ASSET MANAGEMENT COMMITTEE MINUTES

for the meeting held

on Monday, 18 October 2021

in the Council Chambers
72 Woodville Rd, Woodville SA 5011

PRESENT :

Elected Members:

Councillor - Edgar Agius, Councillor - Thomas Scheffler, Councillor - Stuart Ghent, Councillor - Tolley Wasylenko, Councillor - Oanh Nguyen, Councillor - Paul Sykes, Councillor - Kelly Thomas , Councillor - Alice Campbell

DATE :

Monday, 18 October 2021 | Time 06:00 PM

VENUE :

Council Chambers

In Attendance :

Chief Executive Officer - Paul Sutton	General Manager Asset Management Services - Adrian Ralph
Manager Open Space Recreation and Property - Sam Higgins	Manager Engineering Strategy and Assets - Sam Adams
Executive Assistant to the GM AMS - Brooke Bezzina	

1. COMMITTEE OPENING

1.1 ACKNOWLEDGEMENT

Niina Marni is Kaurna for ' Welcome'. The City of Charles Sturt acknowledges and pays respect to the traditional custodians of the land, the Kaurna people of the Adelaide plains. We pay our respect to Elders past, present and emerging. We respect their spiritual beliefs and connections to land which are of continuing importance to the Kaurna people of today. We acknowledge the contributions and important role that Aboriginal people continue to play within our local community in Charles Sturt. We also respect the culture of Aboriginal people visiting from other areas of South Australia and Australia.

1.2 APOLOGIES AND LEAVE OF ABSENCE

APOLOGIES

Nil

LEAVE OF ABSENCE

Councillor - George Turelli

2. CONFIRMATION OF MINUTES

Note: The Committee does not have the power to make final decisions, it considers reports and makes recommendations (which are included as the minutes of this meeting) to full Council. The power to make the final decision rests with Council. Council may alter a recommendation made by the committee as part of this process. These minutes will be considered by the Council at its meeting on 25 October 2021.

2.1 CONFIRMATION OF MINUTES

Brief

Confirmation of the minutes of the previous meeting held on Monday, 20 September 2021.

Moved **Councillor - Oanh Nguyen** **Seconded** **Councillor - Tolley Wasylenko**

Motion

That the minutes of the previous meeting held on Monday, 20 September 2021 be taken as read and confirmed.

Carried Unanimously

3. DEPUTATIONS

3.13 DEPUTATION - NEW FOOTPATH OZONE AVENUE, SEMAPHORE PARK - JOHN GRINTER

Brief

A deputation request was received from Mr John Grinter who would like to speak to the Committee in relation to Item 4.61 Consultation Outcomes, New Footpath Ozone Avenue, Semaphore Park.

Leave of the meeting was sought to grant Mr Grinter an additional 2 minutes to conclude his deputation. Leave was granted.

Moved **Councillor - Stuart Ghent** **Seconded** **Councillor - Edgar Agius**

Motion

1. **That the deputation be received and noted.**
2. **That Mr Grinter be thanked for his presentation and any notes that comply with Council's Code of Practice for Meeting Procedures and the laws of defamation, be included in the Minutes.**

Carried Unanimously

CITY OF CHARLES STURT

Asset Management Committee Presentation Notes for Meeting on 18 October 2021

From John Grinter, [redacted], a resident since 1971

I am attending by the council's invitation to represent the resident's majority view of the Ozone Ave proposed footpath that is confirmed in the petition that I will present to the meeting.

Semaphore Park was originally planned to not have footpaths generally and is bounded clockwise by Military Road, Sutherland Avenue, Sansom Road and St Albans Terrace and currently has footpaths from Sansom Road to Military Road on the north side of each thoroughfare via Sutherland Ave and St Albans Tec because of the bus services provided to both main roads.

There is a footpath on the south side of Beach way Ave that heads west from Sansom Rd that crosses Coral Ave turns north and terminates at the corner of Coral Ave and Ozone Ave. Logically the proposed footpath would continue from the current termination along the southern side of Ozone Ave to Military Rd.

