



# THE COMMITTEE MINUTES

for the meeting

Tuesday 3 September 2019

in the Colonel Light Room,  
Adelaide Town Hall



Present - The Right Honourable the Lord Mayor [Sandy Verschoor];  
Councillor Abiad (Deputy Lord Mayor) (Chair)  
Councillors Abrahamzadeh, Couros, Donovan (Deputy Chair), Hou, Hyde, Knoll,  
Martin, Moran and Simms.

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### **Acknowledgement of Country**

At the opening of the Committee Meeting, the Chair stated:

'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

### **Apologies and Leave of Absence**

Apology – Councillor Khera.

Councillor Abiad (Deputy Lord Mayor) adjourned the meeting at 6.58pm for five minutes.

The meeting resumed at 7.03pm.

**Present** - Councillor Abiad (Deputy Lord Mayor) (Chair), Councillors Abrahamzadeh, Couros, Donovan (Deputy Chair), Hou, Hyde, Knoll and Simms.

**Apology** – Councillor Khera.

### **Confirmation of Minutes - 20/8/2019**

That the Minutes of the meeting of The Committee held on 20 August 2019, be taken as read and be confirmed as an accurate record of proceedings.

The Lord Mayor entered the Colonel Light Room at 7.03pm.

### **Discussion Forum Items**

#### **1. Item 4.1 - Presentation - Lot Fourteen – Renewal SA [TC]**

Discussion Facilitators:

Klinton Devenish, Director Place, City of Adelaide  
Mark Devine, Renewal SA  
James Hayter, Oxigen Architects

Precis of topic:

Utilising a PowerPoint presentation, The Committee was provided with a presentation on the future of Lot Fourteen, North Terrace, Adelaide

During the discussion:

- Councillor Martin entered the Colonel Light Room at 7.06pm
- Councillor Moran entered the Colonel Light Room at 7.19pm and left at 7.20pm

The PowerPoint presentation utilised is attached for reference at the conclusion of the Minutes of this meeting.

**2. Item 4.2 - Presentation – Infrastructure Update [TC]**

Discussion Facilitators:

Klinton Devenish, Director Place, City of Adelaide  
Mason Willis, Asset Consultant, City of Adelaide

Precis of topic:

Utilising a PowerPoint presentation, The Committee was provided with information relating to the requirement to implement a Heavy Vehicle Bypass (HVB) restriction for the 3 main bridges in the City of Adelaide as a risk mitigation measure.

During the discussion:

- Councillor Moran re-entered the Colonel Light Room at 7.40pm
- Councillor Simms left the Colonel Light Room at 7.56pm and re-entered at 7.58pm.

The PowerPoint presentation utilised is attached for reference at the conclusion of the Minutes of this meeting.

The meeting was advised that Item 4.3 - Presentation – LGA CEO - Value Proposition, had been withdrawn from the agenda.

**3. Item 4.4 - Implementation of the Sustainable Event Guidelines [2017/03251] [TC]**

Discussion Facilitators:

Michelle English, Associate Director Sustainability, City of Adelaide

Precis of topic:

The Committee took the presentation within the agenda on the implementation of the Sustainable Event Guidelines as read.

The meeting was advised that Item 4.5 - City of Adelaide Lighting Strategy, had been withdrawn from the agenda.

**Items for Consideration and Recommendation to Council****4. Item 5.1 - Strategic Property Matter – Unsolicited Proposal – Status Update [2019/01387] [TC]****THAT THE COMMITTEE RECOMMENDS TO COUNCIL****That Council:**

1. Notes the Administration is progressing Stage 2 of the Unsolicited Proposal process with the AFC around the development of its proposal pursuant to the Participation Framework Agreement and consistent with the Guiding Principles. Council will be advised of any substantive developments during this process.
2. Notes the Administration has commissioned a Needs Analysis to ascertain the City of Adelaide's current and future demand for aquatic and recreational services. The findings of this work, along with a draft Communication and Engagement Plan will be presented to Council for consideration in late 2019 or early 2020.

During the discussion, Councillor Donovan left the Colonel Light Room at 8.18pm and re-entered at 8.22pm.

**5. Item 5.2 - Minor Amendments Development Plan Amendment [2019/02467] [TC]****THAT THE COMMITTEE RECOMMENDS TO COUNCIL****That Council:**

1. Endorses the letter to the State Planning Commission – Response to City of Adelaide Minor Amendments Development Plan Amendment, as per Attachment A to Item 5.2 on the Agenda for the meeting of The Committee held on 3 September 2019.'

**6. Item 5.3 - Review of Event Noise Mitigation Standard Operating Procedures [2018/03776] [TC]**

**THAT THE COMMITTEE RECOMMENDS TO COUNCIL**

**That Council:**

1. Notes the recommendations of the review of Council's Event Noise Mitigation Standard Operating Procedures.
2. Approves the commencement of targeted consultation of the recommendations of the review of Council's Event Noise Mitigation Standard Operating Procedures.
3. Notes that any feedback received as part of the consultation on the recommendations of the review of Council's Event Noise Mitigation Standard Operating Procedures will be considered as part of the final recommendations of the event noise review, being brought to Council in November 2019.

**7. Item 5.4 - Review of the Adelaide Park Lands Events Management Plan 2016-2020 [2018/03155] [TC]**

**THAT THE COMMITTEE RECOMMENDS TO COUNCIL**

**That Council:**

1. Notes the annual update of the Adelaide Park Lands Events Management Plan 2016-2020.
2. Approves the proposed updates to Parts 1 and 2 of the Adelaide Park Lands Events Management Plan 2016-2020 as per Attachment A to Item 5.4 on the Agenda for the meeting of The Committee held on 3 September 2019.
3. Notes the updates to Parts 3 and 4 of the Adelaide Park Lands Events Management Plan 2016-2020 as per Attachment B to Item 5.4 on the Agenda for the meeting of The Committee held on 3 September 2019.

**Council Member Discussion Forum Items**

The following item was raised:

- Parking controls around schools

During the discussion, Councillor Moran left the Colonel Light Room at 8.55pm and re-entered at 8.56pm.

**Closure**

The meeting closed at 8.56pm.

