowed along the track.
Terrain	Users need no previous experience and are expected to exercise normal care regarding their personal safety.
Weather	Not applicable.
Guidance for managers	
Facilities	Track head facilities will generally include toilets, picnic facilities, car parking, drinking water and information shelters.
Management intervention	Moderate to high.
Risk management	Tracks and adjacent natural and built elements will be inspected and maintained regularly. Inspection interval: 90 days or less.
Track information	Track details will generally be shown at the track head and on local maps and brochures. Route-guide authors should consult with the managing authority.
Usage and group size	The managing authority may impose limits on group sizes and total numbers. Access and use to be in accordance with permit conditions.
Publicity	Will normally appear on maps and brochures produced by the managing authority.
Activity registration	Not required.
Route guides	No restrictions.
Campsites	Not applicable.

* It is only necessary to meet these requirements to classify a track.

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TABLE 3

CLASSIFICATION SYSTEM—CLASS 3

Item	Description
Overview	Opportunity for visitors to walk in slightly modified natural environments requiring a moderate level of fitness and where the provision of interpretation and facilities is not common. Users can expect opportunities to observe and appreciate the natural environment with limited provision of interpretive signage. Users can expect occasional encounters with others.
Elements for classification*	
Track conditions	Generally a modified surface, sections may be hardened. Width: variable and generally less than 1200 mm. Kept mostly clear of intrusions and obstacles.
Gradient	May exceed 1:10 for short sections but generally no steeper than 1:10. Steps may be common.
Signage	Signs and track markers may be used for direction. Limited signage for management and interpretation purposes.
Infrastructure	Facilities generally not provided except for specific safety and environmental considerations.
Terrain	Users need no bushwalking experience and a minimum level of specialized skills. Users may encounter natural hazards such as steep slopes, unstable surfaces and minor water crossings. They are responsible for their own safety.
Weather	Storms may affect navigation and safety.
Guidance for managers	
Facilities	Track head facilities may include toilets, picnic facilities, car parking, drinking water, camp sites and information shelters.
Management intervention	Moderate.
Risk management	Built elements will be inspected and maintained regularly. Any built facilities will be managed for public risk. Inspection interval: 6 months or less.
Track information	Track details will generally be shown on local maps and brochures. Route-guide authors should consult with the managing authority.
Usage and group size	The managing authority may impose limits on group sizes and total numbers. Access and use to be in accordance with permit conditions.
Publicity	Will normally appear on maps and brochures produced by the managing authority.
Activity registration	Not required.
Route guides	Route guide authors encouraged to consult with the managing authority before publication.
Campsites	Visibly impacted sites for up to 12 tent sites, preferably dispersed in groups of no more than four tents. Toilets to be provided where required for environmental protection.

* It is only necessary to meet these requirements to classify a track.

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TABLE 4

CLASSIFICATION SYSTEM—CLASS 4

Item	Description
Overview	Opportunity for visitors to explore and discover relatively undisturbed natural environments along defined and distinct tracks with minimal (if any) facilities. Users can expect opportunities to observe and appreciate the natural environment without provision of interpretive signage. Users can expect opportunities for solitude with few encounters with others.
Elements for classification*	
Track conditions	Generally distinct without major modification to the ground. Encounters with fallen debris and other obstacles are likely.
Gradient	Limited to environmental and maintenance considerations.
Signage	Minimal signage for management and directional purposes.
Infrastructure	Facilities generally not provided except for specific safety and environmental considerations.
Terrain	Users require a moderate level of specialized skills such as navigation skills. Users may require maps and navigation equipment to successfully complete the track. Users need to be self-reliant, particularly in regard to emergency first aid and possible weather hazards.
Weather	Storms and severe weather may affect navigation and safety.
Guidance for managers	
Facilities	Track head facilities may include toilets, picnic facilities, car parking, drinking water, camp sites and information shelters.
Management intervention	Low to moderate.
Risk management	Tracks will be inspected on a regular basis and after major natural events such as cyclones or fires. Any built facilities will be managed for public risk. Inspection interval: 6 to 12 months.
Track information	Track details may be shown on local maps and brochures. Route-guide authors should seek the approval of the managing authority.
Usage and group size	The managing authority may impose conditions on group sizes and total numbers. Access and use to be in accordance with permit conditions.
Publicity	May be shown on maps produced by the managing authority.
Activity registration	Self-registration may be appropriate for some activities.
Route guides	Route-guide authors encouraged to seek managing authority input and approval prior to publication.
Campsites	Visibly impacted sites for up to 8 tent sites, preferably dispersed in groups of no more than three tents. Toilets to be provided where required for environmental protection.

* It is only necessary to meet these requirements to classify a track.

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TABLE 5

CLASSIFICATION SYSTEM—CLASS 5

Item	Description
Overview	Opportunity for visitors with advanced outdoor knowledge and skills to find their own way along often indistinct tracks in remote locations. Users can expect frequent opportunities for solitude with few encounters with others.
Elements for classification*	
Track conditions	Limited modification to natural surfaces and track alignment may be indistinct in places. Minimal cleaning and debris along the track.
Gradient	May include steep sections of unmodified surfaces.
Signage	Signage is limited and only for management purposes.
Infrastructure	Facilities generally not provided except for specific safety and environmental considerations.
Terrain	Users require a high degree of specialized skills such as navigation skills. Users may require maps and navigation equipment to successfully complete the track. Users need to be self-reliant, particularly in regard to emergency first aid and possible weather hazards.
Weather	Storms and severe weather may affect navigation and safety.
Guidance for managers	
Facilities	Track head facilities may include toilets, picnic facilities, car parking, drinking water, camp sites and information shelters.
Management intervention	Low.
Risk management	Tracks will be inspected on a regular basis and after major natural events such as cyclones or fires. Any built facilities will be managed for public risk. Inspection interval: 6 to 18 months.
Track information	Track details may be shown on local maps and brochures. Route-guide authors should seek the approval of the managing authority.
Usage and group size	The managing authority may impose limits on group sizes and total numbers. Access and use to be in accordance with permit conditions.
Publicity	May be shown on maps produced by the managing authority.
Activity registration	Self-registration may be appropriate for some activities.
Route guides	Route-guide authors encouraged to seek managing authority input and approval prior to publication.
Campsites	Visibly impacted sites for up to 8 tent sites, preferably dispersed in groups of no more than three tents. Toilets to be provided where required for environmental protection.

* It is only necessary to meet these requirements to classify a track.

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TABLE 6

CLASSIFICATION SYSTEM—CLASS 6

Item	Description
Overview	Opportunity for highly experienced walkers to explore remote and challenging natural areas without reliance on managed tracks. Users can expect extended periods of solitude with few encounters with others.
Elements for classification*	
Track conditions	No modification of the natural environment.
Gradient	May include steep sections of unmodified surfaces.
Signage	Signage is generally not provided.
Infrastructure	Facilities generally not provided.
Terrain	Users require previous experience in the outdoors and a high level of specialized skills such as navigation skills. Users will generally require a map and navigation equipment to complete the track. Users need to be self-reliant, particularly in regard to emergency first aid and possible weather hazards.
Weather	Storms and severe weather may affect navigation and safety.
Guidance for managers	
Facilities	Generally not provided.
Management intervention	Negligible.
Risk management	Tracks will not be managed for public risk. Users will be responsible for personal safety and need to exercise appropriate care.
Track information	Track details will not normally be provided by the managing authority.
Usage and group size	The managing authority may impose conditions on group sizes and total numbers. Access and use to be in accordance with permit conditions.
Publicity	Will not be marked on maps or brochures produced by the managing authority.
Activity registration	Self-registration may be appropriate for some activities.
Route guides	Route-guides are generally discouraged by managing authorities.
Campsites	Formation of campsites to be avoided where possible, but visibly impacted sites for up to four tents can be sanctioned where unavoidable, or where desirable for environmental reasons. Toilets provided only where required for environmental reasons.

* It is only necessary to meet these requirements to classify a track.

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SECTION 2 TRACK MARKERS

2.1 PHYSICAL CHARACTERISTICS

2.1.1 Shape

Track markers should have the shape of a directional arrow or an isosceles triangle, as appropriate to the track classification. The design of the markers is as follows:

(a) *Directional arrow*

The arrow should be on a square background of minimum size 90 mm × 90 mm, and may be aligned at 45°. See Figure 2.1.

NOTE: The arrow is taken from AS 2899.1, Standard Symbol Sign:101.

(b) *Isosceles triangle*

The triangle should have a base of 80 ±1 mm and a height of 110 ±1 mm, and four holes of 4 ±1 mm diameter for fixing, as shown in Figure 2.2.

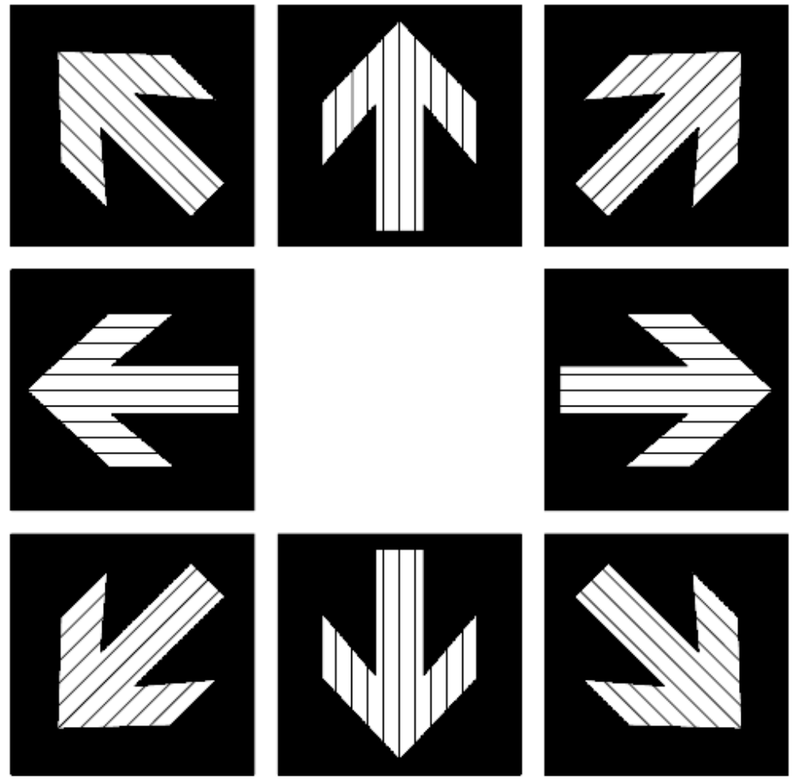
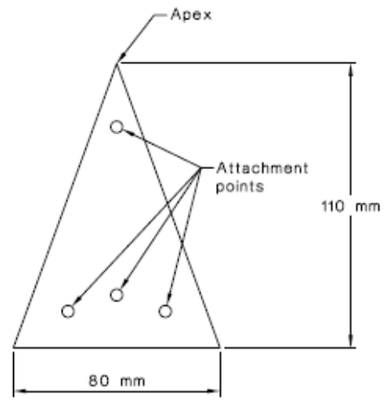


FIGURE 2.1 DIRECTIONAL ARROW

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DIMENSIONS IN MILLIMETRES

FIGURE 2.2 TRIANGLE

2.1.2 Materials

Track markers should be made of either aluminium alloy not less than 1.6 mm thick or galvanized low carbon steel not less than 1.0 mm thick. Other materials may be suitable provided that they are durable and resistant to both corrosion and fire.

2.1.3 Colour

Track markers may be any colour provided that it is consistent throughout the track in a given direction. The colour of the markers should depend on the physical characteristics of the landscape, be clearly visible, and be distinguishable from colours used for intersecting tracks.

NOTES:

1 The following colours as specified in AS 2700 have been found to be suitable:

Blue — Colour B21, Ultramarine

Yellow — Colour Y14, Golden Yellow

Orange — Colour X15, Orange

Red — Colour R13, Signal Red

2 The colours used for track markers should provide adequate contrast with the background or mounting surface.

3 Fading and weathering over the life of the supporting structures and markers should be taken into account in colour selection.

2.1.4 Finish

Track markers may have a retroreflective finish to assist walkers in identifying a track at night or in conditions of reduced visibility. It is recommended that the retroreflective finish comply with the requirements for Class 2 materials in AS/NZS 1906.1.

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2.2 INSTRUCTIONS FOR USE

2.2.1 General

It is emphasized that management objectives should be considered of paramount importance when decisions are made regarding the placement and use of markers. Markers should be used to aid management objectives and in a manner which will not create additional problems.

Markers should be provided at intervals such that intended track users are assisted in finding their way from either direction. Overuse of markers should be avoided. Actual spacings will depend upon track classification, definition and continuity, and local site conditions such as vegetation cover, topography and weather.

Recommendations regarding the use of markers in relation to each class of track are given in Tables 1 to 6.

2.2.2 Placement

To mark a track the triangle should be mounted with the apex pointing toward the direction to be followed. The arrow may be mounted in any of the positions shown in Figure 2.1.

Markers should be attached to structural elements or suitable physical features along the track whilst having regard for environmental considerations. Wherever possible they should face the walker and be at a consistent level.

NOTES:

1 Where a managing authority wishes to use a logo or number for a particular track this should be placed with the track markers.

2 To avoid potential injury from sharp edges or protruding nails or screws, markers should not be fixed in positions likely to be used as handholds.

2.2.3 Height

The recommended height for placement of track markers is 0–2 metres above the ground, depending upon local conditions (e.g. terrain) and seasonal variations (e.g. vegetation, snow). Consistency of height is recommended where appropriate.

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SECTION 3 INFORMATION SIGNS

3.1 FABRICATION AND PLACEMENT

3.1.1 Fabrication

The design and fabrication of information signs is the prerogative of the managing authority. It is extremely important, however, that in designing these signs, the materials and colours are chosen not only to be sympathetic with the landscape, but also to ensure that the sign will be durable, readily seen and easy to read. The height of lettering may need to be varied according to the distance from which it is intended to be read.

The overuse of signs and the use of very large signs should be avoided.

3.1.2 Placement

Information signs should be placed so that they cause minimal adverse visual impact on natural areas or culturally significant sites. Ideally, they should be integrated into the design of facilities.

3.2 CONTENT

3.2.1 Advisory signs

Advisory signs may include the following information:

(a) Registration and reporting recommendations.

(b) Equipment recommendations.

(c) Personal safety precautions.

(d) Environmental protection, e.g. minimal impact practices.

(e) Skill and fitness levels required.

(f) Specific conditions.

NOTE: Information provided on advisory signs should also be provided in promotional material.

3.2.2 Descriptive signs

On descriptive signs the following information may be necessary for the safe and enjoyable use of a walking track:

(a) Track rating (Grades 1–6).

(b) Type of track (e.g. loop, one-way, return).

(c) Effect of weather conditions.

(d) Elements of interest, track conditions or difficulties (e.g. facilities, waterfall, slippery rocks).

(e) Opening and closing hours of the track.

(f) Distance to designated point.

(g) Estimated completion time and whether the time is one-way or return.

(h) Direction of the initial course of the track.

(i) Graphic image/map for orientation.

3.2.3 Interpretive signs

The style and content of interpretive signs is the prerogative of the managing authority.

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3.2.4 Regulatory signs

The style and content of regulatory signs is the prerogative of the managing authority.

3.2.5 Warning signs

Warning signs should include the following information:

(a) Appropriate pictogram.

(b) Statement of danger.

(c) Statement of consequences.

(d) Statement of precautionary actions.

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APPENDIX A

HOW TO ASSESS A WALKING TRACK

(Informative)

This Appendix shows a way of applying the classification tables.

The following example demonstrates the variation in classification that is likely to occur along the length of a particular track. The track is classified in accordance with the least developed element. In the following example this is the weather, yielding an overall classification of '5'.

Elements for classification	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6
Track conditions		←	→			
Gradient	←		→			
Signage	←		→			
Infrastructure		←	→			
Terrain		←	→			
Weather	←				→	

The classification of the track gives the managing authority the option of accepting the classification as is, and managing it accordingly, or to make changes to the elements which would then enable the track to be classified differently.

In the above example, the weather cannot be controlled, but an equivalent effect is achieved by classifying the track according to the seasons. In this example the track would be a Class 3 except in winter when snow cover reduces the classification to Class 5.

In the case of long distance tracks, each portion of the track between access points can be classified individually for local usage. The classification of the entire route would be in accordance with the least developed element along the entire length. This may also apply where the first section of a longer track is used to reach a destination point in its own right. The change in classification should be clearly marked at the track-head and where it continues on from this initial destination point.

Once the class is known, the 'Guidance for managers' section of the table can be used to help manage the track in a consistent way.

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Appendix C: Trail Section Infrastructure Cost Breakdown

Coastal Trail - *Nelson to Port MacDonnell*

Compacted Rubble Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/NUMBER	COST $
Existing Vegetation Protection	3	28,000	84,000
New Trail (1.5m wide compacted rubble)	50	28,000	1,400,000
Post & Wire Fencing	50	2.800	140,000
Drainage	2	28,000	56,000
Shelter, Tank & Seat	25,00	3	75,000
Trail markers and signage (Allowance)	2,500	14	35,000
Consultant Fees at 8%			143,200
Design & Construction Contingency (15%)			268,500
Escalation over 5 years (6%)			107,400
TOTAL			**2,309,100**

Coastal Trail - *Port MacDonnell to Carpenter Rocks*

Compacted Rubble Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/NUMBER	COST $
Existing Vegetation Protection	3	24,000	72,000
New Trail (1.5m wide compacted rubble)	50	24,000	1,200,000
Post & Wire Fencing	50	2.400	120,000
Drainage	2	24,000	48,000
Shelter, Tank & Seat	25,000	2	30,000
Trail markers and signage (Allowance)	2,500	12	50,000
Consultant Fees at 8%			121,600
Design & Construction Contingency (15%)			228,000
Escalation over 5 years (6%)			88,200
TOTAL			**1,957,800**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	28,000	14,000
Post and Wire Fencing	50	52,800	140,000
Drainage	2	28,000	56,000
Signage & Trail Markers	2,500	14	35,000
Shelter, Tank & Seat	25,000	3	75,000
Consultant Fees at 8%			25,600
Design & Construct Contingency (15%)			48,000
Escalation over 5 years (6%)			19,200
TOTAL			**412,800**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	24,000	12,000
Post and Wire Fencing	50	2,400	120,000
Drainage	2	24,000	48,000
Signage & Trail Markers	2,500	12	30,000
Shelter, Tank & Seat	25,000	2	50,000
Consultant Fees at 8%			20,800
Design & Construct Contingency (15%)			31,500
Escalation over 5 years (6%)			15,600
TOTAL			**327,900**

Coastal Trail - *Carpenter Rocks to Beachport*

Compacted Rubble Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	3	54,000	162,000
New Trail (1.5m wide compacted rubble)	50	54,000	2,700,000
Post & Wire Fencing	50	5.400	270,000
Drainage	2	54,000	108,000
Signage & Trail Markers	2,500	27	67,500
Shelter, Tank & Seat	25,000	5	125,000
Consultant Fees at 8%			274,600
Design & Construction Contingency (15%)			514,875
Escalation over 5 years (6%)			198,450
TOTAL			**4,420,425**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	54,000	27,000
Post and Wire Fencing	50	5.400	270,000
Drainage	2	54,000	108,000
Signage & Trail Markers	2,500	27	67,500
Shelter, Tank & Seat	25,000	5	125,000
Consultant Fees at 8%			47,800
Design & Construct Contingency (15%)			70,875
Escalation over 5 years (6%)			35,850
TOTAL			**752,025**

Coastal Trail - *Beachport to Kingston*

Compacted Rubble Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	3	100,000	300,000
New Trail (1.5m wide compacted rubble)	50	100,000	5,000,000
Post & Wire Fencing	50	10,000	500,000
Drainage	2	100,000	200,000
Shelter, Tank & Seat	25,000	10	250,000
Signage & Trail Markers	2,500	50	125,000
Consultant Fees at 8%			510,000
Design & Construction Contingency (15%)			956,250
Escalation over 5 years (6%)			982,500
TOTAL			**8,223,750**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	100,000	50,000
Post and Wire Fencing	50	10,000	500,000
Drainage	2	100,000	200,000
Signage & Trail Markers	2,500	50	125,000
Shelter, Tank & Seat	25,000	10	250,000
Consultant Fees at 8%			90,000
Design & Construct Contingency (15%)			131,250
Escalation over 5 years (6%)			67,500
TOTAL			**1,413,750**

Coastal Trail - *Kingston to 42 Mile Crossing*

Compacted Rubble Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	3	64,000	192,000
New Trail (1.5m wide compacted rubble)	50	64,000	3,200,000
Post & Wire Fencing	50	6,400	320,000
Drainage	2	64,000	128,000
Signage & Trail Markers	2,500	32	80,000
Shelter, Tank & Seat	25,000	6	150,000
Consultant Fees at 8%			325,600
Design & Construction Contingency (15%)			610,500
Escalation over 5 years (6%)			244,200
TOTAL			**5,250,300**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	64,000	32,000
Post and Wire Fencing	50	6,400	320,000
Drainage	2	64,000	128,000
Signage & Trail Markers	2,500	32	80,000
Shelter, Tank & Seat	25,000	16	150,000
Consultant Fees at 8%			56,800
Design & Construct Contingency (15%)			106,500
Escalation over 5 years (6%)			42,600
TOTAL			**915,900**

Rail Trail - *Bordertown to Mount Gambier*

Hot Mix Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	200,000	100,000
New Trail (1.5m wide compacted rubble)	75	200,000	15,000,000
Post & Wire Fencing	50	10,00	500,000
Drainage	2	200,000	400,000
Signage & Trail Markers	2,500	100	250,000
Shelter, Tank & Seat	25,000	20	500,000
Consultant Fees at 8%			1,340,000
Design & Construction Contingency (15%)			2,512,500
Escalation over 5 years (6%)			1,005,000
TOTAL			**21,607,500**

Rail Trail - *Naracoorte to Kingston*

Hot Mix Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	93,000	46,500
New Trail (1.5m wide compacted rubble)	75	93,000	6,975,000
Post & Wire Fencing	50	4,500	225,000
Drainage	2	93,000	186,000
Signage & Trail Markers	2,500	47	117,500
Shelter, Tank & Seat	25,000	9	225,000
Consultant Fees at 8%			622,000
Design & Construction Contingency (15%)			1,166,250
Escalation over 5 years (6%)			466,500
TOTAL			**10,029,750**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	200,000	100,000
Post and Wire Fencing	50	10,000	500,000
Drainage	2	200,000	400,000
Signage & Trail Markers	2,500	100	250,000
Shelter, Tank & Seat	25,000	20	500,000
Consultant Fees at 8%			140,000
Design & Construct Contingency (15%)			187,500
Escalation over 5 years (6%)			105,000
TOTAL			**2,182,500**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	93,000	46,500
Post and Wire Fencing	50	4,500	225,000
Drainage	2	93,000	186,000
Signage & Trail Markers	2,500	47	117,500
Shelter, Tank & Seat	25,000	9	225,000
Consultant Fees at 8%			64,000
Design & Construct Contingency (15%)			120,000
Escalation over 5 years (6%)			48,000
TOTAL			**1,032,000**

Rail Trail - *Mount Gambier to Beachport*

Hot Mix Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	105,000	52,500
New Trail (1.5m wide compacted rubble)	75	105,000	7,875,000
Post & Wire Fencing	50	5,000	250,000
Drainage	2	105,000	210,000
Signage & Trail Markers	2,500	50	125,000
Shelter, Tank & Seat	25,000	10	250,000
Consultant Fees at 8%			701,000
Design & Construction Contingency (15%)			1,314,375
Escalation over 5 years (6%)			525,750
TOTAL			**11,303,625**

Existing Surface

DESCRIPTION	$ RATE (Linear Metre)	DISTANCE/ NUMBER	COST $
Existing Vegetation Protection	0.5	105,000	52,500
Post and Wire Fencing	50	5,000	250,000
Drainage	2	105,000	210,000
Signage & Trail Markers	2,500	50	125,000
Shelter, Tank & Seat	25,000	10	250,000
Consultant Fees at 8%			71,000
Design & Construct Contingency (15%)			133,125
Escalation over 5 years (6%)			53,250
TOTAL			**1,144,875**

Limestone Coast Regional Trails

Implementation Feasibility Study

Scoping Document – June 2015



oneighty sport&leisuresolutions

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1 INTRODUCTION

The Limestone Coast regional trails project is a combined approach to trails development across seven council areas in the South East of South Australia. It is coordinated by the South East Local Government Association (SELGA) and the Limestone Coast Regional Trails Implementation Group (LCRTIG) on behalf of the participating councils - the City of Mount Gambier, Councils of Naracoorte Lucindale and Wattle Range, and the District Councils of Grant, Robe, Kingston and Tatiara.

The SELGA councils consider the project an important part of creating recreation and tourism opportunities for communities in the Limestone Coast. It is envisaged that the overall project will develop a regional trails network that promotes community recreation, tourism and economic development opportunities throughout the Limestone Coast.

This feasibility study is the second phase of a multi-staged approach to the overall project and is the next step to progress the work undertaken in the Limestone Coast Regional Trails Master Plan that was completed in March 2015, refer Figure 1 below.

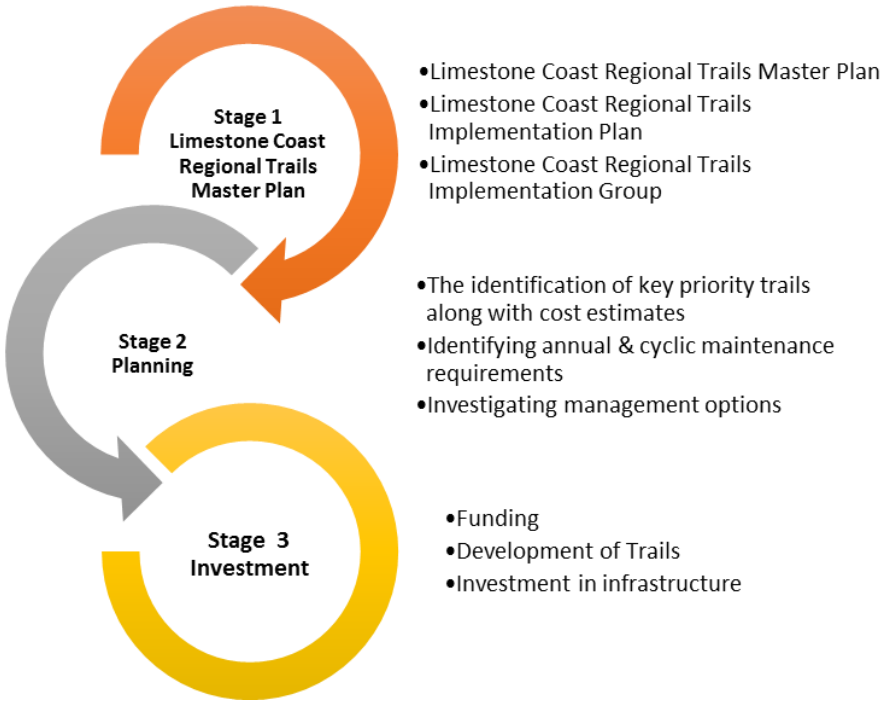


Figure 1: Limestone Coast Regional Trails Process

2 PROJECT BACKGROUND

2.1 Aims of Project

The objectives of this feasibility study are to prioritise regional trails across the Limestone Coast. In particular this work will establish the feasibility of developing a trails network by:

- the prioritisation of cross regional trails in the Limestone Coast with criteria developed under guidance from the LCRTIG
- cost estimates of those identified priority trails including lifecycle costs
- identifying annual and cyclic maintenance requirements linked to proposed management arrangements and infrastructure specifications of the priority trails
- investigating and recommending management options in light of current and proposed community, local and State Government resources and existing management structures

The requirements of the project as identified in the project brief's Specification of Deliverables include:

- an introductory and scoping document that proposes the methodology of prioritising the cross regional trails – which will be reviewed by LCRTIG, SELGA and major stakeholders
- consultation and research
- a draft Regional Trails Implementation Feasibility Study for up to six cross regional trails to include:
  - Establishment and Lifecycle Costs
  - Maintenance
  - Management options, including land tenure & insurance
  - Sustainability (Social/Economic/Environmental)
  - Accessibility and likely level of use
  - Design, promotion and signage
  - An Action/Implementation Plan
- A final Regional Trails Implementation Feasibility Study

2.2 Project Methodology

The preparation of the Regional Trails Implementation Feasibility Study will be undertaken in three stages – these stages, as identified in the project brief are as follows.

Stage 1: Development of a scoping document for review by the LCRTIG

Sourcing information, gathering data, consultation with SELGA councils to identify needs, generate ideas, confirm scope, and define goals and objectives. Confirm information, confirm major stakeholder's needs, and establish the development strategy including resource requirements and timeline.

Stage 2: Conduct investigations and research

Prepare baseline Feasibility Study framework identifying end product and quality standards in consultation with councils, LCRTIG, establish conditions and limits relating to cost and time risk.

Stage 3: Final Regional Trails Implementation Priority Feasibility Study

Prepare the final draft Feasibility Study for review by SELGA, Constituent Councils, LCRTIG. Finalise Regional Trails Implementation Feasibility Study after review; stakeholder presentations, transfer Regional Trails Implementation Priority Feasibility Study autonomous ownership/responsibility to SELGA

2.3 Project Timelines

Below are the timeframes agreed upon for the completion of the Limestone Coast Regional Trails Implementation Feasibility Study:

STAGE	MILESTONES	DUE DATE
Stage 1	• Commencement meeting with SELGA • On-going / continual engagement with LCRTIG & SELGA for the life of the project • Prepare Scoping Document and present to LCRTIG	*19 June 2015* *15 June 2015 to 31 August 2015* *1 July 2015*
Stage 2	• Conduct Investigations & Research - Consultation with SELGA Councils	*31 July 2015*
Stage 3	• Prepare Draft Regional Trails Implementation Priority Feasibility Study for feedback • Prepare and conduct presentations to LCRTIG & SELGA • Finalise amendments • Final report completed	*31 August 2015* *7 September 2015* *14 September 2015*

2.4 Roles and Resources

The progression and evolution of this project will be supported by the following professionals, with an outline of their roles and the resources below:

One Eighty Sport and Leisure Solutions (One Eighty)

Will provide the following services:

- Generate a thorough understanding of the 'Regional Trails Master Plan' document which was generated in the previous stage.
- Conduct a workshop with SELGA and the LCRTIG to revisit and refine the projects criteria and goals.
- Generate a scoping document which will form the basis of the final report.

