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*for the meeting of*  
**LIGHT REGIONAL COUNCIL**  
**INFRASTRUCTURE COMMITTEE**

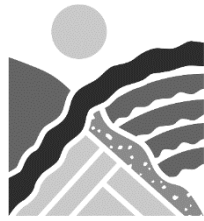
**WEDNESDAY, 13 MARCH 2019**

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**LIGHT**  
REGIONAL  
COUNCIL

**VISION**

*Respecting the Past,  
Creating our Future.*

**CORE PRINCIPLES**

*Light Regional Council is guided by a focus on 'Core Principles' of  
Growth; Reform; Innovation and Discipline.*

**AGENDA PAPERS**

*for the meeting of*

**LIGHT REGIONAL COUNCIL  
INFRASTRUCTURE COMMITTEE**

*in the*

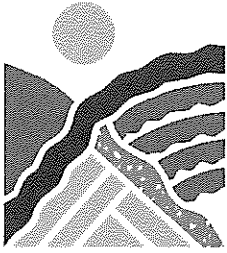
**KAPUNDA COMMITTEE ROOM  
93 Main Street, Kapunda**

**WEDNESDAY, 13 MARCH 2019 at 2:30pm**

**Principal Office:** 93 Main Street  
Kapunda 5373

Telephone: 8525 3200  
Facsimile: 8566 3262

**Branch Office:** 12 Hanson Street  
Freeling 5372



**LIGHT**  
REGIONAL  
COUNCIL

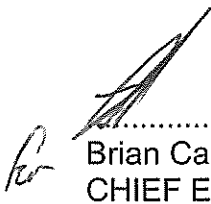
## NOTICE OF MEETING

Committee Members,

Cr Peter Kennelly (Chair)  
Cr Deane Rohrlach (Deputy Chair)  
Cr Lynette Reichstein  
Cr Samantha Mitchell  
Mayor Bill O'Brien (Ex Officio)

**Notice** is hereby given pursuant to the provisions of Section 87 (4) of the Local Government Act, 1999, that the next **Meeting of the Light Regional Council Infrastructure Committee** will be held in the Kapunda Committee Room, 93 Main Street, Kapunda on **Wednesday, 13 March 2019 at 2:30pm**

A copy of the Agenda for the above meeting is supplied as prescribed by Section 87 (4) of the said Act.

  
.....  
Brian Carr  
CHIEF EXECUTIVE OFFICER

1 March 2019

## AGENDA

MONTHLY MEETING OF THE LIGHT REGIONAL COUNCIL **INFRASTRUCTURE COMMITTEE** HELD ON WEDNESDAY, 13 MARCH 2019,  
IN THE KAPUNDA COMMITTEE ROOM,  
93 MAIN STREET, KAPUNDA  
COMMENCING AT 2:30PM

1. **PRESENT**
2. **OPENING**
3. **APOLOGIES and LEAVE OF ABSENCE**
4. **MINUTES**
- 4.1 CONFIRMATION OF COMMITTEE MINUTES
5. **COMMUNICATIONS**
- 5.1 REQUESTED DOCUMENTS/CORRESPONDENCE TO BE TABLED
6. **DEPUTATIONS AND PRESENTATIONS**
7. **ADJOURNED BUSINESS**
8. **BUSINESS ARISING**
9. **REPORTS FOR INFORMATION**
10. **REPORTS FOR DECISION**
- 10.1 CHIEF EXECUTIVE OFFICER
- 10.2 GENERAL MANAGERS, BUSINESS & FINANCE, AND GOVERNANCE
- 10.3 GENERAL MANAGER, STRATEGY & DEVELOPMENT
- 10.4 GENERAL MANAGER, INFRASTRUCTURE & ENVIRONMENT
- 10.5 GENERAL MANAGER, ECONOMIC DEVELOPMENT
11. **PROCEDURAL MATTERS**
- 11.1 QUESTIONS WITHOUT NOTICE
- 11.2 QUESTIONS ON NOTICE
- 11.3 NOTICE OF MOTION
- 11.4 MOTIONS WITHOUT NOTICE
12. **CONFIDENTIAL ITEMS**
13. **MEETINGS**

The next meeting of Light Regional Council Infrastructure Committee will be held on Wednesday, 3 April 2019, commencing at 4:00pm in the Kapunda Committee Room, 93 Main Street, Kapunda, alternatively if there is no Council Assessment Panel Meeting the meeting will commence at 4.00pm in the Freeling Operations Centre Meeting Room, 11 Stephenson Street, Freeling
14. **CLOSURE**

4. **MINUTES**

4.1 **CONFIRMATION OF COMMITTEE MINUTES**

4.1.1 Minutes of the meeting of Committee held Wednesday, 6 February 2019.

***Recommendation***

- That the minutes and confidential minutes of the meeting of the Infrastructure Committee held Wednesday, 6 February 2019 be confirmed as a true and correct record of that meeting.

5. **COMMUNICATIONS**

5.1 **REQUESTED DOCUMENTS/CORRESPONDENCE TO BE TABLED**

6. **DEPUTATIONS**

7. **ADJOURNED BUSINESS**

8. **BUSINESS ARISING**

<b><u>Arising from Infrastructure Committee meeting of Wednesday, 7 February 2018</u></b>			
<b>Item No.</b>	<b>Minute</b>	<b>Page No</b>	<b>Current Status of matter</b>
IC9.4.1/2018	Proposed Road Closure – Johnsons Road Kapunda	2018/2	Agreement for Transfer and Road Order to be executed. <i>Ongoing</i>
<b><u>Arising from Infrastructure Committee meeting of Wednesday, 6 June 2018</u></b>			
<b>Item No.</b>	<b>Minute</b>	<b>Page No</b>	<b>Current Status of matter</b>
11.4.2	Motion without Notice – Davidson Reserve BBQ, Kapunda	2018/28	No official opening held <i>Completed</i>
IC10.4.2/2018	Proposed Road Name Change – Hansborough Road	2018/122	Refer to Agenda <i>Completed</i>
<b><u>Arising from Infrastructure Committee meeting of Wednesday, 1 August 2018</u></b>			
<b>Item No.</b>	<b>Minute</b>	<b>Page No</b>	<b>Current Status of matter</b>
11.1.1	Question without Notice – Question from Cr Des Ellis – Dutton Park Committee water charge	2018/36	Staff recently met with users of CWMS recycled water supply (Feb 2019) to discuss various water charge arrangement. A Council report to be provided to an upcoming Council Meeting. <i>Ongoing</i>
11.4.1	Motion without Notice – Heritage guttering in Kapunda	2018/37	A report to be provided to an upcoming Infrastructure Committee Meeting <i>Ongoing</i>
IC10.4.1/2018	Costs Deed and Supply Agreement – Wild Dog Hill	2018/167	Negotiations taking place with the Crown Lands Department allowing the agreement to be entered into. <i>Ongoing</i>
<b><u>Arising from Infrastructure Committee meeting of Wednesday, 6 February 2019</u></b>			
<b>Item No.</b>	<b>Minute</b>	<b>Page No</b>	<b>Current Status of matter</b>
IC10.4.1/2019	Road Process Order – Hill Drive Bethel	2019/3	Refer to Council Agenda 26 February 2019 <i>Completed</i>

11.1.1	Question without Notice – Question from Mayor Bill O'Brien - Garden beds at the intersection of Main Street and Hill Street, Kapunda	2019/4	Staff to develop a maintenance plan.  <b>Ongoing</b>
11.1.2	Question without Notice – Question from Cr Lynette Reichstein - Road maintenance budget 2018/2019	2019/4	  <b>Completed</b>
11.4.1	Motion without Notice – BBQ facilities in public places	2019/5	Staff to develop a policy for the establishment of BBQ facilities in public places  <b>Ongoing</b>

## 9. REPORTS FOR INFORMATION

<b>Item No. and Subject</b>	
<b>IC9.1/2019</b>	<b>Response to MWON Stone Kerbing &amp; Guttering</b>
<b><u>Folder ID:</u></b>	2053
<b><u>Author:</u></b>	Bill Zhang, Manager Engineering and Assets
<b><u>Report Presenter:</u></b>	Bill Zhang, Manager Engineering and Assets
<p>At the August 2018 Infrastructure Committee, a Motion without Notice was presented as follows;</p> <p><b>11.4.1 Heritage Guttering in Kapunda – Motion Without Notice from Cr Keith Ellis</b>  <i>Proposed: Cr Keith Ellis</i>  <i>Seconded: Cr Des Ellis</i></p> <p><i>“That a report be provided to the Infrastructure Committee regarding the possibility of maintaining and reinstating the heritage guttering throughout selected areas in Kapunda.”</i></p> <p style="text-align: right;"><u>CARRIED</u></p> <p>This report is provided to respond to this Motion that was raised by former Councillor Keith Ellis at that meeting and advise how Council intends to manage areas where stone kerbing and guttering exists.</p> <p>Council’s asset management system identifies just over six kilometres of stone kerbing and water table (guttering) that still remains in Kapunda. A large portion of this length is identified to be at the end of its useful life within the next 20 years and as such would be scheduled for replacement. However assets such as these often far exceed their useful life and would remain in place for many year after asset expiry or would be replaced where a significant upgrade is required.</p> <p>It should also be noted that much of the six kilometres is along roads such as Clare Road, Mildred Street and South Terrace where poor shoulders, lack of defined footpaths and poor drainage exist. All of these roads will be the subject of future upgrade proposals but at this time remain unfunded.</p> <p>Figure 1 below shows the stone kerbing and guttering on Clare Road at Kapunda.</p> <p style="text-align: center;"><i>Figure 1 Heritage Stone Kerbing on Clare Road, Kapunda</i></p>	



Kerbing stones similar to these also existed on Adelaide Road just south of Hancock/Perry Roads prior to the its upgrade. In this instance the kerbing stones were removed as the cross-section was changing, underground drainage with side entry pits were installed and footpaths are being proposed. The additional cost to remove and reinstall the kerb stones also adds a significant cost to the works as each will be hand laid rather than concrete kerbing that is machine laid. While the actual cost to remove and reinstall kerb stones has not been quantified machine laid concrete can produce about 250m per day on average versus kerb stones that would be limited at approximately 15m per day (based on two persons).

Given the above, it has been recent practice for Council to replace the kerb stones with machine laid concrete kerb and gutter. However it should be noted that where the integrity and alignment of any existing kerb stones can still be achieved then the kerb stones would be retained and the road sealed up to the face of the stones.

Where possible every endeavour will be made to retain the original kerb stones however where removal is required they would be preserved and reused on Council projects such as other road upgrade or reserves where the proud history of Kapunda can be showcased.

**IC9.2/2019                      Soft Plastics Trial Program**

**File:**                                      69308

**Author:**                                 Adam Broadbent, Coordinator Waste Operations

**Report Presenter:**     Bill Zhang, Manager Engineering and Assets

Light Regional Council together with The Barossa Council has entered into a trial soft plastics program with YCA Recycling and The Fathers Farm facility in Nuriootpa that will run from March until July this year.

The trial program's objective is to promote and increase soft plastics recycling within the agricultural sector across the Barossa Valley and surrounding district, facilitating a coordinated soft plastics deposit and collection scheme.

The Fathers Farm approached The Barossa Council with an idea to expand the local community's interest in all types of recycling and to expand on their current programs. YCA had also approached the Barossa Council back in 2017 in an attempt to set up a pilot program.

