

Item Number	10.2
Report Title	The Future of George Street, Hawthorn - Vehicle Bridge
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Location	Gault Ward

PURPOSE

This report details the community engagement and seeks Council's decision in relation to the future of the George Street, Hawthorn vehicle bridge based on the latest feedback received.

This report has been previously been published as a Discussion Paper on the Council website and is now provided as a Decision Report.

No changes have been made.

REASON THIS IS BEING PRESENTED TO COUNCIL

Only Council has Delegation

Time Sensitive	Yes
Funding Required	
Rate Impact (%)	
Consultant Used	\$125,912.75
Legal Used	\$0.00
Cumulative Consultant Used	\$125,912.75
Cumulative Legal Used	\$0.00

Attachments:

Attachment A - Community Engagement Plan - George St Hawthorn Vehicle Bridge
Attachment B - 2023 Letter Distribution for Community Engagement - George St Vehicle Bridge
Attachment C - Concept Plan for Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street Vehicle
Attachment D - Concept Plan for Option B - Close George Street, Hawthorn to vehicle traffic at the George Street, Hawthorn vehicle bridge site by remo
Attachment E - The Future of the George Street Vehicle Bridge Hawthorn Consultation Report
Attachment F - Survey Yoursay Page
Attachment G - Comments from residents who submitted feedback
Attachment H - September 2023 Load Rating Assessment Report

STRATEGIC OBJECTIVES

Goal 1 - Accessible, Healthy & Connected Community Theme

1.1 Transport Network: We are a City that is connected to places through an integrated, efficient and people friendly transport network for motorists, cyclists and pedestrians.
Theme

1.2 Health & Wellbeing: We build capacity for people to be active, healthy and connected, and provide inclusive and safe environments for all.

Goal 2 - Sustainable City Theme

2.3 Natural Environment: We protect and enhance the environment and its biodiversity across natural landscapes, waterways, open spaces and across our suburbs.

Goal 4 - Excellence in Leadership Theme

4.1 Good Governance: We are transparent and accountable, make informed decisions, demonstrate integrity and empower our community to have a voice and participate in a meaningful way.

RECOMMENDATION - ITEM 10.2.

Option A (Staff Recommendation) - Proceed with renewal of George Street, Hawthorn vehicle bridge retaining two-way traffic flow.

1. That Council retain two-way traffic flow on George Street, Hawthorn and renewing the George Street vehicle bridge.
2. That Administration notify the community of the outcomes of this decision and the future of George Street vehicle bridge.
3. That Council approves the removal of the eleven (11) non-regulated trees as detailed in **Table 1** of this report to facilitate the bridge replacement.

Option B - Proceed with revising a concept plan and required steps to close George Street, Hawthorn at the vehicle bridge to vehicle traffic to enable connectivity of reserves, greening, and creek rehabilitation.

1. That Administration not proceed with the replacement of George Street, Hawthorn vehicle bridge and commence a Road Closure process in accordance with the Road Traffic Act 1961 for George Street at the bridge location.
2. That Administration proceed to further develop the concept design for the George Street closure at the bridge site, considering the recent community feedback received on this option.
3. Council notes that the road closure and endorsement of concept layout will be the subject of future Council considerations following the relative processes.
4. That Administration updates community on the decision to pursue closure of George Street, Hawthorn at the vehicle bridge location to traffic and the next steps for the future works.
5. That Council endorses \$18,000 one-off operating budget for additional monitoring and condition audits over the period of the next 24 months to enable the road closure process to occur to be reflected in budget review 2.
6. That Council authorises Administration to undertake any necessary mitigation measures or actions deemed necessary in order to maintain the structural integrity of the existing George Street bridge while further design and road closure process occurs. Noting this could involve additional monitoring, remediation works, load limit alterations, temporary restrictions or closure of George Street.

BACKGROUND

George Street, Hawthorn - Vehicle bridge was subject of a report to Council on 14th March 2023, ref. Item 10.1 George Street, Hawthorn - Vehicle Bridge Replacement or Further Community Consultation. This report provided background on the condition of the bridge, the 2013 and 2022 community engagement outcomes, and sought Councils decision for the direction whether to proceed and renew the bridge to retain two-way traffic flow or undertake further community consultation to inform the decision further.