Councillor Abiad (Deputy Lord Mayor)  
**The Committee Chair**

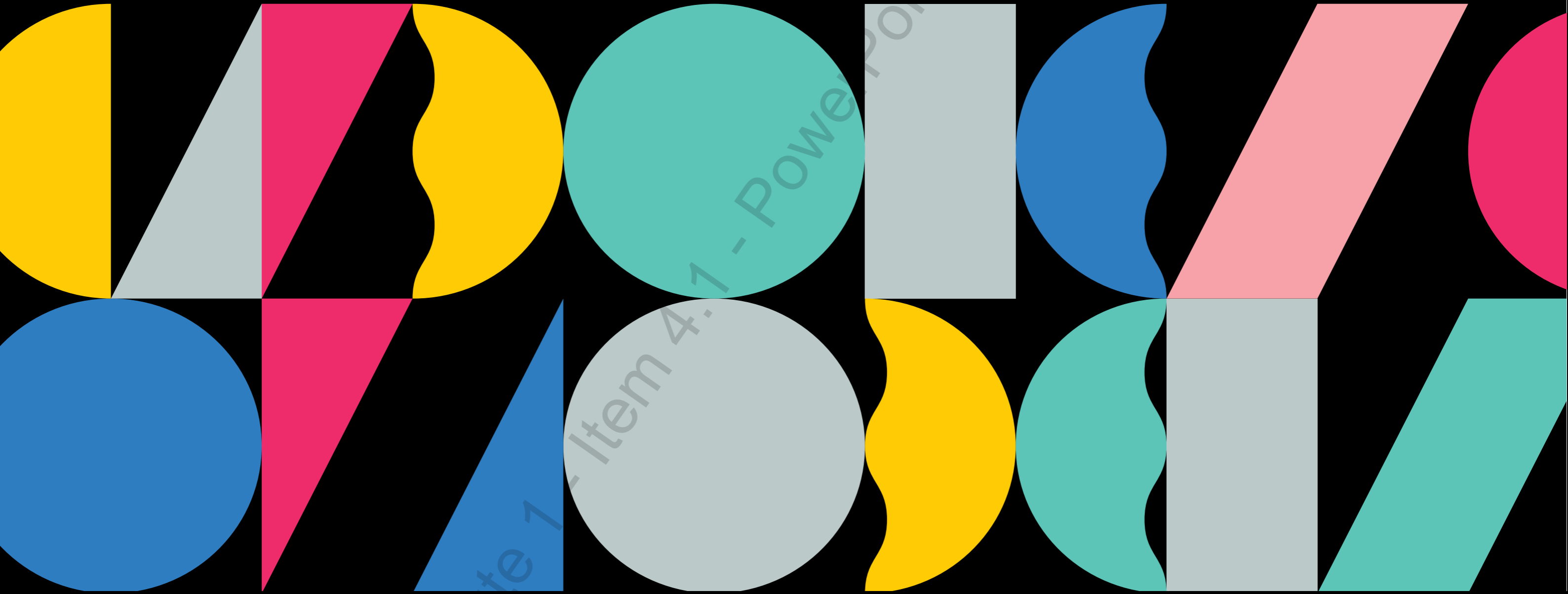
**Documents attached:**

Minute 1 - Item 4.1 – Presentation - Lot Fourteen – Renewal SA, PowerPoint Presentation

Minute 2 - Item 4.2 - Presentation – Infrastructure Update, PowerPoint Presentation

# LOT Fourteen

North Terrace Adelaide





**Lot Fourteen will be a showcase for visitors and tourists:**

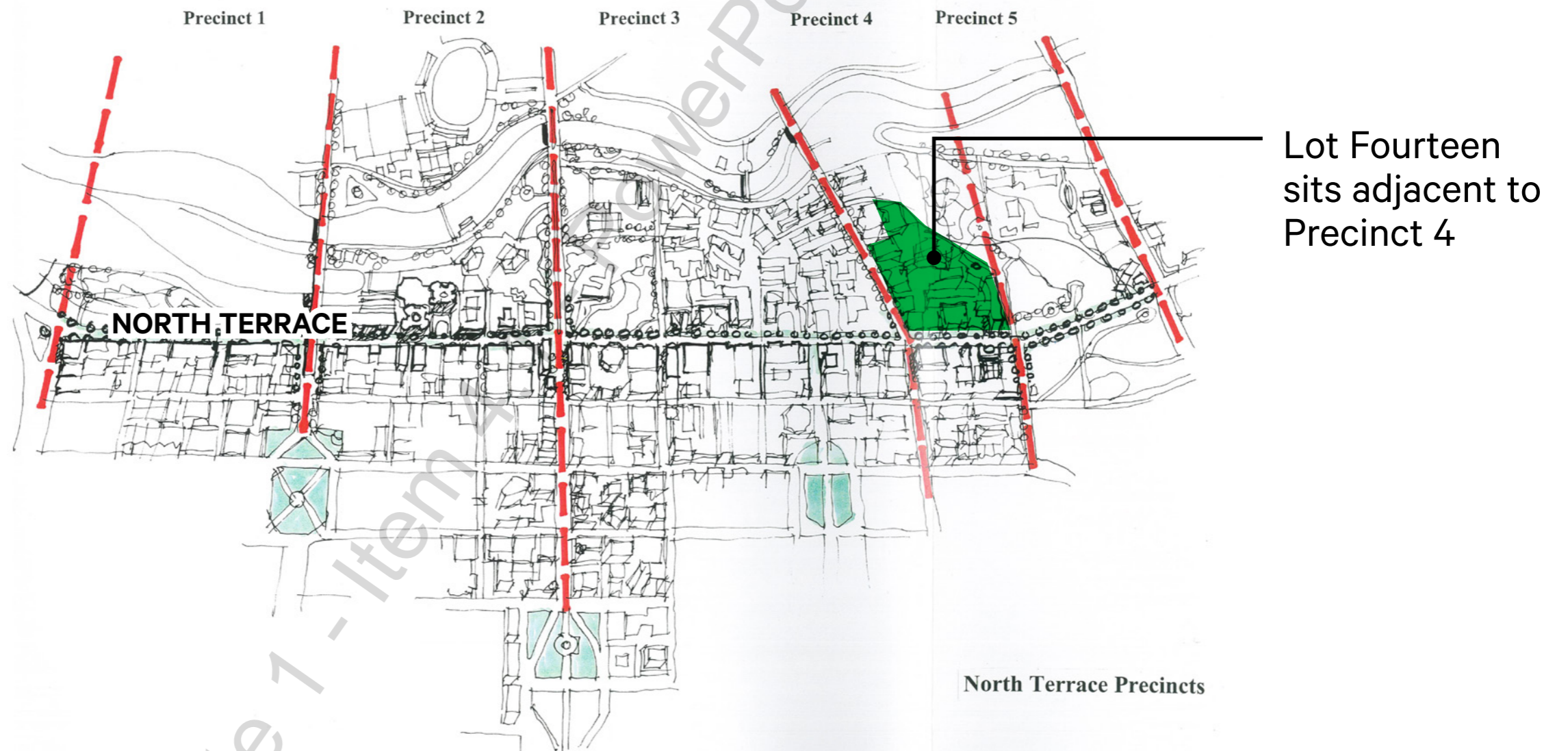
- 6000 site users daily.
- More than 1.5 million visitors to the Adelaide Botanic Garden, Mission Control and Space Discovery Centre, and the Aboriginal Art and Cultures Centre.
- Once completed this will arguably be the most visited segment of North Terrace.

# Transforming Lot Fourteen



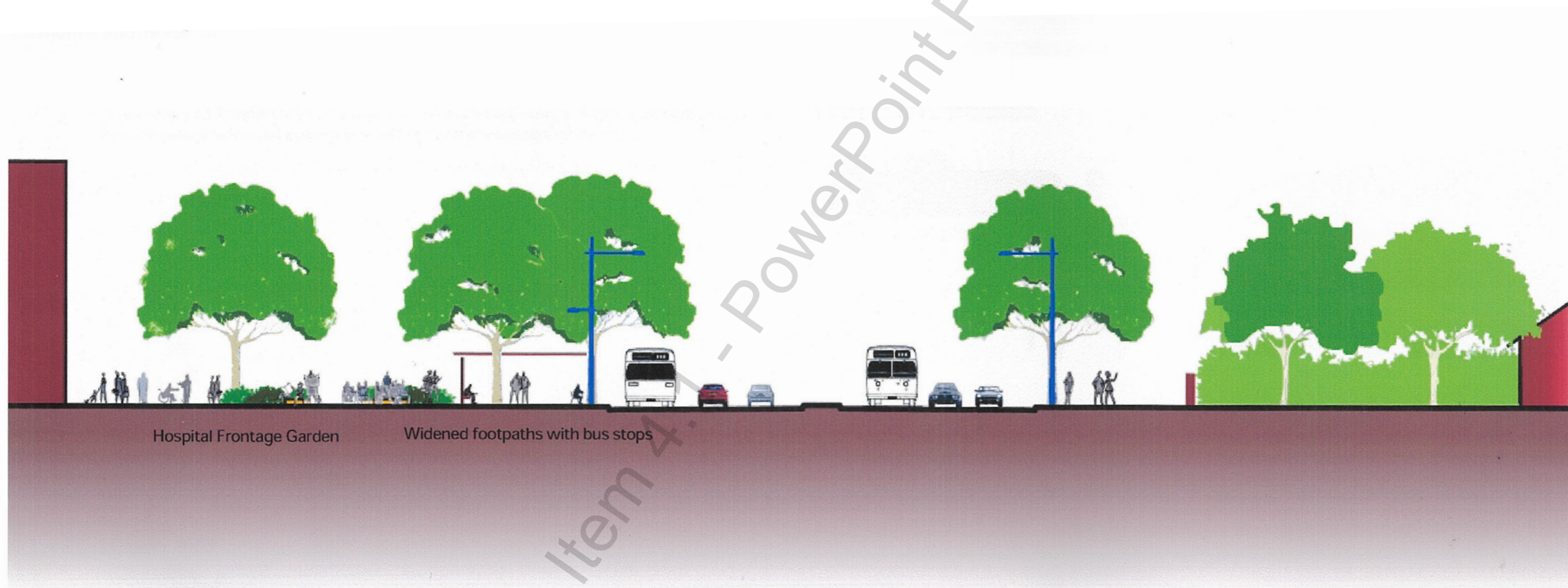
- Public realm consistent with North Terrace cultural boulevard.
- Capitalise on \$550 million investment redefining this end of the City.
- Completion of boulevard encourages visitors to other attractions including the Adelaide Botanic Gardens, universities, museum and galleries.
- Public realm transforms precinct from closed site to one that invites, is open and accessible.
- Part of broader Lot Fourteen public realm master plan with more than 50% open space.