The trial will consist of a collection and deposit site for industrial types of soft plastic, these include:

- Clear plastic film
- Chemical drums (triple rinsed and free of residue)
- Irrigation/ dripper pipe

- Plastic strapping

The collected recyclables will be transported from the Fathers Farm facility on Moppa Road South in Nuriootpa to the YCA facility at Wingfield for processing.

Light Regional Council's role in this program is to provide funding for the trial and to promote the pilot program through the agricultural and industrial sectors within our community. The program fits within the Regional Waste Strategy adopted by Council in August 2018 and with funds from the waste budget being made available for the pilot program to proceed.

Council will be provided with regular updates on the progress of the trial program which will include tonnages collected and types of material being delivered for recycling. The Barossa Council will upon completion of the trial provide Light Regional Council with a final report on the outcomes of the trial.

This program will provide benefits to the industrial community to assist in the recycling of waste plastics from many of businesses, such as wineries, vigneron, hay producers and farmers.

A further report will be provided later in the year with the outcomes of the trial.

### ***Recommendation***

**That the reports for information be received and the contents therein be noted by the Light Regional Council Infrastructure Committee.**

## 10 **REPORTS FOR DECISION**

### 10.1 **CHIEF EXECUTIVE OFFICER** NIL

### 10.2 **GENERAL MANAGERS, BUSINESS & FINANCE, AND GOVERNANCE** NIL

### 10.3 **GENERAL MANAGER, STRATEGY & DEVELOPMENT** NIL

### 10.4 **GENERAL MANAGER, INFRASTRUCTURE & ENVIRONMENT**

## **IC10.4.1/2019 Infrastructure Committee - Review of Terms of Reference**

**Folder ID:** 1773

**Author:** Tara Kneebone, Team Leader Business Support – Infrastructure and Environment

**Report Presenter:** Richard Dodson, General Manager – Infrastructure and Environment

### **Executive Summary**

#### ***Report highlights***

- Council maintains an Infrastructure Committee for the purpose of performing a range of important tasks and is guided by their Terms of Reference.



- The Infrastructure Committee Terms of Reference are due for review following the November 2018 Local Government elections.
- The proposed amendment is shown in red text in the recommendation.
- The reviewed Terms of Reference provides an up to date reference document of the function, membership and operating procedures of the Infrastructure Committee.

### **Budget Impact**

<b>Estimated Cost:</b>	<b>NIL</b>
<b>Future ongoing operating costs:</b>	<b>NIL</b>

### ***Recommendation***

**That the Infrastructure Committee recommends to Council that Council adopt the reviewed Terms of Reference for the Infrastructure Committee as detailed below:**

1. **Establishment of the Infrastructure Committee**

Pursuant to Section 41(7) of the Local Government Act, 1999 (“the Act”) a Committee may establish a sub-committee to assist in a matter. Membership of the Sub-Committee may comprise any elected member and independent expertise as determined by Council.

2. **Committee**

Pursuant to Section 41 of the Local Government Act 1999 (“the Act”) the Council establishes a Committee to be known as the **Infrastructure Committee** (“the Committee”).

3. **Functions**

3.1 Subject to compliance with all legislation, policies, plans and procedures of the Council, the functions of the Committee are to be focused on the strategic management and delivery of matters relative to:

- Infrastructure & Asset Management including;
- Bridges;
- Community Wastewater Management Schemes;
- Drainage;
- Land and Buildings;
- Stormwater;
- Transport;
- Infrastructure Projects;
- Water Reuse Schemes;
- Road & Traffic Safety;
- Plant and Equipment Replacement;
- Waste Management;
- Communications;
- Council policies, including review of existing policies and consideration of proposals for new policies, as appropriate.
- Management of Open Space;
- Policy Matters;
- Vegetation Management;
- Cemeteries;

- Council's Infrastructure and Assessment Management Plan;
- Traffic Safety; and
- Water (CWMS/Harvesting Schemes).

3.2 Any other matter which is within the powers and functions of the Council and which is referred to the Committee by the Council.

3.3 Pursuant to Section 41 (7) a Committee may establish a sub-committee to assist in a **matter**. Membership of the Sub-Committee may comprise any elected member and independent expertise as determined by Council.

#### 4. **Composition of the Committee**

##### **Members:**

A minimum of Four (4) Elected Members (including the Deputy Mayor) of which:

- One (1) is Presiding Member; and
- One (1) is Deputy Presiding Member (Appointed by the Infrastructure Committee)

##### **Ex-officio:**

- Mayor may attend as ex-officio pursuant to Section 41(6) of the Act

##### **Administrative Support:**

- General Manager, Infrastructure and Environment

4.1 A Member of the Committee will, subject to Section 41(5) of the Act and Clause 4.3 of these Terms of Reference, hold office as a Member of the Committee for a period of up to two (2) years, or until the conclusion of the next general election of the Council.

4.2 The office of a Member of the Committee shall become vacant upon the Council removing that person from office as a Member of the Committee or upon the Member ceasing to hold office as an Elected Member of the Council.

4.3 In the event of a vacancy in the office of a Member of the Committee, the Council shall, if it deems fit, appoint another person as a Member of the Committee on the same basis as, and for the balance of the term of, the original appointment.

4.4 No additional allowance will be paid to the elected member representative over and above the allowance already received by the elected member in accordance with the Local Government (Members Allowances and Benefits) Regulations 2010.

#### 5. **Office Bearers**

5.1 The Presiding Member of the Committee shall be appointed by the Council for a period of two (2) years.

5.2 The office of the Presiding Member shall become vacant if:

- 5.2.1 the Council removes the Presiding Member from office; or
- 5.2.2 the Presiding Member ceases to be a Member of the Committee.

#### 6. **Meetings**

6.1 Meetings of the Committee will be conducted in accordance with the Act, Part 2 of the Local Government (Procedures at Meetings) Regulations 2013, these Terms of Reference and any Code of Practice for Meeting Procedures adopted by the Council and applicable to the Committee.

6.2 Insofar as the Act, the Local Government (Procedures at Meetings) Regulations 2013, these Terms of Reference and any Code of Practice for Meeting Procedures adopted by the Council and applicable to the Committee do not specify a procedure to be observed in relation to the conduct of a meeting of the Committee, then the Committee may determine its own procedure.

6.3 In accordance with, and subject to, the Act and the Local Government (Procedures at Meetings) Regulations 2013 all meetings of the Committee shall be open to the public unless

the Committee has resolved to exclude the public from a meeting or part of a meeting pursuant to the Act.

- 6.4 The Committee shall meet on the first Wednesday of each month at a time set down by Council.
  - 6.5 Minutes together with corresponding Agenda and Appendices of a meeting of the Committee shall be presented for consideration of its recommendations and/or discussion to the next meeting of the Council.
  - 6.6 In accordance with the Act, the minutes of a meeting of the Committee shall be provided to all Council members within five (5) days after the meeting of the Committee.
  - 6.7 A quorum for a meeting of the Committee shall be one half of the total number of Members of the Committee in office (ignoring any fraction) plus one. No business can be transacted at a meeting of the Committee unless a quorum is present.
  - 6.8 All recommendations to the Council of the Committee shall be made on the basis of a majority decision of the Members present.
  - 6.9 All members of the Committee, including the Presiding Member, shall have a deliberative vote, and in the event of an equality of votes, the Presiding Member shall have a casting vote.
  - 6.10 If the Presiding Member of the Committee is absent from a meeting of the Committee, the Deputy Presiding Member will preside at the meeting.
  - 6.11 If both the Presiding Member or Deputy Presiding Member of the Committee are absent from a meeting, a member of the Committee shall be chosen from those present to undertake the role of Presiding Member at that meeting.
  - 6.12 The General Manager, Infrastructure & Environment shall be responsible for ensuring that accurate minutes are kept (to be confirmed at the next meeting of the Committee) of all proceedings of the Committee.
  - 6.13 In all of its dealings and activities the Committee shall have regard to the Guiding Principles under Local Government (Proceedings at Meetings) Regulations 2013 Part 1 Regulation 4.
7. **Review**
- These Terms of Reference will be subject to review by the Council on a two (2) year basis or as determined by Council.
8. **Tenure**
- The Committee will continue in existence until wound up by resolution of the Council.
9. **History**
1. The Infrastructure Committee established pursuant to a resolution of Council dated 18 November 2014 (Minutes Item 4.3.6 Page 2014/376).
  2. Terms of Reference Adopted by Council Tuesday, 24 February 2015 (refer Minutes at Item IC9.5.1/2015 page 2015/49)
  3. Terms of Reference Reviewed by Council Tuesday, 28 February 2017 (refer Minutes at Item IC9.4.5/2017 page 2017/61)
  4. Terms of Reference Reviewed by Council Tuesday, 22 August 2017 (refer Minutes at item IC9.4.1/2017 page 2017/284)
  5. Terms of Reference Reviewed by Council Tuesday, 26 March 2019 (refer Minutes at item #### page ###)

### ***Reasons for the decision***

To update the Infrastructure Committee Terms of Reference.

## **Detailed Report**

### ***Purpose***

The purpose of this report is to seek the Infrastructure Committee's endorsement of an updated Terms of Reference.

### ***Background***

Council maintains an Infrastructure Committee for the purpose of performing a range of important tasks. The Committee is guided by a Terms of Reference document which outlines the functions to be carried out together with its membership, duration of membership, operating procedures and responsibilities.

The Terms of Reference are due for review following the November 2018 Local Government elections.

### ***History***

- 18 November 2014 (Special Council Meeting) – Item 4.3.6 – Policy Committees (Section 41) – Strategy Committee, Infrastructure Committee and Economic Development Committee.
- 24 February 2015 (Council Meeting) – Item IC9.5.1/2015 – Infrastructure Committee – Terms of Reference.
- 28 February 2017 (Council Meeting) – Item IC9.4.5/2017 – Review of Terms of Reference Infrastructure Committee.
- 22 August 2017 (Council Meeting) – Item IC9.4.1/2017 – Infrastructure Committee – Review of Terms of Reference

### ***Discussion/Analysis***

A minor amendment is recommended to the functions of the Infrastructure Committee to ensure there is alignment with the policies relevant to the Infrastructure and Environment Department.

### **Conclusion**

The reviewed Terms of Reference provides an up to date reference document of the function, membership and operating procedures of the Infrastructure Committee.

### **References**

#### ***Legislation***

- Local Government Act 1999

#### ***Council Policies***

Nil

#### ***Strategic Plan***

N/A

## **IC10.4.2/2019 Wasleys Clubroom Funds**

**Folder ID:** 55641

**Author:** Megan Renzella, Property & Facilities Manager

**Report Presenter:** Megan Renzella, Property & Facilities Manager

### **Executive Summary**

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### **Report highlights**

- The existing Wasleys Recreation Park clubrooms are past their useful life and are no longer suitable for a growing community.
- The 2018-2019 Capital Program identified expenditure for a new facility, however was subject to grant funding.
- The Wasleys Community Group were hoping to secure grant funding through the 'fund my neighbourhood' program however the funding stream was removed with the change of government.
- Staff have reviewed available grants and noted the criteria does not align with the current situation rendering grant opportunities as limited.
- The current funds will not be spent in the current financial year and are proposed to be carried forward to the next financial year, to combine with the expected contribution provided by the developer of the most recent Wasleys land division.
- Without the opportunity of maximising existing funds with grants, the total budget will be reduced and the design will need to be altered accordingly.

### **Budget Impact**

**Estimated Cost:** **\$0**

**Future ongoing operating costs:** **\$building maintenance**

**Is this budgeted?**

**Yes**

### **Additional Comments (incl Labour Component if applicable):**

Funds to be carried forward one year and combined with income provided by local developer in the area. Consultant costs for alterations to existing design will be covered from the capital project budget line.