- Physically travel the proposed routes via automobile to gain knowledge and firsthand experience to develop an understanding of the proposed trails.
- Undertake consultation with the following groups:
    - SELGA (ongoing)
    - LCRTIG
    - Applicable Council's
    - Relevant State Government Departments e.g. DPTI
- Collate information gathered through consultation and field observations and prepare the Limestone Coast Regional Trails Implementation Feasibility Study.
- Refine draft version of the study with feedback provided by SELGA and the LCRTIG.
- Present document and findings to SELGA, LCRTIG and the Constituent Councils.

Birdseye Studios

Will provide the following services:

- Physically travel the proposed routes via automobile to gain knowledge and firsthand experience to develop an understanding of the proposed trails.
- Generate mapping of the overall trail network and provide high level information on alignment, key destinations and points of interest.
- Provide high level indicative cost estimates for construction.
- Generate a trails maintenance guide that is consistent with Australian Standards and identifies high level requirements.
- Provide information regarding suitable signage options.

2.5 The Scoping Document

This scoping report responds to the first of the staged requirements and provides direction for the consultation and research stage of the study. It contains information regarding the criteria that have been established to identify the preferred trails for the project, the processes engaged to create and review those criteria, and the application of the criteria to trail opportunities identified in the Regional Trails Master Plan (RTMP) and the LCRTIG.

It also provides an overview and high level summary of literature reviews undertaken in the RTMP and through this, confirms support for the project from councils and their communities.

3 REVIEWS

The RTMP conducted background investigations and research, and provided some statistical information which has identified support for the project overall. This brief section serves to provide a high level summary of the literature review, population growth data, some tourism benefits and participation rates and to reinforce support for the project, both strategically and from a community level.

3.1 Literature Review

The review provided a summary of the current state of trails in the region as well as identifying desired future strategic outcomes from state, regional and local perspectives.

The majority of documents reviewed were prepared within in the past 5 -10 years and demonstrated support for the development of new trails and enhancement of the existing trails network across the region. There was specific commentary made on a number of trails in strategic documents at state, regional and local levels with recommendations provided in regard to new trails development and existing trails upgrades at local and cross regional levels.

The literature noted a number of benefits of trails including:

- The enrichment of communities
- Opportunities to compliment and work alongside other sectors e.g. food and wine
- Promotion of local, national and international tourists
- Engendering an appreciation for the natural environment
- Encouraging health and activity within the community

The literature review also outlined some principles and state and regional directions for trails across the region in relation to their development and use. These included:

- Increasing perceptions of public safety and opportunities for physical activity
- Developing and improving trail policy, management guidelines and guiding principles
- Striving to improve the lives of the local community by promoting health and well being
- Generate greater open space linkages

3.2 Population Overview

According to 2011 ABS Census data the Limestone Coast has a population of approximately 63,000 people which represents 3.9% of the State's population of 1.67 million. The breakdown of the population across the local government authorities is as follows.

Local Government Authority	Population	
	2011	% of Region
Grant District Council	7,871	12.7
Kingston District Council	2,280	3.8
City of Mount Gambier	25,249	40.0
Naracoorte Lucindale Council	8,115	12.9
District Council of Robe	1,398	2.4
Tatiara District Council	6,555	10.6
Wattle Range Council	11,624	17.6
Limestone Coast Region	**63,092**	**100**

Table 1: 2011 Limestone Coast LGA Populations by Number & Percentage

Local population figures are important given that previous studies into trail use indicate that local communities are often high users of trails.The City of Mount Gambier has the highest percentage of 40% with a population of approximately 25,000. Wattle Range has the second largest number of residents with 11,600 which equates to 17.6%, while the councils of Tatiara, Grant and Naracoorte Lucindale of similar population size ranging from 6,500 to just over 8,000 – between 10.6% and 12.7%. Kingston has a population of just over 2,000 (3.8%) while Robe has around 1,400 (2.4%).

Table 2 illustrates the projected population growth of both the Limestone Coast Region and of South Australia. These projections indicate that the Limestone Coast's population will grow by 12% approximately half the rate of South Australia's total population (23%) between the years 2006 – 2026. These projections also indicate that persons 65 or older will be the largest group in this population with an increase of approximately 86% over this 20 year period.

	2006	2011		2016		2021		2026	
Age	Population	Population	Change from 2006	Population	Change from 2006	Population	Change from 2006	Population	Change from 2006
	no.	no.	%	no.	%	no.	%	no.	%
Limestone Coast RDA									
0-14	13,602	13,165	-3.2%	13,187	-3.1%	13,573	-0.2%	13,535	-0.5%
15-64	42,080	43,414	3.2%	43,384	3.1%	42,672	1.4%	42,134	0.1%
65+	8,810	10,269	16.6%	12,289	39.5%	14,320	62.5%	16,349	85.6%
Total	64,492	66,848	3.7%	68,860	6.8%	70,565	9.4%	72,018	11.7%
SA									
0-14	287,287	297,493	3.6%	315,232	9.7%	332,451	15.7%	339,109	18.0%
15-64	1,044,040	1,104,009	5.7%	1,144,420	9.6%	1,167,925	11.9%	1,190,598	14.0%
65+	236,561	265,942	12.4%	310,992	31.5%	356,059	50.5%	405,454	71.4%
Total	1,567,888	1,667,444	6.3%	1,770,644	12.9%	1,856,435	18.4%	1,935,161	23.4%

Table 2: Population Projections for the Limestone Coast Region & SA 2006-2026: (Source Department of Planning and Local Government 2010 and 2011)

3.3 Tourism

Figure 2 illustrates the importance of tourism in terms of economic benefit to the Limestone Coast, with approximately $285 million dollars being spent in the local economy within the three year period July 2011 to June 2014.

The opportunity to increase tourist numbers and deliver increased expenditure may potentially be improved via the implementation of an improved trails network. A number of studies conducted within Australia and internationally have identified that trails can have a positive impact on regional economies.



Figure 2: Regional Tourism Value

3.4 Physical Activity

National physical activity trends indicate participation in unstructured recreation is increasing and relative to those trends, it is reasonable to expect that the desire to use recreational trails is also increasing. Both nationally and in SA, walking is the most popular and cycling the fourth most popular of fifty recreational activities. The 2010 ERASS data indicates that in SA, there were over 150,000 cyclists and 514,000 walkers. Almost 61,000 South Australians reported that they bush-walked for exercise or recreation.

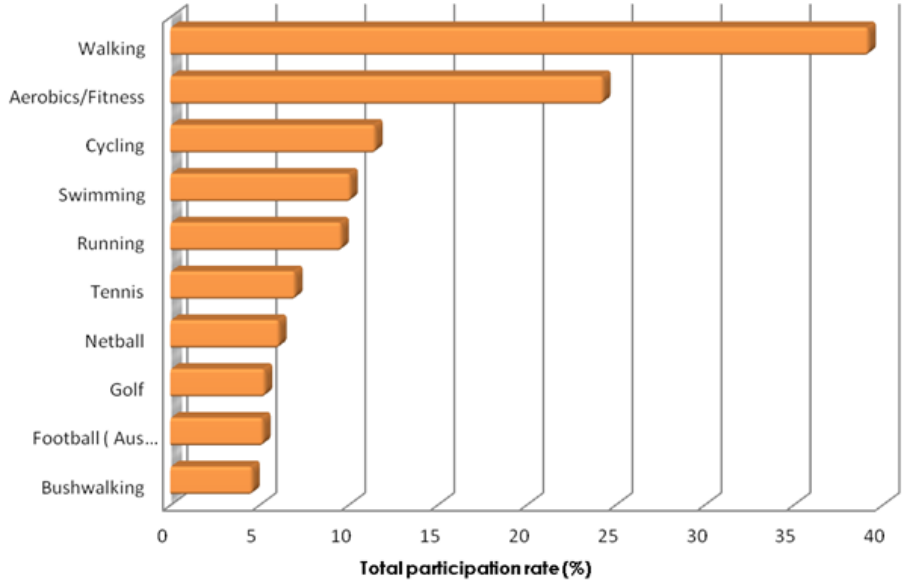


Figure 3: National Physical Activity Trends

4 TRAIL SELECTION PROCESS

The RTMP identified a number of regional trail opportunities through a literature review and community consultations with local advocates and community groups. After its research, three trails were nominated for further investigations - the Rail trail, Coastal Trail and Mackillop/Woods (Aussie Camino) Trail. These three trails were then analysed using criteria to determine their priority ranking. The criteria applied in the RTMP were as follows.

a) Cost: relatively low, mid range or relatively high costs

b) Landownership: land under the control of councils, third parties or a mix

c) Sustainability (social, economic, environmental): community support, impact on landowners, safety, tourism, business development, impact on conservation, biodiversity and landscape

d) Accessibility: proximity to towns, road networks, natural attractions, links to other trails, existing infrastructure, landscape and topography

e) Likely level of use: trail friendliness, safety, facilities, challenge, scenery and links to attractions, services, roads, accommodation

Based on these criteria and the trail selections, additional information contained within the master plan and other local knowledge, the LCRTIG developed seven criteria to make further assessments of the trail options.

4.1 LCRTIG Trail Assessment Criteria

The criteria developed by the LCRTIG are identified in Table 3.

Criteria 1	Potential economic impact and benefit to each council
Criteria 2	Number of councils involved and shared benefits for councils
Criteria 3	Current and established infrastructure that can be utilised
Criteria 4	Capitalise on one or all of the four themes: Food & Wine, Coastal, Natural Assets Resources & Wildlife, Cultural history and experiences
Criteria 5	Links to relevant Regional and State priorities in tourism and recreation
Criteria 6	Linkages to experiences, both formal and informal
Criteria 7	Trails which can be influenced and managed by Councils, by land tenure

Table 3: Trail Assessment Criteria

Following the application of those criteria, the LCRTIG identified the following five cross regional trails.

Coastal Trail	A multi-use trail linking the mouth of the River Murray with SA/Victoria border (in the vicinity of the Great South West Walk)
Mackillop – Wood (Aussie Camino) Trail	Connecting Portland (Victoria) to Penola, in recognition of Saint Mary Mackillop and Father Julian Tenison Woods
The Golden Trail	Broadly based on the existing 500km drive trail. About 30 days walk linking 16 towns and cities in South Australia and Victoria
Regional Pushbike Trails	Linking a series of local level bicycle trails in regional towns
Rail Trail	A walking, cycling and horse trail along existing rail corridor and/or adjacent maintenance tracks.

Table 4: Initial Cross Regional Trail Nominations

4.2 Review of Criteria

As a requirement of the Feasibility Study, the criteria developed by the LCRTIG to determine their trail selections were to be reviewed. Accordingly, a process for review incorporating the deconstruction of each of the criteria was conducted. In a workshop setting attended by members of the LCRTIG, each of the criteria was considered and assessed for its relevance to the project and the task of identifying appropriate trails, its clarity and meaning, and the makeup of its content. This process clarified the criteria and resulted in some subtle changes to wording and the addition of two further criteria. The following nine criteria have been recommended by the LCRTIG to analyse and assess their initial five trail nominations.

1. ***Potential economic impact and benefit to each council region***

   The cost of construction and maintenance for the proposed trails was not considered in the original criterion. The term economic impact was used to describe the potential positive economic effects which the trails could bring to the region. This criteria needs to include benefits to communities, businesses and industry in the region.

2. ***Cost***

   Cost of the trails needs to be factored into the assessment process and would take into account the trail surface, its length and infrastructure. Assessment would be based on previous work undertaken in the RTMP and information provided by the consultants where trails had not been rated for cost.

3. ***Number of councils involved and shared benefits for councils***

   Trails should pass through as many councils as possible – the more councils, the greater the benefits. Ideally each council should have at least one trail section pass through it however it was noted that benefits may be gained by having visitors travel through a council to reach a trail. As well the project should be acknowledged as regional.

4. ***Current and Established infrastructure that can be utilised to reduce capital and enhance experience***

   Infrastructure includes existing trails, road reserves parks and other corridors that trails can travel along, as well signage, water points, furniture etc. that can be utilised to reduce the costs of construction and maintenance. Access and linkages to retail and accommodation opportunities are also important.

5. ***Capitalise on one or all of the four themes:***

   Food & Wine ***Coastal*** ***Natural Assets & Wildlife*** ***Culture & History***

   A trail needs to link to at least one theme and the more themes linked the better.

6. ***Links to relevant Regional, State and Commonwealth priorities***

   Trails must be noted in strategic documents and plans at any of local, regional, state and commonwealth levels to assist with funding and align with existing plans.

7. ***Links to visitor experiences both formal and informal***

   User and visitor experiences were clarified to refer to destinations as formal experiences and those things experienced on the journey as informal experiences.

8. ***Trails which can be influenced and managed by Councils, by land tenure***

   Land which is owned and managed by council is preferable for this project to reduce dependency on third parties. The fewer land owners involved in the trail routes the better.

9. ***Community support and inclusion***

   Community support and opportunities for individuals and groups to be included in the project as it develops need to be a criterion. These aspects are essential to progress the project from its initial stages to approval and to assist councils with construction and maintenance phases where there may potentially for cost savings.

4.3 Trail Nomination Methodology and Outcomes

With the criteria clarified and revised, the LCRTIG's nominated trails were assessed against the criteria to determine their inclusion in the feasibility study and their priority. A scoring system ranked the trails based on 1 being the lowest score up to 5 being the highest score.

During the assessment, each of the trails was discussed to ensure that LCRTIG members understood their nature, length and any complexities. At that time it was agreed that the Regional Pushbikes Trail was still to be defined and that there was considerable work to be completed to establish the concept. Due to this, there was a lack of clarity around routes, links and benefits, and as a result, it was agreed that this trail was not to be considered. The outcomes of that assessment are listed in Table 5 below.

Trail	Criteria Totals	Ranking
Coastal Trail: Border - Coorong	293	1
Mackillop/Wood (Aussie Camino) Trail	243	2
The Golden Trail	187	4
Rail Trail	243	2

Table 5: Assessment of Trail Nominations

Through the assessment and ranking process the LCRTIG determined that given the low ranking of the Golden Trail in comparison to the other trails, the complexity of land ownership and previous investigations undertaken, it was not feasible to continue researching it. In further discussions, the group agreed that based on the process, the following trails will be targeted for the Feasibility Study.

- Coastal Trail
- Rail Trail
- Mackillop/Woods (Aussie Camino) Trail

4.4 Trail Section Assessment

While not impacting on the overall investigations of the Feasibility Study at this point, the LCRTIG was also asked to assess the trail sections of the Rail and Coastal Trails utilising the same scoring system. These assessments will assist in determining a staging priority in the future if these trails are proposed for further research and design. The results for that scoring are listed below in tables 6 and 7.

Trail Section	Criteria Totals	Ranking
RT #1 Mount Gambier - Penola	221	1
RT #2 Penola - Naracoorte	216	2
RT #3 Naracoorte - Bordertown	190	4
RT #4 Naracoorte - Kingston	177	5
RT #5 Mount Gambier - Beachport	209	3

Table 6: Assessment of Rail Trail Sections

Trail	Criteria Totals	Ranking
CT #1 Nelson - Port Macdonnell	225	3
CT #2 Port Macdonnell - Carpenter Rocks	214	5
CT #3 Carpenter Rocks - Beachport	236	2
CT #4 Beachport - Kingston	256	1
CT #5 Kingston - 48 Mile Crossing	217	4

Table 7: Assessment of Coastal Trail Sections

5 CONCLUSION

Based on reviews of literature, data and statistics, and previous work completed in the Limestone Coast Regional Trails Master Plan, this trails project has strong community and stakeholder support. Through the work conducted to date in the Feasibility Study and based on the revision of trail criteria and assessment undertaken with the LCRTIG, the feasibility study investigations will focus on the following three trails:

- Coastal Trail
- Rail Trail
- Mackillop/Woods (Aussie Camino) Trail

The final document will be presented in an A3 landscape format and will comprise the following structure:

- Executive summary
- Section one: introduction and project scope
- Section two: regional and district overview
- Section three: understanding recreational trails
- Section four: regional trails identification
- Section five: stakeholder consultations
- Section six: trails alignment
- Section seven: estimated trail costs
- Section eight: trail infrastructure
- Section nine: trail management & maintenance
- Section ten: conclusion and recommendations

13 Questions Without Notice

Questions without Notice from Elected Members may be forthcoming at this point in the Meeting.

14 Reports From Council Committees

14.1 Greenrise Lake Advisory Committee

Report Type	Reports from Council Committees
Committee	Greenrise Lake Advisory Committee
File Reference	GF/16.14.1/10
Attachments	1. GLAC Minutes Monday 23rd August 2021 [**14.1.1** - 17 pages]

RECOMMENDATION

That the Minutes of the Meeting dated 23 August 2021 of the Greenrise Lake Advisory Committee be received and noted.

Wattle Range COUNCIL

GREENRISE LAKE ADVISORY COMMITTEE

NOTICE OF MEETING:

A Meeting of the Greenrise Lake Advisory Committee will be held at Riddoch Information Centre, 27 Arthur St Penola on Monday 23rd August, 2021 at 7 pm.

Pete Bissell

.....

PRESIDING MEMBER / SECRETARY

DISTRIBUTION LIST:

council@wattlerange.sa.gov.au (Wattle Range Council)

Victoria Marshall (Penola Community Representative)
Catherine Robinson (Penola Community Representative)
Brendan Provis (Penola Community Representative)
Peter Bissell (Penola Community Representative)
Kevin Jarrad (Penola Community Representative)
Ray Haines (Penola Community Representative)
Norman Vaughan (Penola Community Representative)

Ben Gower (Wattle Range Council CEO)
Peter Halton (Wattle Range Council Director Engineering Services)

Minutes – Monday 23rd August 2021.

1. PRESENT: Pete Bissell, Ray Haines, Peter Halton, Norm Vaughan, Victoria Marshall, Brendan Provis and Catherine Robinson.

2. APOLOGIES: (apologies to Pete 0427 852 315)
Kevin Jarrad.

3. CONFIRMATION OF THE MINUTES:

3.1 Greenrise Lake Advisory Committee Meeting; 5th July 2021

Moved – Brendan Provis

Seconded – Victoria Marshall with the adjustments to the title page.

4. CORRESPONDANCE IN:-

4.1 Email from Kaitlin Creek regarding Decembers Minutes

4.2 Email from Kaitlin Creek regarding Council endorsed newly drafted terms of reference.

- The Council chose not to include the additional parchment of land located on the South of the Town bypass exit (triangle south of the Town bypass adjacent to the vinyards) as part of Greenrise.
- The Council will however use GLAC in an advisory role for this parchment of land.

4.3 Email from Manivenkata Krishna Sunkapp regarding Penola Town Entrance Landscape Concept Design

- Email attached to end of minutes.

CORRESPONDENCE OUT:-

4.3 Information regarding Memorial Seat Ideas resent to Snow Merrett and Snow recontacted

4.4 Email to Kaitlin Creek – December Minutes

- December Minutes sent to Kaitlin.

5. ENGINEERING SERVICES DIRECTOR REPORT

5.1 Seats for tracks made from logs, for arboretum.

Action:5/7 Get update from Peter Halton at August 23rd Meeting.

- The WRC workers have made a start on the log seats for Greenrise, when they are nearer to completion, we will need to make a date to go out to Greenrise to look at placement.

5.2 Wetland Area at the Greenrise Town Entrance Update and Corten Penola Signage & seat at the Greenrise Town Entrance.
Workshop for developing Landscaping Scope of Penola Town Entrances at PVIC in the John Shaw Nielsen Meeting Room 9th July.

- See Email from Muni and Penola Entrance Landscaping Concept plans attached to the minutes.

Action 5/7 Catherine to recontact Snow as to where the families are at with choosing the seat design and where they would like it placed.

- Waiting to hear back from Snow.

5.3 Greenrise maintenance update.

Action 5/7 Talk to the Council about building the track up where it floods,
Re- spraying the new track as weeds are coming up, spraying on either side of the track for the variegated thistle and getting some gravel to put on the track around Greenrise as it is very wet and slippery.

- Council will contact the contractor regarding spraying of the thistles, this needs to be done sooner rather than later before they set however we do need to wait for the ground to dry out a bit. Timeline in the next few weeks.
- Council will spray in The Arboretum ready for the Geocache planting. Timeline in the next few weeks.
- After the spraying is done we need a date to be set so that we can be shown how to use the Councils post hole digger.
- Peter Halton said that WRC could make up more plant guards if they are needed.

- Lions Club Driver Reviver Program will be run at Greenrise with the backing of WRC. The Caravan will be located in the Carpark near the shelter and windmill, opposite the toilets. The Lions Club hope to have the program set up to be run over the Christmas Holidays. Signage and a flashing message board will be supplied by WRC. This message board can then be used for other events and for funerals. The Lions Club have asked that an upgrade of the toilet block can be added to the next financial years budget.

6 GENERAL BUSINESS:

6.1 Sandi Spinks - Geocache Volunteer Planting.

Action:5/7 - Pete to contact Sandi to get a list of names of the Geocache Volunteers so that we can put them on the Activity Time Sheet ahead of time.
Action 5/7- Sub Committee of Pete Bissell, Catherine Robinson & Victoria still need to plan the plant layout design, we need to spray, dig the holes, get the soil from Mount Gambier Earthmovers, put soil in the holes and put the plants at the appropriate holes ready for the Geocache Volunteers. Geocache are providing the guards.
Action 5/7– Pete to talk to Sandi to ask about ground covers.
- Need to contact Mount Gambier Earthmovers to get soil

- Pete is waiting for Sandi to get back to him regarding Geocache supplying ground covers and the list of names of the Geocache volunteers.
- Sub – Committee met at Greenrise on Sunday 22nd August to discuss planting layout/design for the 250 Geocache plants. See planting maps attached to the end of the minutes. The planting maps need to be run past the WRC parks staff and the Lions Club before they are okayed.
- Norm to speak to Mount Gambier Earthmovers regarding getting a truckload of soil for the Geocahe planting.

6.2 Working bees -remove dead trees.

Action - Need to contact Bruce (Coonawarra CFS) and or Peter Robinson (Penola CFS) to see whether we need a truck on hand during the burn. Needs to be done before fire season.

Action 5/7- Pete to send an email out when it drys out to see who is around for a working bee.

- A working bee to tidy up and remove dead trees will be on **Thursday 2nd September at 10am.** If you are available, could you please let Pete know.
- Burn off will be on **Sunday 5th September at 10am.** We thought we could have a BBQ, invite the Lions Club. Catherine to speak to Peter Robinson the Penola CFS Captain about whether it is necessary to have a Fire truck there and if so could the CFS bring one down.

6.3 Mens shed seats bbq

Action 5/7 – Ray to follow up with Peter Halton to find out when the council are picking them up and installing them.

- WRC liasing with the Lions Club to pick up and install the Mens Shed seats.

6.4 Chainsaw Course – Ray

- Peter Halton is working on a date for Ray to do the chainsaw course, he will speak to Ed to see if Ray can be slotted into the next course that the WRC does.

6.5 Boating Sign

- Catherine spoke to Hyland Fox about preserving the boating sign, has sent the signs measurements and is waiting on a quote.

7 Business Arising

- Brendan apologised that he totally forgot last weeks meeting, first time that has ever happened.

- Peter Halton is going to pass on to Ed that there is a tree seat near the pond that needs picking up from Greenrise. It requires some work done to it and need legs and that there is a trough that needs to have legs attached also

- Tree Plaques - There are still some trees in the Arboretum that need naming. One species has not been named yet, we need a couple of repeat names and there is a couple that have not been named which needs to be rectified. It was decided that after the Geocache planting has been done that we should set a date to do some naming and we could then add some of the new plantings to the list of tree plaques that need doing.

- The WRC will be implementing the Rail Trail from Father Woods Glenroy to Penola, they hope to have the Trail finished by Christmas depending on contractors. It will have limestone on the rails and a sealed surface. They hope to have it link up to the Greenrise paths.

Email from Manivenkata Krishna Sunkapp regarding Penola Town Entrance Landscape Concept Design

Dear all

Attached is the concept design for landscaping of the town entrances along the bypass. The only changes made since the previous presentation are Lavender in place of Callistemon and a reworking of the trees to pull them back for site lines.

We are still working on the Signage for the southern site. A good benchmark would be the signage at the Penola arboretum where there are posts with clear standard botanical info, but the language signage will be developed in consultation with the Burrandies Aboriginal Corporation.

The landscape design is planned for implementation in September/October 2021 when weather conditions would be appropriate to undertake ground works and revegetation.

We are still investigating feasibility of up lighting the existing eucalyptus trees in the southern site. A tender for this job will be let in August and a decision for inclusion will come down to final scope and budget.

Meanwhile, please be informed that a budget of $165,000 was allocated for the construction of entrance statements and landscape treatments. The income to this project came from the following sources:

- $90,000 funding by the Council,
- $65,000 from the Federal government under the Local Roads and Community Infrastructure Program (Phase One), and
- $10,000 contribution from the Riddoch Business and Community Association.

The construction of the two entrance signs, one near each intersection of the bypass, took place in June 2021. Works still to be completed are interchangeable banners, wrought iron grapes, and up-lighting of the signs. We have incurred $22,480 cash expenditure and $48,250.52 accrued expenditure to date, therefore a total expenditure of $70,730.52 (cash + accrued). This implies the budget for landscape treatment will be in the order of $94,269.48 (i.e., $165,000 minus $70,730.52). We are now estimating costs for landscaping both sites and will return to with further information in the coming weeks.

The Riddoch Business and Community Association in collaboration with the Coonawarra Vignerons Association have provided suitable pictures for the interchangeable banners. We are now working with Hyland Fox signs to design, print and install the banners in August 2021. The grapes and up-lights to the entrance signs are planned for installation in August/September 2021.

Council is also exploring ideas to make the construction phase fun and community oriented. Ideas include engaging local community in planting of trees, as well as organising cultural services such as smoking ceremony and artistic performances that will add colour and meaning to the official opening of the entrance statements in November/December 2021. Please don't hesitate to share your ideas on how we can make the opening a colourful and memorable event.

Stay tuned for more information. If you have any queries on the above, please don't hesitate to contact me.

Kind regards
Muni

PENOLA ENTRANCE LANDSCAPING CONCEPT PLANS - JULY 2021

PENOLA

North and South Gateways Project

Prepared for Wattle Range



The Penola gateways project was initiated to develop landscape treatments to draw attention to new town entry points created by the western bypass.

The primary aim of the project is to render more visible the new town entrances, drawing the attention of traffic passing at speed to encourage visitation, while also reflecting the character, features and charms of the town and wider immediate landscape.



Northern and Southern Sites Adjacent to Highway

2

Following site visits, discussion with Council and an initial meeting with significant stakeholders, an approach was taken to treat north and south sites in distinct yet linked ways, reflecting the predominant characters of the north and south landscapes.

The north is approached through the vineyards of the Coonawarra with their strong geometry of rows of vines and deep autumn colours of reds and oranges amongst the terra rossa and limestone geology. The south features ancient Redgums in pasture with some exposed limestone and some remnant and revegetated patches of native vegetation.

While the immediate project is to deliver treatments to two small areas, there is obvious potential to extend the use of key materials in future works as budgets permit. For example, the mid-way western entry intersection might also be highlighted with the same tree planting, use of roses and limestone gravel, and also possible uplighting to nearby Redgums.



Strategic Opportunities

3



Existing Site Conditions (Northern Site)

4

The theme of the northern gateway features strong formal geometry, crimson roses and exotic deciduous trees, linking to settlement and the surrounding vines and farms. The roses may be alternated with bottlebrush cultivars, providing an interesting weaving of native and exotic planting. Tree species could reflect distinctive specimens in the town or of wider local significance and might be composed of strips of a single exotic species, each strip potentially different, including various elms, oaks, ginko, ash, linden, etc.

The key colours are golds, oranges and reds, most visually evident in autumn but also a part of the ideas of red wines and terra rossa and the general richness and depth of a local settlement history that is evident throughout the town in its streetscapes and buildings.

A good contrast to these powerful colours could be provided by limestone chips or gravel, or the use of limestone blocks or offcuts used safely further back from the highway where their higher bright white would stand out and be picked up by headlights too.