In the past there have been attempts to install a footpath on the south side of Ozone Ave through to Military road that were opposed by most residents and consequently did not proceed and that is the current opinion now!

Any resident who is disabled is subsequently not catered for and has never been so if council is going to provide the footpath for the "disability access requests" that you state in your letter I challenge that because I have lived here since 1971 and have observed very few disabled residents and those that I have seen manage quite well on the road surface along with pedestrians.

If council is going to use that reason to construct a footpath, then I will expect it to construct footpaths throughout the entire suburb so that other disabled persons are provided for as well but I doubt whether that will occur so why is it proposed to do so in Ozone Ave!

Also, if council decides to construct the footpath on the southern side rather than the northern side that is equally viable then it should be aware that the significant tree at the front of my residence at No 16 has roots protruding from the surface and if cut to accommodate the footpath it may kill it so I suggest that council employs an arborist to inspect the tree and make recommendations as to what may occur if the path proceeds. Councillor Stuart Ghent has advised that a bitumen path would be constructed over the tree roots to protect them however that will cause an undesirable ramped pathway that may be too steep for the disabled to negotiate effectively.

Finally, there are no non-negotiable reasons to construct the footpath and that has always been the case and past attempts have been rejected by the residents and accepted by council.

My advice is that the council should spend the funds allocated for this project on other vital urgent projects that will be appreciated by other concerned rate payers whose issue may have been deferred in favour of this one!

Concerned regards,

John Grinter

Mobile - [redacted]

Thank-you for the opportunity to present the case on behalf of the residents however when I received the agenda there were other matters that I need to address as follows;

The resident that has advised the council of the disability of her partner that council did not disclose to the other residents however it is common knowledge because she has told one of the residents who does not want the footpath that she will be successful with her submission and does not care that the majority of the residents don't.

Her partner is suffering with Parkinson's disease and lives at the back of my home and the only time he ventures out is to shuffle around to deliver his bins two at a time and returns them after they have been emptied and doesn't need a walker or a wheelchair so if a footpath is constructed it's doubtful, he would use it.

It should be noted that the resident and her partner bought the premises several years ago knowing that there were no footpaths and he was already suffering with Parkinson's disease.

As an alternative solution to this issue the council could buy a Gopher for around $4,000 and then the partially disabled resident would be able to move 24/7 which is a win, win outcome for all and far more economical.

Finally, the members of this committee will make the decision tonight whether the Ozone Ave proposed footpath along the south side will occur and if it does remember that will create a precent that will entitle any Semaphore Park disabled resident to demand a footpath.

3.14 DEPUTATION - INVESTIGATION OUTCOMES AND RESPONSE TO PETITION - TRAFFIC SAFETY IMPROVEMENTS - STANLEY STREET, WOODVILLE - MR IMRE DOHNAL AND DR PETER KENTISH

Brief

A deputation request was received from Mr Imre Dohnal and Dr Peter Kentish who would like to speak to the Committee in relation to Item 4.62 Investigation Outcomes and Response to Petition - Traffic Safety Improvements - Stanley Street Woodville.

Councillor - Paul Sykes entered the meeting at 06:24 PM

Councillor - Thomas Scheffler left the meeting at 06:25 PM

Leave of the meeting was sought to grant Mr Dohnal an additional 5 minutes to conclude his deputation. Leave was granted.

Councillor - Thomas Scheffler entered the meeting at 06:27 PM

Leave of the meeting was sought to grant Dr Kentish an additional 1 minute to conclude his deputation. Leave was granted.