At its meeting 14 March 2023 Council resolved as follows:

- 1. That community engagement be undertaken in relation to the potential closure of George Street at the bridge location or maintaining two way traffic flow along George Street at the bridge site.*
- 2. That a concept plan be included in the consultation material to indicate to the community a potential feasible road closure arrangement providing for continuity of open space between JW Morris Reserve and Delwood Reserve. Key features of the concept plan to include pedestrian access along and across the creek, near vertical walls where the creek crosses George Street to avoid land or access impacts to adjacent properties and associated road and footpath modifications.*
- 3. That Council notes the replacement of George Street vehicle bridge will be put on hold pending consultation and Council Decision in a future report.*
- 4. That following the consultation a report be presented to Council on the outcomes of the community engagement.*
- 5. That Council endorses \$12,000 one-off operating for additional monitoring and condition audits over the period of the next 8 months to enable the community engagement to occur and this be reflected in Budget Review 3.*
- 6. That Council authorises Administration to undertake any necessary mitigation measures or actions deemed necessary in order to maintain the structural integrity of the existing George Street bridge while further community engagement occurs, noting this could involve additional monitoring, remediation works, load limit alterations, temporary restrictions or closure of George Street.*

Administration undertook community engagement as per the above resolution over a 28 day period extending from 29th June 2023 and closing on 29th July 2023, the community engagement plan prepared is attached along with the letter that was distributed to the community see **Attachment A and B** respectively. The community were presented with the following two options with concept plans in line with the 14 March 2023 Council resolution:

- **Option A** - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street Vehicle Bridge (Refer concept plan **Attachment C**).
- **Option B** - the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge (Refer concept plan **Attachment D**).

The community engagement included the distribution of approximately 934 letters to local residents and businesses. A number of local community groups and businesses were contacted directly by email notifying of the community engagement at commencement. During the community engagement period hard copies of the plans were viewable at the Civic Centre, Mitcham Library and Blackwood Library. Four signs were placed at locations around George Street Hawthorn vehicle bridge within the footpath network, and social media posts and on hold messages included notification of the community engagement.

All further background information regarding the history of the George Street, Hawthorn vehicle bridge and previous community engagements is viewable in the 14 March 2023 Council report.

DISCUSSION

The 2023 Community engagement Yoursay page received 175 responses to the survey.

110 (62.9%) selected Option A - Retain two-way traffic flow on George Street, Hawthorn by renewing the George Street vehicle bridge.

65 (37.1%) selected Option B - Closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge.

The full outcomes report from the 2023 community engagement can be seen in the Community Engagement Report included in **Attachment E**. The feedback survey is provided in **Attachment F**, and the full comments spreadsheet received during the community engagement is attached as **Attachment G**.

Option A (Staff Recommendation) - Retain two-way traffic flow on George Street, Hawthorn by renewing the George Street vehicle bridge.

Of the submissions selecting Option A, twenty five included comments raising concerns of the traffic flow should the vehicle bridge be removed. These comments raised concerns of traffic volumes pushing vehicles onto the adjacent streets, access to businesses, and the already closed section of George Street, Hawthorn at the intersection to Belair Road. The FAQ included with the community engagement Yoursay page stated the following with regards to traffic:

- An external consultant undertook a traffic assessment as part of the investigations in 2011 for closure of the road at George Street vehicle bridge. This assessment was reviewed and updated in 2021 with the most recent traffic counts for the street network. The outcomes of these assessments was that the surrounding streets could accept the traffic without requiring any traffic calming infrastructure should closure of the road at the vehicle bridge be decided.

Removal of the vehicle bridge and closure of the road at this location to local traffic therefore is not considered to significantly change the primary network through the area.

Option A results in minimal risk to the condition of the bridge. No mitigation measures outlined in the 14 March 2023 resolution to temporary mitigate risk have been necessary to be undertaken at this stage. The condition audit prepared on 15 July 2022 advised remediation of steel members is required within the next 12-24 months to avoid further deterioration of the bridge. The timeframe expected to deliver the Option A would present alternatives to the remediation and likely avoid these costs.

A number of residents requested looking into a one lane arrangement at the existing vehicle bridge. This option was explored early in the design process however the outcomes resulted in a virtually identical culvert design as Option A (full replacement). This would significantly increase the cost of the overall project.