Limestone Chips / Gravel



White Carpet Rose



Lavandula augustifolia- English Lavender



La Sevillana - Floribunda Rose



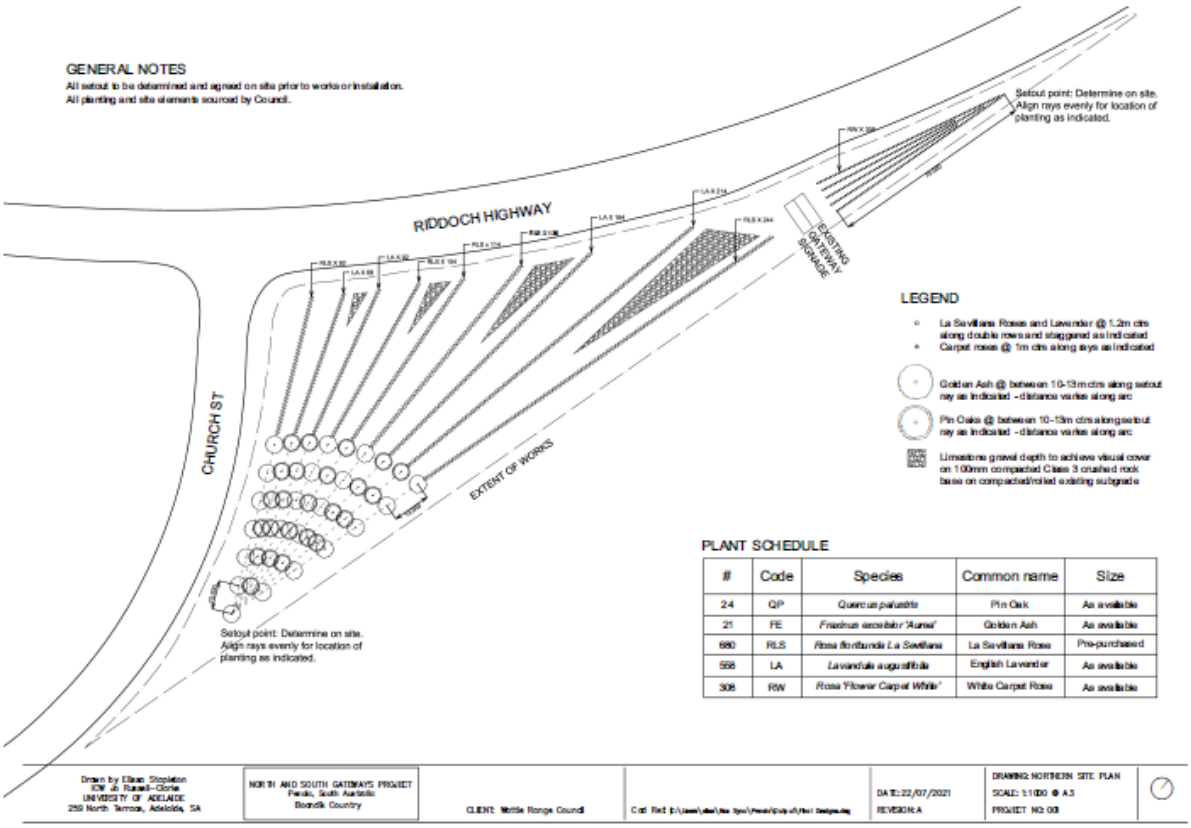
Quercus palustris - Pin Oak



Fraxinus excelsior 'Aurea' - Golden Ash

Proposed Material/Planting Palette for Northern Site

5





8 Perspective for Northern Site Concept 1



9 Perspective for Northern Site Concept 1



Existing Site Conditions (Southern Site)

10

The theme of the southern gateway makes full use of the existing majestic redgums. Already prominent, the first gesture is to feature them with uplighting from dusk and through the night. The uplights might have coloured filters that respond to the seasons (e.g. blue for winter, greenish for spring, red for summer, ochre for autumn). Some supplemental planting of progeny of the Redgums in this area would be a tribute to the importance of this species and to their ongoing place in the landscape.

While the north has strong lines of more formal geometry, the south draws on curved shapes of a subtle pre-settlement topography. This is already evident in depressions on site marked by different grass growth due to winter ponding. It is proposed that the existing depressions are exploited and gently reformed to create 'organic', 'kidney-shaped' zones that would make ephemeral ponds of standing water, reflecting original seasonal landscape processes.

These shapes could be highlighted by a lining of limestone gravel and might be further ornamented and made more visible from the road by 'contours' of larger boulders or single large rocks on the ponds.

The broader groundplane could be managed simply as slashed pasture grass – and the mowing patterns wind their way to the curved shapes once (or twice) every year, creating another annual shapely feature beneath the gums. Ideally, the theme of the indigenous landscape would follow through to scalping of exotic pasture grasses and the direct seeding of native grasses, forbs and flowers. This would make a unique wildflower meadow with a spectacular spring presence – a miniature diorama and vision of the remnant landscapes of the region to delight tourists and local alike.


Limestone Chips / Gravel


Limestone Boulder / Menhir


Native Meadow


Ephemeral Ponds


Eucalyptus camaldulensis - Redgum


Indicative Uplight

Proposed Material/Planting Palette for Southern Site

11

In meeting with Aunty Michelle Jacquelin-Furr for the Burrandies Aboriginal Corporation, the idea of including language on the southern site was discussed.

As the southern site will be an accessible recreation space including seating and paths – linked to future trails, and town loop walks and rides – this might be a good space to consider Indigenous presence and history. It might be a type of 'learning' space, where meetings with Elders and story-telling could happen during festivals or other important times. Language could be represented – written – on site. This could be treated as textual 'sculpture', whether attached as plaques or carved into a redgum plinth or post, or into a limestone rock, or painted in a carefully chosen font. An old copperplate writing style as students would have learnt at Mary Mackillop's school may be appropriate.

Key words of Bunganditj language, the language of the Boandik, could be incorporated and learned on site. Words could include 'labels' for plants such as *tarrpina* 'large red gum' (around Penola) or another spelling *krawumayt pina*. There might be words for landscape features such as pool, or for birds that might frequent the site, or greetings such as *martu karu*.

Later, with a native meadow, the names and uses of grasses and flowers could have other plaques or explanations and/or a walking trail book or online app could be developed. This small corner becomes a delightful little indigenous botanic garden for tourists and the town, offering a counterpoint to the descriptive text of landscape behind the busts of Adam Lindsay Gordon, John Shaw Neilson and William Henry Ogilvie at poets corner. This is proposed as another significant cultural language corner.


Limestone


Redgum Timber


CORTEN steel

Signage Precedents


Hannett Point
Esperance Bay Historical Society

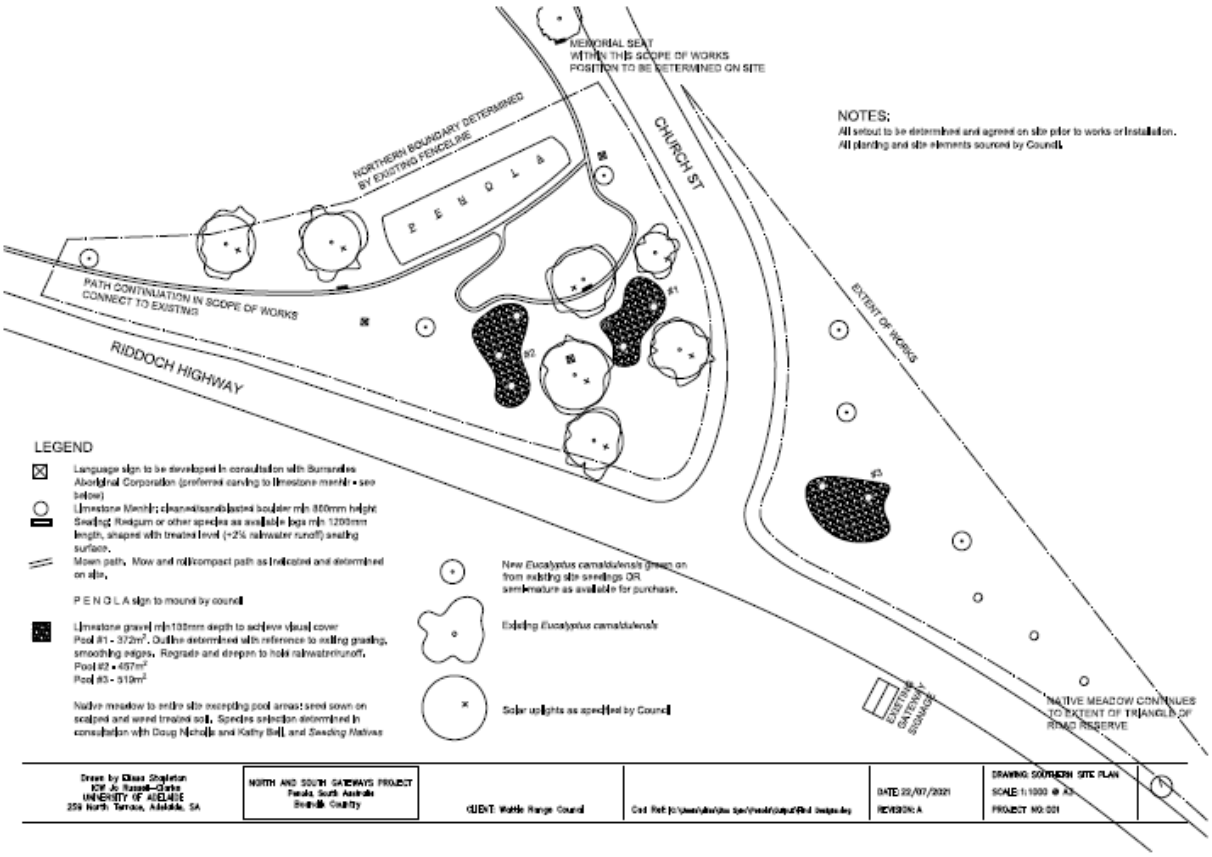

Dandenong Bushland Reserve
Heine Jones



Location Unknown
Mecondo

Language Corner

12



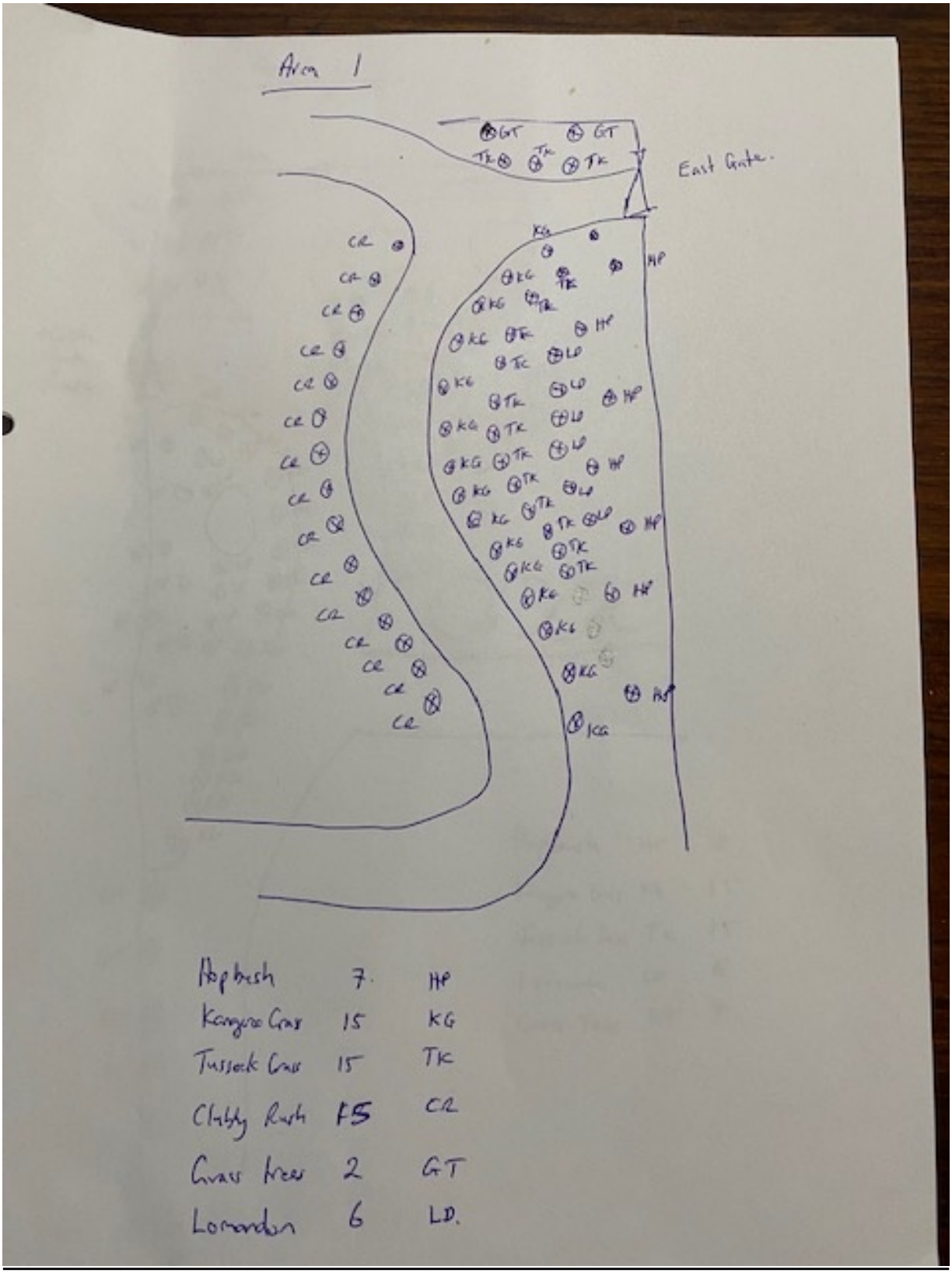


15 Perspective for Southern Site Concept 1

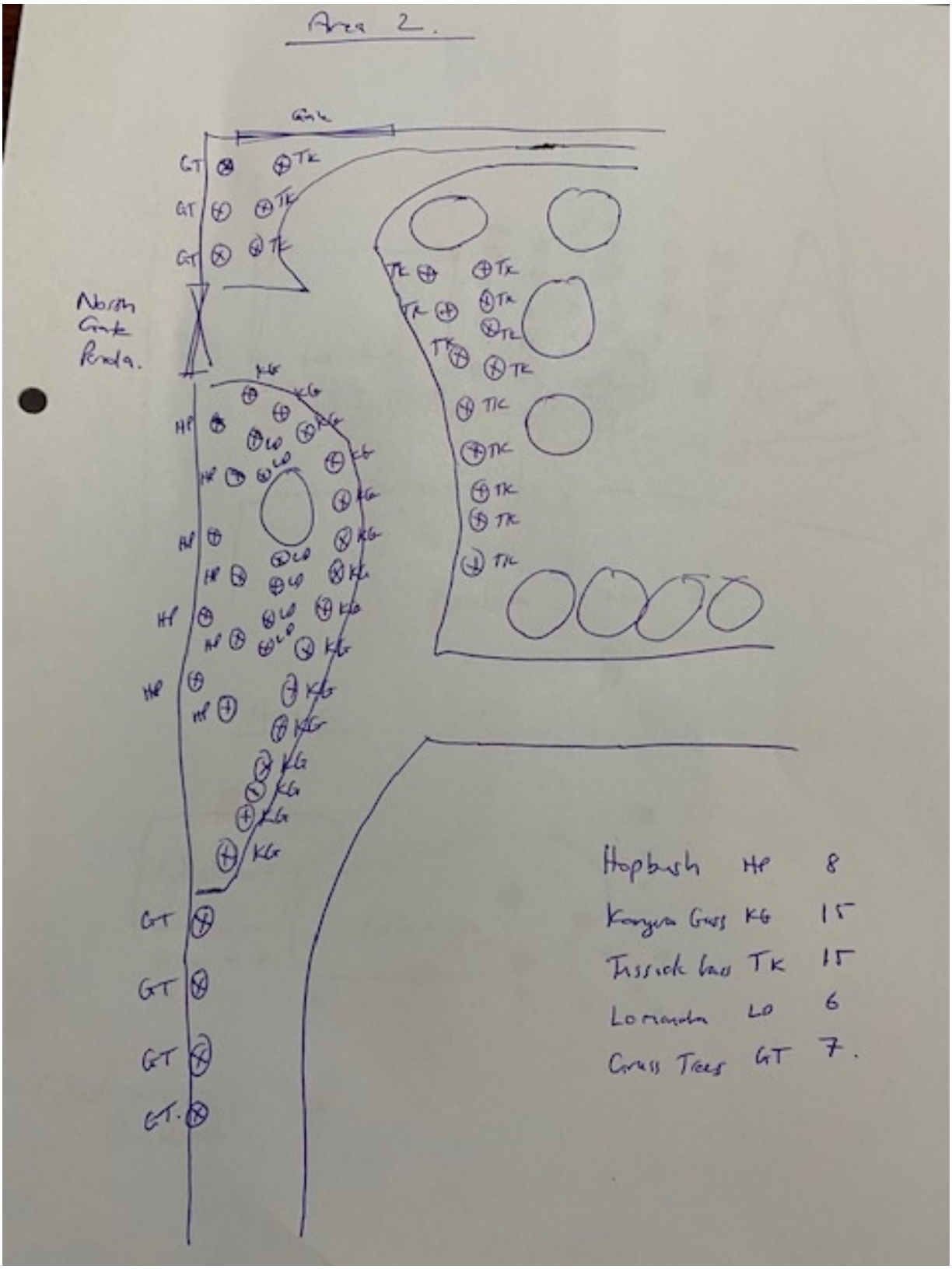


16 Perspective for Southern Site Concept 1

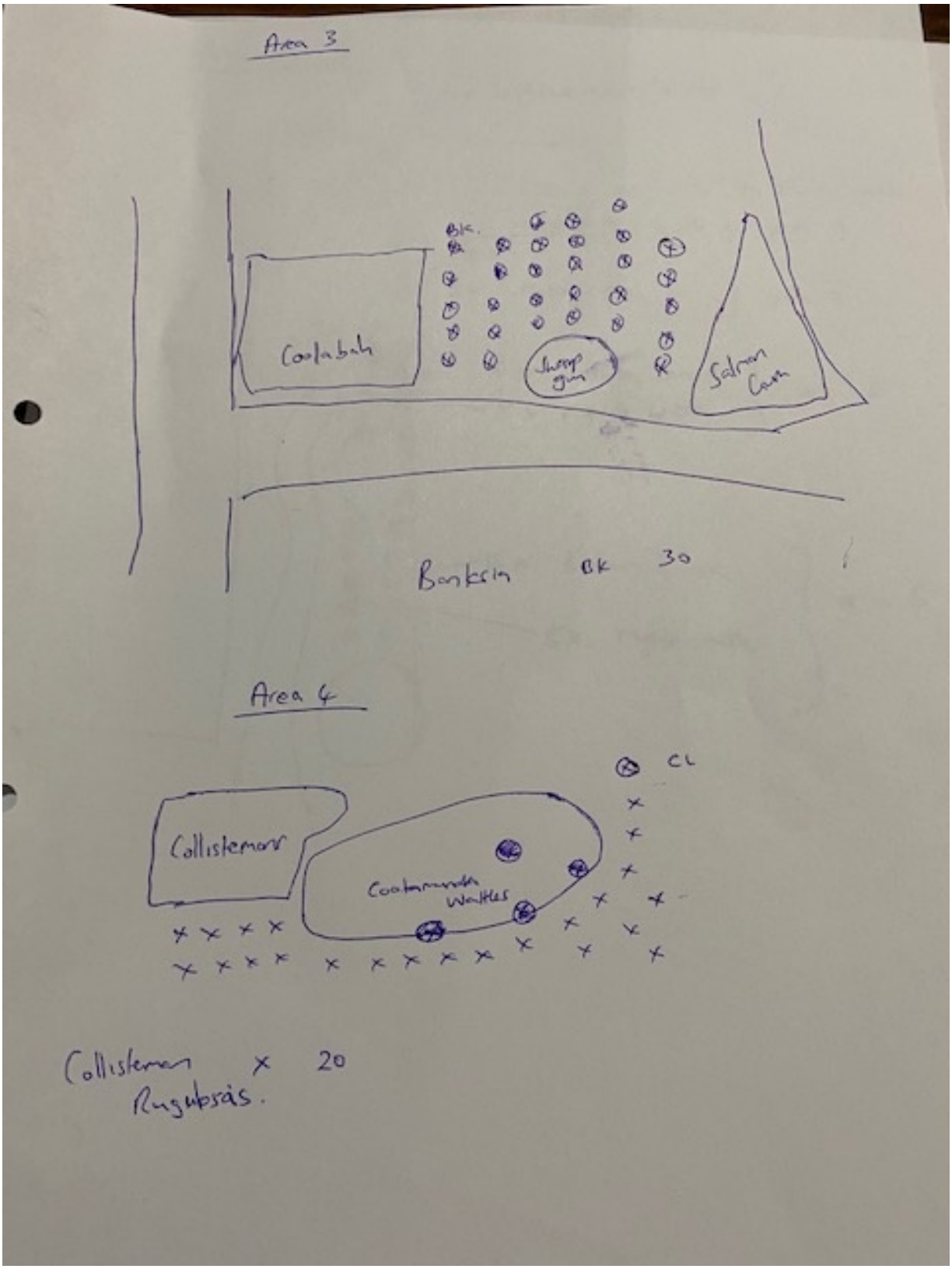
GEOCACHE PLANTING MAPS - Areas 1 – 9



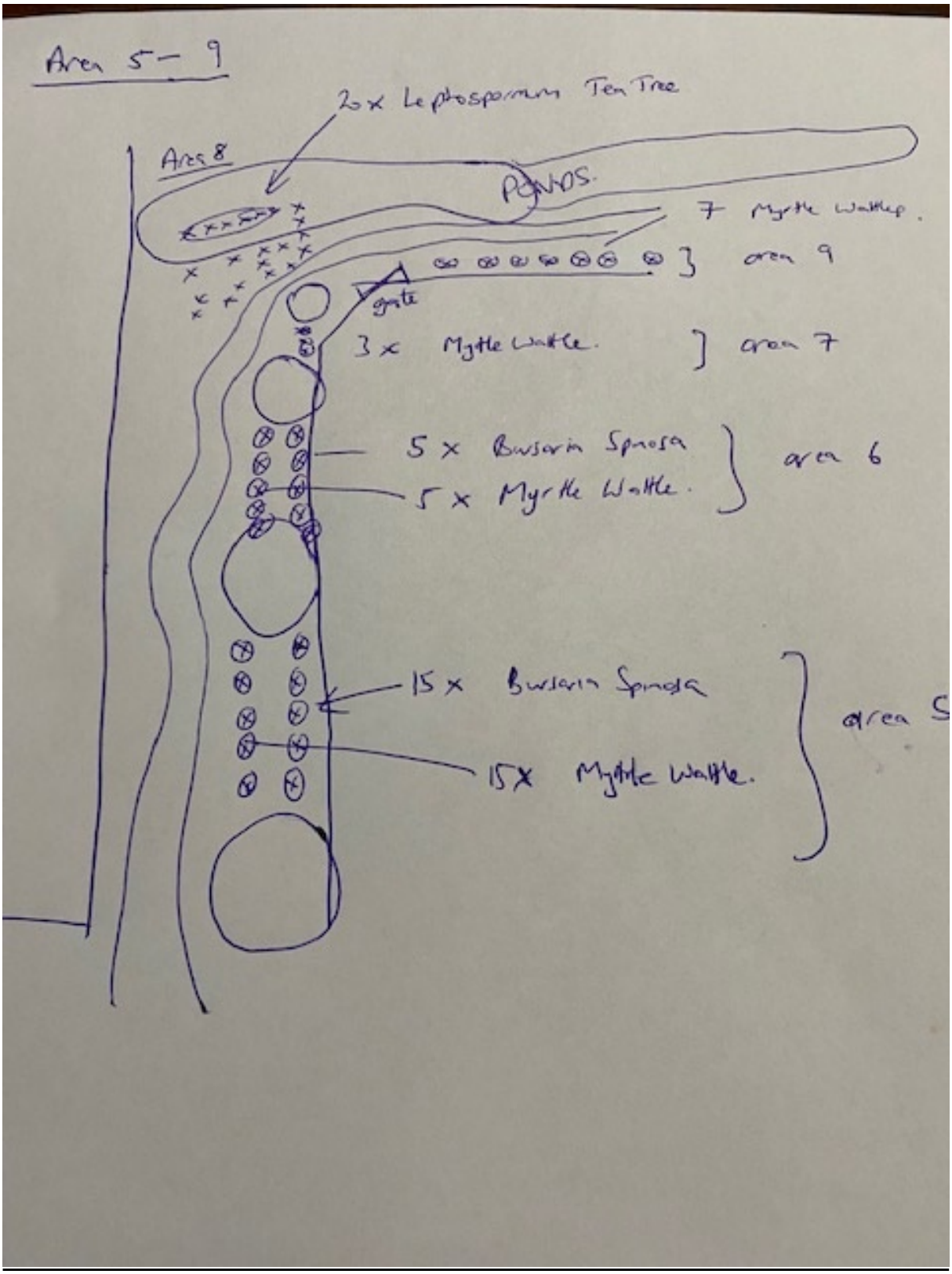
GEOCACHE PLANTING MAPS - Areas 1 - 9


Area 2.
North Gate Road.
Hopbush HP 8
Kangaroo Grass KG 15
Tussock Lily TK 15
Lomandra LO 6
Grass Trees GT 7.

GEOCACHE PLANTING MAPS - Areas 1 - 9



GEOCACHE PLANTING MAPS - Areas 1 - 9



8 NEXT MEETING: - The next meeting of the Greenrise Lake Advisory Committee will be held on Monday 20th September 2021.

15 Reports From Council Officers

15.1 Chief Executive Officer

15.1.1 Monthly Project Status Report

Report Type	Officer Report
Department	Executive
Author	Mr. (Muni) Munivenkata Krishna SR., Project Manager, Engineering Services
Disclosure of Interest	No Council officers or contractors have declared a conflict of interest regarding the matter under consideration.
Current Risk Rating	Medium
Strategic Plan Reference	**Theme 1 - Community Vibrancy & Presentation** 1.1 Enhance public space areas including parks, public places, car parking, street lighting and streetscapes to provide vibrant, attractive areas. 1.2 Through appropriate planning, develop vibrant, presentable townships throughout the Wattle Range area. 1.3 Provide sustainable, vibrant community facilities. **Theme 4 - Infrastructure & Asset Sustainability** 4.1 Create a sustainable stock of assets, with appropriate long term asset planning and optimal use. 4.2 Plan and provide for a safe local road network that meets the future and current needs of our community. 4.4 Plan for and optimise Council's stock of building assets whilst meeting the future and current needs of community. 4.5 Plan and provide for the expansion and replacement of Council's stock of footpaths, walkways, and trails to meet the future and current needs of our community. **Theme 5 - Organisational Excellence** 5.2 Govern in a responsible and responsive way.
File Reference	GF/7.73.1/4
Attachments	1. 2021-22 Capital Projects List [**15.1.1.1** - 3 pages]

Purpose of Report

To provide an update on the progress of works and financial status of Council's capital projects.

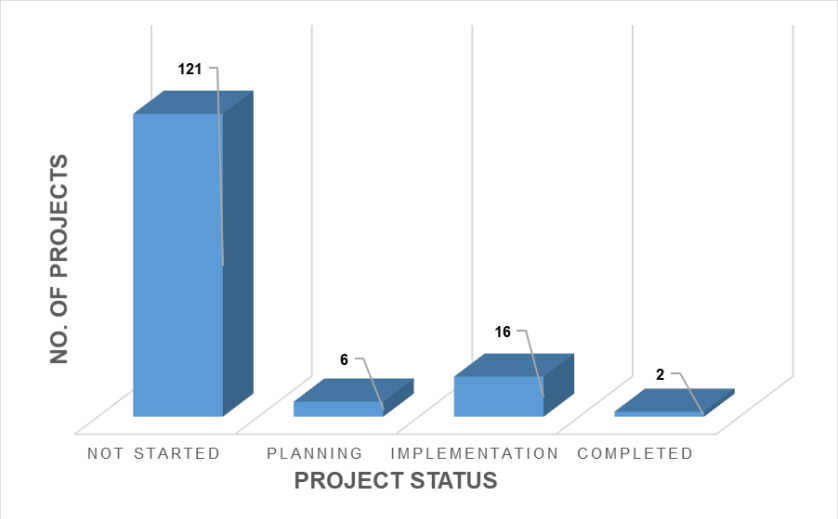
Report Details

For the 2021/22 financial year, 145 capital projects have been listed in the Annual Business Plan (ABP). These projects provide functional, safe, fit for purpose assets that meet the changing needs of the community. Council is seeking to deliver an operational budget of $27.64M and a capital works program of $11.34M. Within this budget, $5.27M has been allocated for the renewal of a wide range of existing facilities and infrastructure. Council has also committed $2.29M for the upgrade of existing assets and $3.78M for the acquisition of new assets.

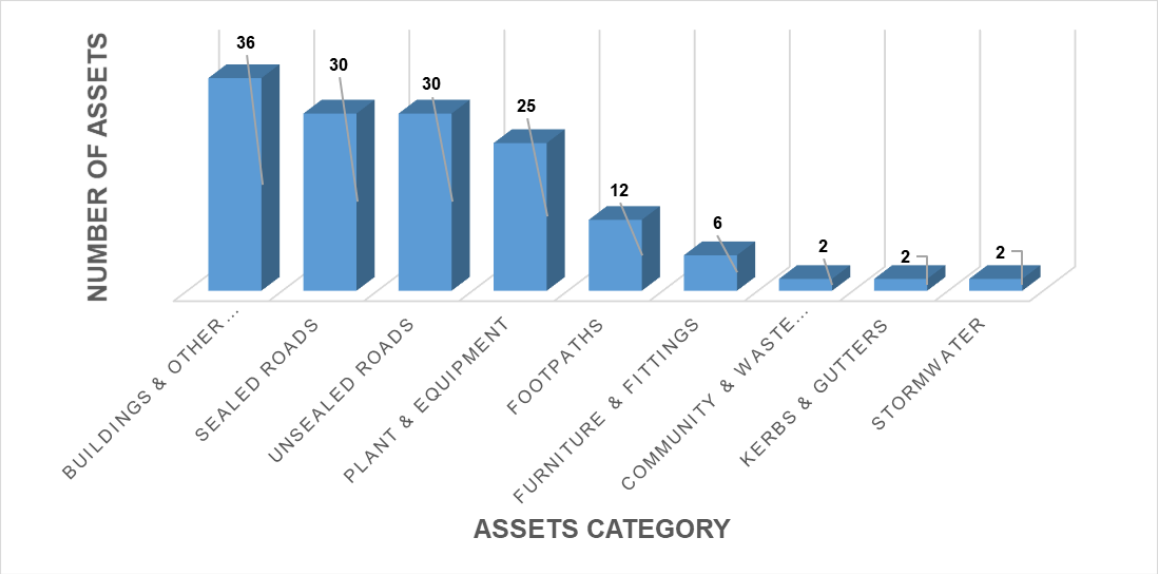
A strong focus of the capital works program in 2021/22 is the funding of roads, and $1.2M has been allocated to re-sheet 37.82KM of unsealed roads. In addition, Council is seeking Federal and State Government funding to assist in the upgrade of several major roads to improve safety and productivity.