**“Adelaide’s premier street, a vibrant-place for the whole community, a destination rich in it’s offerings to locals and tourists alike - a great urban boulevard showcasing our State’s achievements to the world”**





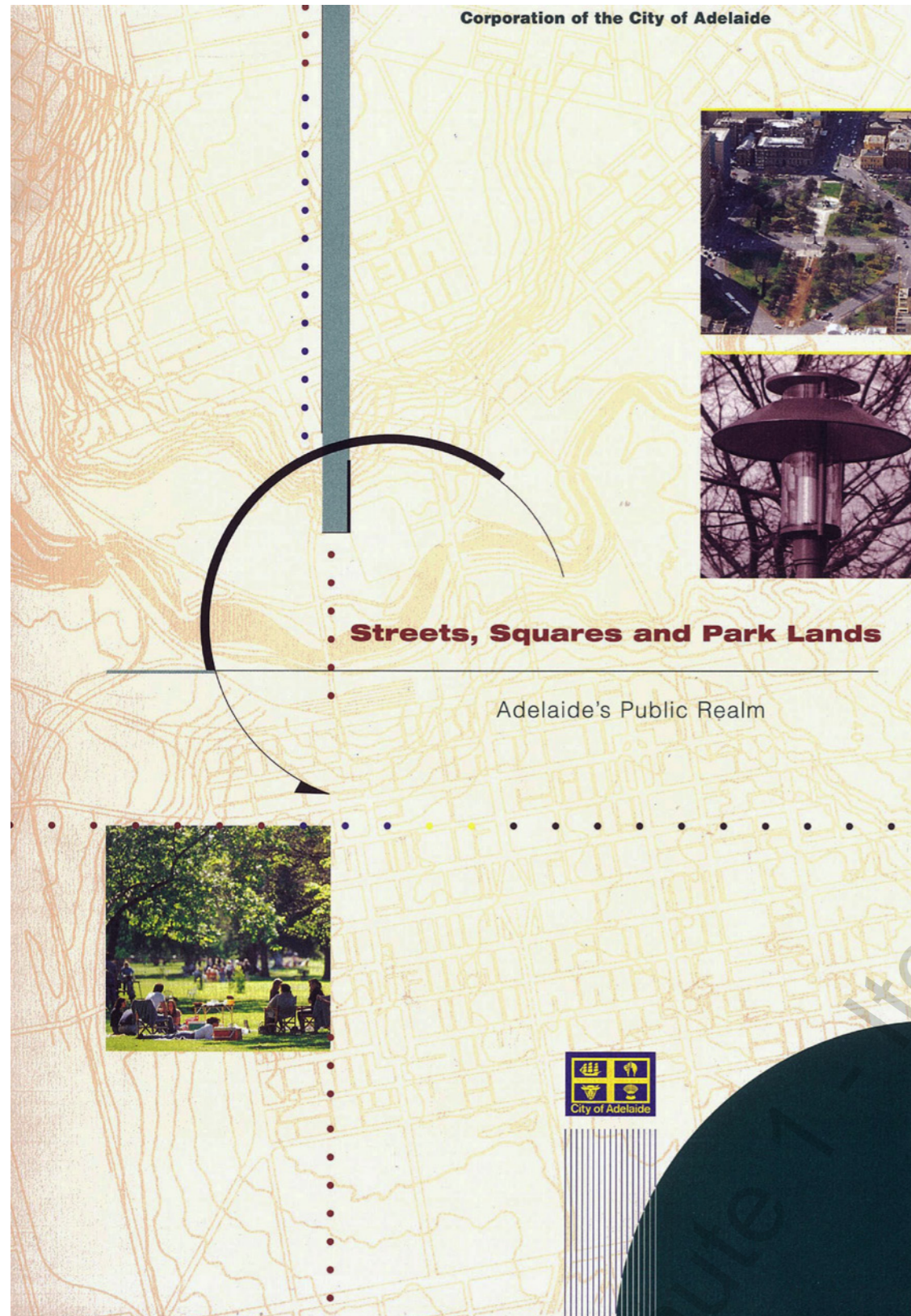
# North Terrace 2001 Concept Design



Section - Frome Road - East Terrace

- Major changes since 2001:**
- New use for RAH site.
  - Tram in North Terrace.

# Streets Squares and Parklands 1998



# Adelaide Design Manual Current

## 02 Boulevards

Boulevards are defined by a grand scale, with many of these the 40m wide streets (part of Colonel Light's original plan) acting as key gateways to the city.

### Ceremonial Boulevards

Representing the city's identity and civic pride, these streets are of the highest priority due to their provision of a range of transport options for street users, as well as their importance to the city's overall tourist functions.

**Reinforce the street's civic importance**  
Ceremonial Boulevards provide an ideal setting for important civic, cultural and educational institutions by framing landmark buildings and creating grand outdoor civic spaces.

Ceremonial Boulevards should:

- o Use a formal structure and arrangement of street elements in response to institutional buildings and forecourts
- o Use trees, landscaping and furniture to provide a human scale and mediate the scale of buildings in the wider street environment
- o Respond to the immediate context of the area, including the built form
- o Use high-quality, robust materials, detailing and construction techniques to prolong and service a high intensity of use and maintenance, and to suit the civic nature of the street

**Prioritise the pedestrian experience**  
Pedestrian activities are prioritised on Ceremonial Boulevards over vehicles, however flexibility is important to cater for events and street-based trading activities.

Ceremonial Boulevards should:

- o Use traffic calming measures to change driver expectations of the street environment
- o Emphasise the role and scale of these streets with high levels of uniform lighting to perform night-time wayfinding and provide a visual presence

o Arrange furniture and greening elements to encourage social interaction and activities

o Structure spaces and provide both zones for movement and different activities

o Configure greening elements to allow high volumes of pedestrian movement and maintain sight lines, and provide connected shade

**Facilitate a space for public ceremonies and events**  
Ceremonial Boulevards host a range of events, activities and symbolic experiences which are of cultural importance to the city, such as holiday parades and Anzac Day marches.