Option B had residents selecting priorities they would like to see for the area, it is therefore important to consider the priorities selected for Option B in Option A's scope too: Greening was highest ranked priority by the community, Option A will provide greening improvements to some capacity. The design currently includes downstream removal of exotic species from the creekline, this will facilitate replanting following completion of the works with more suitable species for the riparian environment. Arborist advice requested that a second significant gum tree downstream should mark the limitation of the works and the temporary access to the creek not extend past the gum tree. Any additional greening past the current

concept plan scope is not part of the current scope of works and budget allocation. Extending any creek rehabilitation would involve further investigation, consultancy advise, and designs. Although some residents did raise concerns with tree removals, both Options feedback included emphasis on removing exotic pest trees and rehabilitating the creek and greening with native and more appropriate trees for the area.

Option B - Close George Street, Hawthorn to vehicle traffic at the George Street, Hawthorn vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge.

Option B concept plan was a simple concept focusing on the removal of the George Street, Hawthorn vehicle bridge and replacement with a pedestrian bridge. Should this option be selected the concept plan would need to be further developed to focus on the items included in the feedback. Greening could be prioritised into the existing concept plan to "extend" the adjacent reserves into the streetscape by incorporating new planting in the proposed compacted quarry rubble verge. The pedestrian areas in the concept plan could be made compliant for pedestrians and cyclists. The full extent of this concept plan would need to be considered further to provide the connectivity of reserves requested.

Both Option A and Option B are expected to be similar in cost at a high level cost comparison, noting detailed costings have not been undertaken associated with Option B due to its conceptual nature at this stage. The extension of creek rehabilitation downstream poses similar limitations to Option A and is currently outside the scope and budget allocation for the project. Current arborist advice is to avoid extending works downstream which could impact another significant gum tree. Extending any creek rehabilitation would involve further investigation, consultancy advise, and designs.

Concerns were also raised regarding vehicle traffic and issues with speeding traffic along George Street, Hawthorn, and parking concerns. Residents also proposed re-opening the in/out as a left turn only at the intersection of George Street and Belair Road to provide improved access if the road is closed at the bridge location. Traffic items could also be investigated further if Option B is selected to fully understand and identify any impacts to the area.

The implementation timeframe for Option B does present a higher risk in relation to having to undertake mitigation action due to further dilapidation of the bridge and requires ongoing monitoring during this time.

Of the submissions selecting Option B, nine comments were focused on greening. Including connecting the reserves from Mitcham Library to Kent Street, removing pest species in the creek to replace with native species. Some ideas included upgrade of existing or new playgrounds, recreational spaces, opening the creek on Delwood Reserve, and integration of the RAAF bowling green. Residents who selected Option B were also asked to select priorities for the area from a pre-selected list provided. Residents who selected Option B also identified a priority of Greening, Pedestrian Connectivity, Creek Rehabilitation, Cyclist Connectivity, Improved Signage in that order. These items would be further developed in a revised concept plan for the area.

One comment suggested implementing the RAAF bowling green into a greening corridor from Mitcham Library to Kent Street. It should be noted the Council resolution on 8 August 2023 endorsed the Draft Master Plan: Former Bowling Greens and Air Force Association Precinct, Hawthorn for community engagement. The extent of this masterplan can be seen below in *Figure 1*.

Figure 1:



Comments Regarding Delwood Reserve and further creek rehabilitation have been forwarded to the Open Space team to investigate future works in this area. Traffic concerns for the area have been forwarded to Council's traffic team for further investigation and recording.

DISCUSSION OF OPTIONS FOR COUNCIL'S CONSIDERATION

Option A (Staff recommendation)

Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street Vehicle Bridge.

The detailed design has been completed for Option A, as identified in the 14 March 2023 report the tender for construction was placed on hold pending completion of this community engagement and this Council decision. The tender documents would be re-issued for open tender due to the time lapse in submissions received.

Planning department has undertaken prior community engagement in line with the requirements under the Planning Development Infrastructure Act and Regulations, this received one response in support of the renewal of the vehicle bridge (Essentially Option A). The assessment of the Development Application has been placed on hold and will be finalised on the conclusion of Council's decision. Subject to Council's decision, the Development Application will be presented to Council's Assessment Panel for a decision at its November meeting.

If Option A is selected, Administration would aim to have a contract awarded in December 2023 with aim of commencing the works in February/March 2024. This would be subject to availability of contractors, manufacture and delivery of pre-cast concrete culvert units and weather.