Moved **Councillor - Oanh Nguyen** **Seconded** **Councillor - Tolley Wasylenko**

Motion

1. **That the deputation be received and noted.**

2. **That Mr Dohnal and Dr Kentish be thanked for their presentation and any notes that comply with Council's Code of Practice for Meeting Procedures and the laws of defamation, be included in the Minutes.**

Carried Unanimously

SAFETY ON STANLEY STREET Mr Imre Dohnal

Community Concerns

- Petition 1 – Head Petitioner Mr Jan Bogdan Kluciejasz
  No parking on the S bend was part of the petition

  70 SIGNATURES

- Survey 1,
  March/April 2021

  82% supported no parking

  14 % supported retention
  of parking (opposed no parking)

1

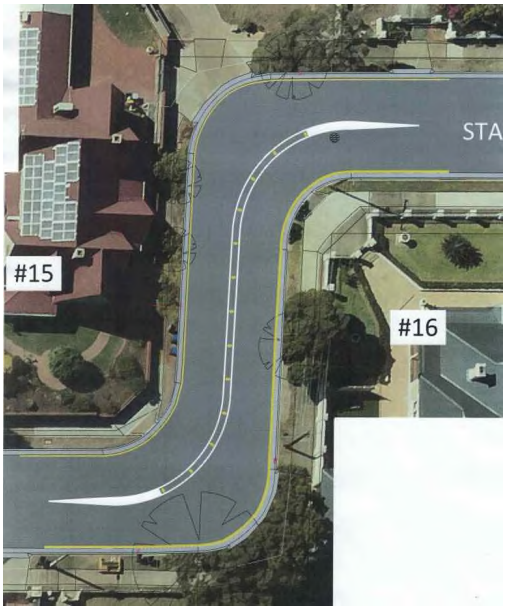
WHAT HAS HAPPENED?

- Staff report to AMC gave recommendations

19 April 2021
Recommendation 3b: Pavement bars and associated parking controls be installed at the S bend in Stanley Street, to clearly delineate the travel lanes and prevent conflict between contraflow traffic.

Parking controls in this area would be supported in this location regardless of the installation of pavement bars due to the increased risk of conflict caused by vehicles travelling contraflow ***in the centre of the road*** *where visibility is reduced.*

- Deputation by Mr Mullighan
  No notes were provided



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- AMC meeting of 19 April 2021

Apparent rejection of staff recommendation 3b

Further consultation with **RESIDENTS ON THE S BEND** and then redesign to retain some parking

- Petition 2 – Head Petitioner Mr Imre Dohnal

No parking on S bend and installation of pavement bars

214 signatures

about 48% of "catchment" area

almost 99% signed

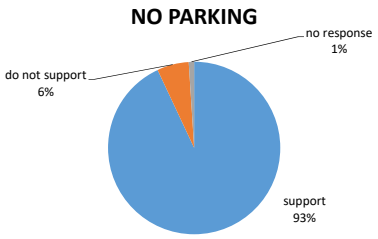
3

- Survey 2, September 2021 124 responses

Pavement bar (no parking/stopping) option

93% (115 responses) requested NO PARKING

6% (8 responses) did not support this option



Line marking (parking allowed) option

87% (108 response) did NOT support parking option

9% (11 responses) wanted parking

4

Survey 2: 9 pages of verbatim responses as appendix B of appendix E of report

very small sample of respondents comments

Still allows easier transit through the S bend for trailers and caravans. (pavement bar option)

I think the parking is still too dangerous. The corners are blind and massive 4wd are always parking there. **I've almost had an accident twice on this corner.**

Lived here for 6 weeks and almost been in 2 accidents

This is a great option, no parked cars to worry about and by having the Pavement Bar in the middle of the S- Bend will **ensure that it keeps people from speeding through the S-Bend**

Risk of collision is high still (as it is now)
- A parked car opens door and a van comes around the corner and wham.
- **Parking on a bend like that defies common sense**.

With vehicles parked both sides of the s-bend vision is poor and sometimes drivers are forced on the wrong side of the road. The S-bend is too narrow for vehicles of today. **Children crossing between vehicles can be dangerous.**

The road width and driver behaviour does not support parking. **The removal of parking in the S bend is the only reasonable and safest option**.

Having a pavement bar would then make vehicles stay in the appropriate lane & and not take a "short cut" through the middle of the S bend. The pavement bar would have to be supported by the introduction of no parking through the entirety of the S bend.

5

Staff report and recommendations

Having regard to the results of consultation and the outcomes of on-site investigations, the pavement bar treatment option shown in Appendix A is presented for Council endorsement prior to implementation.