Council is focused on delivering the strategies contained within the Annual Business Plan including rebounding the local economy through major infrastructure development and investment in the Council area.

As of 6 September 2021, the capital project completion rate is currently 8% with an expenditure rate of 3%. The status of all capital projects is shown in the chart below:



The 2020/21 capital program includes of a range of infrastructure assets and services, and their distribution is shown in the chart below:



The distribution of capital projects resulting in the creation of new assets, and the management of ageing assets in need of renewal and replacement is shown in the chart below:



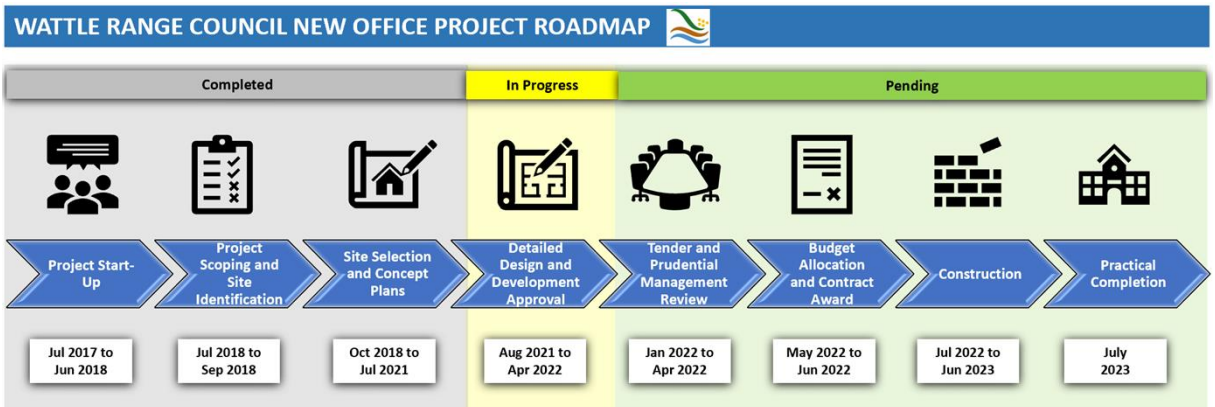
Furthermore, Project Officers are continuing to deliver a number of 2020/21 capital projects. 123 capital projects were funded in 2020/21. The capital project completion rate is currently 96% with an expenditure rate of 87%.

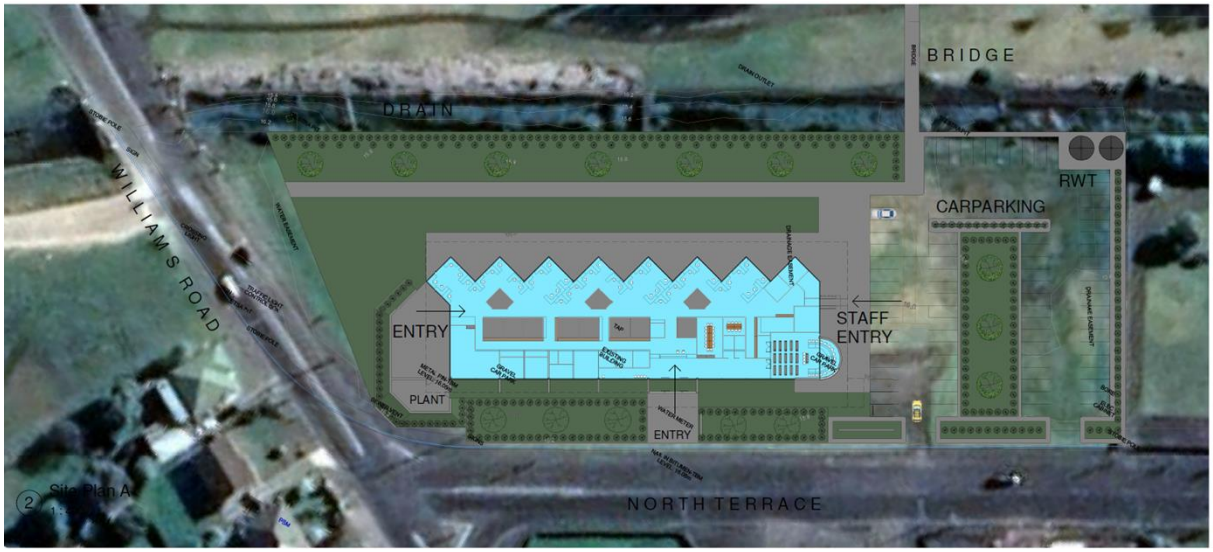
Capital Projects Status

New Administration Centre – At the August 2021 meeting Council endorsed the current Conceptual Plans for the proposed Administration Centre and authorised the CEO to lodge a development application in the future.

A meeting with the architects to discuss next steps in the project was held on 20 August 2021. The agenda included discussion on engagement of architect and sub-consultants for the preparation of detailed designs, establishment of clearly defined roles and responsibilities, commitment on timeframes and resources, and the documents required for planning consent.

A series of information sessions were organised on 31 August 2021 to provide staff an update on the project status besides seeking feedback on the design and clarifying queries. A preliminary meeting with the planning team was held on the 7th of September 2021 to discuss requirements prior to lodgement of the planning application.





Penola-Coonawarra Rail Trail – the Tender for the construction of the rail trail closed on 6 August 2021. Council received fee proposals from 6 qualified contractors who are based locally and in regional South Australia and Victoria.

Following evaluation of tenders, a meeting with the preferred contractor was held on 17 August 2021. At this meeting, clarifications on scope, program, budget, methodology and risk management were sought. The outcome of the negotiations with the preferred contractor was deemed satisfactory.

A report with a recommendation to enter into an agreement with the preferred contractor is being presented for Council's deliberation as a confidential item on this Agenda. The project is due to commence construction of the rail trail late-September 2021.









Penola Town Entrance Signage and Landscaping – the installation of the final elements, i.e., interchangeable banners, wrought iron grapes, and up-lighting of the entrance signage are taking place with completion of entrance statements planned in early September 2021.

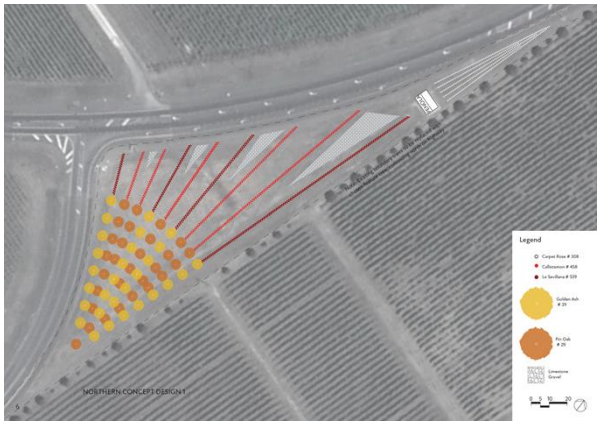
A report informing landscaping status and seeking approval from Council to proceed with implementation of the conceptual plans is being presented for Council's deliberation as a separate item on this Agenda. The project is due to commence landscaping in October 2021 with an official opening of the town entrances proposed in December 2021.

Northern intersection



Southern intersection















Millicent Entry Marker – the construction works for footpath, lighting and landscaping commenced on 16 August 2021 on site. Installation of the sculpture is planned in September 2021. Council is planning an event later this year to highlight the completion of all the elements in the Domain precinct.

Officers are actively seeking inputs from Burrandies Aboriginal Corporation on improving the landscape surrounding the proposed sculpture, including incorporating some of the local indigenous stories and narratives, sourcing of plants that are propagated by aboriginal elders, and potentially organising cultural services such as a smoking ceremony and artistic performances as a part of the official opening of the sculpture and the Domain nature playground.

















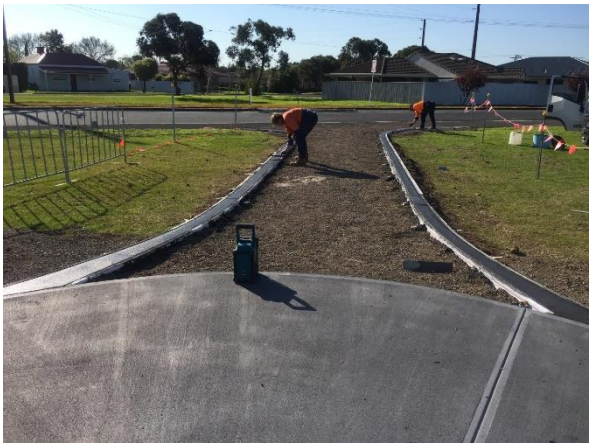


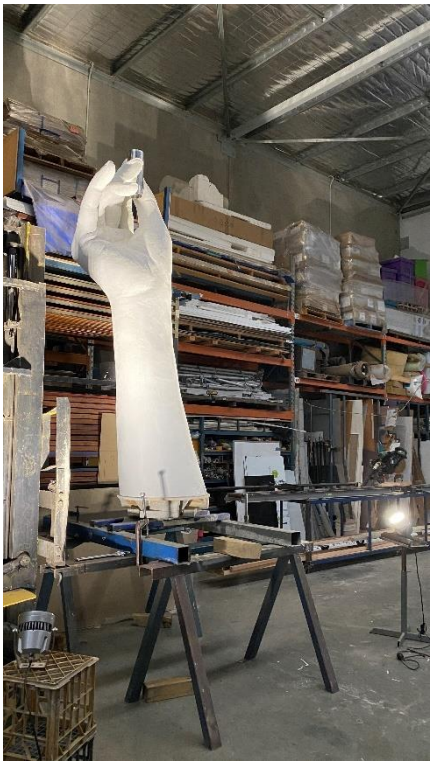








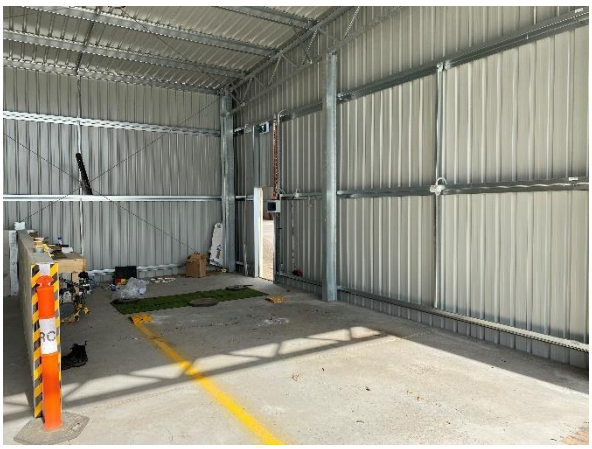






Millicent Works Depot Renewal – the construction of the premix shed was completed on 27 August 2021. Practical completion and handover of the shed for occupation is planned in early September 2021.



Beachport Bowling Club Building upgrades – the construction works in the building was completed on 27 August 2021. Practical completion and handover of the building for occupation is planned in early September 2021. An official opening of the building involving members from Tony Pasin MP office besides the Council, Contractor and Club committee is planned late September 2021.









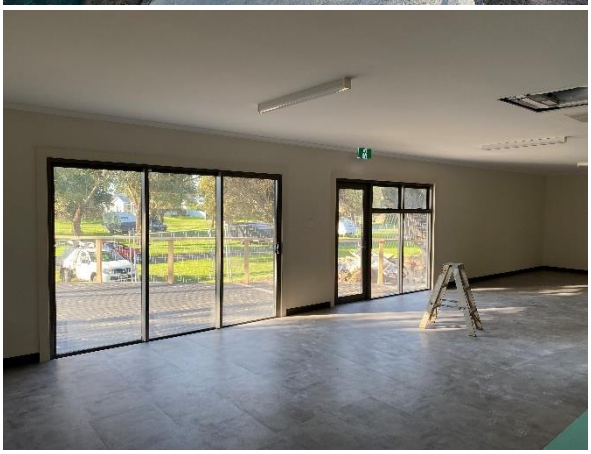
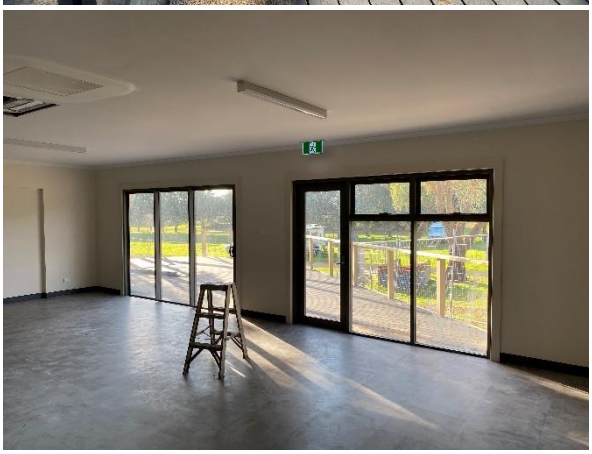




Beachport SOTP Recreational Hall – the construction works are approaching completion. Practical completion and handover of the building for occupation is planned for early September 2021.







Border Road and Intersections upgrade – Council at its Special Meeting in June 2021 resolved to reduce the original scope of Border Road upgrade to only a section of the road (approximately 1.8kms) bordering the West Wimmera Shire Council. Co-contribution from West Wimmera has been confirmed. Officers 'request for variation' to the project scope and funding has been approved by the relevant authority in August 2021. Officers have commenced surveying the site. This will be followed by letting a tender for the design and construction of the road.



Various Plant Renewals – renewal of a majority of various major and light vehicles, as planned for the previous financial year, have been completed. Renewal of various major and light vehicles for the current financial year have commenced two reports for purchasing a tipper

truck and also a Heavy Vehicle Plant Trailer being considered as confidential report in this meeting.

As part of the budget Council allocated $140,000 for the replacement of a combination roller. A tender was undertaken recently to commence this purchase. The outcome was only one submission received with a tender over twice the budget allocation. The staff have looked at alternative options and are now proposing to purchase a self-propelled roller unit. The expectation is that this will be achieved within the current budget. It also proposed to not dispose of the existing roller as part of the decision which had a trade-in of $4,000.

Various Roadworks – renewal works on several roads, kerbs, footpaths, and pram ramps throughout the Council as planned for the previous financial year have been completed. Renewal works for the current financial year has commenced.

Project Officers are planning for the 2021/22 Capital Works Program whilst focusing on delivering a handful of ongoing capital projects listed in the 2020/21 Capital Works Program. A detailed list of 2021/22 capital projects is attached herewith this report for information. Should any explanation be required, Councillors are encouraged to contact the Director Engineering Services for clarification.

Information Technology ERP Project Status

Datascape

Datascape is the replacement software for the current legacy administration software SynergySoft. There are many modules being replaced with Datascape. Below is an update on each module. Council's full time Project Manager has now proceeded on maternity leave and her part time replacement is returning from maternity leave to continue managing the project. Di Monty Training has been engaged to assist with training design and delivery for the Finance and Customer Service Modules which impact a significant number of staff.

Customer Service Module

The Customer Request Module go live date has been temporarily placed on hold to enable all resources to focus their attention on the time critical Finance module which includes payroll, rates and properties and to ensure all staff are appropriately trained before the system goes live.

The Administration Services Department and the Director Corporate Services are continuing work on Council's Customer Service Charter.

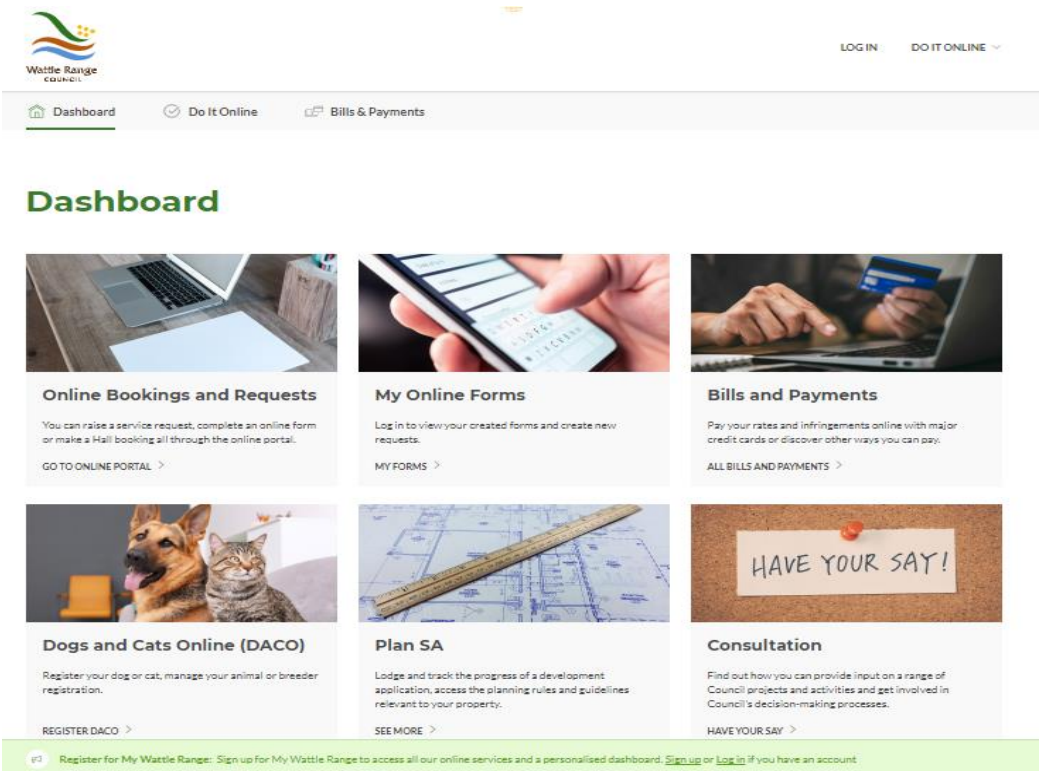
Online Services (My Wattle Range), Online Bookings and Antenno

The Antenno App is accessible to be downloaded by the community for one-way communication sent via council staff, with two-way integration to be implemented with the Online Services.

My Wattle Range is currently being designed with Datacom around wording to be used and headings required.

The new My Wattle Range portal will allow the community to complete forms online, and process bills and payments.

Configuration between Datascape Financials and the Online Bookings system has been updated in preparation for Go Live to Customers.



Regulatory Modules

Both Cemetery and Impounded Animals modules have signed off on Solution Design and completed their UAT. The Go Live has been delayed for the same reasons given above.

Building, Planning and Health are being built and meetings are being scheduled to sign off the Solution Design Documents with the Subject Matter Experts (SME's).

Further investigation and meetings to take place for Infringements and Fire Prevention modules which are still at the start of the design phase.

Mobile Capture

This module is currently on hold whilst Datacom are completing the development.

Subscribe HR

Integration has commenced between Subscribe HR and Datapay. Onboarding and offboarding require a few workflow changes and are 90% complete. The Performance Management module is currently in the Design Phase and will be tested on the Executive Leadership team in October 2021.

AvePoint – Record Management Software

Council has signed the Statement of Work with Datacom and training is being scheduled with Datacoms consultant. Currently the training is projected for September / October 2021.

The new records management software will integrate directly with Datascape and the Council's Office 365 suite. AvePoint cloud records will ensure that the Datascape data and all data in Council's Office 365 environment will have the ability to be captured, sentenced, and worked through by Council's records officers.

Financial Considerations

2020/21 Financial Year	
Budget Allocation	$10,641,329.00
Budget Spent to Date (sum of accrued and cash expenditures)	$9,270,508.18
Budget Variation Requested	$0.00
2021/22 Financial Year	
Budget Allocation	$11,341,365.00
Budget Spent to Date (sum of accrued and cash expenditures)	$366,822.33
Budget Variation Requested	$0.00

Risk Considerations

Refer to Wattle Range Council's SharePoint Risk Register – Capital Works Progress.

Policy Considerations

There are no known policy considerations related to this report.

Legislative Considerations

There are no known legislative considerations related to this report.

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

A series of media releases have and will continue to be prepared for Capital Works projects to keep the community informed about their progress.

RECOMMENDATION

That Council receive and note the report.

WATTLE RANGE COUNCIL
2021/2022 CAPITAL PROJECTS

Asset Category	ABP Function	Project Name	Description	Project Type	Project Status	% Works Completed	2021/22 Budget
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P276 - 2017 Ford Mondeo Sedan (S314-BTD) - $30,000, estimated trade in value of $14,000	Renewal	Practical Completion	100%	$ 30,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program)	Eyre Street (Southend)	Upgrade	Practical Completion	100%	$ 11,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program) - Renewal	Ridge Terrace (Millicent)	Renewal	Implementation	20%	$ 77,000.00
Plant & Equipment	Plant	Major Plant Renewal	P4016 -Mitsbuishi Fuso Single Cab Canter (SB9-AM) - $85,000, estimated trade in $12,000	Renewal	Implementation	90%	$ 85,000.00
Plant & Equipment	Plant	Major Plant Renewal	P4027 - Isuzu F series truck (SB9-4AM) - $220,000, estimated trade-in value $20,000	Renewal	Implementation	75%	$ 220,000.00
Plant & Equipment	Plant	Major Plant Renewal	P4002 - Wacker Twin Drum Roller (AVP-916) - $45,000, estimated $5,000 trade-in	Renewal	Implementation	60%	$ 45,000.00
Plant & Equipment	Plant	Major Plant Renewal	P3610 - Combination Roller (TAH-794) - $140,000, estimated trade-in $4,000	Renewal	Implementation	60%	$ 140,000.00
Plant & Equipment	Plant	Major Plant Renewal	P4022 - New Holland skid steer loader (NVP_793), estimated trade-in $8,000	Renewal	Implementation	25%	120000
Plant & Equipment	Plant	Major Plant Renewal	P4056 - Noremat Reach Mower - $70,000, estimaed trade in value $10,000	Renewal	Implementation	25%	$ 70,000.00
Plant & Equipment	Plant	Major Plant Renewal	P541 Low Loader (YCM-087) - $230,000, estimated trade-in $25,000	Renewal	Implementation	50%	$ 230,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P273 - Ford Everest Ambiente (S380-BRS) (Director of Engineering Services) - $65,000 estimated trade-in value $23,000	Renewal	Implementation	75%	$ 65,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P271 - Ford Everest Ambiente (S378-BRS) (Director of Development Services) $65,000 estimated trade-in value of $23,000	Renewal	Implementation	95%	$ 65,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P266 - Ford Ranger PU XL 3.2 Turbo Diesel (S744-BOS) - $70,000 estimated trade in value of $16,000	Renewal	Implementation	20%	$ 70,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P262 - Ford Ranger Crew Cab 4WD (S766-BOS) $43,000, estimated $20,000 trade-in	Renewal	Implementation	45%	$ 43,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P241 - Toyota Hilux Single Cab (S814-BAK) - $43,000, estimated trade-in $9,000	Renewal	Implementation	70%	$ 43,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P277 - Mondeo Trend - $45,000, estimated trade-in $12,000	Renewal	Implementation	70%	$ 45,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Bakers Road (Millicent) $17K	Renewal	Implementation	50%	$ 17,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Peach Tree Road (Thornlea) $27K	Renewal	Implementation	10%	$ 27,000.00
Footpaths	Footways	Coonawarra Rail Trail	Works to be undertaken on the Coonawarra Rail Trail	New	Planning	10%	$ 2,064,648.00
B & OS	Waste Management	Penola Resource Centre - Waste Oil Tank	The waste oil tank at the Penola Resource Recovery Centre was closed in August 2019 due to safety concerns. A new tank designed to meet EPA standards and manual handling would allow Penola and surrounding residents to dispose of used engine/sump oil safely again. Currently residents stockpiling used oil. Waste oil must be disposed of correctly to protect the environment & waterways from contamination. This program ensures the oil is recycled and re-used. Millicent's waste oil tank was renewed in December 2020, with a contractor collecting oil monthly at zero charge.	Renewal	Planning	25%	$ 16,500.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P255 - Ford Ranger PX XL Cab Chassis (S431-BIG) - $43,000, estimated trade in value $12,000	Renewal	Planning	5%	$ 43,000.00
Plant & Equipment	Plant	Plant Renewal - Light Vehicles	P151 - Ford Courier (XJO-417) - $33,000, estimated trade-in $5,000	Renewal	Planning	5%	$ 33,000.00
B & OS	Parks & Gardens	Millicent Lions Park - Master Plan and Stage 1 Upgrade	As per the request of Unity Housing on behalf of the residents surrounding the Lions Park, develop a long term plan for the park with cost estimated stages to allow for funding applications. This case is for the planning and a 'Stage 1' of the development.	Upgrade	Planning	5%	$ 20,000.00
Sealed Roads	Sealed Roads	Border Road Penola Construction	Border Road from Dergholm Road (1.8km section)	Upgrade	Planning	10%	$ 500,000.00
B & OS	Caravan Parks	SOTP New BBQs	New BBQs for A block, and 2x cabin areas.	New	Not Started	0%	$ 27,500.00
B & OS	Caravan Parks	SOTP Solar bollard lights	SOTP Solar bollard lights.	New	Not Started	0%	$ 34,000.00
B & OS	Community Support	Beachport Anchorage - Railway Terrace (Beachport) Carpark & Community Space	Construction of community space and carpark between retail shops on Railway Tce Beachport. Design completed in 2021 and presented to Council for community consultation in March 21. To incorporate electricity for market days, shelter, landscaping and carparking.	new	Not Started	0%	$ 20,000.00
B & OS	Depot	Millicent Depot Access Gates	Provision of Automatic Gates into depot.	New	Not Started	5%	$ 55,000.00
B & OS	Depot	Millicent Depot Upgrade	New Mechanical Workshop	New	Not Started	0%	$ 1,100,000.00
B & OS	Halls	Rymill Hall Storage Shed	Demolition of existing building and replacement of new storage shed for Rymill Hall.	New	Not Started	0%	$ 30,000.00
B & OS	Halls	Tantanoola Hall - Remove access door safety hazard	On the northern side of the Tantanoola Hall there is an external door that has a drop off to the ground of approximately 80cm to the ground with no steps or ramp. The door is not an emergency exit and there are adequate access points in other locations. It is proposed to address the safety hazards presented by this door by removing it and reinstating the wall, rather than constructing additional stairs or ramps.	New	Not Started	0%	$ 6,600.00
B & OS	Parks & Gardens	Centennial Park Basketball and Hit up Wall	Installation of two additional concrete areas for ball sports one to include a low basketball ring (for younger kids) and the second area as a hit up wall - to be completed by Beachport Lions.	New	Not Started	0%	$ 11,000.00
B & OS	Parks & Gardens	Ritchie Street Playground Upgrade	Students at Nangwarry Primary are seeking additional playground equipment - awaiting further information.	New	Not Started	0%	$ 10,000.00
B & OS	Public Conveniences	Jubilee Park Toilets - auto locking doors	Replacement of manual padlocks on metal gates with automated doors on timers. The project will reduce cleaning contract costs as we currently pay someone to attend twice per day 365 days per year to unlock the toilets in the morning and lock them again in the evening to prevent vandalism. There was also recently an issue with a member of the public being locked in these toilets by the cleaner, which cannot occur with the autolocking doors. The benefit to community is more consistent opening hours as the locks are set on a timer, rather than relying on a contractor to open and close.	New	Not Started	0%	$ 22,000.00
B & OS	Regional Development	Mount Burr Signage & Entrance Signs	Mount Burr Signage & Entrance Signs	New	Not Started	0%	$ 30,000.00
CWMS	Regional Development	Mt Burr RV Dump Point	Installation of RV Dump Point at Mt Burr	New	Not Started	0%	$ 15,000.00
Footpaths	Footways	Beach Road Crossing at Roundabout in Beachport	Installation of a safe crossing point at intersection of Beach Road and Railway Terrace near roundabout in Beachport.	New	Not Started	0%	$ 33,000.00
Furniture & Fittings	Dog Control	Millicent Dog Park – furnishing/equipment	Furnishing, signage and equipment for the Millicent Dog Park	New	Not Started	0%	$ 22,000.00
Plant & Equipment	Cemeteries	Cemetery Lifting Device	New lowering device to minimize any future back injuries.	New	Not Started	0%	$ 33,000.00
Plant & Equipment	Community Support	Disability Access Kit	Disability access kit for community events.	New	Not Started	0%	$ 15,000.00
Plant & Equipment	IT support services	Cloud Phone System	COVID has shown a need for technology to support users to work from anywhere. A cloud based phone system leveraging our existing licensing and setup for Microsoft Teams will allow us to manage our phone system from the cloud and allow users to take their extension with them wherever they need to work. There is an initial outlay for provisioning and purchase of handsets as required but ongoing costs are much cheaper than our current phone system and plan. Plans are also far more flexible allowing pricing per user or concurrent calls.	New	Not Started	0%	$ 33,000.00
Plant & Equipment	IT support services	Network Switch Upgrade in IT Room and Council Office	Network switches in IT Room and Council Office haven't been upgraded for many years. An upgrade of network switches is required to increase network speeds and improve efficiency. My recommendation would be to use UniFi network switches that would also allow network traffic monitoring using existing software used to monitor our wifi network.	New	Not Started	0%	$ 8,250.00
Plant & Equipment	IT support services	Remote Access	Purchase of devices to allow for remote connectivity	New	Not Started	0%	$ 20,000.00
Plant & Equipment	Libraries	Disability access adaptive technology and equipment Library services	To purchase the following items to ensure the library at Millicent and Beachport are accessible and used by people with a wide range of disabilities. Specialised seating and desk cutouts for wheelchair and other disabled people. One large PC screen, mouse and adaptive key board (may be voice activated) Highly suitable for young members of the Bedford group who regularly visit the library. Specialised Hearing audio equipment (one set). Loanable devices for people with disability - ie dyslexia reading programs equipment.	New	Not Started	0%	$ 10,000.00
Sealed Roads	Cemeteries	Millicent Cemetery	Installation of concrete beam, landscaping, fencing, seating and upgrade to internal roads.	New	Not Started	0%	$ 15,000.00
Sealed Roads	Community Support	Lake McIntyre Car Parking	Sealing of existing car park and internal roadway.	New	Not Started	0%	$ 55,000.00
Stormwater	Storm Water	Anne Street Drainage Reserve - Kalangadoo	Installation of outfall drainage from retention basin to Adelaide St drainage reserve (or acquire additional land to increase retention basin as alternative).	New	Not Started	5%	$ 83,600.00
Unsealed Roads	Unsealed Roads	Wattle Road	Upgrade of section of Wattle Road from access track to unsealed road. 120m of Wattle Road to Hakea Drive is a sand track and Council have received a number of request from property owners to upgrade to gravel road standard	New	Not Started	0%	$ 26,000.00
B & OS	Caravan Parks	SOTP Water softener A Block	Upgrade water softener in A Block at SOTP.	Renewal	Not Started	0%	$ 9,900.00
B & OS	Community Support	Air conditioner replacement Beachport Medical Centre	Replacement of the existing air conditioner at the Beachport Medical Centre is required as the existing unit has reached end of life. The unit is significantly rusted, not performing and is leaking. Under the current lease arrangements, Council is responsible for providing services to the building, repairs and replacement of building assets.	Renewal	Not Started	0%	$ 11,000.00
B & OS	Community Support	Beachport Cinema air conditioner	Repair / replace aging airconditioner at Beachport Cinema.	Renewal	Not Started	0%	$ 11,000.00
B & OS	Community Support	Beachport Medical Centre roof and awning	Replace existing roof line to prevent water ingress and install awning to prevent flooding in automatic doorway at the Beachport Medical Centre.	Renewal	Not Started	0%	$ 14,300.00
B & OS	Council Housing	4 Skeer Steet	Works to be undertaken at 4 Skeer Street	Renewal	Not Started	0%	$ 25,000.00
B & OS	Council Housing	6 Skeer Street	Works to be undrtaken at 6 Skeer Street	Renewal	Not Started	0%	$ 25,000.00
B & OS	Depot	Beachport Depot Shed Replacement	Replace machinery shed, as it is severely rusted and no longer structurally sound.	Renewal	Not Started	5%	$ 275,000.00
B & OS	Depot	Millicent Depot flooring	Replace vinyl in lunch room and offices at the Millicent Depot including removal of asbestos flooring	Renewal	Not Started	0%	$ 33,000.00