Option A process would involve the following:

- Re-tender the construction of the replacement vehicle bridge - 8-12 week timeframe for tender period, evaluation, sign-off and award of contract.
- Finalise development approval process.
- Liaise with SA Water on timing of works.
- Expected to commence construction in February/March 2024 dependent on creek conditions, manufacture of pre-cast unit and contractor availability.

Option B

Option B - the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge.

A number of items for further consideration have been identified as part of Option B. This would require a new concept design, in consideration of the existing budget, to align with the outcomes of the community engagement comments and proceed with further consultation on a new concept plan and extent of scope. A detailed design would then be undertaken following subsequent community engagement.

The closure of George Street, Hawthorn at the vehicle bridge location would require a Road Closure process in accordance with the Road Traffic Act 1961 to be progressed. This process involves its own community engagement which would need to be completed prior to any closure of George Street at the bridge location.

As part of pursuing Option B, \$30,000 would be required to undertake an updated concept plan considering the community feedback received. This concept would focus on elements of greening, connecting reserves, and creek rehabilitation and therefore extend further to incorporate JW Morris reserve with Delwood Reserve.

Option B process would require the following:

- Commence Road Closure process in accordance with Road Traffic Act 1961
- Tender for a concept and detailed design
- Development of a revised concept plan
- Community Engagement on revised concept plan
- Detailed Design
- Closure of Road - Road Traffic Act Process (See Legal/Policy Implications Section)
- Tender for Construction
- Implementation (Expected 25/26 financial year)

Option A - Tree Removals

A number of trees downstream of George Street, Hawthorn vehicle bridge have been identified as being impacted by the construction of the replacement bridge and its transitional gabion walls and retaining walls to account for the 1:100 ARI flood event. If Option A is selected, Administration is also requesting approval to undertake the following tree removals as part of this resolutions.

Eleven (11) non-regulated trees will require removal and are detailed in *Table 1* below. An additional **eleven (11)** trees are also required for removal under staff delegation and are classified as a declared invasive weed in our creek lines, these eleven trees are also detailed below.

Option B - Tree Removals

Option B would have the same tree removals as Option A, however these are not being requested at this time as it is not known the full extent of works Option B would require and it could mean further tree removals would be required. Tree removals associated with Option B would form part of a future Council report once the concept design is received and feedback on the concept design is completed.

Table 1 - Trees for Removal (For Council decision in line with Tree Policy)

Trees for Removal Included in this Report for Council Decision

Identifying Number (Arborist report)	Species	Remaining Life	Retention Value	Structure
6	Lombardy Poplar	0 Years	Dead	Poor
7	Lombardy Poplar	5-10 Years	Low	Fair
8	Lombardy Poplar	1-5 Years	Low, recommended for removal regardless	Poor
9	Lombardy Poplar	5-10 Years	Low	Fair
11	Lombardy Poplar	1-5 Years	Low, recommended for removal regardless	Poor
12	Lombardy Poplar	1-5 Years	Low, recommended for removal regardless	Poor
13	Lombardy Poplar	5-10 Years	Low	Fair
14	Lombardy Poplar	1-5 Years	Low, recommended for removal regardless	Fair-Poor
15	Lombardy Poplar	5-10 Years	Low	Poor
17	Lombardy Poplar	5-10 Years	Low	Fair
19	Lombardy Poplar	5-10 Years	Low	Fair

Table 2 - Trees for Removal (Staff Delegation)

Identifying Number (Arborist Report)	Species	Remaining Life	Retention Value	Structure
5	Desert Ash	5-10 Years	Low, Invasive Pest	Fair
10	Desert Ash	1-5 Years	Low, Invasive Pest	Fair
16	Desert Ash	1-5 Years	Low, Invasive Pest	Poor
18	Desert Ash	1-5 Years	Low, Invasive Pest	Fair
20	Desert Ash	1-5 Years	Low, Invasive Pest	Poor
22	Desert Ash	5-10 Years	Low, Invasive Pest	Fair
23	Desert Ash	10-20 Years	Moderate, Invasive Pest	Fair
24	Desert Ash	10-20 Years	Moderate, Invasive Pest	Fair
25	Desert Ash	5-10 Years	Low, Invasive Pest	Fair
26	Desert Ash	5-10 Years	Low, Invasive Pest	Fair
27	Desert Ash	5-10 Years	Low, Invasive Pest	Fair