The option is well supported by the local community and minimises the risk of conflict between opposing vehicles. It is recognised that this option will result in the loss of on-street car parking within the S-bend, however observations have found that there is ample on-street parking within the immediate vicinity for residents and their visitors.

6

ON A COMMUNITY SAFETY BASIS THE VAST MAJORITY OF THE LOCAL PEOPLE HAVE SPOKEN 4 TIMES

<u>ASKING FOR NO PARKING ON THE S BEND</u>

7

SAFETY ON STANLEY STREET Dr Peter Kentish

WHAT IS THIS REDESIGN AND OPTIONS

- OPTION 1
  "**Line Marking Treatment**"!

Better described as PARKING

Vehicles parked hard up against kerb

Lanes essentially reduced in width

- OPTION 2 No obvious heading
  Allows parking – NOT quantified

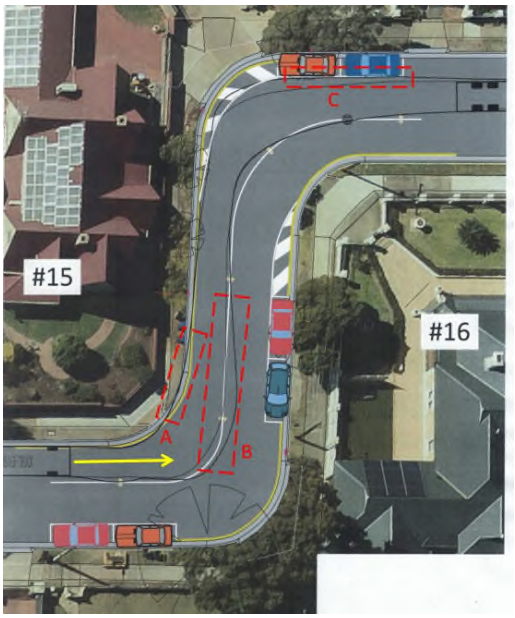
- OPTION 3
  "**Pavement Bar Treatment**"!

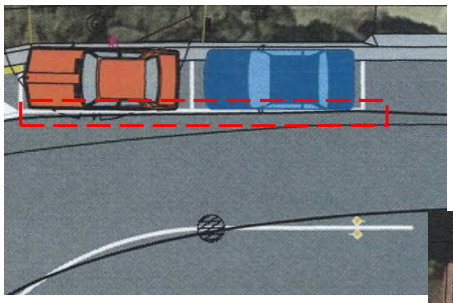
Better described as NO PARKING

Maximises visibility and SAFETY

8

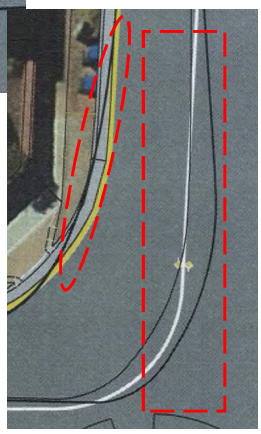
WHAT HAPPENS WHEN VEHICLES NEGOTIATE THE S BEND? - travel towards Hughes St





Collision even when car is hard against the kerb

Even with truck hitting the kerb and cars parked hard up against the kerb contraflow vehicles will not get through



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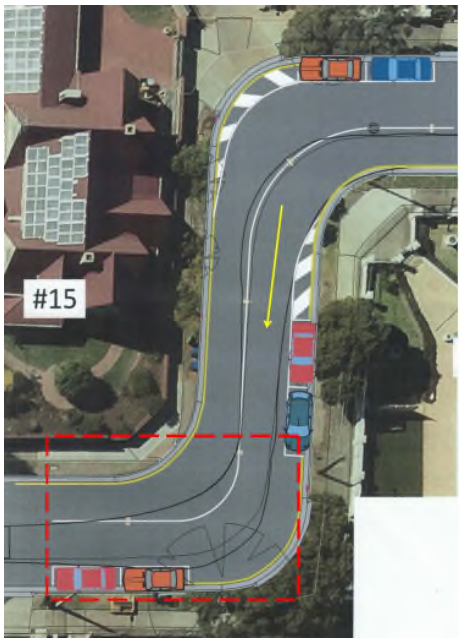
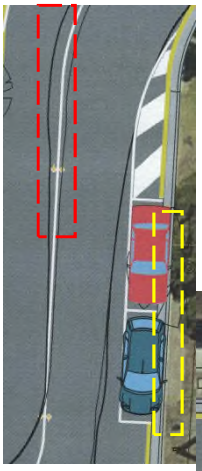
TRAVEL TOWARDS WOODVILLE ROAD