Ceremonial Boulevards should:

- o Provide a range of transport options including safe and continuous connections for walking
- o Provide a cohesive feel and reinforce the capital city character with a highly structured and professional arrangement of spaces and elements
- o Provide infrastructure for city promotion and amenity such as banner poles, wayfinding signage, WiFi and CCTV

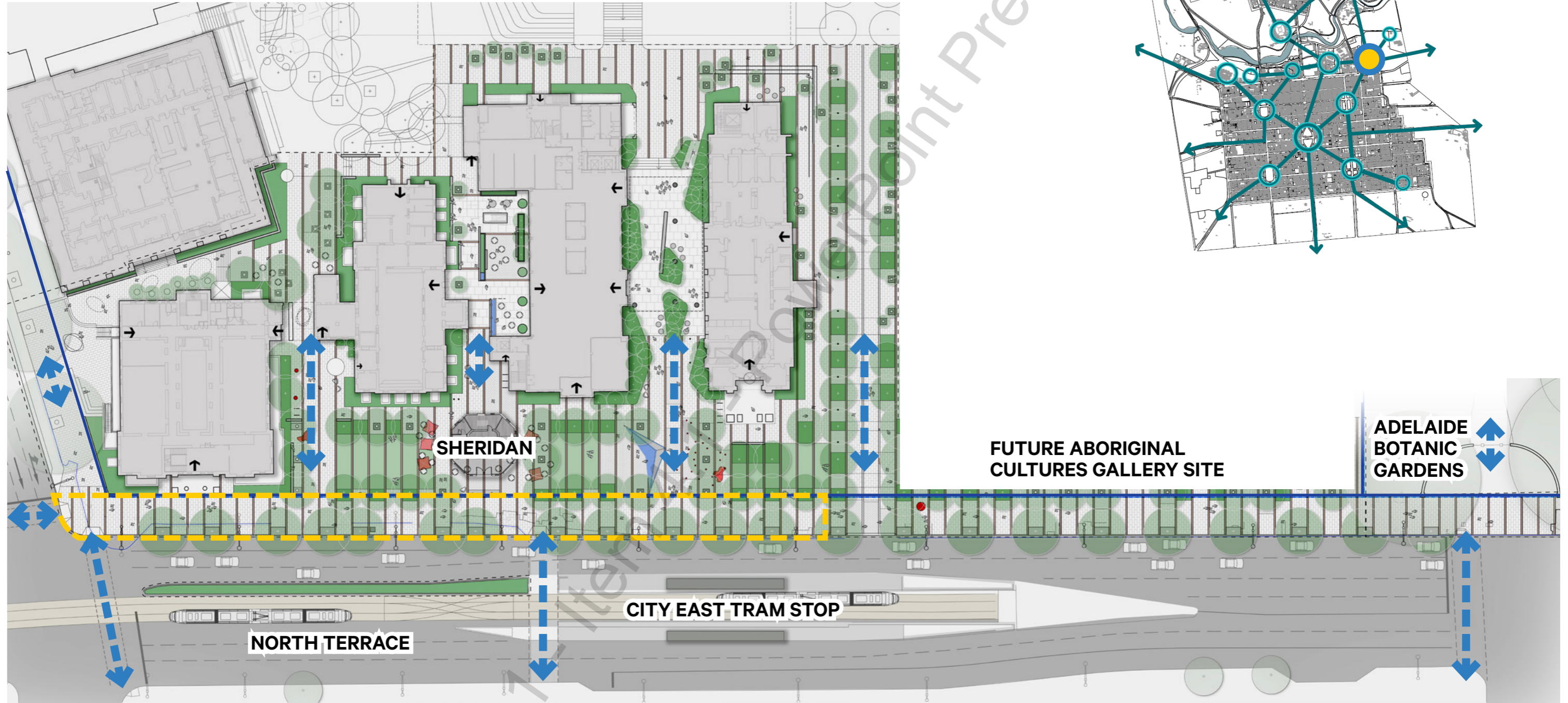
Adelaide Design Manual - Street Types  
34

Ceremonial Boulevards such as North Terrace represent the city's identity and civic pride

Adelaide Design Manual - Street Types  
35

- North Terrace: Ceremonial Boulevard.
- Prioritising pedestrian experience.
- A place for public ceremonies and events.

# Integrate whole-of-precinct approach connecting Lot Fourteen to the CBD



Minute



# Aerial view looking east



## Alignment with Development Plan process

- City of Adelaide Development Plan - application lodged in February 2019 and included a statutory referral to the City of Adelaide.
- Application approved by SCAP in July with tree removal conditional on landlord consent.
- The Desired Character Statement and applicable development plan objectives explicitly state that an improvement in pedestrian amenity and pedestrian access will be a priority.
- The proposed public realm, including the tree removal, is fundamentally about improving pedestrian amenity and access.

# Existing condition



- Existing pedestrian crossing encumbered by trees, furniture, planting beds and service cabinets.
- Footpath condition poor.
- Clutter and contested space.

# Improved pedestrian amenity

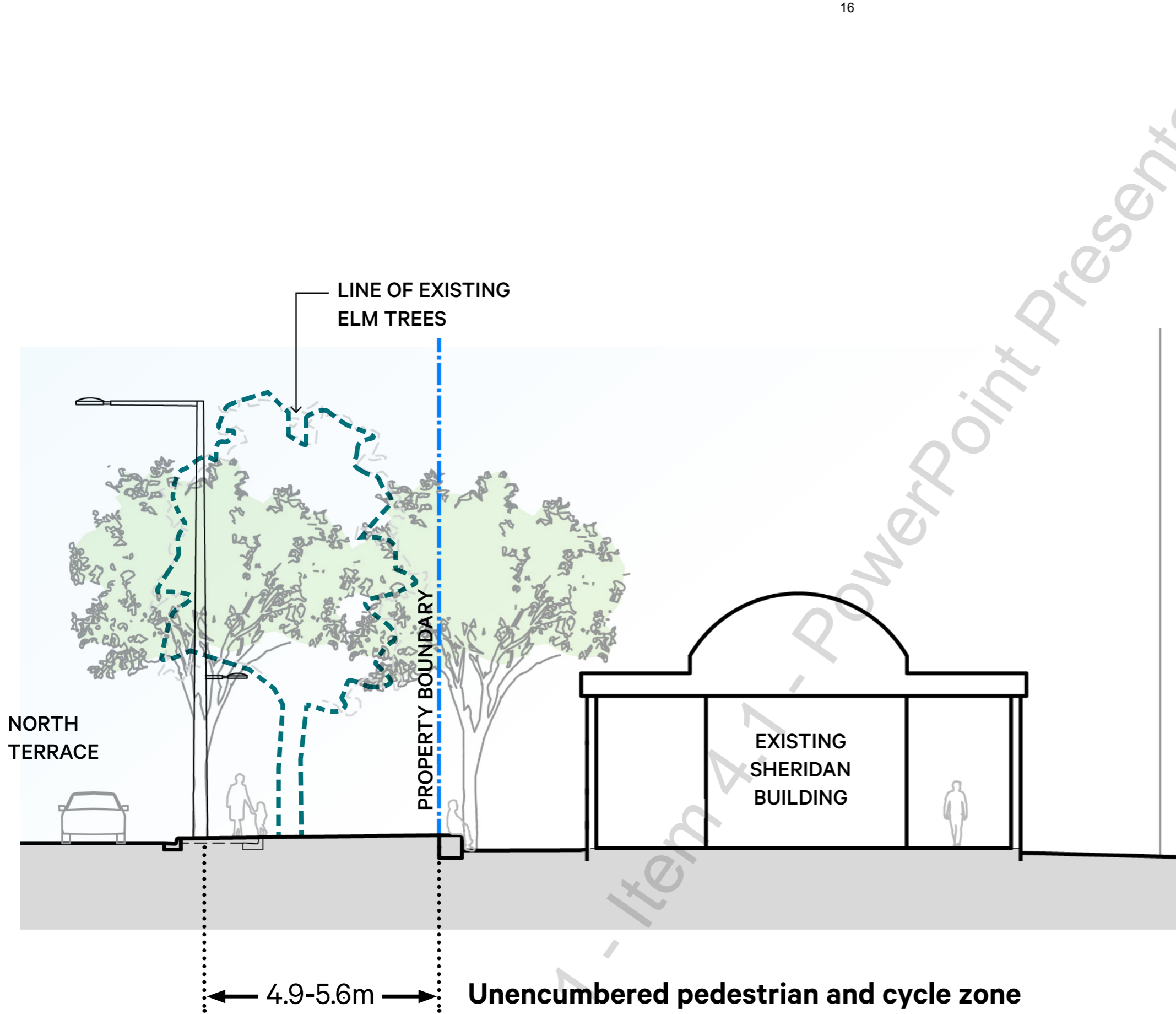


- North Terrace kerb at existing bus bay realigned.
- Bus stop remains in current location.
- Preferred arrangement supported by DPTI.
- 4 tram/street light poles relocated.

