

**Minutes of the Asset and Sustainability Committee
held on Tuesday, 5 July 2022 at 6.30 pm
Council Chamber, Council Administration Centre
245 Sturt Road, Sturt**

PRESENT

His Worship the Mayor Kris Hanna (7:34pm)

Councillor Ian Crossland (Chair)

Councillor Bruce Hull

Councillor Tim Gard

Councillor Nathan Prior

In Attendance

General Manager City Services - Ben Keen

Executive Officer to the General Manager City Services - Colleen Madsen

Manager Engineering, Assets & Environment - Mathew Allen

Unit Manager Engineering – Carl Lundborg

Coordinator Transport – Nathan Saxty

Water Resources Coordinator – Glynn Ricketts

Coordinator Survey and Design - Alex Dorn

Unit Manager Open Space and Recreation Planning - Renee Pitcher

1 Open Meeting

The Chair opened the meeting at 6.31pm.

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)

The Chair asked if any member wished to disclose an interest in relation to any item being considered at the meeting.

The following interests were disclosed:

- Nil

4 Confirmation of Minutes**4.1 Confirmation of Minutes of the Asset and Sustainability Committee Meeting held on 5 April 2022**

Report Reference ASC220705R4.1

Moved Councillor Prior

Seconded Councillor Hull

That the minutes of the Asset and Sustainability Committee Meeting held on 5 April 2022 be taken as read and confirmed.

carried unanimously

5 Business Arising

5.1 Business Arising Statement - Action Items

Report Reference ASC220705R5.1

Moved Councillor Prior

Seconded Gard

That the Asset and Sustainability Committee:

1. Notes the business arising statement, meeting schedule and upcoming items.

carried unanimously

6 Confidential Items - Nil

7 Reports for Discussion

7.1 Stormwater Management

Report Reference ASC220705R7.1

Unit Manager Engineering, Carl Lundborg presented to the Committee with an overview of Stormwater Practices across the City of Marion and was seeking support to trial additional innovative water sensitive urban design (WSUD) solutions.

Key discussion points noted:

Stormwater Infrastructure

- How WSUD works – value and funding.
- Percentage of non-developed allotments, developed v under developed. There is an 80-90% impervious hard surface within infill development and the road corridor.
- Total replacement cost of stormwater infrastructure is \$214M.
- We currently have two endorsed Stormwater Management Plans – Hallett Cove Creeks and Coastal Catchments; still in draft are the Sturt River and Field River.
- We have high confidence in the stormwater data (where they are located, what physical properties and the date of construction). We are still in the early stages of asset management of the stormwater infrastructure when collecting condition data and how the budgets are formed through the Asset Management Plans.
- The responsibility for the drains that run through the city are:
 - City of Marion – trunk drains on arterial roads & Stormwater network on council land
 - DIT – side drains on arterial roads
 - Sturt River channel SA Water
- To ascertain the viability of the infrastructure CoM is placing CCTV down the pipes.
- Renewals have not yet been accounted for. Currently, renewal is based on age however the data we are collecting via CCTV will assist us to determine renewal requirements.
- Infrastructure standards have changed; when we look at renewal we will see if there is a viability of replacing with a larger asset due to capacity.

- Responsibility of developers and builders is considered very strong at state government level, holding developers responsible within the development sites. However issues can arise immediately adjacent to those areas.
- The introduction of a state levy for developers would require a resolution by the LGA.
- The Stormwater Management Authority only has approx. \$4.4M p.a. and is aware through Stormwater Management Plans that Council has asset and flood liabilities. They are working with Councils on how to obtain further funding to assist in addressing problems created by urban planning, parking etc., possibly through federal grants.

Permeable paving

- The benefits of permeable paving for use in footpaths was discussed. They are good for low lying areas, although due to run off they are not preferable for use on hills.
- The noise factor of cars for permeable roads is well within the acceptable readings.
- The cost difference for bitumen v permeable pavers in car parks is approximately 30%.
- Car parks life span 70 years.
- Permeable paving would not be used in high trafficked and/or large vehicle loads due to the load of the turning movements. Further consideration can be given to the design of carparks to use a combination of both bitumen and permeable pavers where appropriate.

Tree Inlets

- Less water needed to water the tree etc.
- Tree roots don't need to go searching for water as much, lifting roads and footpaths.
- Approximately 200 across the city.
- Each Tree Inlet can hold approx. 200-300L of stormwater

Rain Gardens

Rain Gardens require ongoing maintenance, however can be used to build up amenity of the area.

No one solution is the best, a combination of all can be used depending upon the requirements for the particular area.

Manager of Engineering, Assets and Environment, Mathew Allen presented on the five major principles of Stormwater Management.

- Detention
- Retention
- Plumbed Rainwater Tanks
- First Flush Retention – EPA Targets
- Flood Protection

Planning and design code.

Retention rainwater tanks need to be plumbed.

Infill development:

Oaklands Green – Brownfield Development

- Progressing quickly and putting in place the five principles.
- Infrastructure agreement and conditions consent.
- Can use recycled water into residential properties.

- Don't have much drainage infrastructure – have pits and pipes for 5-year events.
- WSUD will complement.

Cove Point – Greenfield Development

- Site has sandy soil.
- Water from the outlet goes over cliff face and is causing a lot of erosion.
- Council is conscious not to disturb coastal reserve and does not want the developer to touch those areas.
- Currently working with the developer to create a stormwater management plan.
- Discussing discharge and will need to look at retention and detention.
- Any concern at government level with the developer? Staff are quite firm with the developer of what is required.

Water Resources Coordinator, Glynn Ricketts provided an update of the Holdfast Bay and City of Marion Rainwater Tank Pilot Project.