### **Recommendation**

**That the Infrastructure Committee recommend that Council;**

- 1. Carry forward the amount of \$100,000 from budget line 1555.610.330 from the 2018/2019 financial year to the 2019/2020 financial year, and**
- 2. Attribute the developer contribution funds of \$172,840 due from Allworth Pty Ltd to budget line 1555.610.330 for the 2019/2020 financial year;**

**For the purposes of providing a community facility at the Wasleys Recreation Park.**

### **Reasons for the decision**

To be able to provide adequate facilities for the community and visitors to the Wasleys Recreation Park.

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## **Detailed Report**

### ***Purpose***

To reallocate and provide appropriate funds for the construction of a Wasleys Recreation Park clubroom and public toilets.

### ***Background***

The Wasleys Recreation Park has been upgraded in recent years with the commencement of the Lanser land development in the vicinity of Henry Turton Circuit. The site has seen the following developments;

- A detention basin installed to help capture stormwater from the area and reuse on the oval.
- Irrigation installed to the oval with pumps and timers adjacent the detention basin.
- New turf to the oval once the irrigation was installed.
- New cricket practice net.
- Playground, shelter and seating area.
- BMX bike track installed by community members.

Although much work has taken place at the site, being the only recreational area within the town of limited open recreational space, the Wasleys Recreation Park has been identified as needing further improvements such as public toilets, further unstructured active equipment such as play equipment for older children, adult fitness equipment and shelters with seating.

Prior to the adjacent housing development, the recreation park site was used by a Wasleys Cricket Club who used the existing clubroom building, adjacent shed and toilets. Unfortunately the membership of the cricket club dwindled and the site was vacated. This led to further vandalism and the toilets were vandalised past the point of repair and subsequently remove, with the small clubroom left derelict and requiring removal.

### ***History***

IC 9.4.7 March 2018

### ***Discussion/Analysis***

Community sporting grounds within the Light Regional Council area are generally developed using the expertise of local businesses combined with the talent of local residents.

Traditionally the community groups formed would have fund raised and sought grants to be able to construct clubrooms, change facilities, courts, lighting, sheds, and any other structure that may be necessary for the success of their chosen sport and for the community.

The residents within Wasleys have requested facilities similar to what has been constructed in Freeling or Kapunda. Council staff have been assisting the Wasleys Community Group and committee members in the past few years to actively seek grant funding, with no success.

The Wasleys Community Group were hoping to secure grant funding through the 'fund my neighbourhood' program and were preparing for active promotion and voting options. Unfortunately, the funding stream was removed with the change of government. The change of membership of the Wasleys Community Group and its committee has meant any intellect from discussions with Council staff has been lost and effectively 'start again' in their development and learning as a group.

To gain and keep momentum with the development of a new clubroom building, Council formed a Working Party of local interested people which has ensured any change in the association management has not impacted on the project.

The working party was formed and a concept design agreed on that included storage for different sporting groups, kitchen and canteen facilities, dining / clubroom area, toilets, showers, change rooms, an umpires / official's area and public toilets that are accessible at times the clubrooms are not open.



Costs to advise all parties contacted and affected of the decision.

### ***Recommendation***

The Infrastructure Committee recommends to Council that it:

1. Does not proceed with the Road Process Order for a portion of The Gap Road Fords, or a portion of Public Road 70;
2. Does not support the closure of a section of The Gap Road Fords namely a 580 metre length to the western portion of road known as Road ID 00073005 Segment 5 as a result of the discussions with affected parties;
3. Does not support the closure of a section of road namely Road ID 00070001 Segment 1 known as Public Road 70, if the closure of The Gap Road results in land merged with Section 2 of Hundred 160500; and
4. Advises all affected parties and property owners of the decision to not proceed with the Road Process Order for The Gap Road or Public Road 70, Fords.

### ***Reasons for the decision***

As the process for closure is not warranted and opposed by some affected parties.



---

## **Detailed Report**

### ***Purpose***

To advise Elected Members of the outcome with respect to the consultation phase of the Road Process Order to close a portion of The Gap Road, Fords.

### ***Background***

At the October 2017 Infrastructure Committee, a question was raised without notice by Councillor Peter Kennelly on the topic of dangerous driving at the entrance of Boral Quarry on The Gap Road.

*Question: Can Council investigate ways to minimise the dangerous driving at the entrance of the Boral Quarry on The Gap Road?*

*Response: Council to investigate this matter and a report be provided to an upcoming meeting of the Infrastructure Committee.*

Council's Operations Manager provided a report to the November Infrastructure Committee with options for discussion. The options referred to surfacing deterrents that would also impact on the vehicles using the road for legitimate purposes and with a relatively high cost compared to the amount of use of the road.

An alternative to the surface treatments is to consider restricting vehicle access or closing the portion of road that provides minimal impact to users of the adjacent properties.

At the February 2018 Infrastructure Committee, a resolution was passed to investigate the closure of the road, which would in effect allowing the road to be fenced at a point where the offending drivers would be unable to partake in their offensive activities out of sight of the nearest properties.

### ***History***

- October 2017 IC11.1.1 QWON
- November 2017 IC10.4
- February 2018 IC9.4.2

### ***Discussion/Analysis***

Council staff wrote to affected adjoining property owners (all from the Lewis family) and Boral Quarries who hold a lease and operate a quarry towards the end of the road with a view to meeting to discuss the situation and alternative proposals.

Correspondence was also forwarded to the Department of Planning, Transport and Infrastructure (DPTI) as land owned by the Commissioner of Highways on occasions is only accessible via The Gap Road.

During discussions it was apparent that although the issue of hoon driving on the road was a cause for concern for both the farmers and operations of the quarry, neither of the parties were interested in expending costs for fencing or land acquisition, nor hold the responsibility of opening and closing gates should they be installed.

In addition, appropriate officers of DPTI made contact to advise they were not in favour of access to their land being restricted, although the site is not one that is accessed regularly.

Given the initial discussions with directly affected parties has resulted in a change of direction for action in relation to the hoon behaviour, the formal public consultation phase of the process was not commenced, and Public Notices were not issued.

### **Conclusion**

As land owners and occupiers were not in favour of contributing costs towards a road closure, or for the monitoring of access through the closed portion of road, it was considered appropriate to not pursue the road process order any further for closure of a portion of the road, and to leave any policing of the unwanted behaviour with the appropriate jurisdiction of the South Australian Police.

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## **References**

### ***Legislation***

Local Government Act 1999,  
Roads (Opening and Closing) Act

### ***Council Policies***

Disposal of Assets Policy

### ***Strategic Plan***

Nil

## **IC10.4.4/2019 Hansborough Road – Road Name Change**

**Folder ID:** 66708

**Author:** Megan Renzella, Property & Facilities Manager

**Report Presenter:** Megan Renzella, Property & Facilities Manager

### **Executive Summary**

#### ***Report highlights***

- A request has been received to change the name of Hansborough Road, Hansborough, to Waldhuter Road.
- A joint process is being undertaken with the Regional Council of Goyder as the road is largely outside of the Light Regional Council area.
- Feedback from the consultation process has mostly met with a negative response.

### **Budget Impact**

**Estimated Cost:** \$nil

**Future ongoing operating costs:** \$nil

### **Additional Comments (incl Labour Component if applicable):**

Council will still need to write to government agencies and affected parties advising of the outcome of the process and the final decision.

### ***Recommendation***

**That the Infrastructure Committee recommend to Council that subject to concurrence with the Regional Council of Goyder;**

- 1. The request to change the name of Hansborough Road to Waldhuter Road, be refused, and**
- 2. The applicant and directly affected parties be advised of the outcome of the decision to retain the existing name of Hansborough Road.**

### ***Reasons for the decision***

On the basis of historical origins and the financial imposition and inconvenience to affected property owners, businesses and Councils should a name change take effect.

On balance, the benefits are outweighed by the imposition a name change would have on the local property owners and residents of the area. The parties who are directly affected by the proposed road name change, oppose the proposal also noting the applicant is not an affected land owner.

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## **Detailed Report**

### ***Purpose***

To provide Elected Members with the outcome from the public consultation undertaken to change the name of a road to be able to make an informed decision.

### ***Background***

Council received a request from the Waldhuter families of Hansborough, South Australia, to change the name of Hansborough Road to Waldhuter Road.

In August 2016 Mr Craig Waldhuter contacted Council on behalf of the Waldhuter families of Hansborough, South Australia, to request that the name of Hansborough Road at Hansborough be changed to Waldhuter Road. Mr Waldhuter was advised that a policy existed regarding road name changes and asked to put his request in writing with appropriate evidence to support a road renaming process.

Mr Waldhuter formally addressed his request to Council providing historical rhetoric as to the Waldhuter families early settlement and farming on the road since 1914. Mr Waldhuter's ancestors, brothers Heinrich William George Waldhuter and John Heinrich Waldhuter, purchased their farms on 23 March 1914, Part Section 120, 470 Acres from Henry Hampton Dutton of Anlaby Station. Mr Waldhuter provided Council with copies of newspaper articles as evidence of the brother's involvement in the local community and provision of road maintenance works for local Councils as a contractor.

Hansborough Road starts at the intersection with the Thiele Highway in the Light Regional Council, crossing over the Light River and entering the Regional Council of Goyder, ending at the intersection of Anlaby Road in Buchanon.

The road name change process is governed by section 219 of the Local Government Act 1999, Council's Road & Public Places Naming Policy and Public Consultation Policy. The road name change process includes:

- Seeking Council's approval to commence a road name change investigation;
- Notifying adjoining councils;
- Public consultation;
- Preparing a report for Council presenting the outcomes of the investigation and staff recommendations;
- Notifying relevant parties of the road name change;
- Updating Council's Register of Public Roads;
- Installing road name signage; and
- Providing public notice of the road name change.

In accordance with the Road & Public Place Naming Policy, a road naming process can be initiated by a number of actions including, but not limited to, a request by affected land owners or their agents, or a Council resolution that a name change be investigated.

When considering a proposed name change a number of principles must be observed including continuous naming of a road from logical start to end irrespective of council boundaries, and naming origins with historical significant which are clearly stated and recorded in Council's records.

As Hansborough Road runs into an adjoining council area, Council is required to undertake consultation with the adjoining council. The land owned by the Waldhuter families is located within the Regional Council of Goyder. Council staff have made contact with Regional Council of Goyder, with an agreement that a joint investigation into the road name change is the best way forward.

### ***History***

IC 10.4.2/2018

### ***Discussion/Analysis***

Although there is no legislative requirement to undertake public consultation, Council's Public Consultation Policy provides that public consultation is to be undertaken when deemed necessary.

There are a number of landowners along Hansborough Road who may be impacted by a road name change. There may also be people in the local community with an interest in the proposed road name change. Therefore, public notices were published in addition to the minimum requirement for direct correspondence with land owners along the length of Hansborough Road.

Of the four land owners who were provided with direct correspondence, three responses were received advising of their opposition to the road name change.

In response to the public notice, there were an additional four responses to the Light Regional Council, with two of the responses opposing the name change and two in support of the name change. Interestingly, the two responses opposing the change were from the immediate area (Buchanan), whereas the two in support of the change were from Kapunda and Tanunda.

It is understood the Regional Council of Goyder received a letter(s) of support from the Waldhuter family who live and own property on Hansborough Road, with two or three objections.