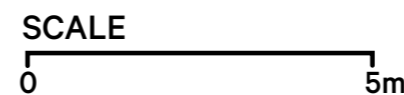


- Kerb reconstructed along existing alignment eastern section.
- Footpath width increased to 4.9-5.6m without obstructions (new street trees planted).





- Footpath widened to 4.9-5.6m.
- 10 mature elms and 1 semi mature plane tree removed.





- New granite paving on concrete slab.
- Extensive new semi-mature tree planting.
- New street furniture and lighting.

# Summary

1. North Terrace master plan precinct 4 realised
2. Proposed works:
  - a. Kerb realignment at existing bus stop to increase footpath width to 4.9-5.6m clear for pedestrians and cyclist. DPTI has approved new arrangement of bus stop.
  - b. 4 tram and street light poles relocated.
  - c. Tram and other service cabinets relocated to unencumber footpath.
  - d. Location of new street furniture consolidated.
  - e. New granite paving on concrete slab to CoA standard.
  - f. 9 regulated and 1 significant tree removed.
  - g. 12 new street trees planted to CoA standard.
  - h. 29 other new trees planted within Lot Fourteen adjacent to footpath.

# River Torrens Heavy Vehicle Bypass Requirement

## Briefing Purpose:

To provide Council Members with information relating to the requirement to implement a Heavy Vehicle Bypass (HVB) restriction for the 3 main bridges in the City of Adelaide as a risk mitigation measure.



**A BEAUTIFUL  
DIVERSE CITY  
WITH AN  
ENVIABLE  
LIFESTYLE THAT IS  
WELCOMING TO  
PEOPLE AT ALL  
STAGES OF LIFE**

**LIVEABLE**

**PROGRAM: INFRASTRUCTURE**

Author: MASHA HIMPATROVICH, PROJECT OFFICER, NINTON DEVENISH

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## KEY MESSAGES:

- Adelaide Bridge is a major transport route through Adelaide.
- The Bridge was built in 1930
- Fair/Average condition for its age, but is deteriorating over time and close to the end of its useful life.
- Currently working with key stakeholders to implement a Heavy Vehicle Bypass (HVB) for Adelaide Bridge
- It is recommended that the HVB be replicated for the Victoria and Albert Bridges to manage risk in the future.



# KEY QUESTIONS:

## **Why is a HVB being proposed?**

Each of the 3 Bridges currently permit modern vehicles that weigh far more than what they were designed for.

Adelaide Bridge is nearing the end of its useful life (constructed in 1930)

Condition is deteriorating

Is a key risk mitigation strategy to reduce loading on the Bridges.

## **What vehicles will be impacted?**

Heavy construction traffic and 'special' vehicles over 26 tonnes.

Normal cars and buses, Emergency vehicles and waste collection vehicles will not be affected.

## **What are the benefits of the HVB?**

Will enable the 3 Bridges to be managed effectively throughout their remaining life

Will also improve the residential and commercial community of North Adelaide, by re-directing Heavy Vehicles to the ring route.

## **What community engagement will take place?**

A Communications Plan has been developed to explain the HVB and communicate its purpose.

This will include relevant Government agencies and Industry.

## BACKGROUND:

- In 2016, a load rating assessment was undertaken by GHD and identified a potential risk compared to today's Standards.
- A load restriction of 26 tonnes has been recommended for the Bridge, as a risk mitigation strategy
- As a means of limiting the heavy vehicle use of Council owned Bridges, a Heavy Vehicle Bypass will be implemented for Adelaide, Victoria and Albert Bridge



## ALLOWED VEHICLES





## NOT PERMITTED VEHICLES

- Vehicles over 26 tonnes will not permitted to cross the Bridges.
- Examples (but not limited to):



## WHAT IS A HVB:

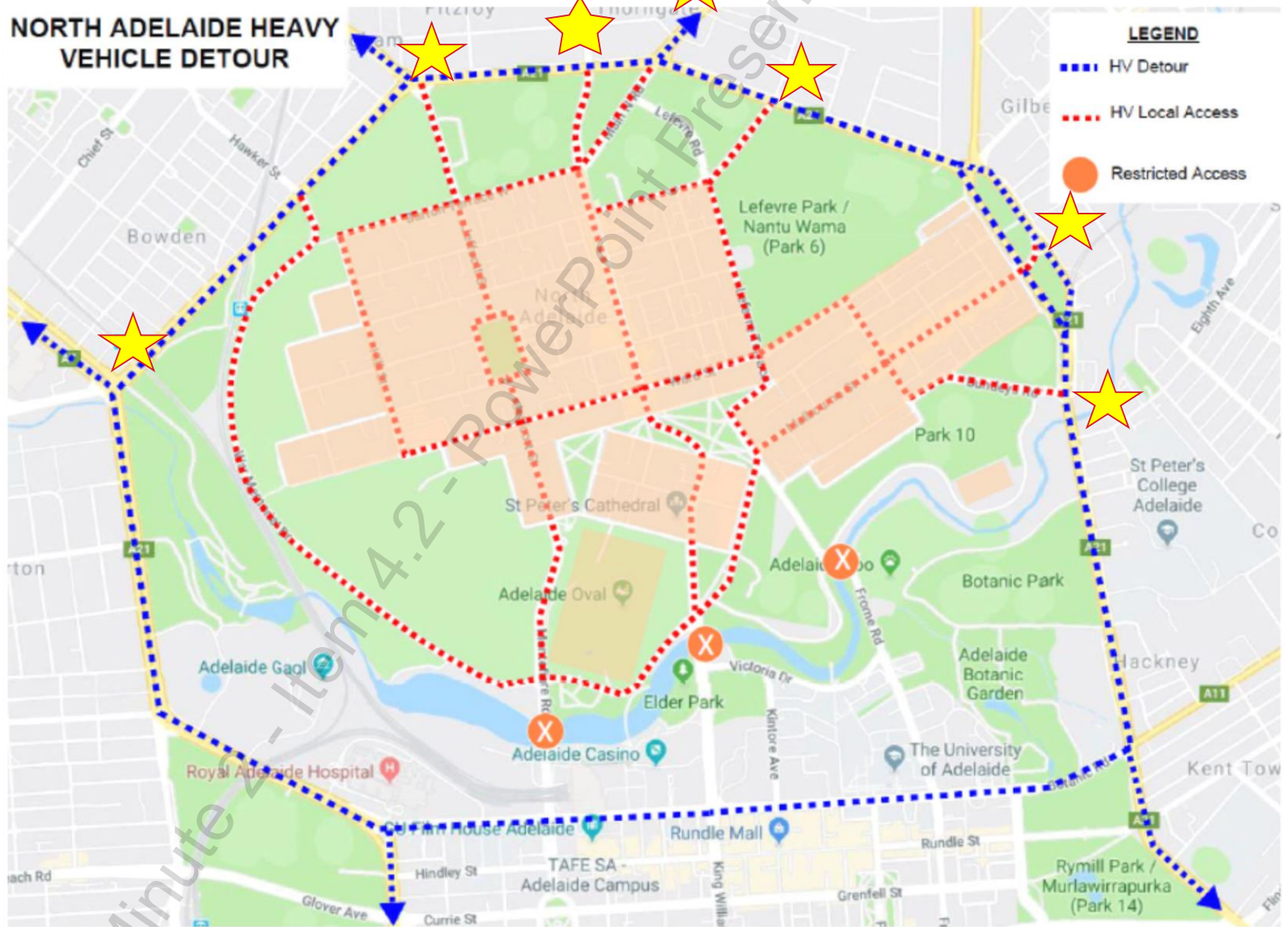
- A HVB directs heavy vehicles (over 26 tonnes) to utilise an alternative route.
- It would limit heavy vehicle use of Council owned Bridges
- It will improve the residential and commercial community of North Adelaide
- Lessen impacts on other Council owned assets such as roads and stormwater infrastructure