- Project is behind schedule due to the difficulty in employing a student during Covid, however this has now been done.
- Rebate scheme in place for next winter.
- Rainwater tanks trying to demonstrate they have a place.
- Project has commenced and will have rainwater tanks in by next winter.
- Of the \$260,000 allocated to the project, most goes to the rebate scheme, buying tanks etc.
- Currently determining the status of the rainwater tanks for the residents.

Unit Manager Open Space Planning, Renee Pitcher gave a presentation on water within Open Space planning.

- The current Plan and Policy supports the use of WSUD and will be considered in open space design to meet sustainability targets, to preserve and enhance the natural environment and to manage stormwater events.
- Open space is designed to maximise porous surfaces.
- With new developments, internal departments peer review plans and documentation; and it's a balance with the developers, with staff raising questions such as how much is useable space. 12.5% is the minimum useable space that must be accounted for. Walkways used to be included as part of the percentage of useable space.
- We can reduce our reliance on piped irrigation, and design to passively irrigate out natural landscaping and grassed areas.
- Open space planning preference is for WSUD to limit impact on useable open space by ensuring designs contain flooding under the 1 in 5 year event.

Project Learnings

- Harbrow Grove Reserve, Seacombe Gardens was upgraded in 2011 and is a collaborative design response to local flooding on adjacent streets.
- Aspects of the site could have been improved, including flattening grass areas to create more useable spaces for recreation; establishment and correct species selection for bioretention pond; topping up water in extreme drought conditions. There is no value in retro-fitting.
- The underground rainwater tank, designed to top up the ornamental pond quickly depleted during the months it was needed, it had maintenance issues and WHS issues. It is a very complex system and limited in this scale or reserve.

Lightsview case study on integrated WSUD Management in Open Space

- Major infill development 8 kms from Adelaide CBD, and illustrates best practice in the integration of water and landscape planning to achieve a response to stormwater management without sacrificing recreational and environmental ambitions.
- Three wetlands terraced across the development, capturing upstream and development runoff and cleans it. Once the water is purified its pumped up to the off line ornamental pond, which is at the highest point of the development. No untreated stormwater with enter this system.
- Volume of detention basins were increased to the 1 in 5 events could be contained to vegetated swales that were located on the outside edge of the reserve.

We will continue to utilise open space as green sponges to reduce pressure on peak flows and clean water prior to discharge downstream and identify site appropriate WSUD systems.

Moved Councillor Hull

Seconded Councillor Gard

That the Asset and Sustainability Committee:

1. Notes the presentation and provides feedback for stormwater management across the City of Marion.
2. Supports the trial of permeable pavements within the footpath programs and identified car park projects.
3. Recommends to Council that:
 - City of Marion approaches the LGA to lobby for developer contributions towards Council infrastructure prior to caretaker.

Carried unanimously

7.2 Parking Management

Report Reference ASC220705R7.2

Mat Allen introduced Unit Manager Engineering, Carl Lundborg and Coordinator of Transport, Nathan Saxty to present to the Committee an overview of the current Parking Management Practices across the City of Marion and seek comments on developing Parking Management Guidelines for the City of Marion.

The committee was introduced to the Menti metre engagement tool. This tool was used via the members phone to determine what they consider their most important aspects of the road boundaries.

ACTION

Take the Parking Data provided on the slide and plot using a heat map – red more restrictions – green less restrictions

Key discussion points noted:

- A variety of parking restrictions exist without a clear reason why, and are often contradictory. Many of our parking arrangements are historical, and records don't always go back that far to determine why they were originally installed.
- Parking concerns often focused on customer experience, however we would like to have more consistency across the city.
- There is a push for adequate road widths with new developments.
- There is an identified minimum width of road. Historically cannot comment if that has been upheld.
- 45kms of road do not meet the standard.

ACTION

Provide the Committee Members with the ABS data on general trends of motor vehicle ownership. i.e. every member of the family over the age of 18 yrs. to have a car?

- Discussion on the current Parking Management Action Plan (operational document).
- Collector or Distributor Roads are determined via a planning perspective.
- The high number of customer requests dictates staff are working more reactive than they would like and are trying to get to that space so that they can become proactive.
- Parking Management Plan will provide residents with guidelines on what Council can look at and why and provide integrity across the council.
- Suggestions for the guidelines:
 - Criteria for restricted parking yellow lines etc.
 - Hierarchy of roads etc.
 - Strategically we don't want to restrict train station parking.
 - Design code

Current Parking Interventions

- Yellow Lines
- Paved/Indented Parking Bays
- Time restrictions
- Zones i.e. loading, Disability, Park n Ride

Are we able to introduce Legislation to prevent people parking in Electric Vehicle areas (currently 3 stations)? No issues have arisen as yet. It was suggested if the Committee Members would like to lobby for legislation it could come to Council as a Motion with Notice.

Current Education/Enforcement

Parking safely and correctly pamphlets

Keep kids safe pamphlets provided to school each term

CSIs (refer to slide)

- Community consultation on the draft Guidelines would be on the principles and guidelines within the document.
- Committee Members agreed to consider including retrospective provision in the guidelines. Exceptional circumstances would need to be considered.
- Administration will aim for October to bring a draft of guidelines to the Committee.

Moved Councillor Nathan Prior

Seconded Councillor Tim Gard

That the Asset and Sustainability Committee:

1. Notes the presentation and provides feedback for parking management across the City of Marion.
2. Supports the development of Parking Management Guidelines for the City of Marion.

Carried unanimously

8 Reports for Noting - Nil

9 Workshop / Presentation Items - Nil

10 Other Business

11 Meeting Closure

The meeting shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.

The meeting was declared closed at 9.56pm.

CONFIRMED THIS 2ND DAY OF AUGUST 2022

CHAIRPERSON