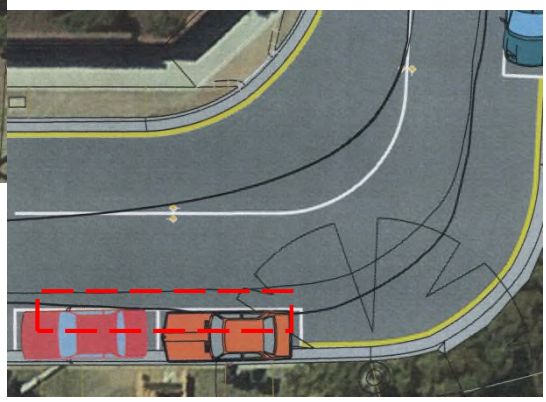




cars drawn hard up against kerb

vehicle needs to go over dividing line even with best conditions drawn

collision



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SOME EXPERIENCES

- At least 2 people I know of have had collisions on the S bend
- Observation of a caravan being towed through the S bend towards Woodville Rd.

  Cars parked on S bend
  3 contraflow cars in succession had to stop, re-manoeuvre, one had to reverse
- Incident of a near miss with a vehicle towing a trailer towards Hughes St.

  Cars parked on the S bend
  Car towing trailer severely crossed what would have been a dividing line
  Narrowly missed a local resident travelling in opposite direction
- Motorised wheel chairs have been seen on the S bend with cars parked
- Numerous near miss collisions have occurred
- Without pavement bars vehicles will regularly cross any line marking

  This is supported by simple observations

11

OTHER LOCAL AREAS

Beaufort Street to Dale Street, bend
No stopping (yellow) line marked

Margaret Street, West Croydon, S Bend
No stopping (yellow) line marked

12

ON A COMMUNITY SAFETY BASIS THE VAST MAJORITY OF THE LOCAL PEOPLE HAVE SPOKEN FOUR TIMES

<u>ASKING FOR NO PARKING ON THE S BEND</u>

13

3.15 DEPUTATION - INVESTIGATION OUTCOMES AND RESPONSE TO PETITION - TRAFFIC SAFETY IMPROVEMENTS - STANLEY STREET, WOODVILLE - MR STEPHEN MULLIGHAN

Brief

A deputation request was received from Mr Stephen Mullighan who would like to speak to the Committee in relation to Item 4.62 Investigation Outcomes and Response to Petition - Traffic Safety Improvements - Stanley Street Woodville.

Leave of the meeting was sought in accordance with the Code of Practice for Meeting Procedures to hear an additional deputation. Leave was granted.

Moved **Councillor - Oanh Nguyen** **Seconded** **Councillor - Alice Campbell**

Motion

1. **That the deputation be received and noted.**

1. **That Mr Mullighan be thanked for his presentation and any notes that comply with Council's Code of Practice for Meeting Procedures and the laws of defamation, be included in the Minutes.**