# WHAT IS A HVB?

- 7 Major routes into North Adelaide 
- Exit North Adelaide same way as entered

## NORTH ADELAIDE HEAVY VEHICLE DETOUR



# SCENARIOS

## SCENARIO 1: Current State

A 60 tonne truck needs to deliver steel to the Festival Centre Complex

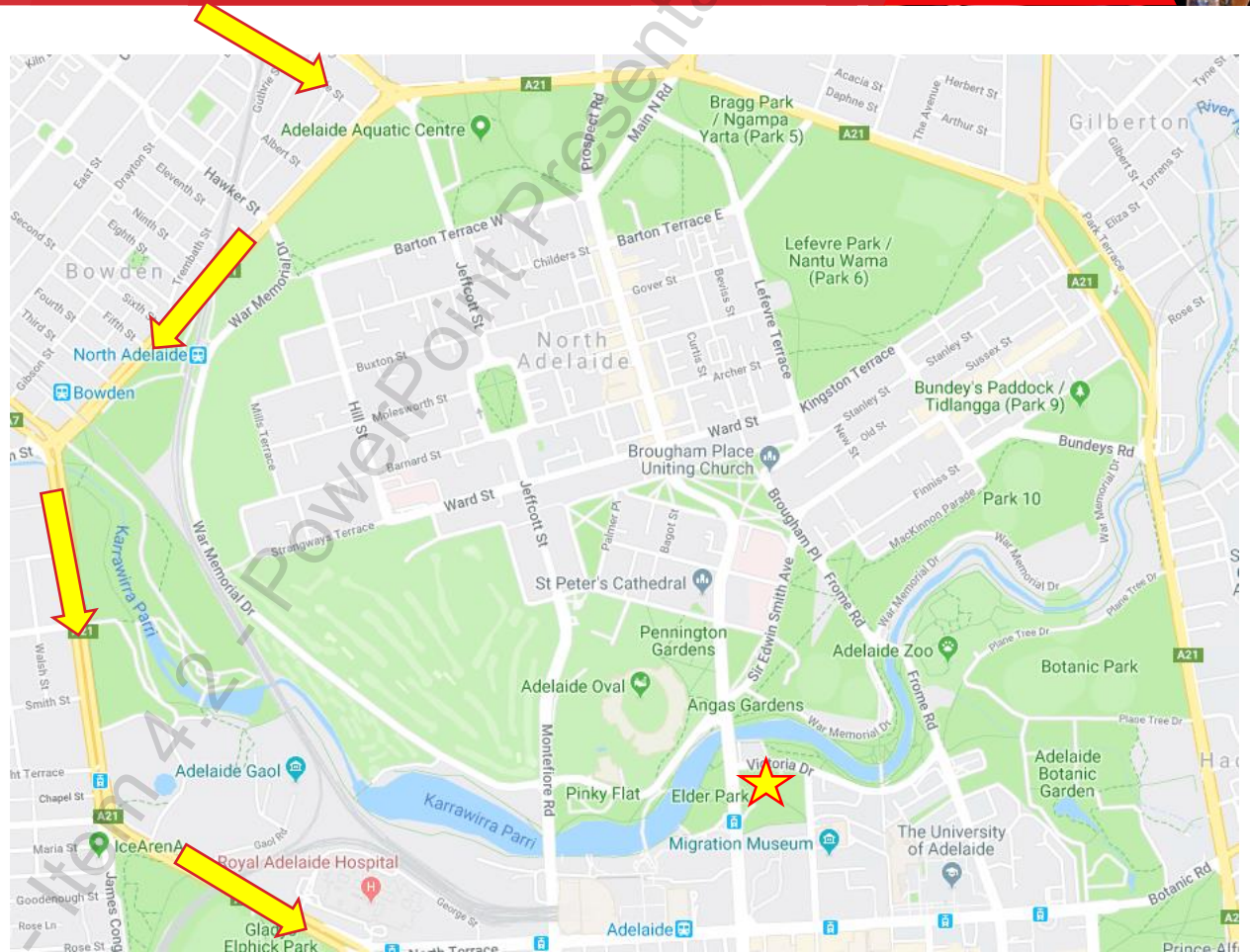


This Restricted Access Vehicle (RAV) must contact the NHVR to ensure it's route is ok.

Currently City of Adelaide would deny access for any over-mass vehicle over Adelaide, Albert, or Victoria Bridge.

Alternative route must be found.

Existing control in place



# SCENARIOS

## SCENARIO 2: Current State (2)

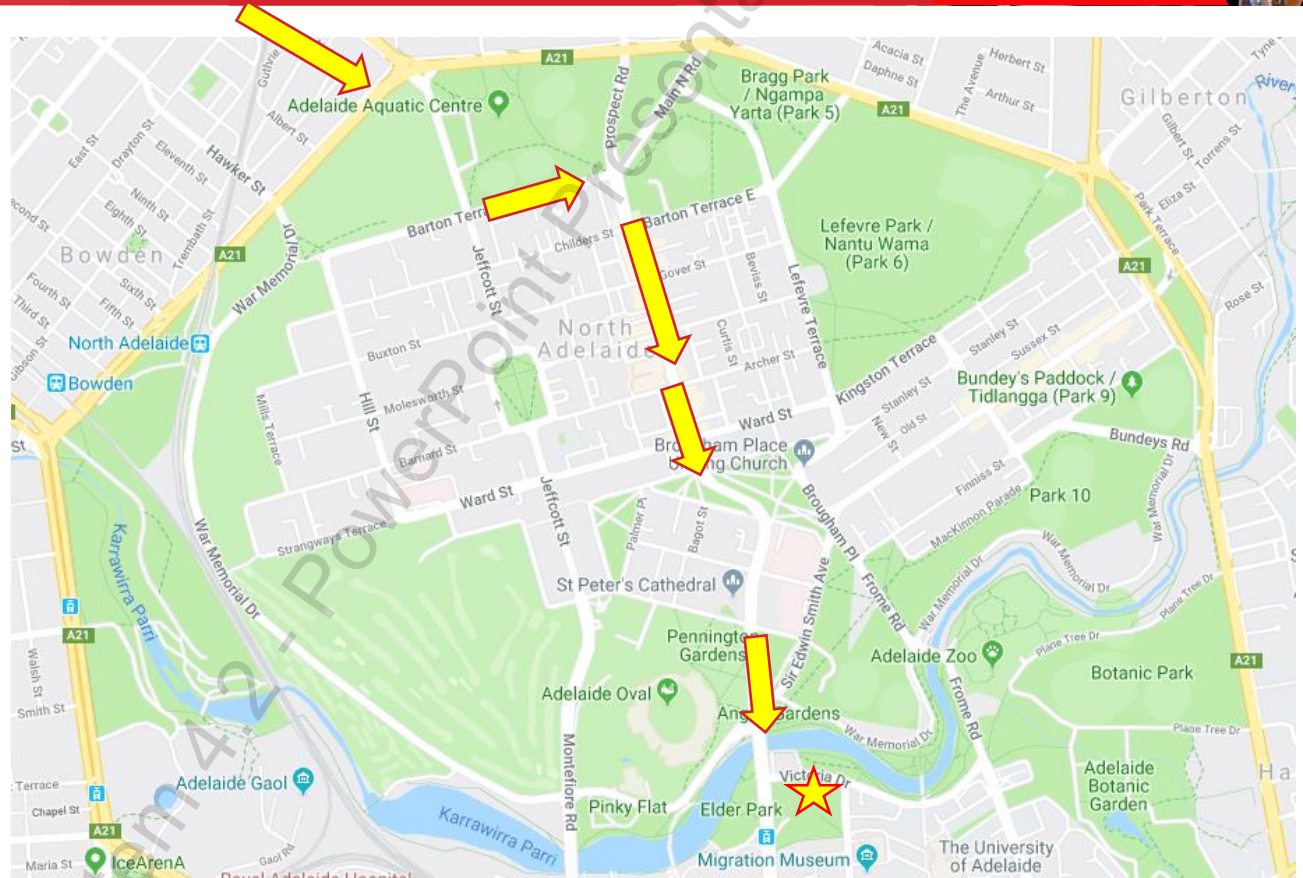
A 60 tonne truck needs to deliver steel to the Festival Centre Complex