WATTLE RANGE COUNCIL
2021/2022 CAPITAL PROJECTS

Asset Category	ABP Function	Project Name	Description	Project Type	Project Status	% Works Completed	2021/22 Budget
B & OS	Depot	Penola Depot Rear Fence Replacement	Replacement of rear boundary fence at Penola Depot.	Renewal	Not Started	0%	$ 22,000.00
B & OS	Halls	Kalangadoo Hall Supper Room Roof	Replacement of roof, trusses, gutters and installation of eaves in Supper Room at Kalangadoo Hall. The current flat roof causes water to enter the building under the existing roof line. The project would include adding slope to the roof with new trusses, gutters and installing eaves. The hall currently has limited use, but the water damage is impacting on the walls and floors. If Council is not going to dispose of the building in the near future, then considerable investment will be required in upgrades and renewals to ensure the building is fit for purpose.	Renewal	Not Started	0%	$ 33,000.00
B & OS	Halls	Kalangadoo Hall Toilet Exterior	Repair fascias and painting external timbers to prevent weather damage at the Kalangadoo Hall toilets.	Renewal	Not Started	0%	$ 27,500.00
B & OS	Halls	Penola Stadium Roofing Upgrade	Renewal and upgrade of Penola Stadium including 4 capital and operating projects - Replacement of roof and gutters on main section of stadium ($100k); Upgrade of safety features at Penola Stadium including repairs to fire doors, emergency lighting wall covers, etc. ($70k); Painting of male and female toilets and changerooms at Penola Stadium ($5k); Painting of stone walls and doors on the front of the Penola Stadium extending approx 5m around the sides of the building ($10k). The proposed works will bring the building back up to a standard where it is fit for purpose and these works are required before any investment is made in the floor surface. The Stadium is well utilised by the Penola High School, as well as a number of regular community sporting groups and special events.	Renewal	Not Started	0%	$ 240,500.00
B & OS	History	Geltwood Anchor Shelter Repairs	Repairs to the shelter housing the Geltwood Memorial anchor in Southend. Current structure is showing extensive wear and tear on supporting posts and roof. Potential public safety issue.	Renewal	Not Started	0%	$ 26,000.00
B & OS	Marine Facilities	Beachport Boat Ramp	Repair concrete ramp closest to car park, replace two pontoons (old) and installation of handrail. Quotes requested, waiting on pricing. Works have been requested by users of the boat ramp as there have been a number of slips and the existing pontoons are reaching end of life.	Renewal	Not Started	0%	$ 130,000.00
B & OS	Parks & Gardens	Domain Rotunda Repair	Roof, fretwork and ceiling repairs and painting of rotunda including landscaping around the structure.	Renewal	Not Started	0%	$ 33,000.00
B & OS	Public Conveniences	Arthur Street men's toilets	Replace floor tiles and stalls in men's at Arthurs Street toilets.	Renewal	Not Started	0%	$ 22,000.00
B & OS	Public Conveniences	Glen Street Toilets - Exterior	Repair of external brickwork, fascias and painting of external timbers at Glen Street Toilets. The internal refit in 2020 was a huge success, however there are external elements that require repair and updating to protect the longevity of the building and ensure structural stability for the long term.	Renewal	Not Started	0%	$ 11,000.00
B & OS	Public Conveniences	Southend Bush Camp Bathrooms	Partial Renewal of the Southend Bush Camp toilet and shower to get the toilets and showers to a functional standard	Renewal	Not Started	0%	$ 24,000.00
B & OS	Saleyards	Saleyards Timber Railing	Replace timber railing (There is a current program underway to replace these however this needs to be accelerated dependent on sale quantities)	Renewal	Not Started	0%	$ 50,000.00
B & OS	Swimming Pools	Replacement of light tower at Millicent Swimming Lake	One of the three light towers at the Millicent Swimming Lake was damaged by a grader in 2019 and now requires replacement before it falls.	Renewal	Not Started	0%	$ 6,600.00
B & OS	Swimming Pools	Swimming Lake Changerooms roof & ceiling upgrade	Removal of asbestos, replacement of roof, ceilings, lighting and painting at the Millicent Swimming Lake. The upgrade of partitions and toilets was successful in 2020, however additional works are required to waterproof the building and address the leaking roof, impacts on roof trusses and damage to the asbestos ceilings. Asbestos is in poor condition in places and should be removed. This is a high profile facility with high usage through the summer months and a major tourist attraction to Millicent.	Renewal	Not Started	0%	$ 55,000.00
CWMS	CWMS	Southend CWMS Pump Shed Replacement	Replacement of rusty shed covering 2 pump stations and wastewater treatment plant at Southend. Sheds have reached end of life and are protecting pumps and control boards in a harsh coastal environment.	Renewal	Not Started	0%	$ 65,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program) - Renewal	Kentish Place (Millicent)	Renewal	Not Started	0%	$ 19,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program) - Renewal	Somerville Street (Beachport)	Renewal	Not Started	0%	$ 27,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program) - Renewal	Williams Road (Millicent)	Renewal	Not Started	0%	$ 20,000.00
Footpaths	Footways	Wendy's Walk Path	Replacement of existing stair access for Wendys Walk between Scenic Drive to Foster Street	Renewal	Not Started	0%	$ 40,000.00
Furniture & Fittings	Caravan Parks	SOTP Fence Replacement	Due to rust, approx. 40 panels along Somerville Street need replacing.	Renewal	Not Started	0%	$ 6,000.00
Furniture & Fittings	Caravan Parks	SOTP Outdoor Picnic Table	Replace 6 old wooden picnic tables and seating at the BBQ areas. Install 4 old wooden picnic tables & seating	Renewal	Not Started	0%	$ 8,250.00
Furniture & Fittings	Childcare	Cleaners storeroom cabinet fit out	Original shelving is rotting , mouldy and unsightly Storage is insufficient	Renewal	Not Started	0%	$ 20,000.00
Furniture & Fittings	Childcare	GSELC Pantry Cabinet Fit Out	The pantry shelving is chipped and no longer functional. Storage is inadequate and more storage is required. The pantry shelving is chipped and no longer functional. Storage is inadequate and more storage is required.	Renewal	Not Started	0%	$ 9,310.40
Furniture & Fittings	Childcare	Koala room kitchenette cabinetry	The existing cupboards are now 44 years old Timber starting to splinter, shelving is no longer efficient or adequate The sink and plumbing continues to leak and plumbers regularly called for repairs and maintenance Drawers are difficult to access and placement of the required fridge is not safe and inappropriately placed within the recess	Renewal	Not Started	0%	$ 10,832.80
Kerb & Gutter	Kerbing	Kerb (Forward Works Infrastructure Program)	Kerbs (Forward Works Infrastructure Program) - Capital New, Renewal and Upgrade	Renewal	Not Started	0%	$ 275,000.00
Kerb & Gutter	Kerbing	South Terrace Beachport	Kerb Renewal of South Terrace Beachport	Renewal	Not Started	0%	$ 15,000.00
Plant & Equipment	Caravan Parks	SOTP - B Block Dryer Replacement	Replacement of existing equipment which is no longer fit for purpose. Refer to attached quote for PrimusDX20-20 Stack Gas Dryer with 20kg capacity. Dryer will be used for the cabin's linen and general park use.	Renewal	Not Started	0%	$ 19,624.80
Plant & Equipment	IT support services	Annual Computer Replacement (Public)	Annual computer replacement for public computers based on 20 All In One Desktops over 5 years	Renewal	Not Started	0%	$ 5,280.00
Plant & Equipment	IT support services	Annual Computer Replacement (Staff)	Annual computer replacement based on 46 Surface Pro's & 41 Desktops over 5 years	Renewal	Not Started	0%	$ 26,400.00
Sealed Roads	Sealed Roads	Reseal Program	Portland Street (Penola)	Renewal	Not Started	0%	$ 17,000.00
Sealed Roads	Sealed Roads	Reseal Program	Arthur Street (Penola)	Renewal	Not Started	0%	$ 24,000.00
Sealed Roads	Sealed Roads	Reseal Program	Beach Road (Beachport)	Renewal	Not Started	0%	$ 31,000.00
Sealed Roads	Sealed Roads	Reseal Program	Delaneys Road (Sebastopol)	Renewal	Not Started	0%	$ 39,000.00
Sealed Roads	Sealed Roads	Reseal Program	Furner Road (Furner)	Renewal	Not Started	0%	$ 144,000.00
Sealed Roads	Sealed Roads	Reseal Program	Furner Red Hill Road (Furner)	Renewal	Not Started	0%	$ 63,000.00
Sealed Roads	Sealed Roads	Reseal Program	Kiely Road (Tantanoola)	Renewal	Not Started	0%	$ 78,000.00
Sealed Roads	Sealed Roads	Reseal Program	Parklands Terrace (Beachport)	Renewal	Not Started	0%	$ 19,000.00
Sealed Roads	Sealed Roads	Reseal Program	Agricultural Bureau Drive (Tantanoola)	Renewal	Not Started	0%	$ 75,000.00
Sealed Roads	Sealed Roads	Reseal Program	Border Road (Beachport)	Renewal	Not Started	0%	$ 85,000.00
Sealed Roads	Sealed Roads	Reseal Program	Dergolm Road (Penola)	Renewal	Not Started	0%	$ 33,000.00
Sealed Roads	Sealed Roads	Reseal Program	Eastern Road (Furner)	Renewal	Not Started	0%	$ 3,000.00
Sealed Roads	Sealed Roads	Reseal Program	Enderby Lane (Millicent)	Renewal	Not Started	0%	$ 3,000.00
Sealed Roads	Sealed Roads	Reseal Program	Eys Lane (Hatherleigh)	Renewal	Not Started	0%	$ 1,215.80
Sealed Roads	Sealed Roads	Reseal Program	Fifth Street (Beachport)	Renewal	Not Started	0%	$ 2,000.00
Sealed Roads	Sealed Roads	Reseal Program	Foster Street (Beachport)	Renewal	Not Started	0%	$ 6,000.00
Sealed Roads	Sealed Roads	Reseal Program	Fourth Street (Beachport)	Renewal	Not Started	0%	$ 3,000.00
Sealed Roads	Sealed Roads	Reseal Program	Glen Street (Millicent)	Renewal	Not Started	0%	$ 7,000.00
Sealed Roads	Sealed Roads	Reseal Program	Golf Course Road (Beachport)	Renewal	Not Started	0%	$ 23,000.00
Sealed Roads	Sealed Roads	Reseal Program	Kongorong-Tantanoola Road (Tantanoola)	Renewal	Not Started	0%	$ 32,000.00
Sealed Roads	Sealed Roads	Reseal Program	Lake George Road (Beachport)	Renewal	Not Started	0%	$ 37,000.00
Sealed Roads	Sealed Roads	Reseal Program	Scenic Drive (Beachport)	Renewal	Not Started	0%	$ 17,000.00
Sealed Roads	Sealed Roads	Reseal Program	V & A Lane (Penola)	Renewal	Not Started	0%	$ 31,000.00
Sealed Roads	Sealed Roads	Reseal Program	Carthew Street (Beachport)	Renewal	Not Started	0%	$ 6,000.00
Stormwater	Storm Water	Centennial Park Beachport - Stormwater pump	Replacement of stormwater pump in Centennial Park (Lagoon) Beachport including dredging of lagoons to allow access.	Renewal	Not Started	0%	$ 165,000.00
Unsealed Roads	Community Support	Beachport BMX Track Resurfacing	Resurface of current track with appropriate material.	Renewal	Not Started	0%	$ 22,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	(Agars Road (Glencoe) $15K	Renewal	Not Started	0%	$ 15,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Andrews Street (Rendelsham) $5K	Renewal	Not Started	0%	$ 5,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Batemans Lane (Wattle Range) $177K	Renewal	Not Started	0%	$ 177,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Botts Road (Tri Hi) $48K	Renewal	Not Started	0%	$ 48,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Carthew Road (Tantanoola) $31K	Renewal	Not Started	0%	$ 31,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Cases Road (Glencoe) $17K	Renewal	Not Started	0%	$ 17,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Cullens/Boozy Gully (Southend) $9K	Renewal	Not Started	0%	$ 9,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Davenport Lane (Millicent) $3K	Renewal	Not Started	0%	$ 3,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Dow Road (Glencoe) $43K	Renewal	Not Started	0%	$ 43,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Eighth Street (Millicent) $3k	Renewal	Not Started	0%	$ 3,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	McArthurs Summer Track (Furner) $7K	Renewal	Not Started	0%	$ 7,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Picaninny Lane (Thornlea) $48K	Renewal	Not Started	0%	$ 48,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Pinchgut Road (Millicent) $91K	Renewal	Not Started	0%	$ 91,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Poonada Road (Tantanoola) $154K	Renewal	Not Started	0%	$ 154,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Reedy Lagoon Road (Wattle Range) $23K	Renewal	Not Started	0%	$ 23,000.00

WATTLE RANGE COUNCIL
2021/2022 CAPITAL PROJECTS

Asset Category	ABP Function	Project Name	Description	Project Type	Project Status	% Works Completed	2021/22 Budget
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Roden Lane (Penola) $4K	Renewal	Not Started	0%	$ 4,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Rogers Road (Kalangadoo) $63K	Renewal	Not Started	0%	$ 63,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Shell Grit Road (Millicent) $32K	Renewal	Not Started	0%	$ 32,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Smiths Lane (Rendelsham) $101K	Renewal	Not Started	0%	$ 101,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Stony Road (Tantanoola) $12K	Renewal	Not Started	0%	$ 12,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Sunnymeade Road (Mount McIntyre) $63K	Renewal	Not Started	0%	$ 63,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Whitty Road (Tantanoola) $34K	Renewal	Not Started	0%	$ 34,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Winter Road (Penola) $19K	Renewal	Not Started	0%	$ 19,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Considine Road (Tantanoola) $24K	Renewal	Not Started	0%	$ 24,000.00
Unsealed Roads	Unsealed Roads	Unsealed Resheet Program	Crusher Road (Mount McIntyre) $139K	Renewal	Not Started	0%	$ 139,000.00
B & OS	Depot	Millicent Depot lighting upgrades	Install high bay LED lights in hot work shed and wash bay.	Upgrade	Not Started	0%	$ 11,000.00
B & OS	Saleyards	Millicent Saleyards Lighting Upgrade	Stage 2 of the lighting upgrade for Millicent Saleyards including lighting of the concrete areas and removal of defective lights and wiring. If stage 1 not funded in 20/21, then additional $15k needed.	Upgrade	Not Started	0%	$ 88,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program)	Thomas Drive (Mount Burr)	Upgrade	Not Started	0%	$ 49,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program)	Millicent Road (Beachport)	Upgrade	Not Started	0%	$ 20,000.00
Footpaths	Footways	Footpaths (Forward Works Infrastructure Program)	Eliza Street (Southend)	Upgrade	Not Started	0%	$ 41,000.00
Footpaths	Footways	Mt. Burr Public Toilet Access Upgrade	Council received the request from one of our elected member (Deb Angew) on the plight of a disabled visitor who struggled to use the disabled toilet facilities due to rough grassy surface at entrance. Engineers from Council inspected the site and proposed to put a sealed access path over the existing grass patch between the road and disabled toilet which will address all the accessibility issues.	Upgrade	Not Started	0%	$ 4,950.00
Sealed Roads	Sealed Roads	Dergholm Road Intersection Upgrade	Upgrade of Gordon Street and Dergholm Road intersection to address freight movement at intersection. This project will be council application for SLRP	Upgrade	Not Started	0%	$ 150,000.00
Sealed Roads	Sealed Roads	Intersection Upgrade HVSPP Border and Casterton Road	Council has received funding through HVSPP for intersection upgrade. I have split the projects into the individual programs for funding and separate business cases for consideration with 50:50 contribution between Council and funding agency. Contingency has been worked in to estimate	Upgrade	Not Started	0%	$ 1,050,000.00
Sealed Roads	Sealed Roads	Mount Burr Service Roads	Stage 2 of project to upgrade Mount Burr Service Roads - Focus on Roads 2 and 4, following on from completion of Roads 1 and 3 in 2020/21. The project will improve road and pedestrian safety, as well as improve the condition of the main Council owned access roads in Mount Burr.	Upgrade	Not Started	0%	$ 330,000.00
Unsealed Roads	Sealed Roads	Township Street Sealing Program	Upgrade of unsealed roads in towns streets from unsealed to sealed standard	Upgrade	Not Started	0%	$ 19,233.50
TOTALS						**8%**	**$ 11,340,995.30**

15.2 Director Corporate Services

15.2.1 Revoked Policy 3.2 - Fees - Development Applications

Report Type	Officer Report
Department	Corporate Services
Author	Kaitlin Creek
Disclosure of Interest	No Council Officers or Contractors have declared a Conflict of Interest regarding the matter under consideration.
Current Risk Rating	
Strategic Plan Reference	5.2 Govern in responsible and responsive way
File Reference	GF/16.14.1/10
Attachments	1. coudoc-policy-3-1-fees-development-applications-150211 [**15.2.1.1** - 2 pages]

Purpose of Report

To revoke the operation of the Fees Development Applications Policy.

Report Details

The Fees Development Applications Policy was established and adopted by Council on the 9 December 2008. The Policy was previously established under the *Development Act 1993* which was subsequently replaced by the *Property Development and Infrastructure (PDI) Act 2016* when this came into operation on 19 March 2021.

The purpose of the Policy was to ensure that all applicants seeking development consent or approval for any developments were made under the Development Act. The Policy also covered the fee structure and fee waiver criteria. With the new PDI Act coming into operation and given the CEO has delegated authority to waiver development fees, the operation of the Policy is now redundant. It is therefore recommended that the Fees Development Applications Policy be revoked from operation.

Financial Considerations

Budget Allocation	N/A
Budget Spent to Date	N/A
Budget Variation Requested	Nil

There are no known financial considerations related to this report.

Risk Considerations

There are no known risk considerations related to this report.

Policy Considerations

Fees Development Applications Policy

Legislative Considerations

Development Act 1993
Property, Development and Infrastructure Act 2016
Local Government Act 1999

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

There are no known communication and consultation considerations related to this report.

RECOMMENDATION

That Council revoke the operation of the Fees Development Applications Policy.

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Fees – Development Applications Policy

Reference Number:	3.2
Classification:	Policy – Public
Subject:	Development Services
Department:	Development Services
Responsible Officer	Manager Building and Planning
Community Plan Reference:	Strategic Direction One – Service Delivery
First Issued/Approved:	9th December 2008 (Folio 4096; Item 11.1.7)
Review Frequency:	Every 4 years after each general election
Last Reviewed:	15th February 2011 (Folio 4519; Item 11.1.9)
Next Review Date:	December 2014
Council File Reference:	GF/3.63.1
Applicable Legislation:	Development Act 1993
Relevant Council Policies / Procedures / Guidelines:	There are no known relevant documents related to this Policy.
Consultation:	ELT, Council

1. STATEMENT

The purpose of this policy is to ensure that all applicants seeking Development Consent or Approval for any development comply with the requirements of the Development Act.

2. DEFINITIONS

There are no known definitions related to this Policy.

3. PRINCIPLES

No provisional Building Rules Consent fees will be refunded if checking of an application has commenced or if Building Rules Consent has been issued.

Development Applications seeking either Planning consent only or full Development Approval must have all appropriate fees paid before any Consent or Approval is issued.

All Development Applications must have appropriate fees paid in full before any Development Assessment commences unless other formal arrangements with Manager Building and Planning or the Chief Executive Officer have been arranged.

4. REVIEW

This Policy will be reviewed every 4 years after each general election.

5. AVAILABILITY

This policy is available for inspection without charge at the following location during ordinary business hours:

- Principal Office, “Civic Centre”, George Street, Millicent
- Council Website: www.wattlerange.sa.gov.au

Printed copies of this document are uncontrolled. Before using this printed copy, check Council's Intranet to verify that this is a current copy.

A copy of the policy may be purchased from the Principal Council Office upon payment of a prescribed fee in accordance with Council's Schedule of Fees and Charges.

6. ADOPTION AND AMENDMENT HISTORY

The table below sets out the adoption, review and amendment history of the policy.

Date	Authorised by	Minute Reference
9th December 2008 (Adopted)	Management Team	-
15th February 2011 (Reviewed)	Council	Folio 4519; Item 11.1.9

15.2.2 Proposed Road Closure & Sale, Lock Street, Millicent

Report Type	Officer Report
Department	Corporate Services
Author	Cathy Bell
Disclosure of Interest	No Council Officers or Contractors have declared a Conflict of Interest regarding the matter under consideration.
Current Risk Rating	Not Applicable
Strategic Plan Reference	**Theme 5 - Organisational Excellence** 5.4 Optimise Council operation of businesses and assets, to ensure value for money is returned to the community.
File Reference	GF/14.16.1/1
Attachments	1. Lock Street, Millicent Road Closure Proposal [**15.2.2.1** - 2 pages]

Purpose of Report

To consider a request from Teagle Contracting Pty Ltd for the closure and purchase of a portion of the unmade Lock Street, Millicent - road reserve.

Report Details

Written correspondence has been received from Frank Brennan Consulting Services on behalf of Teagle Contracting Pty Ltd seeking to purchase portion of the unmade Lock Street - road reserve located adjacent to its property located at allotment 4, DP 2634, 29 Williams Road, Millicent. The location of the road reserve is detailed below.

The proposal is seeking to undertake a formal road closure (that marked red) and merge with the adjoining land. The area shaded in blue is land owned by Teagle Contracting Pty Ltd.



The request is seeking to close an area which is approximately 910 m2. The applicant's main motivation for undertaking this formal process is to gain permanent occupancy of the road reserve and would be utilised by Teagle Contracting as an alternative access to its contracting business complex for light commercial vehicles (not heavy trucks).

In undertaking the initial assessment of the request, feedback was sought from Council staff in relation to potential issues or impacts that a formal road closure may have. Initial concerns were raised by both Engineering and Development Staff in relation to potential access issues to one property. Whilst access could be provided via Sullivan Street this portion of road is unmade and inaccessible. Both departments also raised concerns with the sale of the road reserve on the future road network, noting there are several large existing allotments south of the Lock Street - road reserve, the development of these, would ideally have several access points including Lock Street. The sale of the road reserve would limit this access, which is not recommended.

Public consultation was undertaken as part of Council's assessment of the proposal to assist with the preparation of the formal report for Council consideration.

Public consultation commenced on 15 July 2021 which involved a public notice in The SE Voice newspaper, written notification to adjoining landowners, details being posted on Notice Boards at Council's Millicent Office and details posted on Council's website. Formal submissions closed on 13 August 2021.

As a result of the consultation, 10 responses were received from landowners/occupiers who may be impacted by the proposal or residents. A summary of the responses received are as follows:

- All responses received did not support the proposal.
- Issues raised in relation to access to allotment 16, Bellinger Street, Millicent.
- Potential expansion to the existing business activities being conducted at 29 – 35 Williams Road which would be contrary to the existing land use being Neighbourhood zone.
- Potential impacts if the business activities were expanded could lead to property devaluations, the area becoming a less desirable location.
- Increased traffic flows, noise, vibration and dust.
- Changing the aesthetics of the current environment.
- Loss of privacy and safe, quiet environment from living in a local traffic only street.
- Impacts on existing long term lease agreement with adjoining properties.

Based on the feedback received, it is recommended that Council not proceed with the proposed road closure at this time.

Financial Considerations

Budget Allocation	$10,000
Budget Spent to Date	$ 2,160
Budget Variation Requested	Nil

Risk Considerations

There are no known risk considerations related to this report.

Policy Considerations

There are no known policy considerations related to this report.

Legislative Considerations

The formal process will be undertaken in accordance with the *Roads (Opening and Closing) Act, 1991.*

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

No further consultation is required by Council at this stage.

RECOMMENDATION

That Council advise Teagle Contracting Pty Ltd that it does not support the formal closure and sale of portion of the unmade Lock Street, Millicent - road reserve.

FRANK BRENNAN
CONSULTING SERVICES

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5 May 2021

Mr BJ Gower
Chief Executive Officer
Wattle Range Council
PO Box 27
MILLICENT SA 5280

Dear Ben

Closure & Purchase of Road Reserve – Lock Street, Millicent

I have been engaged by Teagle Contracting Pty Ltd to act on their behalf in relation to seeking Council's approval for the formal closure of portion of Lock Street, Millicent and its subsequent purchase from Council.

Please find attached an aerial plan showing the portion of Lock Street we are seeking to have formally closed pursuant to the provisions of the *Roads (Opening & Closing) Act 1991*.

The portion of Lock Street we are seeking to have closed and subsequently purchase from Council, connects to the substantial Teagle Contracting landholdings adjacent Williams Road, Millicent.

This portion of the Lock Street road reserve is currently unmade and has an area of approximately 910 m^2 and if formally closed would be amalgamated / merged with the Teagle Contracting property at 29 Williams Road (allotment 4 in DP 2634).

The closed road would be utilised by Teagle Contracting as an alternative access to their contracting business complex for light commercial vehicles (not heavy trucks).

We look forward to Council's favourable consideration of this request.

If you wish to discuss this matter further please do not hesitate to contact me at your convenience on (0418) 838 152.

Yours sincerely

F.N. (Frank) Brennan PSM MPIA
Accredited Planning Professional APP20190029
Principal Consultant
FRANK BRENNAN CONSULTING SERVICES

Att: Aerial Plan – Lock Street, Millicent

Teagle Contracting Pty Ltd
Proposed Cloures & Purchase - Lock Street, Millicent



15.2.3 Section 989, Fifth Street, Millicent, Hundred of Mount Muirhead

Report Type	Officer Report
Department	Corporate Services
Author	Cathy Bell
Disclosure of Interest	No Council Officers or Contractors have declared a Conflict of Interest regarding the matter under consideration.
Current Risk Rating	Medium
Strategic Plan Reference	**Theme 4 - Infrastructure & Asset Sustainability** 4.1 Create a sustainable stock of assets, with appropriate long term asset planning and optimal use.
File Reference	GF/16.85.1/8
Attachments	Nil

Purpose of Report

Seeking Council support to purchase land being - Section 989, Hundred of Mount Muirhead – Fifth Street, Millicent from the Crown,

.

Report Details

Council at its meeting held on 8 December 2020 considered a report about acquiring a parcel of land being Section 989, Hundred of Mount Muirhead, Fifth Street, Millicent. The land is Crown land under Council's care and control and is currently dedicated for parkland purposes.