For Council Decision for Removal for Option A

Tree No.: 6 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 8m x 5m

Health: Dead **Structure:** Poor

Age: Semi Mature **ULE:** 0 years

Condition: Poor **Retention Value:** None

DBH (cm): 25 **TPZ (m):** 3.00 r from centre stem

DRB (m): 0.29 **SRZ (m):** 1.97 r from centre stem

Circ @ 1m: 82cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

The tree is dead with bark delaminating from the branches, trunk, and root buttress. There are minor signs of decay at ground level. The branches are being supported by a neighbouring tree. The tree has previously been powerline clearance pruned.

Recommended Management:

This tree displays low retention value and a short Useful Life Expectancy. Its removal is recommended irrespective of the development proposal.



Tree No.: 7 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 9m x 3m

Health: Fair **Structure:** Fair

Age: Semi Mature **ULE:** 5-10 years

Condition: Fair **Retention Value:** Low

DBH (cm): 11 **TPZ (m):** 2.00 r from centre stem

DRB (m): 0.13 **SRZ (m):** 1.40 r from centre stem

Circ @ 1m: 38cm

Regulatory Status: Council Asset

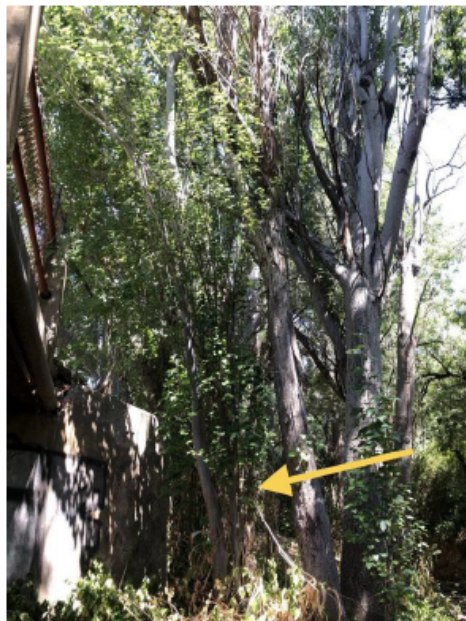
Development Act 1993 Exempt

Observations and Comments:

There is a large amount of epicormic growth throughout the form due to powerline clearance pruning. The pruning has given the tree an "L" shaped form.

Recommended Management:

This tree displays low retention value and its removal may enable suitable development to occur.



Tree No.: 8 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 19m x 7m

Health: Fair **Structure:** Poor

Age: Mature **ULE:** 1-5 years

Condition: Fair-Poor **Retention Value:** Low

DBH (cm): 60 **TPZ (m):** 7.20 r from centre stem

DRB (m): 0.61 **SRZ (m):** 2.69 r from centre stem

Circ @ 1m: 194cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

There is a large amount of epicormic growth throughout the crown. There is an Included Bark Union in the primary structure of the tree with reaction wood on either side of the union. Many of the main branch unions also contain included bark. There are multiple crossing branches with reaction wood. A number of 15cm dead second order branches exist within the lower crown. The tree has been powerline clearance pruned, giving it an "L" shape.

Recommended Management:

This tree displays low retention value and a short Useful Life Expectancy. Its removal is recommended irrespective of the development proposal.



Tree No.: 9 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 18m x 8m

Health: Fair **Structure:** Fair

Age: Mature **ULE:** 5-10 years

Condition: Fair **Retention Value:** Low

DBH (cm): 53 **TPZ (m):** 6.36 r from centre stem

DRB (m): 0.74 **SRZ (m):** 2.92 r from centre stem

Circ @ 1m: 238cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

The foliage density is reduced and there is terminal deadwood throughout the crown. The stem is covered in small epicormic shoots. The stems are co-dominant and bifurcate at ground level.

Recommended Management:

This tree displays low retention value and its removal may enable suitable development to occur.



Tree No.: 11 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 7m x 6m

Health: Fair **Structure:** Poor

Age: Semi Mature **ULE:** 1-5 years

Condition: Fair-Poor **Retention Value:** Low

DBH (cm): 37 **TPZ (m):** 4.44 r from centre stem

DRB (m): 0.42 **SRZ (m):** 2.30 r from centre stem

Circ @ 1m: 129cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

There is epicormic growth throughout the crown. The tree is on a corrected lean to the south over the footpath. There is eroded soil and exposed roots around the buttress. There is poor branch attachment in the primary and secondary structure due to powerline clearance pruning.