This Restricted Access Vehicle (RAV) must contact the NHVR to ensure it's route is ok- but doesn't do this (illegal movement)

Existing control in place, but difficult to enforce

Significant risk to infrastructure



There is a significant risk that over-mass vehicles may use the Bridge without knowledge of the regulator

# SCENARIOS

## SCENARIO 3: HVB in place

A 60 tonne truck needs to deliver steel to the Festival Centre Complex

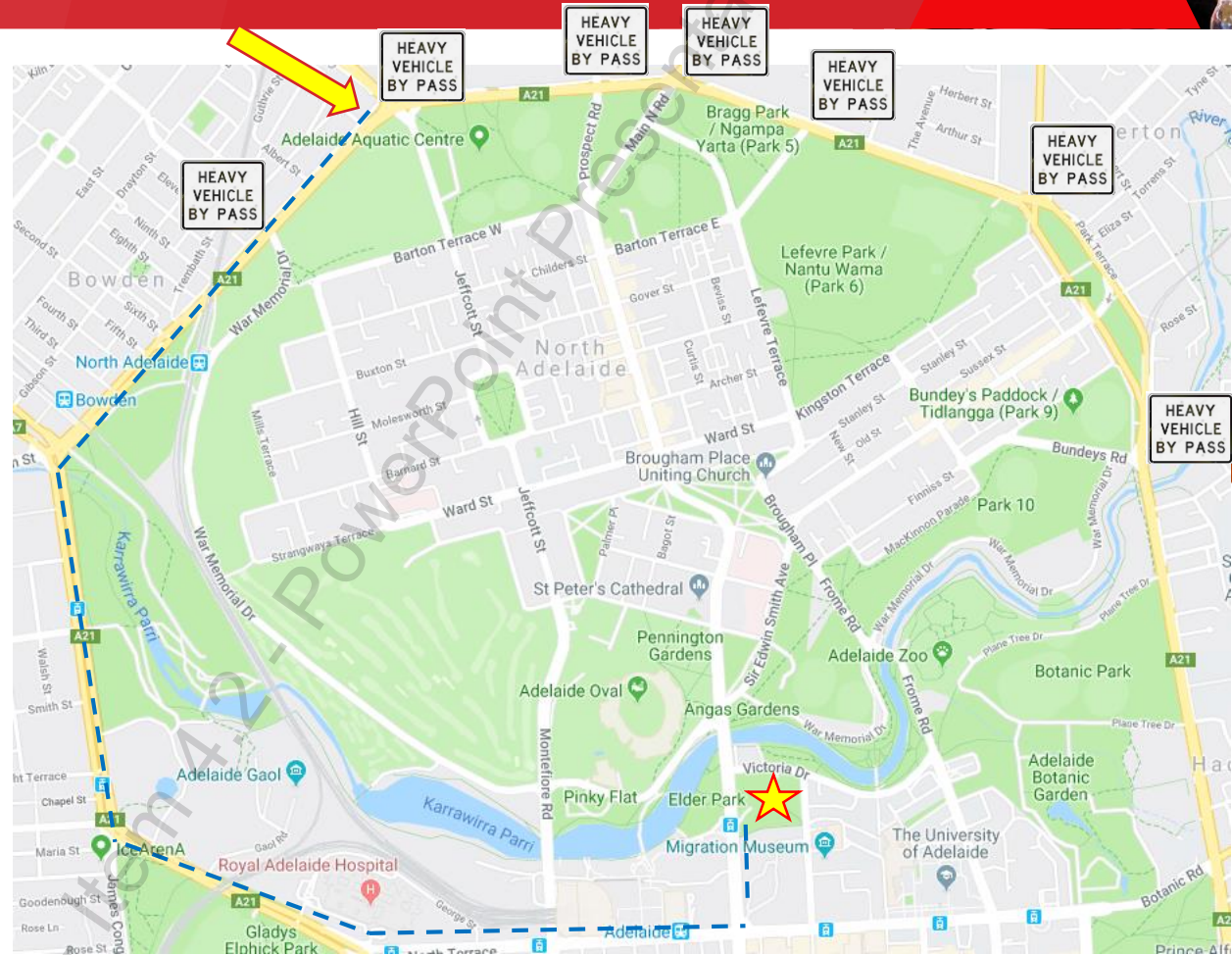


Adelaide Bridge is not able to carry over-mass vehicles.

The driver comes to a entry point of North Adelaide.

Is notified by signage that he must use HVB

Avoids North Adelaide, and utilises Ring Route




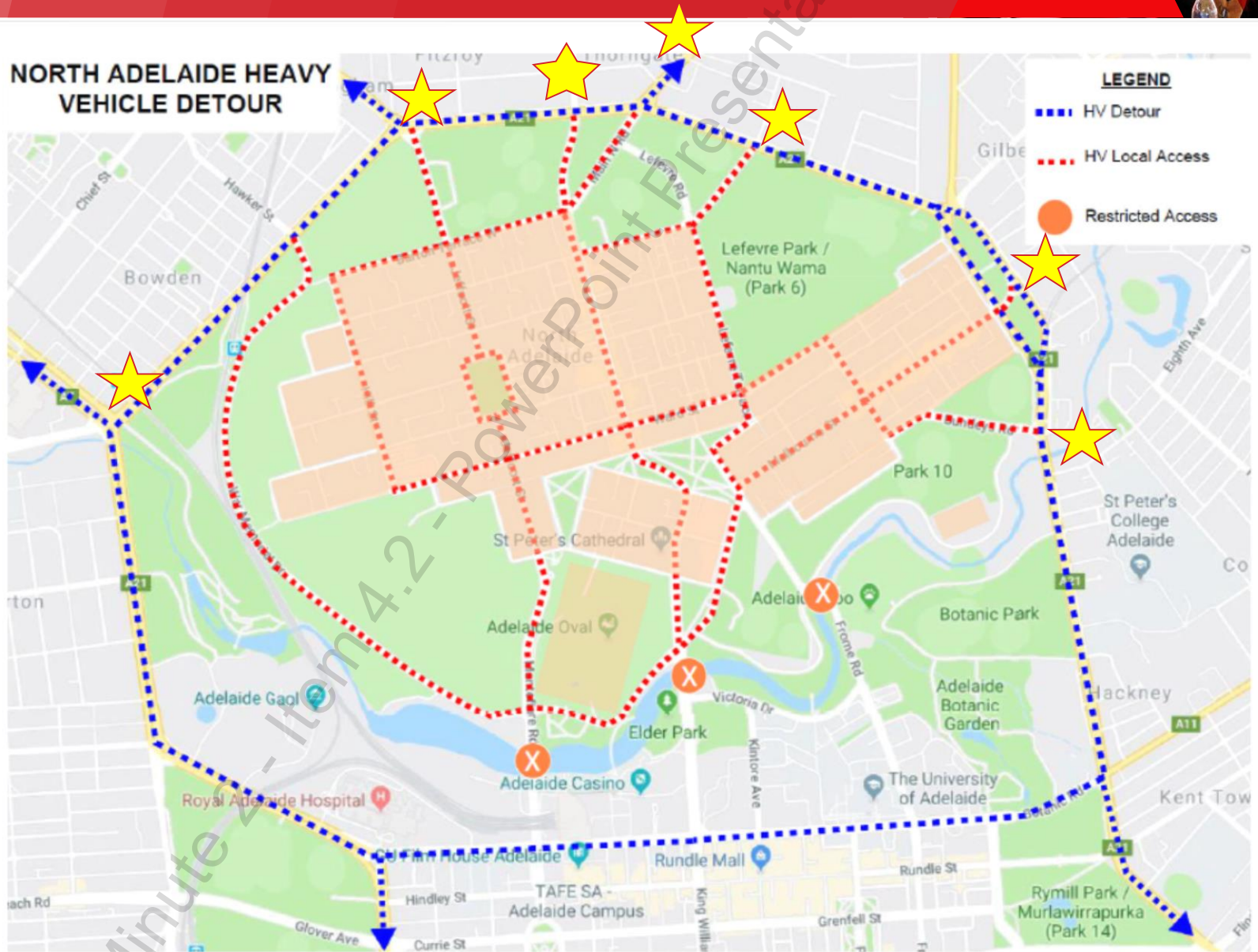
NHVR is still required.