Carried Unanimously

Deputation to Council Asset Management Committee

Agenda item 4.62 – Traffic Safety Improvements, Stanley Street Woodville

- **What is being sought by the petitioners and recommended to the Committee is unwarranted. There is no need to remove all parking.**
- There have not been any accidents at the Stanley Street s-bend caused by traffic conflicts.
- The width of the section of road at the Stanley Street s-bend is the same as other sections of Stanley Street where cars are able to park on both sides of the road -
- Which requires motorists to give way when traffic conflicts may arise.
- Following the last meeting, adjacent residents were invited to meet with council staff to develop alternatives to the "no parking/pavement bar" option outlined at Appendix A.
- I thank the staff Sam Adams and Rebecca Maxwell for their approach and engagement.
- **An alternative treatment – the line-marking treatment at Appendix B – has been developed which gives petitioners everything they seek:**
  - **improved sightlines,**
  - **clear, delineated and separate lanes of traffic through the entire s-bend**
- I am resident at [redacted] and when the council consulted with adjacent residents, I recommended that parking be removed from one-side of my property in an effort to appease the petitioners.
- The alternative option allows the residents at number 14, 15 and 15A to retain some parking.
- This restricted level of parking can be retained and still allow a clear, marked lane of traffic in each direction unobstructed by parked cars.

- These lanes are wide enough to meet Austroads standards for lane width (3.3m each) for low speed environments
- With this option, there is no longer any justification for the complete removal of parking throughout the s-bend.

No action at Dale St end

- I also note that there is no proposed action to be taken at the other end of Stanley Street at the Dale Street elbow, despite cars and trucks regularly parking there and obstructing traffic.

Removing parked cars increase traffic speeds

- The removal of parking from local streets has been shown to increase traffic speeds.
- This is likely to be the case here.

Accident April 27th

- There has only been one accident at the intersection, and that occurred, ironically on April 27.
- This was not due to traffic conflicts. Instead, it was caused by a speeding driver, coming the 700m length of Stanley Street from Dale Street.
- The accident was at such speed it completely uprooted a mature tree.
- It was lucky for residents that the tree stopped the speeding car, and not a car, a house – or worse, a person was hit.

No action on roundabout

- I am angry that the regular petitions council has received from Stanley Street residents, begging for a roundabout to be installed at Stanley Street and Hughes Street North or Park Street North, continue to be ignored.
- We have now had a major crash caused by speeding – and still no action.
- Yet when the council gets a petition from residents of other streets asking for traffic to be able to move more freely through here, it's immediately acted on.
- I have three children under 7. Number [redacted] have three children under 12.
- Number [redacted] – just moved in last week – have a baby boy.
- Number [redacted] have four children.
- Our four houses, containing 11 children, are apparently now to face freer-moving, likely faster moving traffic from this proposal.
- And still no movement on a roundabout.
- That is the real traffic management issue that needs to be addressed.

<u>Recommendation</u>

- I strongly recommend to the council that the line-marking option be adopted (Appendix B).
- This achieves all of the objectives of the petitioners
- It is fair and reasonable.
- The pavement bar option is over-the-top, unwarranted and unreasonable.
- Regardless of what decision is made, the signage is completely inadequate in the lead in to this section of Stanley Street.

Further actions

- I also ask that the council asset management committee recommends to council that a roundabout is finally installed at Stanley Street and Hughes Street North following the major accident on April 27th.

4. BUSINESS

4.61 CONSULTATION OUTCOMES - NEW FOOTPATH OZONE AVENUE, SEMAPHORE PARK - 2021/22 NEW PATH PROGRAM

Brief

This report presents the outcomes of consultation and recommendations in relation to the construction of a new path in Ozone Avenue, Semaphore Park which has been included in the 2021/22 New Path program of works.

Moved **Councillor - Stuart Ghent** **Seconded** **Councillor - Alice Campbell**

Motion

1. **That Council note the outcomes of consultation in relation to the construction of a new path in Ozone Avenue, Semaphore Park as shown in Appendix A.**

2. **That Council note that the provision of a new path in Ozone Avenue, Semaphore Park is consistent with the requirements of the City of Charles Sturt path policy and Disability Access and Inclusion Plan.**

3. **That construction of a new path on the southern side of Ozone Avenue, Semaphore Park proceeds in the 2021/22 financial year.**

4. **That local residents are notified of the outcome of this report.**

Carried Unanimously

4.62 INVESTIGATION OUTCOMES AND RESPONSE TO PETITION - TRAFFIC SAFETY IMPROVEMENTS - STANLEY STREET, WOODVILLE

Brief

This report presents the outcomes of investigations and consultation in relation to op ons for parking and road safety improvements on the S-bend in Stanley Street, Woodville (refer AM 19/04/21, Item 4.23). The report also responds to a petition received from by Mr Imre Dohnal in September 2021 (refer CL 13/09/21, Item 5.15) requesting that there be no parking permitted on the S-bend in Stanley Street, Woodville, and that the pavement bar treatment previously consulted on be installed.