Recommended Management:

This tree displays low retention value and a short Useful Life Expectancy. Its removal is recommended irrespective of the development proposal.



Tree No.: 12 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 9m x 5m

Health: Fair **Structure:** Poor

Age: Mature **ULE:** 1-5 years

Condition: Fair-Poor **Retention Value:** Low

DBH (cm): 27 **TPZ (m):** 3.24 r from centre stem

DRB (m): 0.34 **SRZ (m):** 2.10 r from centre stem

Circ @ 1m: 89cm

Regulatory Status: Council Asset

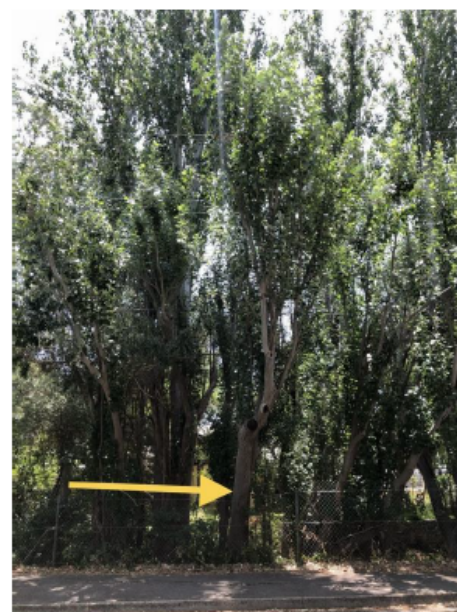
Development Act 1993 Exempt

Observations and Comments:

There is epicormic growth as a result of powerline clearance pruning in the lower canopy. The tree is on an uncorrected lean to the south and the union in the primary structure contains included bark.

Recommended Management:

This tree displays low retention value and a short Useful Life Expectancy. Its removal is recommended irrespective of the development proposal.



Tree No.: 13 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 20m x 8m

Health: Fair **Structure:** Fair

Age: Mature **ULE:** 5-10 years

Condition: Fair **Retention Value:** Low

DBH (cm): 72 **TPZ (m):** 8.64 r from centre stem

DRB (m): 0.73 **SRZ (m):** 2.90 r from centre stem

Circ @ 1m: 226cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

Foliage density is reduced. There is epicormic growth throughout the lower canopy due to powerline clearance pruning. There is a large proportion of deadwood throughout the form. There is included bark in a large percentage of the unions in the primary and secondary structure.

Recommended Management:

This tree displays low retention value and its removal may enable suitable development to occur.



Tree No.: 14 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 7m x 3m

Health: Fair **Structure:** Poor

Age: Semi Mature **ULE:** 1-5 years

Condition: Fair-Poor **Retention Value:** Low

DBH (cm): 27 **TPZ (m):** 3.22 r from centre stem

DRB (m): 0.29 **SRZ (m):** 1.97 r from centre stem

Circ @ 1m: 116cm

Regulatory Status: Council Asset

(Dev Act 1993 Exempt)

Observations and Comments:

There is epicormic growth throughout the crown. The tree is on a lean to the south of the footpath. Previous powerline clearance pruning has resulted in hollow and weak branch attachments. There is deadwood throughout the canopy.

Recommended Management:

This tree displays low retention value and a short Useful Life Expectancy. Its removal is recommended irrespective of the development proposal.



Tree No.: 15 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 10m x 4m

Health: Poor **Structure:** Fair

Age: Semi Mature **ULE:** 5-10 years

Condition: Fair-Poor **Retention Value:** Low

DBH (cm): 36 **TPZ (m):** 4.30 r from centre stem

DRB (m): 0.42 **SRZ (m):** 2.30 r from centre stem

Circ @ 1m: 214cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

The tree consists of four stems, of which two are dead. The crown contains terminal deadwood and reduced foliage, there is a considerable amount of epicormic growth throughout. There is another tree growing in between the four stems. The remaining living stems have a poor union as it has split and is necrotic.

Recommended Management:

This tree displays low retention value and its removal may enable suitable development to occur.