Here, they are advised they must use Ring Route.

An additional control is the signage

## EXPLAINED

- A multi-control approach
- 7 Major routes into North Adelaide 
- Exit North Adelaide same way as entered



# STRATEGIC ALIGNMENT

## Strategic Document

## ALIGNMENT:

Outlines Council's desired transport and movement outcomes for the City, and the strategies to achieve these over the next ten years

Smart Move Strategy  
2012-2022

- Key priority is to create a people-friendly City by improving conditions for pedestrians, cyclists
- Under the 'Efficient Services' Outcome, the Strategy aims to create a City where:
  - o Freight deliveries are efficient and not disruptive to other street users

The strategies focus on ensuring servicing and freight deliveries to and within the City are efficient, whilst minimising the impact on other City and street users.

North Adelaide Local Area Traffic  
and Parking Management Plan

Community consultation results did not reveal heavy traffic as an issue in North Adelaide.

CBD Access Strategy

- Being developed now, scoping underway
- Within next 6 months
- Great opportunity to incorporate HVB into this Strategy


City Plan

Integrated Infrastructure planning



# ENFORCING OF THE HVB

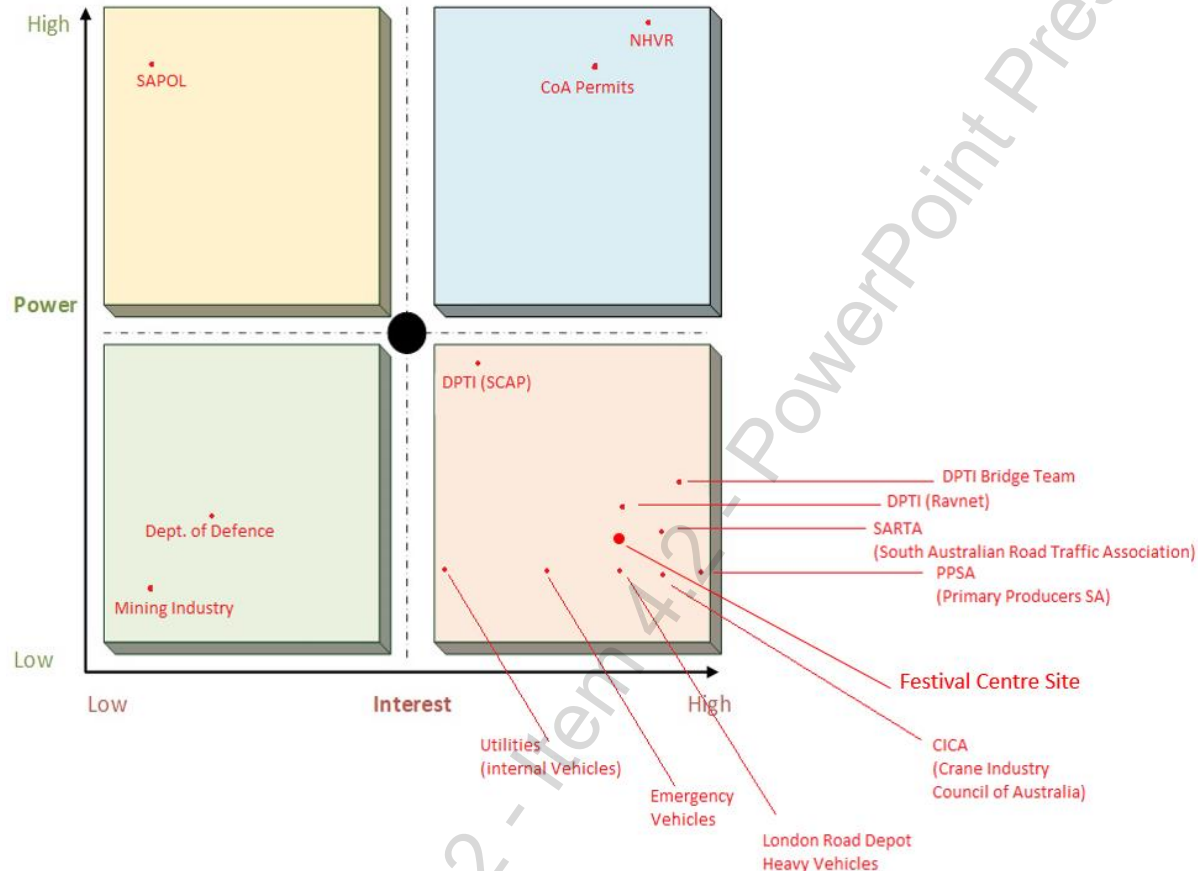
- A multi-control approach will ensure the HVB is applied effectively

CONTROL	COMMENT:
<p><b>Signage</b></p> 	<ul style="list-style-type: none"> <li>• Strategically placed signage will ensure Heavy Vehicles are directed away from Bridge Assets and onto the Ring Route</li> <li>• Details to be confirmed</li> </ul>
<p><b>NHVR</b></p>	<ul style="list-style-type: none"> <li>• The NHVR is a national regulator of heavy vehicle movement.</li> <li>• The NHVR will update their map to include the HVB</li> <li>• Any breaches observed by CoA can be communicated to the NHVR who will send Transport Inspectors to the company directly, weigh the vehicle and issue fines if required</li> </ul>
<p><b>City Works Permits</b></p>	<ul style="list-style-type: none"> <li>• Construction works in the City of Adelaide require a City Works Permit.</li> <li>• These Permits will include the HVB details and clearly detail approved routes for travel (avoiding the Bridges)</li> </ul>

# STAKEHOLDER ENGAGEMENT

## High Power Low Interest

SAPOL



## Low Power Low Interest

- Department of Defence
- Mining Interest Industry

- Additional stakeholders to be engaged:

## High Power High Interest

- City of Adelaide (Permits Team)
- National Heavy Vehicles Regulator (NHVR)

## Low Power High Interest

- Utilities (SA Water, SAPN)- Internally used heavy vehicles only
- Emergency Vehicles (MFS, Ambulances)
- London Road Depot Heavy Vehicles
- CICA (Crane Industry of Australia)
- PPSA (Primary Producers SA)
- SARTA (South Australian Road Traffic Association)
- DPTI (Ravnet)
- DPTI (SCAP)

STAKEHOLDER ENGAGEMENT

- Stakeholders have been engaged and will continue to be engaged throughout implementation
- Some key interactions are below

KEY STAKEHOLDER	COMMENT:
<b>DPTI</b>	<ul style="list-style-type: none"> <li>• Key stakeholder</li> <li>• Engaged re signage requirements on arterial roads</li> </ul>
<b>NHVR</b>	<ul style="list-style-type: none"> <li>• The NHVR is a national regulator of heavy vehicle movement.</li> <li>• The NHVR will update their map to include the HVB and enforce where necessary</li> </ul>
<b>City of Adelaide City Works Permits</b>	<ul style="list-style-type: none"> <li>• Will be consulted and advised to change Permit details</li> </ul>
<b>Festival Centre Complex (including Skycity)</b>	<ul style="list-style-type: none"> <li>• Adjacent stakeholder, works underway</li> <li>• Have agreed to turn right out of the complex and onto King William Road and North Terrace, onto the Ring Route.</li> </ul>

NEXT STEPS