Actual Declaration of Interest

Councillor - Paul Sykes declared an actual conflict of interest pursuant to section 75A of the Local Government Act for Item 4.62. The nature of Councillor - Paul Sykes actual conflict is that he been friends with Mr Mullighan for a number of years. Councillor - Paul Sykes dealt with the conflict of interest in the following transparent and accountable way and left the meeting.

Councillor - Paul Sykes left the meeting at 06:55 PM

Perceived Declaration of Interest

Councillor - Tolley Wasylenko declared a perceived conflict of interest pursuant to section 75A of the Local Government Act for Item 4.62. The nature of Councillor - Tolley Wasylenko's perceived conflict is that his wife is the Area Coordinator of Hendon/ Royal Park NHW a non profit group under SA Police. Mr Mullighan made a deputation to the committee, he is a local MP. The State Electoral Office prints NHW newsletters for Area 210 and for the community. Councillor - Tolley Wasylenko believes there is no cause, probability or reason from a perspective of an impartial, fair-minded person to consider that he has a conflict of interest in the matter - whether or not this is in fact the case. Councillor - Tolley Wasylenko dealt with the conflict of interest in the following transparent and accountable way and remained in the meeting.

Moved **Councillor - Oanh Nguyen** **Seconded** **Councillor - Kelly Thomas**

Motion

1. **That the report be received and noted.**

2. **That Council note that staff have investigated an alternative option for the S-bend which improves road safety and retains some on-street car parking.**

3. **That Council notes the results of Stages 1 and 2 of community engagement, undertaken in February/March 2021, and September 2021, seeking community feedback on various treatment options for the S-bend in Stanley Street, Woodville.**

4. **That the pavement bar treatment option presented in Appendix A for the S-bend in Stanley Street, Woodville be endorsed and implemented.**

5. **That the head petitioner and residents within the community engagement catchment area be notified of Council's decision.**

Carried Unanimously

4.63 PUBLIC LIGHTING ASSET MANAGEMENT PLAN 2021 - CONSULTATION OUTCOMES AND FINAL PLAN

Brief

This report presents the final version of the Public Lighting Asset Management Plan (2021) in accordance with Council Policy and Legislation as required under the Local Government Act 1999.

Moved **Councillor - Kelly Thomas** **Seconded** **Councillor - Oanh Nguyen**

Motion

1. **That the report be received and noted.**
2. **That Council note the Community Engagement Report for the Public Lighting Asset Management Plan contained in Appendix C.**
3. **That Council note the Public Lighting Asset Management Plan contains asset classes for Street Lighting, Reserve Lighting, Sportsground Lighting and Decorative Lighting.**
4. **That Council note the replacement value of Public Lighting Assets is approximately $18,500,000.**
5. **That Council note the projected outlay necessary for public lighting operations and maintenance over the next 10 years in this AMP, from 2020 to 2030, is an average of $1,567,500 per year, reduced from a current average spend of $1,890,000 per year.**
6. **That Council note the projected outlay necessary for public lighting capital works (renewal, new and upgrade works) over the 10 year planning period in this AMP, from 2020 to 2030, is an average of $1,161,000 per year which is an increase on the current average spend of $559,000 per year.**
7. **That the final version of the Public Lighting Asset Management Plan (Appendix A) be endorsed and adopted.**
8. **That Council endorse the four year works program for Public Lighting Assets contained in Appendix B.**

Councillor - Tolley Wasylenko left the meeting at 07:09 PM

Carried Unanimously

4.64 ROAD SAFETY UPDATE AND FUTURE DIRECTIONS

Brief

This report details the future direction and strategy for Road Safety at the City of Charles Sturt in response to the release of the Department for Infrastructure and Transport's (DIT) draft SA Road Safety Strategy to 2031. The strategy is built upon key themes and actions that directly relate to road safety across South Australia and the City of Charles Sturt.