Tree No.: 17 **Botanical Name:** *Populus nigra* 'Italica'

Common Name: Lombardy Poplar

Crown Size (HxS): 18m x 4m

Health: Fair **Structure:** Fair

Age: Mature **ULE:** 5-10 years

Condition: Fair **Retention Value:** Low

DBH (cm): 44 **TPZ (m):** 5.28 r from centre stem

DRB (m): 0.49 **SRZ (m):** 2.45 r from centre stem

Circ @ 1m: 144cm

Regulatory Status: Council Asset

Development Act 1993 Exempt

Observations and Comments:

There is reduced foliage density, with terminal deadwood and some epicormic growth throughout the crown. Two branch unions in the primary structure contain included bark.

Recommended Management:

This tree displays low retention value and its removal may enable suitable development to occur.



Tree No.: 19	Botanical Name: <i>Populus nigra</i> 'Italica'	
Common Name:	Lombardy Poplar	
Crown Size (HxS):	16m x 5m	
Health: Fair	Structure: Fair	
Age: Semi Mature	ULE: 5-10 years	
Condition: Fair	Retention Value: Low	
DBH (cm): 30	TPZ (m): 3.60 r from centre stem	
DRB (m): 0.33	SRZ (m): 2.08 r from centre stem	
Circ @ 1m: 97cm		
Regulatory Status: Council Asset		
<i>Development Act 1993 Exempt</i>		
Observations and Comments:		
There is terminal deadwood throughout the crown, and epicormic growth in the lower crown.		
Recommended Management:		
This tree displays low retention value and its removal may enable suitable development to occur.		

COMMUNITY ENGAGEMENT AND IMPLICATIONS

The outcomes of the 2023 community engagement are attached as **Attachment E** - The Future of the George Street Vehicle Bridge Hawthorn Consultation Report. These results show the selection of each option, their suburb of residence, and Option B preferences for the area.

Community engagement has been undertaken on three different occasions for the future of George Street, Hawthorn vehicle bridge.

The overall outcomes of each community engagement is tabled below. Please refer to previous Council report for full comments and detailed on previous community engagements.

2023 Community Engagement Outcomes		
Option A was to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street Vehicle Bridge	Option B was the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge	Undecided
110	65	N/A
2022 Community Engagement Outcomes (Including Residents Private Letterbox Engagement)		
Proceed with the Renewal of the Vehicle Bridge to retain two-way traffic flow	Revisit Community Engagement with the 2013 option to remove the bridge and rehabilitate the creek	Undecided
11	13	1
2013 Community Engagement Outcomes (Including Petition Raised)		

In Favour of Retaining the Vehicle Bridge	In Favour of Removing the Vehicle Bridge and rehabilitating the creek	Undecided
286 (Including Petition)	124	16

As identified in the 14 March 2023 Council report, assessment of the Development Application has commenced, being placed on hold subject to this Council report decision. The development process completed public consultation on the proposal to renew the vehicle bridge to retain two way traffic flow, with the consultation period commencing on 10th March 2023 and concluding on 31 March 2023. One (1) representation was received supporting the proposed development and providing the following reasons:

- Reasons I am fully supportive of the proposed bridge development. It would be good to see the park on the northern side of George Street be graded so that it slopes more gradually down to the creek without having a fence in place. In addition, I am concerned there are one or two neighbours who claim to be representing the local neighbourhood stating that they didn't want a bridge - I, however, believe that the majority of residents wish to have the bridge replaced as per proposed plans.

Further to the above representation, the engagement comments which were submitted in response to the Engineering Teams community engagement will be included in the application documentation presented to the Council Assessment Panel for their consideration as it relates to the Planning Code for determination of Planning Consent.

ENVIRONMENTAL / HERITAGE IMPLICATIONS

Option A (Staff Recommendation) - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street Vehicle Bridge:

Replacing the existing George Street vehicle bridge with a "like for like" replacement will improve erosion and flood issues downstream, it has some long term positive impacts of enabling the rehabilitation of the creek immediately downstream within Delwood Reserve by removing the existing declared weed desert ash listed above and providing the opportunity to install new trees and riparian planting more suitable for the creek line as part of this project in consultation with our open spaces team and local interested residents.

All works will be undertaken as per the Best Practice Operating Procedure for a Water Affecting Activity (BPOP) and construction needs to occur outside wet season due to high flows in Brownhill Creek. The current and new vehicle bridge has capacity to cater for the 100 year ARI stormwater event, the downstream works will improve flood protection to a neighbouring property.