DIRECT CORRESPONDENCE SENT from Light Regional Council					
DOC ID	Response Y/N	DOC ID	In Favour Y/N		
329695	n		0	Adelaide	government department
329697	Y	331792	N	Hansborough road	
329696	Y	334592	N	Hansborough road	
329696	Y	334342	N	Hansborough road	
329699	n		0	Hansborough road	land holding only
329698	n		0	Hansborough road	land holding only
328612	n		0	Adelaide	government department
328610	n		0	Adelaide	government department
RESPONSES TO PUBLIC NOTICE received by LRC				Locality	
334592			N	Buchanan	land owner alongside Hansborough Road
334342			N	Buchanan	owns property on Hansborough Road
330248			Y	Tanunda	
330571			Y	Kapunda	
		LRC	5 x No Change		
		LRC	2 x Yes Change		

The reason for the request is to recognise former land owners in the area, namely, Heinrich William George Waldhuter, his brother John Heinrich Waldhuter and their descendants who currently own land on Hansborough Road. The land was purchased from Henry Dutton, who inherited Anlaby from his uncle Frederick Hansborough Dutton. The land holding is within the Regional Council of Goyder, however is not the only land holding with a history of contribution to the local area.

To the east of Hansborough predominantly is the boundary between Julia Creek and Buchanan with Hansborough to the south of the boundary between Regional Council of Goyder and the Light Regional Council.

The town of Hansborough no longer exists but was named after Frederick Hansborough Dutton who founded Anlaby Station.

Whilst it may not be appropriate to change the name of Hansborough Road at this stage, the name Waldhuter may be an option for future developments, should a developer wish to honour other contributors to the region.

## **Conclusion**

It is recommended that the request to change the name of Hansborough Road to Waldhuter Road not be approved on the basis of historical origins and the financial imposition and inconvenience to affected property owners, businesses and councils should a name change take effect.

On balance, the benefits are outweighed by the imposition a name change would have on the local property owners and residents of the area.

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## **References**

### ***Legislation***

Local Government Act 1999

### ***Council Policies***

Road & Public Places Naming Policy  
Public Consultation Policy

### ***Strategic Plan***

Community Engagement Strategy 2017-2022

## **IC10.4.5/2019 Funding Requirements for CWMS 4-Year Capital Works Program**

**Folder ID:** 69186

**Author:** Bill Zhang, Manager Engineering & Assets

**Report Presenter:** Richard Dodson, General Manager Infrastructure and Environment

### **Executive Summary**

#### ***Report highlights***

- Four year capital upgrade and renewal program;
- Funds required to achieve the required service and reliability levels;
- The desire to have a fully integrated software system that can remotely operate, diagnose and monitor the CWMS; and
- The purpose of the report is to highlight funding requirements for Council to upgrade and renew Community Wastewater Management System (CWMS) infrastructure by utilisation of available CWMS Reserves to ensure that the essential functionality of the CWMS network operating efficient, effective and reliable.

### **Budget Impact**

**Estimated Cost:** N/A

**Future ongoing operating costs:** N/A

**Is this budgeted?**

Yes

**Sufficient Funds?** YES

### **Additional Comments (incl Labour Component if applicable):**

There are costs associated with the gradual renewal and upgrade of CWMS infrastructure.

### ***Recommendation***

**That the Infrastructure Committee recommend to Council that it adopt the 2019-2023, CWMS 4 Year Capital Works Program subject to the adoption of the 2019/2020 Budget & Annual Business Plan.**

### ***Reasons for the decision***

To provide quality infrastructure for a growing and vibrant community.

## **Detailed Report**

### ***Purpose***

The purpose of this report is to seek Elected Member's endorsement of the 2019-2023, CWMS 4 Year Capital Works Program.

### ***Background***

A CWMS is defined under the South Australian Public Health Regulations (2013) as "a system for the collection and management of wastewater generated in a town, regional area or other community, but does not include SA Water sewerage infrastructure." The purpose of the CWMS is to collect, treat and reuse/dispose of wastewater produced in the community.

Light Regional Council is currently managing an extensive network of CWMS infrastructure in four townships. The approximate date of the establishment of each scheme is:

- Kapunda 1968
- Freeling 1984
- Greenock 1985
- Roseworthy 1995.

Over the years, those CWMS plants had been upgraded by Council to provide essential wastewater management service to over 6000 residents. The most recent CWMS infrastructure upgrade was undertaken at Freeling Plant in 2008 and at Kapunda Plant in 2011.

### ***History***

N/A

### ***Discussion/Analysis***

Each year Council declares a rate under Section 155 of the Local Government Act to raise funds to manage and maintain its Community Wastewater Management Systems. A report was commissioned to determine the most appropriate rate to ensure that Council was collecting the correct amount of revenue to fulfil all of its obligations. In short this will amount to approx. \$520 per service in 2019/2020 and will raise nearly \$1.5m. It will consist of the following breakdown:

<b>Component</b>	<b>\$</b>	<b>Purpose</b>
Operating Expenditure	\$500,000	Covers activities such as salaries, wages, plant hire, electricity, licencing, disposal, pump outs
Depreciation	\$445,000	This is the decline in value of the assets each year and as a rule should be equivalent in the longer term to the upgrade or renewal of the assets.
Full Cost Attribution (internal charges)	\$230,000	It is an internal charge that recognises that the CWMS business could not operate without technology support, payroll, HR, office space & other corporate costs etc
Risk	\$85,000	An allocation of funds to ensure should an unforeseen breakdown occur funds are set aside to repair the issue
Council's Return on Investment	\$240,000	Like many organisations, Council has invested funds to establish the CWMS operations and should receive a dividend when doing so (it should be noted that this is not the full return on investment, this will occur when the annual service charge is closer to \$600)
<b>Total Expenses</b>	<b>\$1,500,000</b>	

In essence the \$445,000 in depreciation, if unused will be transferred to the “CWMS Reserve” account and will be reported in Council’s Annual Report each year.

The aim is to continually put downward pressure on all operating costs and have more available for asset renewal and upgrade.

So in a similar manner to the transport, building, stormwater and bridge assets a four year program has been developed to target asset renewal and also upgrades.

<b>4-Year Capital Works Program</b>		<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>
<b>(Funded by CWMS Reserves)</b>		<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>
<b>CWMS Plant Upgrade</b>	Solar battery (Freeling & Kapunda)			\$20,000	\$20,000
	SCADA – Process Control Systems (Freeling & Kapunda)	\$150,000 (Freeling)	\$150,000 (Kapunda)		
	Plant Improvements, e.g. line modification, valves, site access, sensors, etc	\$50,000	\$25,000	\$30,000	\$30,000
<b>Sub-total</b>		<b>\$200,000</b>	<b>\$175,000</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>CWMS Asset Renewal</b>	Screens	\$20,000 (Freeling)		\$20,000 (Kapunda)	
	Aerators	\$50,000 (Freeling)	\$50,000 (Kapunda)		
	Pumps, valves, chambers, etc	\$20,000	\$20,000	\$30,000	\$30,000
<b>Sub-total</b>		<b>\$90,000</b>	<b>\$70,000</b>	<b>\$50,000</b>	<b>\$30,000</b>
<b>(Asset Upgrade &amp; Renewal) Total</b>		<b>\$290,000</b>	<b>\$245,000</b>	<b>\$130,000</b>	<b>\$80,000</b>

It is considered that these works will ensure that the system operates efficiently and works are undertaken prior to any failure.

In addition staff are in the process of carrying out an extensive audit of Council CWMS pipe network and any resultant work will be included in future programs.

The creation of this program will enable a proactive approach to be taken to develop a sustainable asset renewal program to secure the CWMS operations into the future for our community. The program would also deliver the following benefits:

- Reduce operation and maintenance costs with less equipment breakdowns;

- Facilitate future growth of townships and developments;
- Improve reliability of the plants;
- Improve water quality for reuse across Council;
- Reduce energy consumption; and
- Improve customer satisfactions.

## **Conclusion**

It is important to recognise the current funding arrangement for CWMS asset renewal is considered inadequate. The creation of CWMS Capital Work programs by utilisation of available fund from the existing CWMS Reserves would bring a proactive and systematic approach for Council to deliver efficient, sustainable and reliable CWMS for the community,

## **References**

### ***Legislation***

Local Government Act 1999

### ***Council Policies***

N/A

### ***Strategic Plan***

Goal 1 Objective 1.2 Resolving the asset renewal gap to attain asset sustainability for agreed service levels

Goal 1 Objective 1.4 Appropriate allocation of resources to areas of priority need

## **IC10.4.6/2019 Strategic Infrastructure Funding Plan 2019-2023**

**Folder ID:** 64336

**Author:** Richard Dodson, General Manager Infrastructure and Environment

**Report Presenter:** Richard Dodson, General Manager Infrastructure and Environment

## **Executive Summary**

### ***Report highlights***

- The various Federal & State funding sources;
- Some key infrastructure upgrades that have been identified in Council's various Draft Infrastructure and Asset Management Plans chapters;
- The need to allocate Council funds towards the infrastructure upgrades as the matching contribution; and
- A grant funding schedule that matches the capital renewal program with funding programs.

## **Budget Impact**

**Estimated Cost:** N/A

**Future ongoing operating costs:** N/A already included in future routine maintenance costs

**Is this budgeted?**

N/A



**Additional Comments (incl Labour Component if applicable):**

***Recommendation***

**That the Infrastructure Committee recommend to Council that it:**

- 1. Receive this report;**
- 2. Acknowledge the various funding sources available for infrastructure projects; and**
- 3. Adopt the year by year funding program contained in this report.**

***Reasons for the decision***

To provide quality infrastructure for a growing and vibrant community.

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## **Detailed Report**

### ***Purpose***

Grant funding provides an important financial contribution to the overall sustainability of Councils and developing a plan that clearly outlines what funding is available for various infrastructure upgrade projects and when grant funding will be sought is equally important. This report provides advice to the Elected Members on the various funding sources available to Council for infrastructure projects.

### ***Background***

N/A

### ***History***

Infrastructure Committee 5 August 2015 – Item IC9.5.1/2015 – Strategic Infrastructure Funding Opportunities

### ***Discussion/Analysis***

Council has a range of grant funding programs that are available to it and the summary below highlights the program, funding contributions and types of infrastructure projects that Council could consider funding.

#### **Black Spot Program**

Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding measures such as traffic and road improvements such as roundabouts or intersections at dangerous locations, the program aims to reduce the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

The Black Spot Program makes an important contribution in reducing the national road toll under the National Road Safety Strategy and Action Plan 2018–2020.

The program provides 100% funding for eligible projects.

#### **Bridge Renewal Program**

The Australian Government will provide \$420 million from the 2015 to 2016 financial year to the 2020 to 2021 financial year, with an on-going commitment of \$60 million each year following to upgrade and replace bridges to enhance access for local communities and facilitate higher productivity vehicle access.

The Australian Government will provide up to 50% of the total project cost with a contribution limit of \$5 million per project.

#### **Heavy Vehicle Safety and Productivity Program**

The Heavy Vehicle Safety and Productivity Program (HVSP) is an Australian Government initiative to fund infrastructure projects that improve productivity and safety outcomes of heavy vehicle operations across Australia.

The Australian Government has extended the HVSP and will provide \$40 million per year from the 2021 to 2022 financial year onwards. The commitment builds on the current \$328 million investment from the 2013 to 2014 financial year to the 2020 to 2021 financial year.

The Australian Government will contribute up to 50% per cent of the total project cost to successful projects, up to a maximum of \$5 million.