At this meeting Council resolved to: -

1. *Authorise the CEO to register an interest over Section 989, Hundred of Mount Muirhead and negotiate the purchase of the land from the Crown; and*

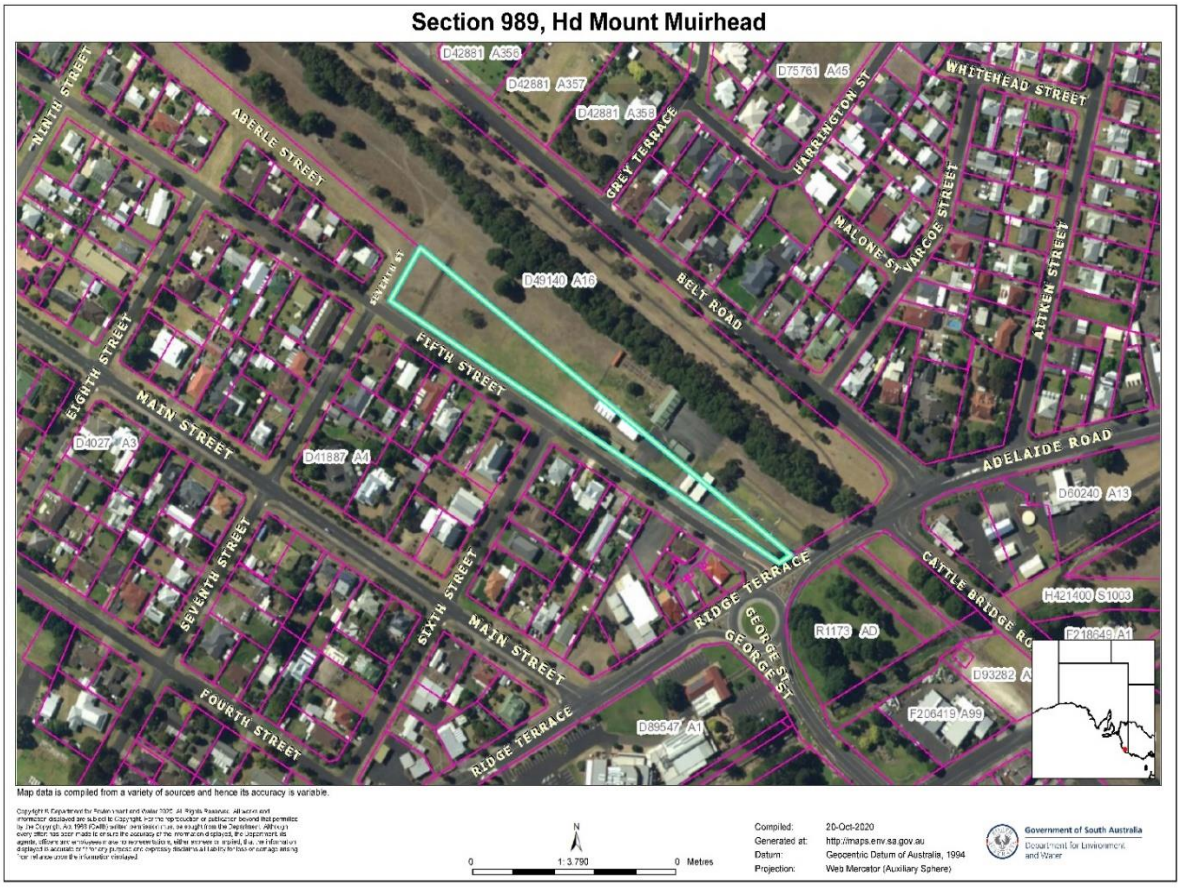
2. *A further report be presented to Council following receipt of the market value of the land and determination in relation to future community land status.*

The land is a triangle shape piece of land adjacent to Fifth Street, Millicent and contains some community facilities being portion of the Road Safety School, Men's Shed and the Millicent Craft Centre buildings and a portion of unused vacant land.

From an administration point of view, it is desirable that the above community assets are contained within Council owned land rather than a blend of both Council owned land and Crown lands. Currently if any lease or development does occur on the Road Safety School, Men's Shed or Millicent Craft Centre it requires Crown approvals to occur before any development or lease can be finalised. This additional step adds unnecessary administration time and delays in the development approval process, which is both inefficient and frustrating for the applicant.
In addition to the above benefits, strategically it would also be of benefit to Council to purchase the whole crown land allotment including the vacant land portion for future town planning for Millicent. Millicent currently has limited vacant residential allotments left for expansion of the population, the purchase of this land does provide opportunities for future residential allotment

expansion or expansion of community facilities depending on the requirements of the community.

A plan of the subject land area is shown below.



A formal application was made to the Department for Environment and Water (DEW) registering an interest in purchasing the land. Recent notification from the Department has advised that the Office of Valuer General has endorsed a valuation for the sale of Section 989, Hundred of Mount Muirhead direct to Council at $71,500 (including GST) (market value).

Whilst a market value has been determined, the Department is still required to seek the Minister's consent to dispose of the land at market value. Should the disposal be approved by the Minister, a formal offer to purchase the land will be sent to Council. If Council were to accept the offer, Council will be responsible for all costs associated with the disposal, such as document preparation fees and the purchase price.

The Department is seeking confirmation that Council's preference is to proceed with the purchase of the land.

At this stage, Council is not aware of any conditions that may be applied to the purchase of the land, however prior to the land being transferred to Council, it may need to decide whether the land should be retained as community land.

Financial Considerations

Budget Allocation	Nil

Budget Spent to Date	Nil
Budget Variation Requested	$71,500

A budget variation will be required if Council agrees to proceed with the purchase of the land.

Risk Considerations

Refer to Wattle Range Council's SharePoint Register – Acquisition, Contracts and Tender Compliance.

Policy Considerations

There are no known policy considerations related to this report.

Legislative Considerations

There are no known legislative considerations related to this report.

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

There are no known communication and consultation considerations related to this report.

RECOMMENDATION

That Council agree to progress the purchase of Section 989, Hundred of Mount Muirhead from the Crown for an agreed purchase price of $71,500 (including GST).

15.2.4 2021/22 Community Grants Program - Round 1

Report Type	Officer Report
Department	Corporate Services
Author	Cathy Bell
Disclosure of Interest	Director Corporate Services – Paul Duka has declared a Conflict of Interest in this matter under consideration. Conflict is due to being a Board Member AC Care Inc. and Paul's wife is a Committee Member of the Millicent United Soccer Club.
Current Risk Rating	Low
Strategic Plan Reference	**Theme 1 - Community Vibrancy & Presentation** 1.6 Promote and support the establishment of strong, sustainable clubs and volunteer organisations throughout the Wattle Range area.
File Reference	GF/7.41.3/3 & GF/7.41.3/2
Attachments	1. Financial Assistance Guidelines 2021/22 [**15.2.4.1** - 4 pages] 2. FAG Grant Assessment Round 1 270821 [**15.2.4.2** - 2 pages]

Purpose of Report

To review and award the Round 1 Community Grants Program.

Report Details

Council allocates $55,000 per financial year to its Financial Assistance Grants programs for distribution in two separate grant funding Rounds. Grants of up $2,000 are awarded on a dollar-for-dollar basis unless special circumstances apply.

Grants are offered in two (2) separate funding categories as follows: -

- Community Financial Assistance Grants
  A total of $30,000 is available for allocation to eligible Community groups and organisations to foster and assist in the development of a broad range of community-based services and events within the Wattle Range Council area.

- Community Sport & Recreation Assistance Grants
  A total of $25,000 is available for allocation to eligible Sport & Recreation groups and organisations to foster and assist in the development of sport and recreational infrastructure, services and events within the Wattle Range Council area.

Prior to the release of the Grant program, a review was undertaken of the Guidelines and Application Form, resulting in no changes to the guidelines. A copy of the Guidelines is attached for your reference.

Round 1 grant applications opened on 26 July 2021 and closed on 23 August 2021. The grants scheme was advertised in the local media and on Council's Facebook and website. At the close of the advertising period Council received a total of 8 applications.

An extensive assessment has been undertaken against the Financial Assistance Grants Guidelines and it is recommended that 6 applications be awarded grants to assist their respective community organisations/sport and recreation groups with projects and/or events.

Community Financial Assistance Grant Program

A total of $30,000 is offered annually through the Community Financial Assistance Grant Program for eligible community groups to assist in the development of a broad range of projects and events in the Wattle Range Council area. An allocation of $15,000 is offered for Round 1 applications.

The types of projects that are considered eligible under the program guidelines are as follows:

- Community projects, community initiatives and/or the maintenance and improvement of existing human service activities.
- Projects which encourage the development of self-help activities particularly those which represent new approaches to meeting community needs.
- Projects which are concerned with increasing the community usage of local facilities. Funding for renovation, repair, equipment or programme development may be considered.
- Once off projects which encourage people towards active participation in community services and activities.
- Projects indicating evidence of general community benefit and promotion of the Council area.
- Support to special events (including major events) which create community and/or economic benefits for the Council area.

By the due date, 2 applications for financial assistance to the value of $4,000 towards community projects and events valued at $3,458 were received from community groups.

A detailed assessment against the Grant Program Guidelines was undertaken and resulted in 1 community group being recommended for grants totalling $1,729 (refer attached assessment summary and guidelines).

Community Sport and Recreation Grant Program

A total of $25,000 is offered annually through the Community Sport and Recreation Grant Program for sporting and recreational groups to assist with the development of sport and recreation projects and events in the Wattle Range Council area. An allocation of $12,500 is available for Round 1 applications.

The types of projects that are considered eligible under the program guidelines are as follows:

- The purchase of furniture, tools or equipment aimed at improving the quality or range of activities or level of use of the facilities.
- The renovation, overhaul or repair of existing equipment, buildings or facilities to extend the life or usability of the overall facilities to the community.
- In respect of projects involving buildings or infrastructure, preference will be given to applications which aim to renovate, overhaul or repair existing buildings or facilities, rather than the construction of new or additional facilities, consistent with Council's Community Plan pertaining to infrastructure.
- Support for the hosting of special sporting or recreation events (including major events) which create community and/or economic benefits for the council area.
- Projects which are aimed at increasing the community usage of specific sport or recreation facilities.

6 applications were received for financial assistance to the value of $16,945 towards sport and recreation projects and events valued at $74,432 were received from sport and recreation groups. A detailed assessment against the Grant Program Guidelines was undertaken and resulted in 5 sport and recreation groups being recommended for grants totalling $9,500 (refer attached assessment summary and guidelines).

All Grants, in both programs, have been awarded on the basis of the grant being at least 50% of the total project/event cost and does not exceed the maximum $2,000 limit per application.

Financial Considerations

Budget Allocation	$55,000 ($30,000 Community; $25,000 Sport & Recreation)
Budget Spent to Date	$0
Budget Variation Requested	Nil

Risk Considerations

Low risk has been identified and will be assessed at an operational level.

Policy Considerations

There are no known policy considerations related to this report.

Legislative Considerations

There are no known legislative considerations related to this report.

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

The grants program was advertised in the local print media and advertised on Council's website and Facebook sites. The advertisement period was from the 26 July 2021 and closed on 23 August 2021.

Once the grants are awarded a media release will be issued acknowledging who was successful in obtaining the Community Financial Assistance Grant and Community Sport and Recreation Grants.

RECOMMENDATION

That Council:

1. Having assessed applications in accordance with the Community Financial Assistance Grants Program Guidelines, award grants to the value of $1,729 to the following 1 Community group:

Anglican Community Care Inc.	$1,729

2. Having assessed applications in accordance with the Community Sport and Recreation Grants Program Guidelines, award grants to the value of $9,500 to the following 5 Sport and Recreation groups:

Glencoe Football Club	$2,000
Millicent United Soccer Club Inc.	$2,000
Beachport Pony Club Inc.	$1,500
SA Field and Game Association – SE Branch	$2,000
Hatherleigh Sport and Recreation Centre Inc.	$2,000



FINANCIAL ASSISTANCE GRANTS GUIDELINES

Wattle Range
COUNCIL

ABOUT THE FINANCIAL ASSISTANCE GRANTS



Wattle Range Council is committed to...

'Promoting and supporting the establishment of strong, sustainable clubs and volunteer organisations throughout the Wattle Range area.'



Through the Council's Financial Assistance Grants program we are looking to fund projects and/or purchases that help us to achieve our strategic plan, with a primary focus on creating...

'Community vibrancy, through advocacy and maintenance of community services and enhanced public facilities'

WHAT FUNDING OPTIONS ARE THERE?

Council allocates approximately $55,000* per financial year to its Financial Assistance Grants programs for distribution in two separate grant funding rounds.

Grants of up to $2,000 are awarded on a dollar for dollar basis unless special circumstances apply.

Grants are offered in two (2) separate funding categories:

Community Financial Assistance Grants

A total of $30,000 is available for allocation to eligible Community groups and organisations to foster and assist in the development of a broad range of community based services and events within the Wattle Range Council area.

Sport & Recreation Financial Assistance Grants

A total of $25,000 is available for allocation to eligible Sport & Recreation groups and organisations to foster and assist in the development of sport and recreational infrastructure, services and events within the Wattle Range Council area.

Each of the two (2) grant funding rounds will operate as follows:

	ROUND 1	ROUND 2
Applications open	August	November
Applications close	August	January
Outcomes advised	September	January

Refer to Council's Financial Assistance Grants Application Form for specific dates.

Applications will not be considered outside of the respective grant funding round periods.

*Financial year funding is subject to Council budget. All grants are subject to availability of funds and eligibility requirements.



AM I ELIGIBLE TO APPLY?

	COMMUNITY	SPORT & RECREATION
Not-for-profit incorporated group, organisation or club	✓	✓
Voluntary association	✓	✓
Unincorporated bodies/groups with a community focus	✓	✓
Individuals	✗	✗
Profit making organisations including commercial entities, businesses and sole traders	✗	✗
Organisations with outstanding debts such as rates, fees or charges to the Council	✗	✗
Organisations that do not provide a satisfactorily completed evaluation/accquital form for any previous funding recieved from Council	✗	✗
Organisations that DO NOT have an ABN	✗	✗
Organisations who are able to contribute at least 50% of the total cost of the project, unless extenuating circumstances can be demonstrated	✓	✓
Primary or secondary schools unless they are able to demonstrate that their sport/recreation project or event is predominantly for the benefit of the wider community	Unlikely	
Organisations that have already received funds from Council under Grant Programs in the same financial year	Unlikely	

WHAT IS NOT ELIGIBLE FOR GRANT FUNDING?

- Routine or ongoing operating costs (staff wages, rent, electricity, water, insurance etc), the purchase of land or the repayment of financial loans.
- Projects which have already been commenced or completed prior to grants being awarded.
- Individual (single person) event participation or projects.
- Events or functions which are held on an annual or other regular basis.

THINGS TO REMEMBER

- Organisations must be able to contribute at least 50% of the total cost of the project, unless extenuating circumstances can be demonstrated.
- In any given grant round, multiple applications will not be considered from the same organisation - choose your project carefully. If you were successful in a round 1 grant, you will not be eligible to recieve funds in round 2.
- All applicants must possess an Australian Business Number (ABN)
- Council only provides grant funds via Electronic Funds Transfer (EFT). Applicants must provide bank account details in the same name as the group or organisation that is the applicant under this Grants Program. Funding will only be paid to the applicant of the grant.
- All grants must be completed and claimed by 30 June of each financial year.

HOW WILL MY APPLICATION BE ASSESSED?

The first stage is an eligibility check where we will consider your application against the eligibility criteria (see 'Am I eligible to apply?' on page 3)

If the application meets all eligibility criteria it will proceed to the assessment stage where we evaluate how the proposed activity will deliver outcomes for our community.

Both the eligibility and assessment stages are undertaken by Council staff. The decision of awarding grants will be made by Council at the next available meeting following the close of applications.

ASSESSMENT CHECKLIST

- ☐ Does your project meet the eligibility criteria?
- ☐ Are you able to contribute 50% of the project cost?
- ☐ Do you have a current ABN?
- ☐ Is this the only funding you will receive from Council this financial year?
- ☐ Have you provided a copy of the most recent annual financial statement? (Does not need to have been audited)
- ☐ Have you provided all bank statements for the last 3 months?
- ☐ Will your organisation be able to proceed if a lower grant is awarded?
- ☐ Have you provided supporting information, including current quotations relating to the project or event costs?

ACQUITTALS & REPORTING REQUIREMENTS

Grant funds will be paid to successful applicants following receipt of a completed Claim Form, accompanied by evidence clearly demonstrating that the project or event has been completed and funds expended (relevant invoices), a brief report, and photographs of completed project (if applicable). If the grant recipient is registered for GST, a tax invoice must accompany the Claim Form to enable the grant to be processed.

Council may consider, on written application, a claim for payment of grant funds for projects which are not fully completed by the claim deadline date.

Payment will not be made for a completed project which is not the project detailed in the grant application.

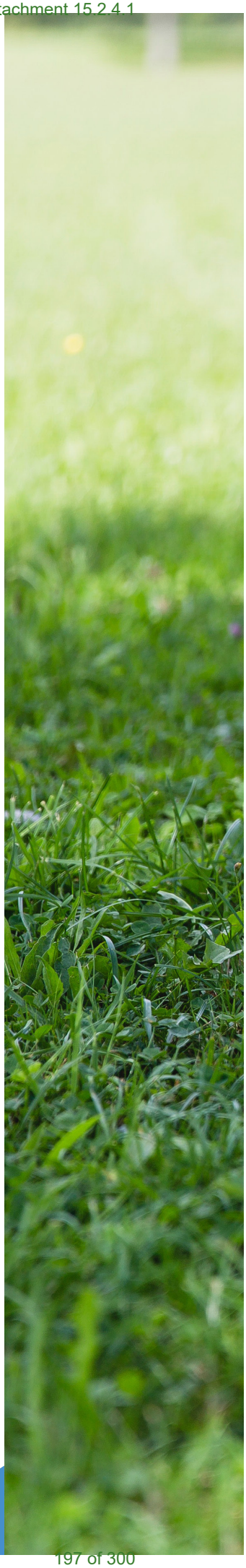
Claims for payment of grant funds must be submitted to Council by the grant claim deadline as advised to the successful grant recipient, or the grant may be forfeited.

Council may consider, on written application, a request to extend the claim past the 30 June deadline for payment of grant funds for projects which are not fully completed, subject to the applicant not being eligible to apply for any grants in the following financial year.

Claims for payment of a grant which are received by Council after 30 June will not be considered under any circumstances.

HOW DO I APPLY?

Completed applications can be submitted by email to council@wattlerange.sa.gov.au, by post to PO Box 27, MILLICENT SA 5280 or in person at any Wattle Range Council office.



WHO CAN I TALK TO?

Cathy Bell
Manager Administration
e: council@wattlerange.sa.gov.au **t:** 08 8733 0900

WATTLE RANGE COUNCIL
COMMUNITY FINANCIAL ASSISTANCE GRANT PROGRAM
2021/2022 : Round 1

No	Pages	Records No.	Organisation	Purpose	Project Cost $	Grant Sought $	Could < full grant be awarded (Y/N)	Bank Statements	Financial Statement	Quotations	Other Council Funding	Comments	Recommend Allocation
1	1-81	EI2021/192326	Anglican Community Care Inc	Purchase of Automated External Defibrillator and annual maintenance	$3,458	$ 2,000.00	N	Y	Y	Y		AC Care are seeking to purchase an AED. The organisation is seeking 58% of the total project cost. Recommend a reduced grant equivalent to 50% of the total project cost.	$ 1,729.00
2	82-86	EI2021/192410	Glencoe Community Hall	Financial Assistance	$0	$ 2,000.00	Y	N	N	N		The Glencoe Hall are seeking financial assistance of $2,000 from Council. The applicant has not provided any of the mandatory information required as part of the application process. Unfortunately the guidelines do not allow for financial assistance towards the ongoing operating costs of the group. Recommend no grant allocation be awarded on this occasion due to the application not meeting the grant guidelines.	$ 0.00
3													
4													
					$ 3,458.00	$ 4,000.00							$ 1,729.00

WATTLE RANGE COUNCIL
COMMUNITY SPORT AND RECREATION GRANT PROGRAM
2021/2022 : Round 1

No	Pages	Records No.	Organisation	Purpose	Project Cost $	Grant Sought $	Could < full grant be awarded (Y/N)	Bank Statements	Financial Statement	Quotations	Other Council Funding	Comments	Recommend Allocation
1	1-17	EI2021/192029	Glencoe Football Club Incorporated	Purchase new football guernseys	$4,576	$2,000	Y	Y	Y	Y		The Glenoce Football Club Inc are seeking to purchase new football gurnseys. The Club are seeking 44% of the total project cost. Recommend awarding grant sought.	$ 2,000.00
2	18-35	I/192388	Millicent United Soccer Club Inc.	Upgrade cold water input	$ 13,890.00	$ 6,945.00	Y	Y	Y	Y		The Millicent United Soccer Club are seeking to undertake plumbing works at the Clubrooms. They have sought 50% of the total project cost, however the grant sought is above the minimum grant awarded. Recommend reduced grant amount of $2,000 be awarded.	$ 2,000.00
3	36-51	I/192364	Beachport Pony Club Inc.	Purchase jump wings	$ 3,000.00	$ 2,000.00	Y	Y	Y	Y		The Beachport Pony Club is seeking to purchase new jump wings The Club are seeking 67% of the total project costs. Recommended reduced amount equivalent to 50% of the total project cost..	$ 1,500.00
4	52-70	EI2021/192389	SA Field & Game Association - SE Branch	Purchase and install clay target thrower	$ 5,802.00	$ 2,000.00	Y	Y	Y	Y		The SA Field & Game Assoc - SE Branch are seeking to purchase and install a new clay target thrower. The Association are seeking 34% of the total project costs. Recommend awarding grant sought.	$ 2,000.00
5	71-115	EI2021/192391 EI2021/192396	Hatherleigh Sport & Recreation Centre Inc.	Upgrade mens and womens toilet facilities	$ 45,124.20	$ 2,000.00	Y	Y	Y	Y		The Hatherleigh Sport & Recreation Centre are seeking to upgrade toilet facilities within the Clubrooms. The Centre are seeking 4% of the total project costs. Recommend awarding grant sought.	$ 2,000.00
6	116-121	EI2021/192409	Millicent Croquet Club Inc.	Erect shelter	$ 2,040.00	$ 2,000.00	Y	N	N	Y		The Croquet Club are seeking to erect a new shelter. The Club are seeking 98% of the total project cost. Recommend no grant be awarded due to the mandatory information not being provided as part of the application (Bank Statements and Financial Statements). (Note: the Club did not supply mandatory information as part of an application lodged during the 20/21 Grant program, however were awarded funds subject to the provision of the mandatory information).	$ 0.00
					$ 74,432.20	$ 16,945.00							$ 9,500.00

15.2.5 Community Infrastructure Grants

Report Type	Officer Report
Department	Development Services
Author	Paul Duka
Disclosure of Interest	No Council Officers or Contractors have declared a Conflict of Interest regarding the matter under consideration.
Current Risk Rating	Low
Strategic Plan Reference	**Theme 5 - Organisational Excellence** 5.2 Govern in a responsible and responsive way.
File Reference	7.41.3/6
Attachments	1. Infrastructure Grants Guidelines 2122 FINAL (Single Pages) [**15.2.5.1** - 4 pages]

Purpose of Report

To review and award the 2021/22 Community Infrastructure Grants.

Report Details

The Community Infrastructure Grant (CIG) program is available to both community and sporting groups with the Wattle Range Council area. The primary purpose of the grant is to assist these groups in co-funding “shovel ready” infrastructure projects. This includes infrastructure that supports any recreational, sport or cultural activities, including projects that:

- Build new infrastructure in response to an identified community need.
- Upgrade or improve existing community infrastructure.
- Improve accessibility of community facilities to increase use and promote inclusion.

The total grant allocation for 2021/22 is $100,000 and grants of up to $50,000 can be awarded to those groups who have provided the essential documentation and addressed the assessment criteria. For 2021/22 financial year the CIG program is offered in one round and eligible applicants projects were assessed against the following criteria:

How does the infrastructure project:

- Improve community health and wellbeing.
- Enhance, diverse participation by the community.
- Improve community safety through risk reduction.
- Improve environmental sustainability or address environmental issues and concerns.

The program was advertised between the 26th July and the 23rd August 2021 and a total of six (6) applications were received. The total sum of grant funds requested were $162,578 with a total project infrastructure spend of $945,549 from the 6 projects.

The (6) applications were assessed on whether they have met the essential criteria on information supplied and then were assessed on how the project met the above four assessment criteria.

Whilst all (6) projects have merit, upon assessment against the essential criteria there were (4) projects that rated clearly higher. These projects in rating order were:

1) Millicent & District International Basketball Association Inc. ($40,000 requested for construction of a viewing clubroom to allow viewing to all 3 courts).
2) Mount Burr United Football Club Inc. ($50,000 requested to erect four new 25 metre light towers).
3) Lions Club of Millicent ($20,000 requested to extend existing facility to include more storage, enlarged meeting/dining/function room, relocation and upgrading of toilet facilities and altered kitchen area).
4) Millicent Bowling Club ($13,143 requested to remove overhead power supply and underground to meet current electrical standards).

It should be noted that the total sum of funds requested from Council for the (4) projects amounted to $123,143 which is in excess of the annual CIG budget allocation of $100,000. Officers have undertaken a review of Council's associated Community Financial Assistance Grants Program and note that these are expected to be undersubscribed by an amount of $13,271.

It is therefore recommended that pending Council's approval to divert $10,000 from the Community Financial Assistance Program that the (3) highest assessed projects totalling $110,000 be funded.

Financial Considerations

Budget Allocation	$100,000
Budget Spent to Date	$0
Budget Variation Requested	$10,000 (transfer from Community Financial Assistance Grants Account)

Risk Considerations

Refer to Council's risk register – Council infrastructure grants.

Policy Considerations

Community Grants, Scholarship and Sponsorship Programs Guideline.

Legislative Considerations

There are no known legislative considerations related to this report.

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

The grants program was advertised in the local print media and advertised on Council's website, Antenno and Facebook sites. The advertisement period was from the 26 July 2021 and closed on 23 August 2021.

Once the grants are awarded a media release will be issued acknowledging who was successful in obtaining the Community Infrastructure Grants. Letters will be sent to

unsuccessful applicants inviting them to discuss their applications with Council staff should they seek clarification.

RECOMMENDATION

That Council:

1. Having assessed applications in accordance with the Community Infrastructure Grant guidelines, award grants to the value of $110,000 to the following:

Applicant	Amount
Millicent & District International Basketball Association Inc.	$40,000.00
Mount Burr United Football Club Inc.	$50,000.00
Lions Club of Millicent	$20,000.00



COMMUNITY INFRASTRUCTURE GRANTS GUIDELINES

Wattle Range
COUNCIL

ABOUT THE COMMUNITY INFRASTRUCTURE GRANT PROGRAM



Wattle Range Council is committed to...

'Promoting and supporting the establishment of strong, sustainable clubs and volunteer organisations throughout the Wattle Range area.'

Through the Community Infrastructure Grants we are looking to fund infrastructure projects that help us to achieve our strategic plan, with a primary focus on creating...

'Community vibrancy, through advocacy and maintenance of community services and enhanced public facilities'

WHAT FUNDING OPTIONS ARE THERE?

Council has allocated $100,000 towards its Community Infrastructure Grants Program for distribution in one annual grant funding round. Applicants should be aware that the grant process is competitive, and funding may not be guaranteed.

Grants of up to $50,000 are awarded on a dollar for dollar basis. Priority will be given where the project is 'Shovel Ready' and where the applicant can contribute 50% of the total cost of the project (made up of 25% cash contribution and 25% in-kind or other contribution). Please note the cash contribution should be at least 50% of the grant sum requested from Council.

The program is available to community and sporting groups to assist with co-funding infrastructure projects. The program has a focus on health and wellbeing, access and inclusion, community safety and risk reduction and environmental sustainability. This includes infrastructure that supports any recreational sport and cultural activities including projects that:

- build new infrastructure in response to an identified community need
- upgrade or improve existing community infrastructure
- improve accessibility of community facilities to increase use and promote inclusion

Projects can involve improvement to infrastructure that can result in:

- Improved community health and wellbeing.
- Enhanced and diverse participation by the community.
- Improved community safety through risk reduction.
- Improved environmental sustainability or address environmental issues and concerns.

The annual grant funding round will operate as follows:

Applications open	July
Applications close	August
Outcomes advised	September

Refer to Council's Community Infrastructure Grants Application Form for specific dates.

Applications will not be considered outside of the grant funding round period.



AM I ELIGIBLE TO APPLY?

Not-for-profit incorporated group, organisation or club	✓
Voluntary association	✓
Unincorporated bodies/groups with a community focus	✓
Individuals	✗
Profit making organisations including commercial entities, businesses and sole traders	✗
Organisations with outstanding debts such as rates, fees or charges to the Wattle Range Council	✗
Organisations that do not provide a satisfactorily completed evaluation/accquital form for any previous funding recieved from Council	✗
Organisations that DO NOT have an ABN	✗
Primary or secondary schools unless they are able to demonstrate that their sport/recreation project or event is predominantly for the benefit of the wider community	Unlikely
Organisations that have already received funds from Council under Grant Programs in the same financial year	Unlikely

WHAT IS NOT ELIGIBLE FOR GRANT FUNDING?

- Projects that are considered to be the responsibility of the State or Federal Government.
- Projects whereby the applicant is seeking to make a financial profit.
- Projects that are not infrastructure based i.e. Plant or Vehicle purchases, Furniture and Fittings, Office Furniture and Land purchases.
- Organisations that have their own grant giving program or fundraising program that provides money to finance another organisation's community initiatives.
- Projects which have already been commenced or completed prior to grants being awarded.
- Routine or ongoing operating costs (staff wages, rent, electricity, water, insurance etc.), the purchase of land or the repayment of financial loans.
- Projects that are located outside of the Wattle Range Council area.



THINGS TO REMEMBER

- Organisations must be able to contribute 50% of the total cost of the project (made up of 25% cash contribution and 25% in-kind or other contribution).
- Applicants should be aware that the grant process is competitive, and funding may not be guaranteed.
- All applicants must possess an Australian Business Number (ABN)
- Council only provides funds via Electronic Funds Transfer (EFT). Applicants must provide bank account details in the same name as the organisation that is the applicant under this Grants Program.
- Your project should be 'Shovel Ready', all grants must be completed within 12 months of awarding of the grant.

HOW WILL MY APPLICATION BE ASSESSED?

The first stage is an eligibility check where we will consider your application against the eligibility criteria (see 'Am I eligible to apply?' on page 3)

If the application meets all eligibility criteria it will proceed to the assessment stage where we evaluate how the proposed activity will deliver outcomes for our community.

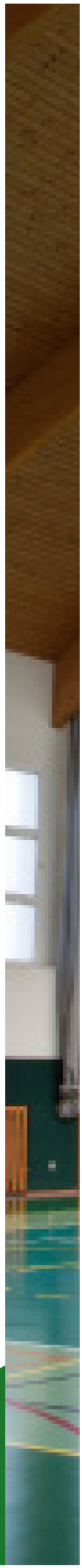
Both the eligibility and assessment stages are undertaken by Council staff. The decision of awarding grants will be made by Council at the next available meeting following the close of applications.