The report proposes a new strategy and assessment process for managing requests for new traffic control devices, future steps for 40km/h precincts and provides details of the future development of a City of Charles Sturt Road Safety Network Action Plan.

Moved **Councillor - Oanh Nguyen**

Motion

1. **That Council endorse the new Road Safety Assessment Procedure and New Traffic Control Device Strategy proposed in this report in Appendix E.**

2. **That Council endorse the updated City of Charles Sturt Road Hierarchy proposed in this report in Appendix C.**

3. **That Council endorse the draft road safety works program in Appendix D of this report. A final version of the works program will be presented for endorsement as part of a future revision of the Transport Asset Management Plan in 2022.**

4. **That Council progressively undertake consultation on new 40km/h area speed limits where requests have previously been received from the community but not yet actioned, commencing with the areas of Royal Park, Albert Park and Hendon, and that the results of consultation and associated recommendations be presented to future meetings of the Asset Management Committee.**

5. **That Council note that no changes or modification to existing 40km/h precincts are proposed. Head petitioners for any outstanding requests for removal of a 40km/h precinct will be notified of this decision.**

6. **That Council note the release of the Department for Infrastructure and Transport's DRAFT SA Road Safety Strategy to 2031 (Appendix A).**

7. **That Council note the submission made by staff (refer Appendix B) to the Department of Infrastructure and Transport as part of the public consultation process for the SA Road Safety Strategy.**

8. **That a further report be presented to the Asset Management Committee containing the City of Charles Sturt's Road Safety Strategy and associated Network Action Plan.**

Councillor - Tolley Wasylenko entered the meeting at 07:10 PM

Seconded **Councillor - Tolley Wasylenko**

Carried Unanimously

4.65 ROAD CLOSURE - PORTION OF SECOND STREET, BOWDEN

Brief

This report seeks to commence the process under the Roads (Opening and Closing) Act 1991 to close a portion of Second Street in Bowden and transfer it to the Urban Renewal Authority (Renewal SA), the Registered Proprietor of the adjoining allotment at 15 East Street, Brompton.

Moved **Councillor - Alice Campbell** **Seconded** **Councillor - Stuart Ghent**

Motion

1. **That the report be received and noted.**

2. **That Council, having considered the criteria for closing roads pursuant to Section 16 of the Roads (Opening and Closing) Act 1991 (shown in Appendix C), finds that the portion of Second Street is excess to public requirements.**

3. **That Council commence the process in Part 3 of the Roads (Opening and Closing) Act 1991 to close the portion of Second Street shown in Appendix A.**

4. **That persons making written submissions and wishing to make a verbal submission be heard prior to Council determining whether to make a Road Process Order to close the portion of Second Street.**

5. **That Council enter into a Preliminary Agreement, as allowed in Part 3 Clause 12 of the Roads (Opening and Closing) Act 1991, for the sale of the portion of Second Street shown in Appendix A to the Registered Proprietor of the adjoining land for nil consideration.**

6. **That, pursuant to Section 193 (4a) of the Local Government Act 1999, Council excludes the closed road from the Community Land classification to enable transfer to the Urban Renewal Authority and amalgamation with the adjoining allotment.**

7. **That the Mayor and Chief Executive Officer affix the Council seal and sign all documents relating to this matter (or to facilitate these recommendations).**

8. **That Council authorise the Mayor and the Chief Executive Officer to enter into all Conveyancing Transactions relevant to this matter and to sign all documents and provide such information as required to affect such Conveyancing Transactions.**

Carried Unanimously

5. MOTIONS ON NOTICE

Nil

6. QUESTIONS ON NOTICE

Nil

7. MOTIONS WITHOUT NOTICE

[As previously identified and agreed by the Presiding Member]

Nil

8. QUESTIONS WITHOUT NOTICE

Nil

9. BUSINESS - PART II - CONFIDENTIAL ITEMS

Nil

10. MEETING CLOSURE

The meeting was closed at 07.17 PM