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### Roads to Recovery Program

The Roads to Recovery Program supports the maintenance of the nation's local road infrastructure asset, which facilitates greater access for Australians and improved safety, economic and social outcomes.

The Roads to Recovery Program does not contain a sunset clause under the National Land Transport Act 2014, meaning no new legislation is required for the continuation of the program.

From the 2013 to 2014 financial year to the 2020 to 2021 financial year the Australian Government will provide \$4.4 billion under the Roads to Recovery Program. The funding is to be distributed to Australia's local councils.

Roads to Recovery Program allocations for the councils in each jurisdiction have been determined on the basis of the recommendations of the Local Government Grants Commissions in each state for the roads component of the Financial Assistance Grants. This is the same methodology as was used for this purpose in previous Roads to Recovery programs.

The allocations include a list of each council's estimated Roads to Recovery Program allocation for both the 2017 to 2018 and 2018 to 2019 financial years. Light Regional Council is estimated to receive \$301,245 in the 2018/2019 year taking its R2R total for the five year period to \$2,704,921. While the standard allocation has been approximately \$300,000 there have been years where payments have been increased substantially, doubled and in one year were tripled, however for annual budgeting purposes \$301,245 is being used.

Under the Roads to Recovery Program, direct funding to local Councils is distributed according to a formula based on population and road length set by the Local Government Grants Commissions in each state and the Northern Territory. Each Council's Roads to Recovery allocation is fixed for the life of the Program.

Untied grants for local roads are part of annual financial assistance grants to councils.

Features of local roads grants are:

- Each state receives a fixed share of the grant.
- Each Council's share of the grant is determined by the state's local government grants commission.
- The grants are untied.

### Special Local Roads Program

Funding for strategic local roads in South Australia is made available under the South Australian Special Local Roads Program (SLRP). Funding for the Special Local Roads Program is provided from:

- 15% of Identified Local Road Grants; and
- 15% of funding from the SA allocation of Roads to Recovery.

Traditionally the total funding pool across the state has been between \$15m & \$18m with approximately \$3m flowing through to the Legatus Group.

These programs above tend to be the standard ones that provide an ongoing opportunity for Council to leverage its funds to deliver upgrade works.

A summary of the funding programs and the types of roads that can be included is shown below:

<u>Funding Program</u>	<u>Council Contribution Required</u>	<u>Infrastructure Projects</u>
Black Spot Program	Nil	<p>At this time Council has reviewed all of the crashes that have occurred in its area and other than resubmitting Roennfeldt Road it is unlikely that it will be able to access the reactive part of the program.</p> <p>The Proactive part of the program will require an investment in road safety audits and at this time the Draft Capital Program is aimed at delivering those works.</p>
Bridge Renewal Program	50% of approved project cost	<ul style="list-style-type: none"> <li>• Ayliffes Bridge Linwood</li> <li>• Mt Allen Bridge Allendale North</li> <li>• Rosedale Bridge Rosedale</li> </ul>
Heavy Vehicle Safety and Productivity Program	50% of approved project cost	<ul style="list-style-type: none"> <li>• East Terrace Kapunda (southern portion)</li> <li>• Overdimensional Route 3 (OD3)</li> <li>• Belvidere Road</li> <li>• John Eden Road</li> <li>• Mudla Wirra Road</li> <li>• Currie Road</li> <li>• Rosedale Road</li> </ul>
Special Local Roads Program	One third of approved project cost	<ul style="list-style-type: none"> <li>• Seppeltsfield Road</li> <li>• Lyndoch Road</li> <li>• Turretfield Road</li> <li>• Gerald Roberts Road</li> <li>• Nurse Road</li> <li>• Gray Street</li> <li>• Templers Road</li> <li>• Gawler River Road/Wilkinson Road</li> </ul>

Given the above the table below shows a year by year breakdown of the proposed applications for each funding type.

<u>Year</u>	<u>Funding Program</u>	<u>Infrastructure Projects</u>
2019/2020	Heavy Vehicle Safety and Productivity Program	<ul style="list-style-type: none"> <li>• College Road</li> </ul>
	Special Local Roads Program	<ul style="list-style-type: none"> <li>• Seppeltsfield Road</li> <li>• Lyndoch Road</li> </ul>
2020/2021	Heavy Vehicle Safety and Productivity Program	<ul style="list-style-type: none"> <li>• Overdimensional Route 3 (OD3) from Hatcher Road to Redbanks Road</li> <li>•</li> </ul>
	Special Local Roads Program	<ul style="list-style-type: none"> <li>• Gawler River Road/Wilkinson Road</li> </ul>
	Black Spot Program	<ul style="list-style-type: none"> <li>• Roennfeldt Road (resubmitting due to major change in project scope)</li> </ul>
2021/2022	Heavy Vehicle Safety and Productivity Program	<ul style="list-style-type: none"> <li>• Overdimensional Route 3 (OD3) from Two Wells Road to Oates Road</li> </ul>

<u>Year</u>	<u>Funding Program</u>	<u>Infrastructure Projects</u>
		<ul style="list-style-type: none"> <li>• Belvidere Road</li> </ul>
	Special Local Roads Program	<ul style="list-style-type: none"> <li>• Turretfield Road</li> <li>• Stonewell Road</li> </ul>
2022/2023	Heavy Vehicle Safety and Productivity Program	<ul style="list-style-type: none"> <li>• Roseworthy Road (Sturt Highway to Thiele Highway)</li> <li>• John Eden Road (Sturt Highway to Thiele Highway)</li> </ul>
	Special Local Roads Program	<ul style="list-style-type: none"> <li>• Gerald Roberts Road (portion)</li> </ul>

Roads not included in the 4 year program have been excluded due to lack of renewal funds for matching contributions. Those roads will either be addressed as part of a future renewal program or will be budgeted via business cases as part of the annual budgetary process.

### **Conclusion**

Given the amount of strategic infrastructure projects (not an exhaustive list provided) that Council has it is worthwhile ensuring that funds are allocated to projects prior to the closure of grant funding applications.

### **References**

#### ***Legislation***

N/A

#### ***Council Policies***

#### ***Strategic Plan***

Goal 1 Objective 1.2 Resolving the asset renewal gap to attain asset sustainability for agreed service levels

Goal 1 Objective 1.4 Appropriate allocation of resources to areas of priority need

## **IC10.4.7/2019 2019-2020 10 Year Plant & Fleet Replacement Program**

**Folder ID:** 55927

**Appendix:** [\*Appendix IC10.4.7A - Plant Replacement Program\*](#)  
[\*Appendix IC10.4.7B – Fleet Replacement Program\*](#)

**Author:** Richard Dodson, General Manager Infrastructure and Environment

**Report Presenter:** Richard Dodson, General Manager Infrastructure and Environment

### **Executive Summary**

#### ***Report highlights***

- The proposed plant to purchase over the next 10 year period that will meet the operational needs of Council;
- The proposed fleet to purchase over the next 10 year period based on the Motor Vehicle Management Policy that will meet the administrative operations of Council; and
- The proposed funding required across the plant and fleet over the next 10 years.

**Budget Impact**

<b>Estimated Cost: Plant</b>	<b>\$601,000</b>
<b>Future ongoing operating costs: Plant</b>	<b>\$831,423</b>
<b>Estimated Cost: Fleet</b>	<b>\$103,200</b>
<b>Future ongoing operating costs: Fleet</b>	<b>\$225,272</b>
<b>Estimated Cost: Minor Plant</b>	<b>\$15,000</b>
<b>Future ongoing operating costs: Minor Plant</b>	<b>\$15,000</b>

**Is this budgeted?**

**Yes**

**Sufficient Funds? Yes**

**Additional Comments (incl Labour Component if applicable):**

***Recommendation***

**That the Infrastructure Committee recommend to Council that it acknowledge and endorse the 2019/2020 10 Year Plant and Fleet Replacement Programs subject to the adoption of the 2019/2020 Budget and Annual Business Plan.**

***Reasons for the decision***

Council needs to have a clear direction on what plant it needs to carry out its operations and also what is affordable to undertake the various civil and administrative operations of Council.

## **Detailed Report**

### ***Purpose***

To provide an update to Council on plant that will require replacement in the next 10 years.

### ***Background***

In April 2009, Council adopted a 10 year Plant Replacement Program which aimed to develop a planned replacement schedule for Council's operational plant. Since that time, an annual update has been provided that forecasts future plant requirements. Since that time the fleet replacement has been added to that program.

### ***History***

Minute 10.4.1, 21 April 2009

### ***Discussion/Analysis***

Each year an updated plant replacement program plan is provided that shows the future plant requirements, replacement forecasts and estimated costs. While the aim is to replace the plant at the optimum time, the plans give consideration to spreading the larger purchases out to assist with Council's cash flow. Once the purchases have been spread then they will revert to optimum replacement.

At this time, staff consider that the amount of plant currently held enables the majority of work to be performed efficiently and with the most appropriate equipment. Where equipment is not on hand it will be engaged via short-term hire on a dry or wet basis. If this occurs any costing will be incurred within the budget of the work at the time.

The fleet program is based around individual vehicle usage and now has a focus on longer hold periods for lower use vehicles. The amounts shown as capital are the net changeover costs. Details of the sales will be provided via the monthly financial statements and the quarterly budget updates as variations to capital purchases and capital sales.

In addition to the capital costs there are also operating costs of running the vehicle fleet. These operating costs are the gross costs of operating the fleet. However there are eight employees who each contribute between \$6,500 and \$10,000 towards the cost of operating the vehicles that are allocated to them. This philosophy is consistent with the principles of Council's Motor Vehicle Management Policy.

### **Conclusion**

It is considered that the proposed plant replacement program gives Council a clear direction on what plant it needs to carry out its operations and also what is affordable.

### **References**

#### ***Legislation***

N/A

#### ***Council Policies***

Motor Vehicle Management Policy

#### ***Strategic Plan***

Goal 1 Objective 1.4 Appropriate allocation of resources to areas of priority need

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## **IC10.4.8/2019 2019-2023 4 Year Capital Program**

**Folder ID:** 64336

**Appendix:** [\*IC10.4.8A – 4 Year Capital Program 2019-2023\*](#)

**Author:** Richard Dodson, General Manager Infrastructure and Environment

**Report Presenter:** Richard Dodson, General Manager Infrastructure and Environment

### **Executive Summary**

#### ***Report highlights***

- The proposed funding allocation across the various asset classes for the 2018 – 2022, 4 Year Capital Program;
- A draft program of works based on the draft Infrastructure & Assets Management Plan, actual asset condition, proposed upgrades and expectations of the community;
- The impact of the Accelerated Works Program on the Asset Renewal Program; and
- Seeks the Committee's endorsement of the draft program.

### **Budget Impact**

<b>Estimated Cost:</b>	<b>2018/2019 \$3,256,224</b>
	<b>2019/2020 \$3,357,167</b>
	<b>2020/2021 \$3,424,310</b>
	<b>2020/2021 \$3,509,918</b>

**Future ongoing operating costs:** already included in future routine maintenance costs

**Is this budgeted?**

Yes

**Sufficient Funds? YES**

**Additional Comments (incl Labour Component if applicable):**

### ***Recommendation***

**That the Infrastructure Committee recommend to Council that it adopt the 2019-2023, 4 Year Capital Program subject to the adoption of the 2019/2020 Budget & Annual Business Plan.**

### ***Reasons for the decision***

To provide quality infrastructure for a growing and vibrant community.



## **Detailed Report**

### ***Purpose***

The purpose of this report is to seek Elected Member's endorsement of the 2019-2023, 4 Year Capital Program.