ASSESSMENT CHECKLIST

- ☐ Does your project meet the eligibility criteria?
- ☐ Are you able to contribute 50% of the total project cost which includes a cash contribution of at least 50% of the grant sought?
- ☐ Do you have a current ABN?
- ☐ Have you provided a copy of your latest audited financial statements for a minimum period of two years?
- ☐ Have you provided a detailed project budget, including proposed expenditure, income from all sources and funding assistance sought from Council?
- ☐ Have you provided a Business Plan and Project Plan for the project?
- ☐ Have you provided formal quotes (less than 3 months old) for all services and products over the value of $3,000? (Quotes must include the suppliers ABN and GST amount.
- ☐ If you are a Sporting Association, have you provided evidence of Star Club accreditation levels?
- ☐ Have you provided a copy of your Certificate of Currency for public liability insurance for the sum of $20,000,000?

ACQUITTALS & REPORTING REQUIREMENTS

- A written evaluation report / grant acquittal outlining the outcome of program/project or activity is required to be submitted within 3 months of completion of the project.
- The acquittal report should be accompanied by an audited financial report verifying how the funds were expended.
- The acquittal report should include photographs of completed project and acknowledgement of Councils contribution.
- Payment of grant funds will be made upon completion of the project and submission of the acquittal and reports. Alternatively, progress payments can be negotiated with a final payment payable upon receipt of the acquittal and reports.
- A tax invoice must accompany a claim for payment.
- Payment of grant funds will be payable by electronic funds transfer (EFT).
- Payment will not be made for a completed project which is not the project detailed in the grant application.
- Successful applicants who have projects that are not completed within 12 months are requested to contact Council at least 2 months prior to the expiration of the 12 month period and provide information on the project status and expected revised completion date.
- Successful applicants for funding who have not commenced their project within 12 months of being awarded the grant are required to re-apply for the funding to ensure adequate funds are available.



HOW DO I APPLY?

Completed applications can be submitted by email to **council@wattlerange.sa.gov.au**,
by post to PO Box 27, MILLICENT SA 5280 or in person at any Wattle Range Council office.

For enquiries contact 08 8733 0900

15.3 Director Development Services

15.4 Director Engineering Services

15.4.1 Penola Landscaping Township Entrances

Report Type	Officer Report
Department	Engineering Services
Author	Mr. (Muni) Munivenkata Krishna S.R., Project Manager
Disclosure of Interest	No Council Officers or Contractors have declared a Conflict of Interest regarding the matter under consideration.
Current Risk Rating	Medium
Strategic Plan Reference	**Theme 1 - Community Vibrancy & Presentation** 1.1 Enhance public space areas including parks, public places, car parking, street lighting and streetscapes to provide vibrant, attractive areas. **Theme 2 - Economic Prosperity** 2.1 Support and advocate for improved infrastructure that enhances and creates economic and business opportunities. **Theme 4 - Infrastructure & Asset Sustainability** 4.1 Create a sustainable stock of assets, with appropriate long term asset planning and optimal use.
File Reference	GF/20.64.1/5
Attachments	1. Penola Entrance Landscaping Concept Plans [**15.4.1.1** - 14 pages]

Purpose of Report

To provide an update on the Penola Township Entrance upgrade project and seek approval from Council to proceed with implementation of the landscape concept plan.

Report Details

The project entirely funded under the Local Roads and Community Infrastructure Program (phase 1) has progressed substantially since Council receiving and noting officers report in February 2021, refer Ordinary Meeting 13 February 2021 – Item 15.4.1 Penola Entrance Signage and Landscaping Project Status Update.

The Entrance signs

The construction of the two entrance signs, one near each intersection of the bypass, took place in June 2021. The image below shows the status of the signage:



Works currently ongoing are installation of interchangeable banners, fixing of wrought iron grapes to the stone wall, and up lighting of the entrance signs.

The electrical and civil works required to up lights powered by solar power as well as fabrication of grape vines commenced on 23 August 2021 with completion planned early September 2021.

The Riddoch Business and Community Association in collaboration with the Coonawarra Vignerons Association supplied suitable pictures for the banners in July 2021. Officers have reviewed and approved the design proofs prepared by the signage supplier in August 2021. The single sided PVC banners with hemmed pocket top and bottom have been printed and are awaiting installation early September 2021. The images of the banners are provided in the table below for reference:

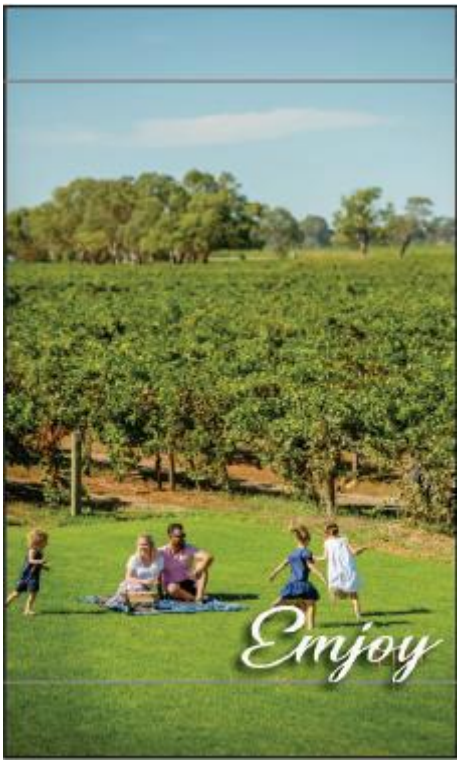
January



February



March



April



May



June



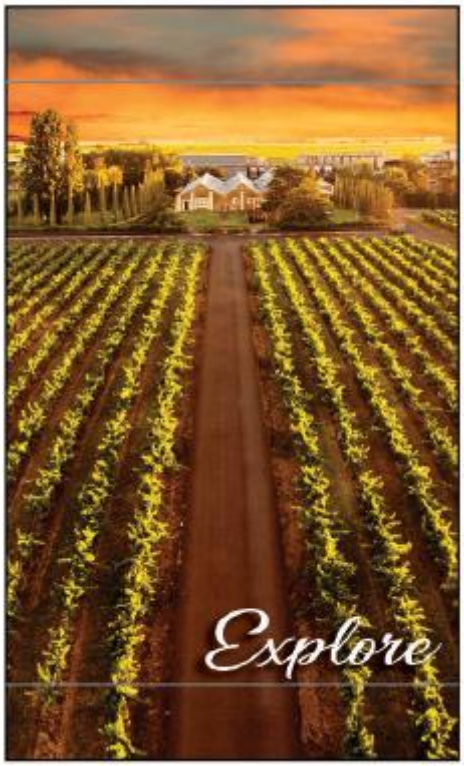
July



August



September



October



November



December

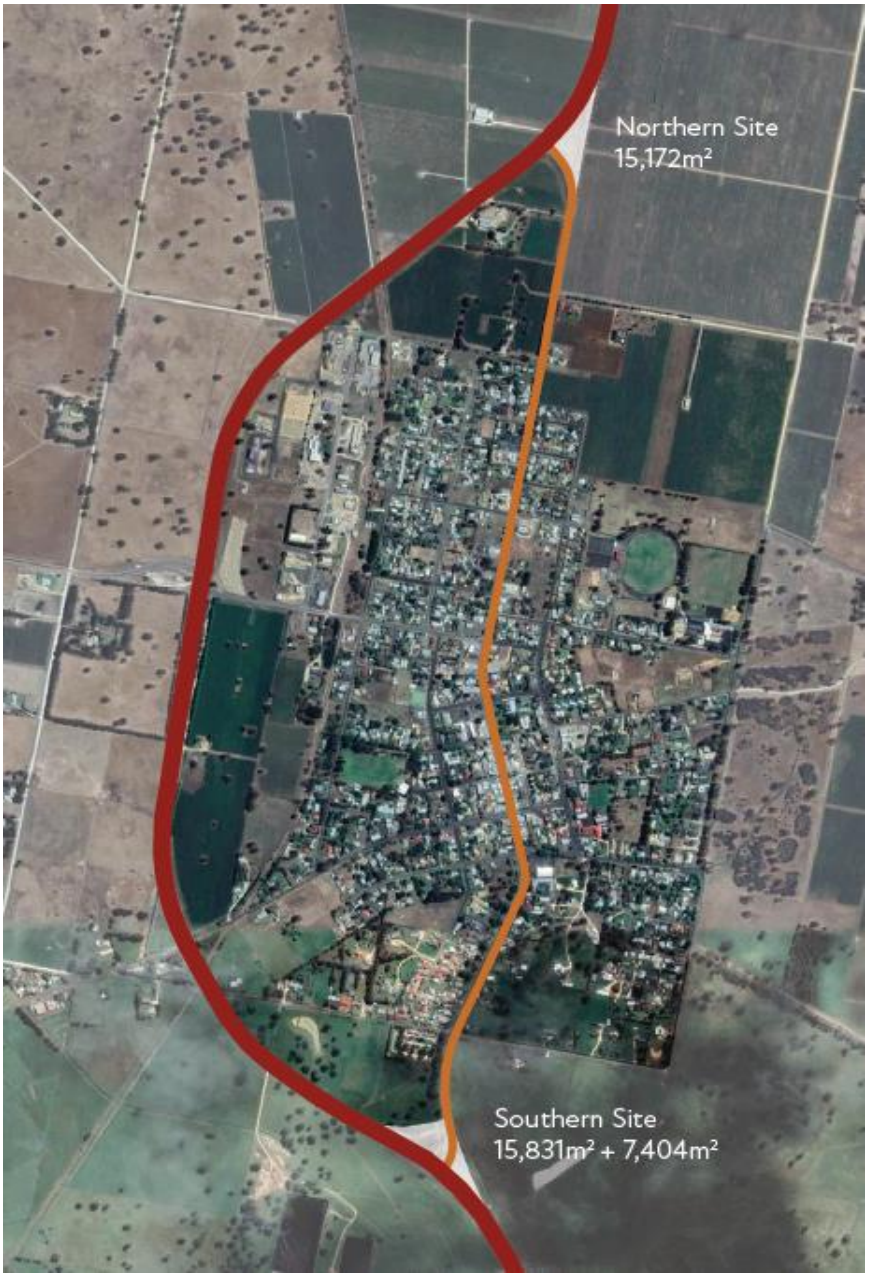


Note: the lines shown at the top and bottom of each picture are only for reference and to show the hemmed pockets. These lines will not appear on the printed banners.

Landscape Treatments

The intention to upgrade the landscape is to draw attention to the town entrances that were created by the construction of the bypass in April 2020. Given that no fee proposals from landscape architects were received at the close of tender in February 2021, officers approached University of Adelaide with an expression of interest to involve students in the development of concepts for these key landscapes. A team consisting of a senior lecturer and a masters student was chosen to design and deliver documentation for installation of landscape treatments for the project.

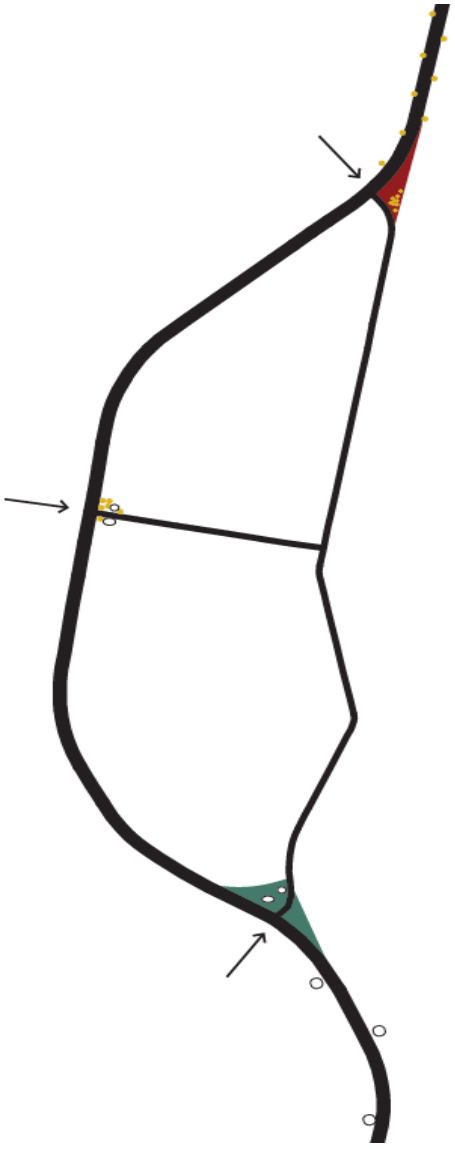
The primary aim of the project is beautifying the new town entrances and drawing the attention of traffic to encourage visitation, while also reflecting the character, features and charms of the town and wider immediate landscape.



Following site visits and discussions with key stakeholders (from the Council, Coonawarra Vignerons, Greenrise Lake Advisory Committee, and Burrandies Aboriginal Corporation), an approach was taken to treat north and south sites in distinct yet linked ways, reflecting the predominant characters of the north and south landscapes.

The north is approached through the vineyards of the Coonawarra with their strong geometry of rows of roses and deep autumn colours of reds and oranges amongst the terra rossa and limestone geology. The south features ancient Redgums in pasture with some exposed limestone and some remnant and revegetated patches of native vegetation.

While the immediate project is to deliver treatments to two small areas, there is obvious potential to extend the use of key materials in future works as budgets permit. For example, the mid-way western entry intersection might also be highlighted with the same tree planting, use of roses and limestone gravel, and possible up lighting to nearby Redgums as shown in the sketch below:



Following the endorsement from Council to implement the design in September 2021, officers will commence landscaping in October 2021 when weather conditions would be suitable to

undertake ground works and revegetation. Officers will implement the concept design to the extent of the available budget and the remaining items will be referred to future budgets.

Items in the concept plan that can be implemented within the available budget:

- Northern site:
    - Planting of Pin Oak, La Sevillana Rose, and English Lavender.
    - Laying of Limestone gravel in rows to draw the eyes into the perspective.

- Southern site:
    - Up lighting of Redgum trees.
    - Installation of language signs.
    - Installation of memorial seat and other seatings.
    - Laying of Limestone gravel for the ponds.

Items in the concept plan that may be referred to future budgets:

- Planting of Golden Ash trees and White carpet roses on northern site.
- Installation of large Corten steel 'PENOLA' letters on the existing mound on southern site.

Officers are exploring ideas to make the construction phase fun and community oriented. Ideas include engaging local community in planting of trees, as well as organising cultural events such as smoking ceremony and artistic performances that will add colour and meaning to the official opening of the entrance statements late November / early December 2021.

The level of maintenance required for the northern site would be high for the first couple of years with gradual reduction anticipated down the line. This is due to the time and care the trees and roses would require for growth. The level of annual maintenance required for the southern site is between medium and low.

Financial Considerations

<u>Entrance signs</u>

Budget Allocation	$70,730.52
Budget Spent to Date	$22,480.00
Budget Variation Requested	$0.00

<u>Landscape treatment</u>

Budget Allocation	$94,269.48
Budget Spent to Date	$7,200.00
Budget Variation Requested	$0.00

Risk Considerations

The risk management considerations related to this report are undertaken in compliance with the Council's policies and procedures.

Policy Considerations

There are no known policy considerations related to this report.

Legislative Considerations

There are no known legislative considerations related to this report.

Environmental / Sustainability Considerations

There are no known environmental or sustainability considerations related to this report.

Communication & Consultation Considerations

The communication and consultation considerations related to this report are undertaken in compliance with the Council's policies and procedures.

RECOMMENDATION

That Council:

1. Receive and note the report.

2. Provide approval to proceed with implementation of the landscape concept plan.

Wattle Range
COUNCIL

PENOLA

North and South Gateways Project



Northern and Southern Sites Adjacent to Highway

The Penola gateways project was initiated to develop landscape treatments to draw attention to new town entry points created by the western bypass.

The primary aim of the project is to render more visible the new town entrances, drawing the attention of traffic passing at speed to encourage visitation, while also reflecting the character, features and charms of the town and wider immediate landscape.

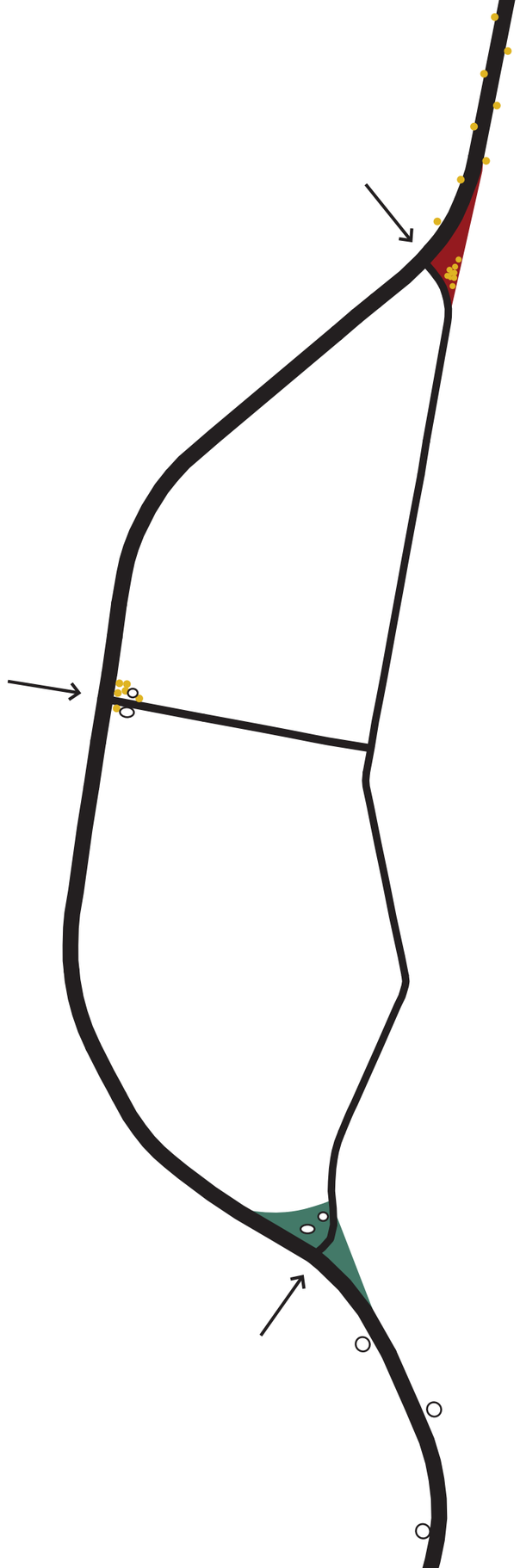


Strategic Opportunities

Following site visits, discussion with Council and an initial meeting with significant stakeholders, an approach was taken to treat north and south sites in distinct yet linked ways, reflecting the predominant characters of the north and south landscapes.

The north is approached through the vineyards of the Coonawarra with their strong geometry of rows of vines and deep autumn colours of reds and oranges amongst the terra rossa and limestone geology. The south features ancient Redgums in pasture with some exposed limestone and some remnant and revegetated patches of native vegetation.

While the immediate project is to deliver treatments to two small areas, there is obvious potential to extend the use of key materials in future works as budgets permit. For example, the mid-way western entry intersection might also be highlighted with the same tree planting, use of roses and limestone gravel, and also possible uplighting to nearby Redgums.



Existing Site Conditions (Northern Site)













Proposed Material/Planting Palette for Northern Site

The theme of the northern gateway features strong formal geometry, crimson roses and exotic deciduous trees, linking to settlement and the surrounding vines and farms. The roses may be alternated with bottlebrush cultivars, providing an interesting weaving of native and exotic planting. Tree species could reflect distinctive specimens in the town or of wider local significance and might be composed of strips of a single exotic species, each strip potentially different, including various elms, oaks, ginko, ash, linden, etc.

The key colours are golds, oranges and reds, most visually evident in autumn but also a part of the ideas of red wines and terra rossa and the general richness and depth of a local settlement history that is evident throughout the town in its streetscapes and buildings.

A good contrast to these powerful colours could be provided by limestone chips or gravel, or the use of limestone blocks or offcuts used safely further back from the highway where their higher bright white would stand out and be picked up by headlights too.



Limestone Chips / Gravel



White Carpet Rose



Lavandula augustifolia- English Lavender



La Sevillana - Floribunda Rose



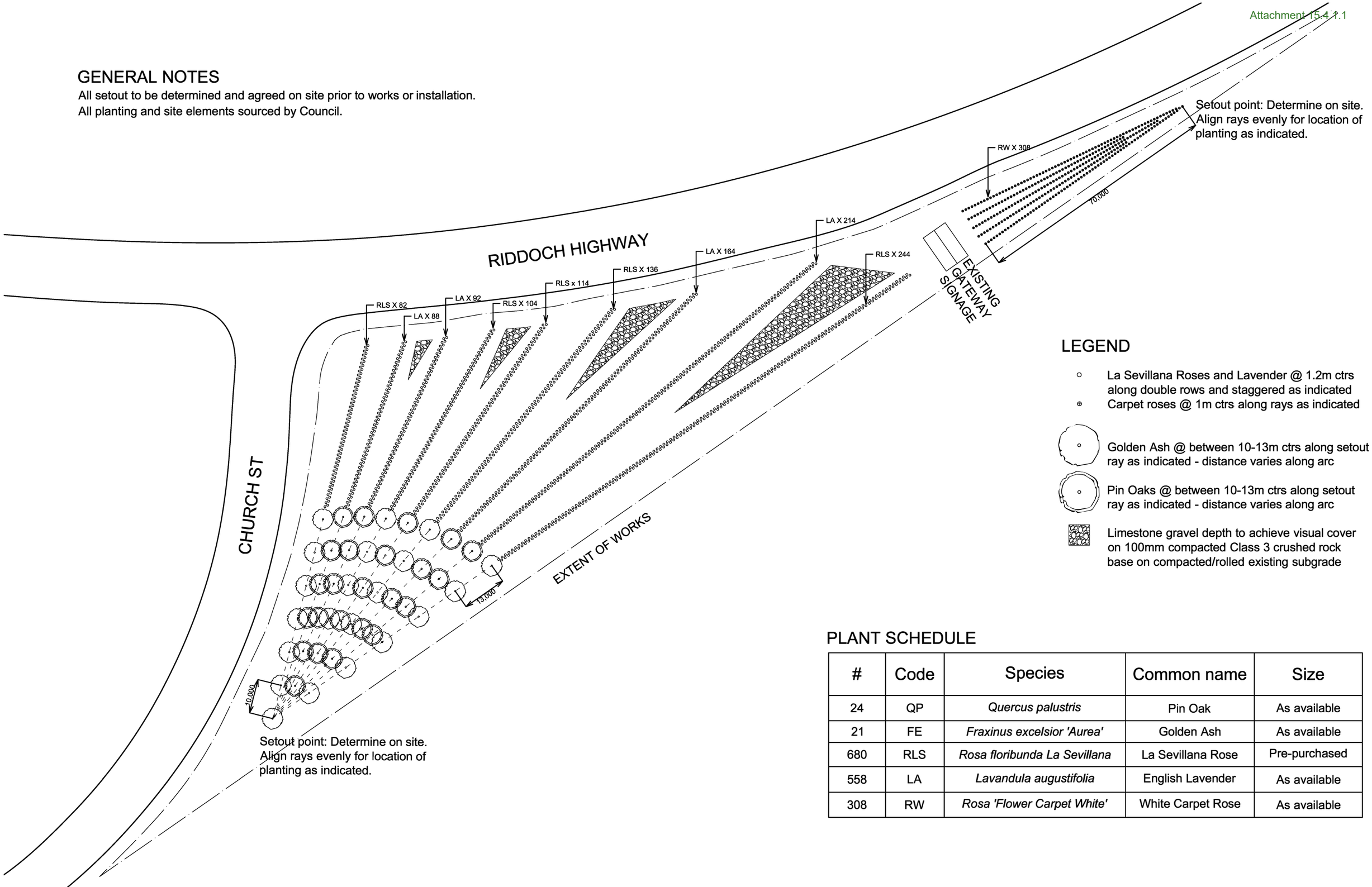
Quercus palustris - Pin Oak



Fraxinus excelsior 'Aurea' - Golden Ash

GENERAL NOTES

All setout to be determined and agreed on site prior to works or installation.
All planting and site elements sourced by Council.



LEGEND

- La Sevillana Roses and Lavender @ 1.2m ctrs along double rows and staggered as indicated
- Carpet roses @ 1m ctrs along rays as indicated
- Golden Ash @ between 10-13m ctrs along setout ray as indicated - distance varies along arc
- Pin Oaks @ between 10-13m ctrs along setout ray as indicated - distance varies along arc
- Limestone gravel depth to achieve visual cover on 100mm compacted Class 3 crushed rock base on compacted/rolled existing subgrade

PLANT SCHEDULE

#	Code	Species	Common name	Size
24	QP	*Quercus palustris*	Pin Oak	As available
21	FE	*Fraxinus excelsior 'Aurea'*	Golden Ash	As available
680	RLS	*Rosa floribunda La Sevillana*	La Sevillana Rose	Pre-purchased
558	LA	*Lavandula augustifolia*	English Lavender	As available
308	RW	*Rosa 'Flower Carpet White'*	White Carpet Rose	As available

Drawn by Elissa Stapleton
ICW Jo Russell–Clarke
UNIVERSITY OF ADELAIDE
259 North Terrace, Adelaide, SA

NORTH AND SOUTH GATEWAYS PROJECT
Penola, South Australia
Boandik Country

CLIENT: Wattle Range Council

Cad Ref: |C:\Users\eliss\Box Sync\Penola\Output\Final Designs.dwg

DATE: 22/07/2021
REVISION: A

DRAWING: NORTHERN SITE PLAN
SCALE: 1:1000 @ A3
PROJECT NO: 001

Perspective for Northern Site Concept



Perspective for Northern Site Concept



Existing Site Conditions (Southern Site)

















Proposed Material/Planting Palette for Southern Site

The theme of the southern gateway makes full use of the existing majestic redgums. Already prominent, the first gesture is to feature them with uplighting from dusk and through the night. The uplights might have coloured filters that respond to the seasons (e.g. blue for winter, greenish for spring, red for summer, ochre for autumn). Some supplemental planting of progeny of the Redgums in this area would be a tribute to the importance of this species and to their ongoing place in the landscape.

While the north has strong lines of more formal geometry, the south draws on curved shapes of a subtle pre-settlement topography. This is already evident in depressions on site marked by different grass growth due to winter ponding. It is proposed that the existing depressions are exploited and gently reformed to create 'organic', 'kidney-shaped' zones that would make ephemeral ponds of standing water, reflecting original seasonal landscape processes.

These shapes could be highlighted by a lining of limestone gravel and might be further ornamented and made more visible from the road by 'contours' of larger boulders or single large rocks on the ponds.

The broader groundplane could be managed simply as slashed pasture grass – and the mowing patterns wind their way to the curved shapes once (or twice) every year, creating another annual shapely feature beneath the gums. Ideally, the theme of the indigenous landscape would follow through to scalping of exotic pasture grasses and the direct seeding of native grasses, forbs and flowers. This would make a unique wildflower meadow with a spectacular spring presence – a miniature diorama and vision of the remnant landscapes of the region to delight tourists and local alike.



Limestone Chips / Gravel



Limestone Boulder / Menhir



Native Meadow



Ephemeral Ponds



Eucalyptus camaldulensis - Redgum



Indicative Uplight

Language Corner

In meeting with Aunty Michelle Jacquelin-Furr for the Burrandies Aboriginal Corporation, the idea of including language on the southern site was discussed.

As the southern site will be an accessible recreation space including seating and paths – linked to future trails, and town loop walks and rides – this might be a good space to consider Indigenous presence and history. It might be a type of 'learning' space, where meetings with Elders and story-telling could happen during festivals or other important times. Language could be represented – written – on site. This could be treated as textual 'sculpture', whether attached as plaques or carved into a redgum plinth or post, or into a limestone rock, or painted in a carefully chosen font. An old copperplate writing style as students would have learnt at Mary Mackillop's school may be appropriate.

Key words of Bunganditj language, the language of the Boandik, could be incorporated and learned on site. Words could include 'labels' for plants such as *tarrpina* 'large red gum' (around Penola) or another spelling *krawumayt pina*. There might be words for landscape features such as pool, or for birds that might frequent the site, or greetings such as *martu karu*.

Later, with a native meadow, the names and uses of grasses and flowers could have other plaques or explanations and/or a walking trail book or online app could be developed. This small corner becomes a delightful little indigenous botanic garden for tourists and the town, offering a counterpoint to the descriptive text of landscape behind the busts of Adam Lindsay Gordon, John Shaw Neilson and William Henry Ogilvie at poets corner. This is proposed as another significant cultural language corner.



Limestone



Redgum Timber



CORTEN steel

Signage Precedents



Hannett Point
Esperance Bay Historical Society



Dandenong Bushland Reserve
Heine Jones



Location Unknown
Mecondo

MEMORIAL SEAT
WITHIN THIS SCOPE OF WORKS
POSITION TO BE DETERMINED ON SITE

NORTHERN BOUNDARY DETERMINED
BY EXISTING FENCELINE

P E N O L A

CHURCH ST

PATH CONTINUATION IN SCOPE OF WORKS
CONNECT TO EXISTING

RIDDOCH HIGHWAY

#1

#2

#3

EXTENT OF WORKS

EXISTING GATEWAY SIGNAGE

NATIVE MEADOW CONTINUES TO EXTENT OF TRIANGLE OF ROAD RESERVE

NOTES:

All setout to be determined and agreed on site prior to works or installation.
All planting and site elements sourced by Council.

LEGEND

Language sign to be developed in consultation with Burrandies Aboriginal Corporation (preferred carving to limestone menhir - see below)

Limestone Menhir: cleaned/sandblasted boulder min 800mm height

Seating: Redgum or other species as available logs min 1200mm length, shaped with treated level (+2% rainwater runoff) seating surface.

Mown path. Mow and roll/compact path as indicated and determined on site.

P E N O L A sign to mound by council

Limestone gravel min100mm depth to achieve visual cover
Pool #1 - 372m^2. Outline determined with reference to exiting grading, smoothing edges. Regrade and deepen to hold rainwater/runoff.
Pool #2 - 457m^2
Pool #3 - 519m^2

Native meadow to entire site excepting pool areas: seed sown on scalped and weed treated soil. Species selection determined in consultation with Doug Nicholls and Kathy Bell, and *Seeding Natives*

New *Eucalyptus camaldulensis* grown on from existing site seedings OR semi-mature as available for purchase.