### ***Background***

Each year, the Infrastructure & Environment Department develops a Capital Works Program with input from Elected Members, customer requests and information recorded on Council's asset database. This report provides a draft program for consideration by Elected Members.

### ***History***

N/A

### ***Discussion/Analysis***

Each year a report is provided to Elected Members outlining the amount of funds in the Long Term Financial Plan that have been budgeted for the Capital Works Program and also the works that are to be included in that program. This LTFP has always included a base Roads to Recovery allocation which is currently \$301,245. This amount has been constant over the life of the R2R Program however that funding tranche will expire at the end of the 2018/2019 financial year. The base amount has been included in the four year program but will be subject to Australian Government future funding announcements.

All R2R allocations are currently directed to road renewal.

In addition to the R2R funding, the participation in the State Local Government Infrastructure Partnership has unlocked upgrade funds that can be directed towards asset renewal. The redirection of these funds will mean that asset renewals will enable Council's Asset Sustainability Ratio to move closer towards 100% (over the longer term). This effectively means that assets will be renewed closer to expiry than ever before and strengthens Council's overall financial position. In addition there have also been roads that were included in previous unsealed roads long term programs that have been addressed by the Accelerated Infrastructure Program. This has resulted in more funds being able to be utilised towards other asset category renewals.

In this four year program, a greater emphasis has been placed on using renewal funding as Council's contribution towards grant funded programs. This has been highlighted in the individual programs where the aim will be to make applications to the Special Local Roads Program and Heavy Vehicle Safety & Productivity Program. (refer to separate Strategic Funding Report)

The allocations below have been developed based on workshops with Elected Members, the expectations of the community and importantly the Infrastructure & Asset Management Plan (IAMP). The 10 year average targets for asset renewal have been refined also.

4 Year Budget 2019-2023							
Capital Works						10 Year Average Targets	
Work Type	Asset Sub-Group	Year 1 FY 2019/2020	Year 2 FY 2020/2021	Year 3 FY 2021/2022	Year 4 FY 2022/2023	Annual Budget	Asset Sustainability Ratio
Renewal	Rural Sealed	\$390,000	\$440,000	\$650,000	\$350,000	\$306,353	95%
	Town Sealed	\$391,556	\$455,415	\$475,000	\$929,271	\$247,000	95%
	Rural Sheeted	\$2,275,611	\$2,108,895	\$1,964,918	\$1,898,395	\$2,003,194	95%
	Pavement					\$150,000	50%
	Footpaths					\$150,000	50%
	Bridges, Culverts & Floodways	\$100,000	\$100,000	\$100,000	\$100,000	\$135,000	95%
	Building & Structures	\$200,000	\$200,000	\$200,000	\$200,000	\$230,000	70%
Upgrade/New	Township New Footpaths	\$0	\$120,000	\$120,000	\$120,000	\$120,000	100%
	Stormwater Upgrade Project			\$0	\$0	\$180,000	100%
		<b>\$3,357,167</b>	<b>\$3,424,310</b>	<b>\$3,509,918</b>	<b>\$3,597,666</b>	<b>\$3,521,547</b>	83%

## CAPITAL RENEWAL

The following discussion focuses on Capital Renewal in Year 1 of the 2019-2023 4 Year Capital Works Program. Appendix IC10.4.8A includes Years 2, 3 and 4 of the program.

### Rural & Town Sealed Roads

Each year, a rolling Four Year Road Sealing Program is developed using Road Surface Manager (RSM), a proprietary computer software product that uses information from the IAMP to generate a works program. However, there are insufficient funds within the budget to enable all of the roads to be treated as they fall due. The RSM program has prioritised higher class roads, which ensures that funds are directed to those roads that are most used or are regionally significant.

It should be noted that for efficiency the renewal of roads may not always be undertaken in the same order that RSM will prioritise them.

2019-2020 Rural Sealed Road Programme				
Road Name	Nature of Work	From	To	Estimate Project Cost
Seppeltsfield Road	Reseal & shoulders (Council contribution towards a Special Local Roads Programme Application - \$1,110,000 of works)	Kraehe Road	Radford Road	\$370,000
Seppeltsfield Road		Radford Road	Neldner Road	
Seppeltsfield Road		Neldner Road	Stonewell Road	
Kraehe Road	Reseal	Seppeltsfield Road	End of Seal	\$20,000
			<b>Total</b>	<b>\$390,000</b>

2019-2020 Township Sealed Roads Program					
Road Name	Nature of Work	From	To	Estimate Cost	Project Cost
Cherry Street	Reseal (Carry forward amount \$32,000)	Hanson Street	Rec Park Entrance		\$32,000
Coulls Street	Reseal	Gray Street	Rogers Street		\$68,619
Hill Street	Reseal	Main Street	Willow Drive		\$100,362
Mill Lane	Reseal	Baker Street	Clare Road		\$31,161
Fords Street	Reseal	Main Street	Whittaker Street		\$23,415
Brown Street	Reseal	Main Street	Stocks Street		\$43,528
Tod Street	Reseal	Main Street	Willow Drive		\$44,823
Oldham Street	Reseal	South Terrace	Chapel Street		\$38,876
Clarke Street	Reseal to kerb	Hanson Street	Borrow Street		\$40,772
			<b>Total</b>		<b>\$391,556</b>

#### Rural Sheeted Roads

As with the Rural Sealed Roads, RSM has been used to develop a four year road resheeting works Program. Due to the Accelerated Infrastructure Program, funds have been unlocked from within the upgrade component of the capital works program and are proposed to be directed to renewal.

Over the life of the 2019-2023 Draft 4 Year Program it is proposed to renew all expired unsealed roads that have either expired or will expire during that period. The draft program has also been compiled using Elected Member and community feedback.

2019-2020 Rural Sheeted Roads Program				
Road Name	Nature of Work	From	To	Estimate Project Cost
College Road	New Construction (Council contribution towards a Heavy Vehicle Safety & Productivity Programme Application - \$1,200,000 of works)	Mudla Wirra Road	Twartz Road	\$600,000
Lyndoch Road	New Construction (Council contribution towards a Special Local Roads Programme Application - \$1,130,000 of works)	Gomersal Road	Ford	\$464,000
Nottle Road	Resheeting	Redbanks Road	Parkers Road	\$75,000
Nottle Road		Parkers Road	Wards Belt Road	\$93,200
Stockport Road	Resheeting	Horrocks Highway	O'Brien Road	\$64,000
Stockport Road		O'Brien Road	Gill Road	\$87,625
Stockport Road		Gill Road	Arend Road	\$87,625
Stockport Road		Arend Road	Muster Road	\$76,069
Stockport Road		Muster Road	Bullock Road	\$65,125
Stockport Road		Bullock Road	Start of seal	\$62,700
Stockport Road				
Coffey Road	Resheeting	Kernich Road	Ayliffe Road	\$72,217
Coffey Road		Ayliffe Road	Ryan Road	\$26,950
Haydon Road	Resheeting	Boundary Road	Redbanks Roads	\$190,000
Haydon Road		Callahan Road	Mudla Wirra Road	\$20,000
Wasleys Road	Resheeting (work to be delivered in conjunction with Accelerated Infrastructure Programme works)	Woolshed Road	Selleck Road	\$291,100
Wasleys Road		Selleck Road	Lines Road	
Wasleys Road		Lines Road	Mullen Road	
Wasleys Road		Mullen Road	Mudla Wirra Road	
Lines Road		Wasleys Road	Mudla Wirra Road	
			<b>Total</b>	<b>\$2,275,611</b>

Should the above roads list be completed under budget then additional roads will be selected from the four year program or roads that have deteriorated sooner than anticipated.

The draft program is estimated to be a full works program that will be continuously delivered over the whole year. Construction will commence early in July 2019.

The roads have been based on their current condition and their ability to withstand another 12 months of traffic. Those roads not selected will be reviewed in the 2020/2021 financial year.

#### Bridges, Stormwater & Floodways

In regard to the renewal of stormwater assets (culverts, pipes & pits), these priorities have been developed using standard asset lives and actual condition assessment. Each year funds are set aside for the inspection and recording of asset condition. The stormwater assets were inspected in 2016/2017 and the priority listing developed. A four year program has been developed. Year 1 of the program is shown below.

<b>2019-2020 Stormwater &amp; Bridges</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Lucys Crossing Hydedale Road Hamilton		\$10,000
St Kitts West Ford		\$25,000
Oaklynn Road Ford		\$50,000
Oaklynn Road Ford		\$15,000
<b>Total</b>		<b>\$100,000</b>

#### Buildings & Structures

Council have a software management program where data is stored on all of its assets including valuations and condition audits. The program identifies the building assets that require renewal according to the estimated life expectancy considered for the asset at the time of its assessment and valuation.

The data provided of assets requiring renewal is combined with the working knowledge and feedback from Elected Members, community and staff, being the users and occupiers of Council buildings to develop a program over a period of time where available funds can be directed. On occasions the program may be amended as priorities change throughout the year (i.e. some projects may be brought forward or others pushed back).

<b>2019-2020 Buildings &amp; Structures</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Kapunda Senior Citizens Club	renewal of wet areas, kitchen, access and replastering of walls internally.	\$200,000
<b>Total</b>		<b>\$200,000</b>

It should be noted that the Wasleys oval facility upgrade will not occur in the 2018/2019 year and the funds will be carried forward to 2019/2020 to complete the works.

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## **CAPITAL UPGRADE/NEW**

### Sealing Unsealed Township Roads

In previous years upgrades or new assets have been included as part of the annual capital works program. For this four year program all upgrade work is proposed to be undertaken as part of the State Local Government Infrastructure Partnership. At the end of the SLGIP all township roads will be sealed.

### Upgrading Class 4 Roads Unsealed Rural Roads

In May 2015 Council adopted a ranking system to upgrade roads that were considered by the community to have local importance and such should be upgraded. In most instances these roads are "Dry Weather Only" roads and alternative routes exist. However there are some documented examples where the route may serve another purpose such as connecting family properties or properties that are farmed together.

The new Unsealed Roads Upgrades Register is shown in Appendix IC10.4.8A.

No roads are being proposed for upgrade in 2019/2020.

### Township New - Footpaths

As the Accelerated Infrastructure Program (funded through the SLGIP) will deal with a significant amount of new footpath construction works in 2019/2020, it is not proposed to allocate funds over the upcoming year but an allocation has been made beyond that period with the works to be defined at a later time.

### Stormwater Upgrade

In previous years stormwater upgrades or new stormwater installations have been included as part of the annual capital works Program. For the period 2019-2023 upgrade works are only proposed to be undertaken as part of the Accelerated Infrastructure Program.

### Buildings and Structures

The Kapunda Senior Citizens clubrooms on Chapel Street have seen an increase in patronage consistent with the increasing member numbers. While the variety, frequency and overall general use of the site has improved, the facilities have remained as outdated and not providing suitable access for the more senior patrons.

The original building constructed in the early 1900's requires replastering internally. The rear besser block construction of the toilets dates back to around the 1950's, with the main entrance to the building now from the rear given mobility issues, slope of the land and proximity to the parking. Improvements to the building will incorporate a new rear entry foyer, all weather access to the toilet facilities and a new kitchen fitout.

## **Conclusion**

The programs above are expected to achieve a good balance between all asset classes and ultimately community expectations.

## **References**

### ***Legislation***

N/A

### ***Council Policies***

Section 8 Footpath Policy Number 8

### ***Strategic Plan***

Goal 1 Objective 1.2 Resolving the asset renewal gap to attain asset sustainability for agreed service levels

Goal 1 Objective 1.4 Appropriate allocation of resources to areas of priority need

10.5 GENERAL MANAGER, ECONOMIC DEVELOPMENT  
NIL

11. PROCEDURAL MATTERS

11.1 QUESTIONS WITHOUT NOTICE

**Rules per Regulations -**

- Questions and replies are not entered in the minute book unless expressly required by resolution.
- No debate shall be allowed on any question or the reply to any question.
- If required by the Chairman, such questions shall be put in writing.
- The Chairman may direct that a reply be given at the next meeting.

11.2 QUESTIONS ON NOTICE

**Rules per Regulations –**

- These questions must be in writing and given to the Chief Executive Officer five (5) clear days prior to the meeting.
- Chief Executive Officer shall place these items in the agenda.
- They shall be answered by the Chairman at the meeting.
- Questions and replies shall be entered into the minute book.

11.3 NOTICE OF MOTION

11.4 MOTIONS WITHOUT NOTICE

**Rules per Regulations**

- A member may bring forward a motion without notice and if required by the Chairman, put it in writing.
- Before addressing the meeting, the member shall state the purpose of the motion.
- A member cannot move more than one motion without notice on the same subject at any meeting.

12. CONFIDENTIAL ITEMS

13. NEXT MEETING

14. CLOSURE

**Light Regional Council Plant Replacement Program**

Plant	No	Year	Alternative	Replacement Suggestion	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Pohlner roller	50	U/K		Replace with new roller, then 15 year life			\$80,000							
Pohlner roller	73	U/K		Replace with new roller, then 15 year life			\$80,000							
Dog Trailer	103	2005		10 year life					\$100,000					
Water tanker	193	2007		End of life										
JD 100hp Tractor	228	2010		7 years 8000 hours	\$50,000							\$60,000		
AJ Stock 5T Plant Trailer	232	2010	Replace with 9T Plant Trailer	10 years		\$40,000								
AJ Stock 5T Plant Trailer	233	2010		End of life										
Isuzu 6T Tipper	247	2011		7 year replacement for Trucks	\$80,000							\$75,000		
CAT trailer	253	2011		10 years			\$10,000							
Cold Mix Trailer	258	1993		Replace with purpose built trailer		\$6,000								
CAT Loader	264	2008		15 year life					\$140,000					
2.5 Tonne Roller	271	2006		Replace with New unit 10 year		\$35,000								
Isuzu Tandem Tipper	282	2012		7 years	\$120,000						\$140,000			
JD Grader	283	2012		7 years 8000 hours	\$255,000							\$275,000		
Isuzu 3T Tipper	286	2013		7 years		\$50,000							\$70,000	
Isuzu 9T Tipper	287	2013		7 years		\$100,000							\$120,000	
CWMS trailer	293	2014	Replace in 2029	15 years										
JCB Backhoe	303	2014		7 years			\$100,000							\$120,000
JD Front Deck Mower	309	2015		6 years			\$32,000						\$35,000	
Woodchipper	312	2015		7 years			\$40,000							\$50,000
Skidsteer	313	2015		7 years			\$50,000							\$65,000
Pohlner Roller	316	U/K		Replace with new roller, then 15 year life					\$80,000					
Mercedes Benz Bus	321	2015		7 years				\$85,000						
JD Grader	323	2016		7 years				\$250,000						
JD Slasher	329	2016		7 years				\$60,000						
Kubota SSV75 Skid Steer Loader	333	2017		7 years						\$50,000				
Isuzu FRR 110-260 Chipper Truck	334	2017		7 years						\$100,000				
Isuzu 1400 with Water Cart	338	2017	Replace with new water cart	15 years						\$150,000				
Isuzu 9 Tonne Truck with Tipper	339	2017		7 years						\$100,000				
Excavator	342	2017		7 years						\$50,000				
Plant Trailer	343	2017		10 years									\$35,000	
Spray Unit 1	MP280	2017		10 years									\$20,000	
Spray Unit 2	MP281	2017		10 years									\$20,000	
Front Deck Mower	350			6 years						\$33,000				
Front Deck tilting mower trailer 1	352			10 Years										\$8,000
Front Deck tilting mower trailer 2	353			10 Years										\$8,000
Tandem Trailer	354			10 Years										\$5,000
Tandem Cage Trailer	355			10 Years										\$6,000



Water Trailer	356			10 Years												\$9,000
Grader	358			7 years							\$290,000					
<b>Items to buy</b>																
<b>Totals</b>					\$505,000	\$231,000	\$392,000	\$395,000	\$320,000	\$483,000	\$430,000	\$410,000	\$300,000	\$271,000		

**Light Regional Council I & E Depot Vehicle Replacement Program**

<b>Plant</b>	<b>No</b>	<b>Year</b>	<b>Comments</b>	<b>Replacement Suggestion</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	
Colorado Ute	304	2014	CAT Vehicle	5 years	\$24,000					\$29,000					
Colorado Ute	305	2015	Maintenance Ute	5 years	\$24,000					\$29,000					
Colorado Ute	306	2015	Maintenance Ute	5 years	\$24,000					\$29,000					
Colorado Ute	307	2015	Maintenance Ute	5 years	\$24,000					\$29,000					
Colorado Ute	319	2015	CWMS Ute	5 years		\$24,000				\$29,000					
Ford Ranger Ute	324	2016	Construction Ute	5 years		\$20,000				\$23,000					
Ford Ranger Ute	325	2016	Grader Ute 1	5 years		\$20,000				\$23,000					
Ford Ranger Ute	326	2016	Grader Ute 2	5 years			\$20,000					\$23,000			
Isuzu Tray Top Ute	341	2017	Accelerated Infrastructure Program	5 years, retain for growth				\$20,000					\$23,000		
<b>Items to Purchase</b>															
<b>Totals</b>					\$96,000	\$64,000	\$20,000	\$20,000	\$0	\$116,000	\$75,000	\$23,000	\$23,000	\$0	

**TOTAL PLANT BUDGET REQUIRED** \$601,000 \$295,000 \$412,000 \$415,000 \$320,000 \$599,000 \$505,000 \$433,000 \$323,000 \$271,000

**Light Regional Council Fleet Replacement Program**

Fleet Type	No	Year	Allocation	Replacement Period	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Hyundai i30 Station Wagon	308	2015	Pool	5 Years or 80,000km		\$15,200					\$16,500			
Ford Ranger Dual Cab Ute	320	2016	Coordinator Horticulture & Biodiversity	5 Years or 150,000km	\$13,700			\$14,300			\$15,200			\$16,100
Holden Colorado Dual Cab Ute with Canopy	322	2015	Pool Car	5 Years or 150,000km	\$18,000					\$19,500				
Holden Colorado Z71	331	2017	General Manager, Economic Development	5 Years or 80,000km	\$15,800			\$16,100			\$16,400			\$17,100
Nissan X-Trail Station Wagon	335	2017	Manager Engineering & Assets	5 Years or 80,000km	\$12,500			\$13,000		\$13,500			\$14,300	
Nissan X-Trail Station Wagon	336	2017	Property & Facilities Manager	5 Years or 80,000km	\$12,500		\$13,000		\$13,500			\$14,300		
Nissan X-Trail Station Wagon	337	2017	Manager Development Services	5 Years or 80,000km	\$12,500		\$13,000		\$13,500			\$14,300		
Isuzu Dual Cab Ute with Canopy	340	2017	Construction Supervisor (dispose at the end of the Accelerated Infrastructure Program)	5 Years or 150,000km	-\$20,000									
Nissan X-Trail Station Wagon	344	2017	Manager Strategy	5 Years or 80,000km	\$12,500	\$12,800		\$13,100		\$13,400		\$13,700	\$14,000	
Holden Colorado Dual Cab Ute with Canopy	345	2017	Environmental Health Officer	5 Years or 150,000km	\$15,300		\$15,600		\$15,900		\$16,200		\$16,500	
Holden Trailblazer Station Wagon	346	2017	Manager Operations	5 Years or 80,000km	\$14,800		\$15,400		\$16,000		\$16,600		\$17,300	
Holden Colorado Dual Cab Ute	347	2017	Coordinator Waste Services	5 Years or 150,000km				\$16,200					\$17,500	
Holden Trailblazer Station Wagon	348	2017	Construction Manager (dispose at end of the Accelerated Infrastructure Program)	5 Years or 80,000km	-\$22,000									
Ford Ranger Dual Cab Ute	349	2018	General Manager, Infrastructure & Environment	5 Years or 80,000km	\$17,600		\$18,000		\$18,400	\$18,800		\$19,600		\$20,400
Holden Colorado Dual Cab Ute	351	2018	Civil Works Coordinator	5 Years or 150,000km			\$16,500			\$17,200			\$17,900	
Nissan X-Trail Station Wagon	357	2018	Coordinator - Planning	5 Years or 80,000km		\$12,500		\$13,000		\$13,500		\$14,000		\$14,600
Holden Colorado Dual Cab Ute with Canopy		2019	General Inspector	5 Years or 150,000km					\$16,100					\$17,400
<b>TOTAL FLEET BUDGET REQUIRED</b>					\$103,200	\$40,500	\$91,500	\$85,700	\$93,400	\$95,900	\$80,900	\$75,900	\$97,500	\$85,600

**Years 2, 3 & 4 Rural Sealed Roads Programme**

<b>2020-2021</b>				
<b>Road Name</b>	<b>Nature of Work</b>	<b>From</b>	<b>To</b>	<b>Estimate Project Cost</b>
Peppermint Drive	Reseal	Edward Road	End of Road	\$50,000
Linda Street	Reseal	Ahrens Road	End of Road	\$80,000
Goss Road	Reseal	Annie Terrace	End of Road	\$15,000
Prescott Crescent	Reseal	Bernard Court	End of Road	\$30,000
Bernard Court	Reseal	Smith Road	End of Road	\$140,000
Moppa Road	Reseal	Wildlife Road	Hanckel Road	\$60,000
Wildlife Drive	Reseal	Moppa Road	End of Seal	\$40,000
Kentish Road	Reseal	Parkers Road	Lange Road	\$25,000
			<b>Total</b>	<b>\$440,000</b>
<b>2021-2022</b>				
<b>Road Name</b>	<b>Nature of Work</b>	<b>From</b>	<b>To</b>	<b>Estimate Project Cost</b>
Belvidere Road	Reseal & shoulders (Council contribution towards a Heavy Vehicle Safety & Productivity Programme Application - \$960,000 of works)	Council Boundary	Truro Road	\$480,000
Stonewell Road	Reseal & shoulders (Council contribution towards a Special Local Roads Programme Application - \$510,000 of works)	Seppeltsfield Road	Sir Conder Lauke Way	\$170,000
			<b>Total</b>	<b>\$650,000</b>
<b>2022-2023</b>				
<b>Road Name</b>	<b>Nature of Work</b>	<b>From</b>	<b>To</b>	<b>Estimate Project Cost</b>
Roseworthy Road	Heavy Vehicle Productivity Program Spray Seal with 300mm cement treated stabiliser	Thiele Hwy	Sturt Highway	\$350,000
			<b>Total</b>	<b>\$350,000</b>