Existing *Eucalyptus camaldulensis*

Solar uplights as specified by Council

Drawn by Elissa Stapleton ICW Jo Russell–Clarke UNIVERSITY OF ADELAIDE 259 North Terrace, Adelaide, SA	NORTH AND SOUTH GATEWAYS PROJECT Penola, South Australia Boandik Country	CLIENT: Wattle Range Council	Cad Ref: |C:\Users\eliss\Box Sync\Penola\Output\Final Designs.dwg	DATE: 22/07/2021 REVISION: A	DRAWING: SOUTHERN SITE PLAN SCALE: 1:1000 @ A3 PROJECT NO: 001

Perspective for Southern Site Concept



Perspective for Southern Site Concept



16 Correspondence

16.1 2021/2022 Black Spot Program

Report Type	Correspondence
Correspondent	Kerry McConnell, Unit Manager, Road Safety Infrastructure Department for Infrastructure and Transport
File Reference	GF/14.85.1/3 1/191819
Attachments	1. I 191819 G F 14.85.1 3 [**16.1.1** - 1 page]

RECOMMENDATION

That the correspondence from Kerry McConnell dated 28 July 2021 regarding 2021/2022 Black Spot Program be received and noted.

LETTER NO: 1/141814
FILE GF/ 14.85.1/3 PF/
DATE RCVD 06 AUG 2021
REFER TO: EA
CEO | DCS | DDS | DES | | FILE

Government of South Australia
Department for Infrastructure and Transport

In reply please quote 2020/10812/05
Enquiries to Ty Edwards
Telephone (08) 8226 8393

NETWORK MANAGEMENT SERVICES

GPO Box 1533
Adelaide SA 5001

Telephone: 08 8343 2222
Facsimile: 08 8204 8740

ABN 92 366 288 135

Mr Ben Gower
Chief Executive Officer
Wattle Range Council
PO Box 27
MILLICENT SA 5280

Dear Mr Gower

2021/2022 BLACK SPOT PROGRAM

The Australian Government has approved the 2021/2022 Australian Government Black Spot Program.

Unfortunately, the following project submitted by the council was **not successful** in gaining Black Spot funding under either the Australian Government or the State Funded program as it did not meet the Black Spot eligibility criteria:

- Safety improvements Southend Access Road Intersection, Southend
  - Install sheltered left turn lane from Southern Ports Highway onto Southend Access Road. Modify and improve line marking and give way signs.

For further information regarding project nominations, please contact Mr Ty Edwards on telephone number (08) 8226 8393.

Thank you for your continuing interest in road safety.

Yours sincerely

Kerry McConnell
Unit Manager, Road Safety Infrastructure

28th July 2021

#17070755

16.2 Wattle Range Climate Change Consultative Group

Report Type	Correspondence
Correspondent	Wattle Range Climate Change Consultative Group
File Reference	GF/5.14.1/8
Attachments	1. WRC CCC Group Minutes 4 th August 2021 [**16.2.1** - 4 pages]

RECOMMENDATION

That the minutes from the Wattle Range Climate Change Consultative Group dated 4 August 2021 be received and noted.

WATTLE RANGE
CLIMATE CHANGE CONSULTATIVE GROUP

Minutes of the Wattle Range Climate Change Consultative Group held in the Civic and Arts Supper Room on Wednesday **4th August 2021** at 1pm

1 Attendees

- Ben Gower (Chair)
- Cr John Drew
- Emma Clay
- Mary Irwin-Davies
- Mike Bleby
- Sandra Young (minute taker)

2 Apologies

- Kate Fife, Cr Deb Agnew, Catarina Santos

3 Confirmation of Minutes

3.1 The Minutes of the Wattle Range Climate Change Consultative Group dated 28th June 2021 were accepted as a true and accurate record.

4 Matters Arising from the Minutes and Actions

4.1 **Council Carbon Audit**

- An Audit has been ordered but delays due to the COVID lockdown and restrictions mean that the data hasn't been collected yet. It is expected to happen this month with a report soon after.

4.2 **Education Initiatives**

- Mary reported that the LCLGA is developing the education program. Ben informed us that the key drives are in waste, transport and tourism. It was decided that our group would support the LCLGA initiatives in this area.
- Ben reported that a sustainability award to be added to the Annual Business Awards was not pursued as there are too many awards already. Rather, it was suggested to weave a sustainability focus into an existing award, which could be done for next year's awards.
- Emma thought that the Business Association would be a good funnel for awareness and information on sustainability. It was noted that not all businesses are members of the Association though.

4.3 **Electric Vehicle Initiatives**

- Ben has spoken to a few businesses about electric charging stations in the main street indicating it could be good for business.

4.4 **Other Initiatives**

- It was noted that the signage on the new drinking water filling stations installed by SA Water was facing the drain, hidden from view. More stations, however, are being applied for.

4.5 **Climate Action Plan**

- Emma emailed the draft of the plan, divided into 5 themes, to the group last month. However, since the Carbon Audit will be an important part of the direction and recommendations in the plan, we should wait for the Audit Report, for the larger issues.
- Educational aspects could be pursued immediately, though, bearing in mind the regional educational programs. Certain schools are being targeted.
- Bin Tagging was suggested by Emma Clay as being a highly successful education tool which has worked in other localities with three bin systems. The contents of the bins are physically inspected when bins are placed on the verge for collection. If no contamination is found, the bin has a green smiley face tag attached to the handle. If a few items of contamination are found, these are listed on the back of a tag with an orange, neutral face. If serious contamination is found, the bin is taped shut and a red, sad face is tagged, asking the resident to contact Council. Staff or volunteers would need to spend around 2 hours before the rubbish pick up to inspect bins and apply tags. It was suggested to do this in the small towns where there is a large problem with inappropriate waste in red bins. In particular – Nangwarry, Mt Burr and Kalangadoo. The tagging process is then followed up again at later dates to measure improvement.
  The Western Australia Local Government Association (WALGA) have resources for bin tagging and they may be willing to share with our Council or our LGASA. At present WRC has a 'contamination' letter system, based on the truck camera.

- **Action –** Kate Fife to look into the possibility of WRC undertaking a bin tagging program. To be included in the Climate Change Action Plan recommendations.

5 Matters Outstanding from Action List

5.1 See Action list table

5.2 Kangaroo Inn School was reported as having good recycling initiatives. However, the presentation by our group has not been done yet.

5.3 Instead of only Deb, Sandra, Mary & Kate to discuss waste education, it was decided that the whole group would meet in a month to discuss more education ideas. We are to consider the suggestions in Theme One of the draft Climate Action Plan. Emma pointed out that DIY beeswax wraps were conducted as part of the Holiday Program with great success. Ben informed us that he will conduct a home brewing workshop as part of the Vintage Skills Program, which has been postponed until next winter. It was suggested by Emma to invite representatives from the schools to join us for part of the meeting.

Action – Emma to ask at the Principal's meeting

6 Governance

Nil

7 Correspondence

Nil

8 General Business

8.1 Future Rail

- Michael was concerned about the bike trial along the old railway track. We should be encouraging rail transport rather than road, to reduce emissions. Will the conversion of the railway track to a bike track put obstacles in the way for future rail traffic? Ben informed us that the project is under tender to seal the track for bicycles all the way to Father Tenison Woods Reserve.
- There is a 7year licence to use the railway track, which can be renewed. If the railways require the track back, the bike track will have to be removed.
- It has been reported that a more efficient way of using rail in our region is to link with Vic Rail rather than heading north to Adelaide.
- Michael asked if we would include support and encouragement of rail regeneration in our Climate Action Plan in relation to reducing carbon emissions.

Action – Emma to include in the Climate Action Plan

8.2 E Waste

- John is concerned about the increasing issue of electrical equipment being thrown into landfill. We could include a solution to this in our Climate Action Plan.
- Emma gave an example of a practical solution - a rebate on each mobile phone, battery charger, etc. It has been very successful in other Council areas. It was agreed that this is a great idea. This would require a commitment of funds to pay for the rebates, either through Council or via available grant opportunities, to stop the dumping of hundreds of electronic goods into landfill.

Action – Emma to include in the Climate Action Plan

8.3 Climate Change Summit

- Red Cross and SACoss are together organising a series of climate change workshops, There are currently only workshops scheduled for Adelaide, however John Drew mentioned that a workshop could be scheduled for the Limestone Coast if there was enough interest. It will look at impact of emergencies, building preparedness…there will be multiple options. We are encouraged to attend. The link is : https://www.sacoss.org.au/event/reducing-and-managing-climate-risk-schedule-upcoming-sessions

Action – Emma to register interest for a regional workshop

9 Meeting Closure 1:50pm

The Meeting closed at 1:50pm and it was agreed that the next meeting will be held on **Monday 30th August at 4pm** at the Civic & Art Supper Room to **focus on education**.

Regular meeting on Tuesday 5th Oct 1pm

ACTION LIST

No.	Description	Who	Meeting Date	To be Completed by	Completion Date
10.	Kangaroo Inn Area School – presentation to groups	Emma Clay, Kate Fife and Deb Agnew	19/04/2021		
12.	Confirm with Grace, KESAB venues & times of free WOW courses	Kate Fife	24/05/2021	Next mtg	
16.	KESAB in schools – look out for publicity opportunities	Emma Clay	28/06/2021		
17.	LCLGA Education program – investigate picking up the threads	Ben Gower & Mary	28/06/2021		
18.	Bin tagging project – follow up with WALGA	Kate Fife	02/08/2021	30/08/2021	
19.	Invitation to representative from local schools for next meeting	Emma Clay	02/08/2021	30/08/2021	
20.	Include railway regeneration & e waste education in CA Plan	Emma Clay	02/08/2021	30/08/2021	
21.	Keep the Group informed of the CC workshops in SA	Emma Clay	02/08/2021		

16.3 Limestone Coast Local Health Network Strategic Plan 2021 - 2025

Report Type	Correspondence
Correspondent	Angela Miller, Director Governance & Planning, Limestone Coast Local Health Network
File Reference	GF/11.73.3 EI2021/192260
Attachments	1. Email [**16.3.1** - 2 pages] 2. LCLHN Strategic Plan 2021-2025 (002) [**16.3.2** - 12 pages]

RECOMMENDATION

That the correspondence from Angela Miller dated 18 August 2021 regarding the LCLHN Strategic Plan 2021-25 be received and noted.

From: Miller, Angela (Health)
Subject: EI2021/192260 - 11.73.3 - OFFICIAL | Limestone Coast Local Health Network Strategic Plan 2021 - 2025
Date: Wednesday, 18 August 2021 8:46:05 AM
Attachments: image002.png
image004.png
image006.png
LCLHN Strategic Plan 2021-2025.pdf

OFFICIAL

Good morning,

On behalf of the Limestone Coast Local Health Network (LCLHN) Governing Board, please find attached a copy of the LCLHN Strategic Plan 2021-2025.

The LCLHN Strategic Plan sets a clear direction for the LCLHN and supports staff, consumers and stakeholders to understand our focus, vision, purpose, and values and describe how we will measure our success.

Between now and 2025, our focus will be on five key priorities that are seen as the building blocks for our Vision of being a trusted leader and partner in the provision of safe, high-quality, progressive, consumer-directed care and services:

1. Growing Services
2. Dynamic Workforce
3. Thriving Culture
4. Strong Partnerships
5. Contemporary Infrastructure

Our core purpose is to partner with our community in delivering best practice care and services that contribute to improving the health and wellbeing of our communities and region.

As community leaders and partners, you are encouraged to review the Plan and provide any comments via email to Health.LCLHNCommunications@sa.gov.au by Tuesday 7 September 2021.

Kind regards,

Angela Miller
Director Governance & Planning

3/5-7 James Street, MOUNT GAMBIER SA 5290
Limestone Coast Local Health Network
SA Health
Government of South Australia

Tel: (08) 8724 5211
Mob: 0466 013 451
Email: angela.miller2@sa.gov.au

sahealth.sa.gov.au/limestonecoastlhn

http://www.facebook.com/LimestoneCoastLHN



Limestone Coast Local Health Network acknowledges Traditional Custodians of Country throughout the region and recognises the continuing connection to lands, waters and communities. We pay our respects to Aboriginal and Torres Strait Islander cultures; and Elders past and present.

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Limestone Coast Local Health Network

Strategic Plan

2021–2025

July 2021

Introduction

As the **Limestone Coast Local Health Network**, we deliver a range of in-hospital, aged care, community, disability, and mental health services to the Limestone Coast community through a number of public hospitals and other health service sites located at Bordertown, Keith, Kingston, Lucindale, Millicent, Mount Gambier, Naracoorte and Penola.

Our first strategic plan since the 2019 SA Health governance reforms highlights our priorities for the next four years, as we seek to draw upon the benefits of the localised governance and management of public health care services and the vast opportunities this presents for our region and our community.

Our community deserves access to **best practice care and services**, as close to home and as safely possible. In delivering on our purpose, we aim to **walk alongside** our community, workforce and our partners to **contribute to improving the health and wellbeing of our communities and region**.

Our goal is to be a **forward-thinking** Local Health Network that constantly seeks new opportunities to do things differently and new ways of delivering our services and care.

There are changing health and care needs emerging across our region. As a Local Health Network we will face some challenges in meeting these changing needs, but we are determined to do the best we can to **find new ways** of providing care and services, to be **resourceful with our budget**, show **resilience** and **compassion**, and to **take care** in responding to the differing needs of our consumers.

Over the coming four years, we will strive to become a **trusted leader and partner** in providing **safe, high-quality, progressive and consumer-directed** health care and services.

We are committed to making a meaningful difference by contributing to improving health and wellbeing across our region. We want to **take time** to better understand our consumers' needs and to **take an interest** in what is most important to them. This will help inform how we can **continue to improve our services and care**.

Central to achieving this is **strengthening our partnerships** with GPs and other clinicians and private providers in our region, other government agencies, non-government and community organisations.

We are also committed to **strengthening, encouraging and supporting our workforce, growing a positive, improvement-oriented culture,** and doing all we can to ensure our staff have the right tools and systems to do their jobs to the best of their ability.

Our focus between now and 2025 we will be on **five key priorities**. We see these as the building blocks for delivering safe, high-quality, progressive, consumer-directed care and services:



Following through on our commitments will be vital in the coming period, and we will actively measure and regularly report progress on the actions identified for each priority.

We look forward to continuing to serve the communities of the Limestone Coast by delivering the best and safest health care and services for our region.



Grant King

Governing Board Chair
Limestone Coast Local Health Network



Ngaire Buchanan

Chief Executive Officer
Limestone Coast Local Health Network



Our core **purpose** is...

Partnering with our community in delivering best practice care and services that contribute to improving the health and wellbeing of our communities and region

By 2025, our **vision** is to be...

A trusted leader and partner in the provision of safe, high-quality, progressive, consumer-directed care and services.

We are guided by and committed to five key **values:**





We will plan, develop and implement a regionally-connected hub and spoke model for service delivery by:

1.1 Providing best practice services and optimise our use of resources, with emphasis on the unique needs of local communities.

1.2 Ensuring in-hospital services are delivered safely and effectively to support all other areas of our business to function optimally.

1.3 Positioning the Limestone Coast Local Health Network as a safe place to innovate.

1.4 Exploring new models of primary health care through better use of existing facilities and networks, new partnerships and an increased focus on our interaction with the Primary Health Network.

1.5 Identifying new opportunities to increase the scope and accessibility of all our services, with a particular focus on the following service areas:

1.5.1 Aged Care

Enabling our consumers to age well at home, or as close to home as possible, by leading the design and implementation of a contemporary model of aged care.

1.5.2 Aboriginal Health

Working in partnership with Aboriginal and Torres Strait Islander people, investing in resources and improving our capacity to secure measurable and sustainable improvements in health outcomes.

1.5.3 Mental Health

Taking a leading role in improving access, experience and outcomes by working in partnership with consumers and other government and non-government agencies across the greater Green Triangle and beyond.





We will strengthen, encourage and support our workforce by:

2.1 Working with all government and non-government partners to leverage our position as a key employer and economic driver in our region, to attract growth, investment and new long-term employment opportunities.

2.2 Developing a regionalised, staff-centred workforce plan, and innovative learning, development and training programs that focus on improving career pathways and supporting retention.

2.3 Ensuring our Executive and Management Team play an active role in developing the workforce of the future, through effective leadership that actively engages and supports our people.

2.4 Actively engaging and partnering with our community, educators, government, non-government and private agencies to position our region as a great place to work, live and stay.



We will foster a positive, improvement-oriented culture by:

3.1 Recognising, valuing, and encouraging the collaborative contribution of all individuals and teams to deliver high quality, innovative and consumer-directed care.

3.2 Growing the focus on the wellbeing of our workforce.

3.3 Actively engaging with our workforce to ensure they have the tools and support they need to work effectively and efficiently.

3.4 Driving improvements which lead to the rejuvenation of our workforce including staff development and succession planning.





We will work to build and strengthen our engagement with other agencies and care providers within and beyond the Limestone Coast and Greater Green Triangle, with a focus on:

4.1 Developing partnerships to improve health literacy in our communities and increase clinician and consumer engagement in the design, delivery, and evaluation of our services.

4.2 Improving the sustainability of primary care and after hours and emergency services available to our communities.

4.3 Identifying and pursuing opportunities for innovative research.

4.4 Increasing evidence-based health promotion, with a focus on chronic disease management to reduce in preventable hospitalisations.



We will strive for equitable resources, modern infrastructure and fit for purpose facilities by:

5.1 Developing a strategy to redesign and leverage resources across the region with a focus on:

5.1.1 Safe, fit for purpose and future proofed buildings and facilities.

5.1.2 Effective and integrated Information and Communication Technology and data systems that link to community-based health providers including aged care, general practitioners and local government.

5.1.3 Best practice information management and quality reporting to support confident and informed decision making.

5.2 Pursuing reform in funding policy and mechanisms to address gaps in services, training, research, and infrastructure investment.


Main Entrance

For more information

Limestone Coast Local Health Network
PO Box 267
MOUNT GAMBIER, SA 5290
Telephone: (08) 8721 1200

sahealth.sa.gov.au/limestonecoastlhn

Follow us at: facebook.com/LimestoneCoastLHN

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Interpreter

BY NC ND

Government of South Australia

Health
Limestone Coast
Local Health Network

16.4 Business SA's Charter 22

Report Type	Correspondence
Correspondent	Martin Haese, Chief Executive Officer Nikki Govan, Chair
File Reference	GF/4.85.1 EI2021/192544
Attachments	1. Business SA Letter [**16.4.1** - 2 pages]

RECOMMENDATION

That the correspondence from Martin Haese and Nikki Govan dated 26 August 2021 regarding Charter 22 introducing 26 recommendations outlining key business priorities for the upcoming State Election be received and noted.

Business SA
Chamber of Commerce
and Industry South Australia

ABN 14 725 309 328

Level 1, 136 Greenhill Road
Unley South Australia 5061

T: +61 8 8300 0000
W: business-sa.com

26 August 2021

Mayor Des Noll
Wattle Range Council
PO Box 27
MILLICENT SA 5280

council@wattlerange.sa.gov.au

Dear Mayor Noll,

Ahead of every State Election, Business SA as South Australia's peak employer body releases a suite of recommendations encouraging political parties to reflect the current needs of the business community and generate growth opportunities in their policy direction. While we understand that any government may take a more cautious approach during their term, we encourage our elected members to be aspirational in their approach to governing South Australia in the future.

COVID-19 has seen businesses across the globe forced to be more strategic in managing day to day operations and adopt more innovative approaches to turn a profit. The South Australian State Government is no different.

Business SA's *Charter22* introduces 26 recommendations outlining key business priorities for the upcoming State Election – all eminently achievable. These include business taxes, skills, infrastructure, sustainability, trade and red tape reduction. Business SA highlights the following key initiatives of behalf of its members and the wider business community:

- A payroll tax discount of 50% for businesses located in regional South Australia
- A permanent payroll tax exemption (and equivalent cash grant support to small businesses) to incentivise businesses to take on apprentices and trainees and upskill current employees.
- Taking a range of meaningful steps to improve University and business collaboration
- Positioning the State as a future destination to host a United Nations Conference of the Parties (COP) event, following the 2021 conference in Glasgow, Scotland later this year
- Taking a range of steps to ensure more local South Australian businesses have a genuine opportunity to benefit from State Government procurement
- Expanding shop trading hours to enable an appropriate balance between serving consumer needs, supporting locally owned businesses and their locally owned suppliers, and maintaining a competitive retail environment
- Establishing a permanent mechanism whereby the Adelaide De-salination Plant can be used to provide temporary water into the irrigation market when there are sufficient reserves in existing storages and other water entitlement holders have 100% allocation
- Committing to a full duplication of Dukes and Augusta Highways, and commencing further investigations on an East-West link for Adelaide

SOUTH AUSTRALIA

Australian Chamber of Commerce and Industry Member

Business SA, South Australia's Chamber of Commerce and Industry, was formed in 1839 and has over 3,600 members and several thousand more clients across every industry sector from micro businesses to publicly listed companies.

Our members employ up to 100,000 South Australians.

We are not-for-profit, politically agnostic, and a business membership organisation working on behalf of members and the broader business community in pursuit of economic prosperity for South Australia and the nation.

For any inquires related to *Charter*22, please contact Andrew McKenna, Director Policy and Advocacy on (08) 8300 0009 or andrewm@business-sa.com.

Yours sincerely,



Martin Haese MBA | Chief Executive Officer
Business SA Chamber of Commerce
and Industry South Australia
E: martinh@business-sa.com
M: 0438 888 218



Nikki Govan | Chair
Business SA Chamber of Commerce
and Industry South Australia
E: nikki@starofgreece.com.au
M: 0417 177 477

16.5 State Library

Report Type	Correspondence
Correspondent	Bruce Linn, Chair
File Reference	GF/7.41.1/11 EI2021/192756
Attachments	1. Letter re Libraries Board Grant Funding [**16.5.1** - 2 pages]

RECOMMENDATION

That the correspondence from Bruce Linn dated 2 September 2021 regarding Libraries Board Grant Funding Advice 2021/22 be received and noted.

OFFICIAL

Government of South Australia

STATE LIBRARY
For your information...

2 September 2021

North Terrace
Adelaide, South Australia
GPO Box 419
Adelaide SA 5001
Australia
ABN: 27 332 976 852
Phone: (08) 8207 7250
Fax: (08) 8207 7307
slsainfo@ sa.gov.au
www.slsa.sa.gov.au

Mr Ben Gower
Chief Executive Officer
Wattle Range Council
PO Box 27 Millicent SA 5280

Dear Mr Gower

Libraries Board Grant Funding Advise 2021-2022

June 2021 saw the end of a ten-year Memorandum of Agreement (MOA) between State and Local government for public libraries. This agreement included the provision of State Government funding towards the operations of public libraries. Following a series of negotiations between the Libraries Board of SA (Libraries Board), Local Government Association (LGA), Department of the Premier and Cabinet (DPC) and the Premier's office, the Treasurer has advised that the total funds provided to the public library sector will remain at the same amount as 2020-2021– i.e. $20.71M which is based on the published 2021-2022 budget and the Department Treasury and Finance (DTF) released 'Forward Estimates' for the next four years.

The LGA has informed the Libraries Board of their resolution not to sign a five-year MOA that was offered to them. Although this decision leaves the current State Government grant to public libraries vulnerable to future funding cuts, the Libraries Board received commitment from the State Government for an ongoing grant to public libraries that equates to over $100M for the current and next four years.

The Libraries Act (1982) authorises the Libraries Board to distribute State Government funds for public libraries without any reference for a need for an MOA or any other such agreement. The purpose of this letter is to inform you of the actions taken by the Libraries Board to ensure the ongoing allocation of State Government grant funding to your Council for 2021-2022.

For 2021-2022 the total funding available for public library services remains consistent with the 2020-2021 allocation at $20.71M.

The State Government has placed a condition on the public library funding of a 'one-off' $1M project for the implementation of a state-wide Adult Digital Literacy Program for all public libraries across SA to support the State's digital inclusion agenda. Through this allocation of funding, State Government is acknowledging that public libraries are ideally positioned to provide this service to their communities and views libraries as key partners in achieving digital inclusion outcomes for the communities they serve.

Please note this does not increase the total baseline funding of $20.71M for the 2021-2022 year. To achieve this outcome a reallocation of a portion of the existing grants was required. On advice from the sector the Board has made a decision that the $1M required for the digital literacy program will be partly funded through a 'one-off' decrease of 14% in funds available for new library materials (print and digital)

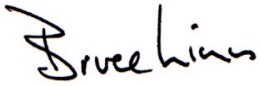
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for 2021-2022 only. The remainder of the funds have been found through internal efficiencies in the delivery of other service to libraries.

The Libraries Board considers that the digital literacy program could be run for a number of years subject to additional funding. It therefore intends making a budget bid for additional funding to continue the program beyond 2021-2022.

Your Council will receive its annual subsidy letter in September 2021, containing information regarding the State Government's contribution to the funding of your library. Subsidies will be paid to your Council in October 2022 as per the standard process.

Yours sincerely,



Bruce Linn AM
Chair
Libraries Board of South Australia

17 Motions On Notice

17.1 Motion on Notice - Withdrawal of Funding - Limestone Coast Regional Development Association

Report Type	Motions on Notice
Author	Mayor Des Noll
File Reference	GF/9.24.1/6
Attachments	Nil

Mayor Des Noll submitted the following Motion on Notice in regard to Wattle Range Council withdrawing its funding from the Limestone Coast Regional Development Association commencing in 2022/23.

I Mayor Des Noll, give notice of my intention to move the following motion at the Council Meeting of 14 September 2021.

RECOMMENDATION

That Council withdraw its funding of $19,781.00 to the Limestone Coast Regional Development Association (LCRDA) commencing 2022/23.

Rationale

There has been continued discussion by the LCLGA Board members around the funding of $93,000 (2021/22 Collective Council Member Funding) to the Limestone Coast Regional Development Association. Recently at the LCLGA Board meeting on Friday the 13th of August 2021 a proactive discussion was held in relation to this matter.

Primarily, the discussion has been about getting value for money for the service that is perceived to be provided by the LCRDA back to respective Council customers. Currently we are being advised that this funding is being used for small business assistance and development.

Whilst there may be some small business assistance being delivered (350 referrals per annum) it is very difficult to measure the effectiveness of the assistance or whether any tangible outcomes are being achieved. At over $250.00 per referral, the value proposition is questionable.

My belief is, that our ratepayers are not getting value for money.

Wattle Range Council Elected Members can better utilise this funding ($19,781.00) within our own financial budget. Local business support within the Wattle Range Council area may be an option.

No other services received by the Wattle Range Council, through the LCLGA will be affected by withdrawing the $19,781.00.

Future funding to the LCRDA should be negotiated between individual Limestone Coast Councils and the LCRDA.

If this motion is passed, it would commence at the next round of funding to the LCRDA in 2022/23 through the LCLGA.

17.2 Design of Office Complex in vicinity of RSL

Report Type	Motions on Notice
Author	Cr Dean Burrow
File Reference	GF/9.24.1/6
Attachments	Nil

Cr Dean Burrow submitted the following Motion on Notice in regard to an indicative cost for the design of an office complex in the vicinity of the RSL.

I Cr Dean Burrow, give notice of my intention to move the following motion at the Council Meeting of 14 September 2021.

RECOMMENDATION

That Council request from Architect, Mr Stephen Herbert provide an indicative cost to undertake a design for the proposed office complex in the vicinity of the RSL building, the drain and the abandoned swimming pool. Further, ascertain whether he would still like the opportunity to do so, and if he currently has the resources to do the work.

Rationale

Council having made the decision that the current office facilities are inadequate, then there is an obvious need to address the issue as soon as practically possible. I fully support the development of a high quality office so that the staff can work efficiently in a comfortable environment.

However, I still consider the decision on the location was rushed, especially when one considers that the Architect, Stephen Herbert said to Council "He would love the opportunity to design a building over the drain".

It is my view that he was never given that opportunity, and using Mr Gower's often repeated analogy of the funnel, the concept of building over the drain in the vicinity of the RSL building was never fed into the funnel.

Then recently I read the letter from AR & KM Ellis outlining, their and the community opposition to the proposal. As well, I have noted Cr Neagle's analogy of the war in Afghanistan, saying, "the coalition may have had the power to invade Afghanistan, but it doesn't make it the right decision".

Then closer to home, the Penola Council spent $40,000 on constructing the Hotel Paddock Road with the intention of making it the first stage of the Penola Bypass. None of the $40,000 Hotel Road was used for the bypass. My conclusion is that a majority decision of a Council is not always the right one.

For the above reasons I would like to move a Notice of Motion, that the WRC request Architect Mr. Stephen Herbert prepare concept plans for a new office complex in the vicinity of the old swimming pool, drain and RSL building.

However, I understand that the WRC is not ready for the above-mentioned proposal, therefore I proposed the motion above.

17.3 Rail Transport

Report Type	Motions on Notice
Author	Cr Dean Burrow
File Reference	GF/9.24.1/6
Attachments	Nil

Cr Dean Burrow submitted the following Motion on Notice in regard to rail transport.

I Cr Dean Burrow, give notice of my intention to move the following motion at the Council Meeting of 14 September 2021.

RECOMMENDATION

That the Wattle Range Climate Change Consultative Group develop a Policy on the need or otherwise of rail transport.

Rationale

Former Councillor, Rick Paltridge, asked whether or not Wattle Range Council had a policy on rail transport between Penola and Wolseley. It is my understanding that Wattle Range Council does not have a policy.

It is my understanding that rail transport uses a lot less fuel than road transport. Following the decision of Wattle Range Council to fund the rail trail I did a little preliminary research and found that the rubber for car and truck tyres is having a big impact on subsistence farmers. It appears that rubber plantations are taking land from subsistence farmers and then having them work for low wages and using chemicals without proper protection.

For the above reasons and many more such as road safety, the unfriendly hours truck drivers have to work, maintenance on roads and noise pollution I would like to see our environmental committee develop a Policy on the need or otherwise of rail transport.

18 Urgent Motions Without Notice

Urgent Motions without Notice may be raised at this point of the Meeting.