**Years 2, 3 & 4 Township Sealed Roads Programme**

<b>2020-2021</b>				
<b>Road Name</b>	<b>Nature of Work</b>	<b>From</b>	<b>To</b>	<b>Estimate Project Cost</b>
Rogers Street Freeling	Reseal	Hanson Street	Coulls Street	\$68,643
Koncke Street	Reseal	Adelaide Road	Branson Street	\$195,191
Barons Court	Reseal	full length		\$46,170
Station Street	Reseal	full length		\$145,411
<b>Total</b>				<b>\$455,415</b>
<b>2021-2022</b>				
<b>Road Name</b>	<b>Nature of Work</b>	<b>From</b>	<b>To</b>	<b>Estimate Project Cost</b>
High Street	Reseal	Mildred Street	Stirling Street	\$50,000
Grey Street	Reseal & widen	Coghill Street	Baker Street	\$45,000
Waterhouse Street	Reseal & widen	Clare Road	Baker Street	\$40,000
Stirling Street	Spray Seal + widen + Kerb and gutter	Maxwell Street	High Street	\$80,000
Havelock Street	Reseal	Stirling Street	Carey Street	\$20,000
Rees Street	Reseal	Maxwell Street	Stirling Street	\$20,000
Flora Street	Reseal	Barkey Street	End of road	\$20,000
Martin Street	Reseal	Murray Street	End of seal	\$15,000
Midland Street	Reseal	Mill Street	Leopold Street	\$40,000
Leopold Street	Reseal	Murray Street	Flora Street	\$35,000
Railway Parade	Reseal & widen	Hancock Road	Albert Street	\$70,000
Albert Street	Reseal & widen	Railway Parade	Coghill Street	\$40,000
<b>Total</b>				<b>\$475,000</b>
<b>2022-2023</b>				
<b>Road Name</b>	<b>Nature of Work</b>	<b>From</b>	<b>To</b>	<b>Estimate Project Cost</b>
Gray Street	Road Re-construction	Hanson Street	Croser Street	\$265,975
Peake Street	Reseal + Shoulder Sealing	Stephenson Street	Shepard Street	\$95,833
Schaefer Street	Reseal	Warnest Street	Railway Terrace	\$84,491
Elizabeth Street	Reseal	Railway Terrace	Road Closure	\$49,858
Clode Street	Reseal	Railway Terrace	Horrocks Highway	\$41,913
Wright Street	Reseal	Gartrell Street	Clode Street	\$69,270
Queen Street	Reseal	Railway Terrace	Wright Street	\$48,872
Railway Terrace	Reseal	Gartrell Street	Clode Street	\$59,604
Crimson Court	Reseal	Shamrock Way	End of road	\$21,289
Shamrock Way	Reseal	Gartrell Street	End of road	\$103,209
Jemalong Crescent	Reseal	Shamrock Way	Shamrock Way	\$88,957
<b>Total</b>				<b>\$929,271</b>

**Years 2, 3 & 4 Rural Sheeted Roads Programme**

2020-2021				
Road Name	Nature of Work	From	To	Estimate Project Cost
Bagot Well Road	Resheeting	Camel Farm Road	Public Road 335	\$480,000
Bagot Well Road		Public road 335	Weaver Road	
Bagot Well Road		Weaver Road	Public Road 342	
Bagot Well Road		Public Road 342	Teagle Road	
Bagot Well Road		Teagle Road	Khiyam Road	
Bagot Well Road		Khiyam Road	Brennan Road	
Bagot Well Road		Brennan Road	Thiele Highway	
Lyndoch Road	New Construction (Council contribution towards a Special Local Roads Programme Application - \$1,130,000 of works)	Gomersal Road	Ford	\$356,310
Barrow Road	Resheeting	Horrocks Highway	90m from Horrocks Highway	\$5,000
Neindorf Road	Resheeting	Schirmer Road	250m from Schirmer	\$10,000
Mary McKillop Walk	Resheeting	470m from Public Road	676m from Public Road	\$5,000
Scottys Grave Road	Resheeting	850m from School Road	Moyle Road	\$15,000
Patterson Road	Resheeting	Pinkerton Road	Coleman Road	\$80,000
Buckby Road	Resheeting	Selleck Road	Sec681	\$30,000
Buckby Road		Sec681	Mudla Wirra Road	\$30,000
Oates Road	New Construction (Council contribution towards a Heavy Vehicle Safety & Productivity Programme Application - \$1,050,000 of works)	Redbanks Road	Lucas Road	\$525,000
Oates Road		Lucas Road	Fairlie Road	
Oates Road		Fairlie Road	Hatcher Road	
Carmichael Road	Resheeting	Marshall Road	Owen Road	\$3,000
Carmichael Road	Resheeting	Owen Road	1080m from Owen Road	\$30,000
Goodger Road	Resheeting	Hayman Road	Dawkins Road	\$20,000
Kraehe Road	Resheeting	End of Seal	Bend in Road	\$25,000
Kraehe Road	Resheeting	Bend in Road	Neldner Road	\$45,000

Robert Steele Road	Resheeting	Krieg Road	Gerald Roberts Road	\$50,000
Wedding Road	Resheeting	Newman Road	Schwerdt Road	\$30,000
Schwerdt Road	Resheeting	Marshall Road	200m from Marshall Road	\$5,000
Nurse Road	Resheeting	Thiele Highway	Sturt Highway	\$190,000
Moppa Springs Road	Resheeting	Greenock Road	Parbs Road	\$64,585
Hughes Road	Resheeting	Moppa Road	Public Road 105	\$5,000
Church Road	Resheeting	Bethel Road	Deep Creek Road	\$25,000
Pine Creek Road	Resheeting	Bethel Road	Creek Road	\$35,000
Jas Ryan Road	Resheeting	Christian Road	Public Road (1471)	\$45,000
			<b>Total</b>	<b>\$2,108,895</b>

2021-2022				
Road Name	Nature of Work	From	To	Estimate Project Cost
Branson Road	Resheeting	Nain Road	Jackman Road	\$73,000
Boundary Road	Resheeting	Gawler River Road	River	\$30,621
Kidman Road	Resheeting	Trevena Road	176m for Trevana road	\$11,880
Nain Road	Resheeting	Matchoss Road	Start of seal	\$44,550
Nain Road		End of Seal	Keane Road	\$12,150
Nain Road		Keane Road	Branson Road	\$97,325
Woods Road	Resheeting	1900m from Parkers Road	Fiedler Road	\$29,575
Roennfeldt Road (Magdala)	Resheeting	Mudla Wirra Road	585m from Mudla Wirra Road (East)	\$26,617
Hatcher Road	New Construction (Council contribution towards a Heavy Vehicle Safety & Productivity Programme Application - \$643,906 of works)	Wilkinson Road	Whitemans Road	\$321,953
Hatcher Road		Whitemans Road	Oates Road	

Wilkinson Road	New Construction (Council contribution towards a Heavy Vehicle Safety & Productivity Programme Application - \$680,000 of works)	Hatcher Road	Parkers Road	\$340,000
Wilkinson Road		Parkers Road	Two Wells Road	
Marshall Road	Resheeting	Carmichael Road	Owen Road	\$4,550
Marshall Road	Resheeting	Roennfeldt Road	Carmichael Road	\$47,325
Marshall Road	Resheeting	Roennfeldt Road	Stott Road	\$49,600
Marshall Road	Resheeting	Stott Road	Schwerdt Road	\$52,325
Best Road	Resheeting	Roseworthy Road	Start of Seal	\$130,000
Fyfe Road	Resheeting	Owen Road	300m from Owen	\$120,000
Fyfe Road		Wychunga Road	Horrocks Highway	
Fyfe Road		Marshall Road	Wychunga Road	
Moppa Springs Road	Resheeting	Parbs Road	Spring Grove Road	\$100,000
Moppa Springs Road		Spring Grove Road	Public Road 105	
Moppa Springs Road		Public Road 105	Goldfields Road	
Murphy Road	Resheeting	River Light	Newman Road	\$55,000
Perry Road	Resheeting	Phelps Road	Mackereth Road	\$118,447
Perry Road		Mitchell Road	Mackereth Road	
Turretfield Road	New Construction (Council contribution towards a Special Local Roads Programme Application - \$900,000 of works)	Gomersal Road	Rosedale Road	\$300,000
			<b>Total</b>	<b>\$1,964,918</b>

2022-2023				
Road Name	Nature of Work	From	To	Estimate Project Cost
Gerald Roberts Road	New Construction (Council contribution towards a Special Local Roads Programme Application - \$1,050,000 of works)	Gomersal Road	North Para River	\$350,000
Harnett Road	Resheeting	Owen Road	Hill Road	\$100,000
Harnett Road		Hill Road	Magdalla Road	
Ayliffe Road	Resheeting	Horrocks Highway	Meaney Road	\$159,395

Wandel Road	Resheeting	Tremlett Road	Sturt Highway	\$50,000
St Johns Road	Resheeting	Truro Road	Kotz Road	\$58,000
St Johns Road		Kotz Road	300m from Kotz Road	
Caroline Street	Resheeting	Marrabel Road	Victoria Road	\$60,000
John Street	Resheeting	Marrabel Road	Victoria Road	\$40,000
Dawkins Road	Resheeting	Boundary Road	Goodger Road	\$91,000
Dawkins Road		Goodger Road	Wilkinson Road	
Grosser Road	Resheeting	Horrocks Highway	300m from Horrocks Highway	\$14,000
Hawker Creek Road	Resheeting	Bethel Road	Hazel Road	\$112,000
Hawker Creek Road		Hazel Road	Trevena Road	
John Eden Road	New Construction (Council contribution towards a Heavy Vehicle Safety & Productivity Programme Application \$500,000 of works)	Tremlett Road	Best Road	\$250,000
John Eden Road		Thiele Highway	Tremlett Road	
Krieg Road	Resheeting	Perry Road	College Road	\$80,000
Parkers Road	Resheeting	Goodger Road	Wilkinson Road	\$350,000
Parkers Road		Wilkinson Road	Woods Road	
Parkers Road		Woods Road	Wards Belt Road	
Parkers Road		Ward Belt Road	Leak Road	
Parkers Road		Leak Road	Nottle Road	
McCabe Road	Resheeting	Forrest Road	Jarmyn Road	\$184,000
McCabe Road		Jarmyn Road	Patterson Road	
McCabe Road		Patterson Road	Coleman Road	
			<b>Total</b>	<b>\$1,898,395</b>



**Years 2, 3 & 4 Buildings & Structures Programme**

<b>2020-2021</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Public Toilet Renewal	Greenock Oval, Greenock Institute, Davidson Reserve, Mattiske Park	\$170,000
Playgrounds	Lions Train refurbishment	\$30,000
		<b>Total</b>
		<b>\$200,000</b>
<b>2021-2022</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Kapunda Institute	reburishment of electrical subboards, carpet, kitchen and entry	\$130,000
Not defined at this time	to be developed as part of the 2020-2024 program	\$70,000
		<b>Total</b>
		<b>\$200,000</b>
<b>2022-2023</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Playground Renewal	various sites inc Lions Playground	\$200,000
		<b>Total</b>
		<b>\$200,000</b>

**Years 2, 3 & 4 Stormwater & Bridges**

<b>2020-2021</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Not defined at this time	to be developed as part of the 2020-2024 program	\$100,000
	<b>Total</b>	<b>\$100,000</b>
<b>2021-2022</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Not defined at this time	to be developed as part of the 2020-2024 program	\$100,000
	<b>Total</b>	<b>\$100,000</b>
<b>2022-2023</b>		
<b>Project Name</b>	<b>Scope/Comments</b>	<b>Allocation</b>
Not defined at this time	to be developed as part of the 2020-2024 program	\$100,000
	<b>Total</b>	<b>\$100,000</b>