Aboriginal heritage groups have been involved in the design process and community engagement. Council will procure Aboriginal heritage monitors during excavations to ensure the works are completed in a heritage sensitive manner.

Option B - the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge:

Removing the bridge will be a positive impact to the natural environment of the creek, habitats, and infiltration to the water table and root zone of the significant tree. Rehabilitation of the creek would require a balance for erosion protection to protect adjacent infrastructure and houses, and unless significant changes to the road, services including stobie pole, and residential properties than this location would have limited rehabilitation to lay back banks until Delwood Reserve where more opportunity is present on the reserve side of the creek. Should Council subsequently decide to close George Street and remove the bridge, further investigation into a concept design and re-allocation of funds could be obtained to look into

more work downstream in the creek and in Delwood Reserve and JW Morris Reserve to provide the greening connections.

COST SHIFTING / LEGISLATIVE COST IMPLICATIONS

Nil

BUDGET IMPLICATIONS (INCLUDING LIFECYCLE COSTING)

Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street, Hawthorn Vehicle Bridge:

The budget has been approved and rebudgetted into 2023/24 financial year to deliver of the replacement of George Street, Hawthorn vehicle bridge and the works are expected to be costed to within existing allocated budgets.

Option B - the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge: Existing budget currently allocated to renewal of the George Street, Hawthorn - vehicle bridge. A further cost estimate would be required during the detailed design process for the revised concept. This cost estimate would be brought to Council in a future Council report, alongside the revised concept plans and provide any further budget considerations to Council in undertaking the developed scope of works.

RISK MANAGEMENT / WHS ASSESSMENT

Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street, Hawthorn Vehicle Bridge:

Work Health Safety has been considered during the design for Option A in considering access to the creek, Work Zone Traffic Management, and craning of new culverts with regards to overhead powerlines and telecommunication lines. Further work health safety is to be addressed in the tendering and contract of the works and monitoring during the works. Services have been re-located in advance to avoid risk to delivery due to these potential delays with the exception of SA Water works which has been tendered and designed. Risk to delivery within the next 12 months include contractor availability, weather, manufacture of culverts, planning process, and tender period.

Option B - the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge: The life of the bridge is now critical, repair works will be required in line with the latest level 3 condition audit should the works not proceed within the next 8 months or the bridge's service level may reduce and restrict/cutoff traffic flows. This would be an additional cost to Council to undertake the repair works to push out the life of the bridge given administration is in a position to action the renewal of the bridge. This could potentially result in temporary closure of the bridge to undertake further design and community engagement dependent on load limit rating at next inspection in 6 months time. Given the current condition of the George Street bridge, delaying works to the structure further does present a risk to its structural integrity.

In order to mitigate the risks involved, to enable Option B to progress, Administration would need to implement the following measures to manage the bridge until such time as a decision on its future configuration is made:

- Implement mitigation measures to manage bridge structural integrity (options could include temporary road closure, remediation work, reduced load limit associated with remedial works or temporary propping of structure and monitoring). Costs associated

with these options varies however could range from \$25k to \$100k depending on time delay, conditions and selected approach.

- An updated load rating assessment for the existing structure has been completed in September for preparation for this Council decision see **Attachment H**. This report indicated that no changes to the load limit are required at this stage and further rehabilitation works within the next 12-24 months would still be required as per above. This condition assessment was undertaken earlier than recommended to assist informing this Council report.

LEGAL / POLICY IMPLICATIONS

Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street, Hawthorn Vehicle Bridge

Council Assessment Panel (CAP) Code of Conduct

- Advice received confirms that the bridge, retaining/gabion/panel walls in the creek are more than mere standard road or drainage works & therefore accordingly fall outside of the exemption in Schedule 4 of the Planning, Development and Infrastructure (General) Regulations 2017 such that the project in that respect would require development authorisation. Review of the arborist reports to date in relation to the trees advises that all of the trees are exempt from the need for development approval.
- The 'works' (bridge, retaining/gabion/panel walls) are development which is to be 'performance assessed' against the Planning and Design Code and is subject to public notification.
- The Council Assessment Panel is the Relevant Authority for decisions which are subject to public notification.
- Subject to this decision of the Council, if the the Development Application is to be progressed, it will be presented to the Council Assessment Panel for consideration and a decision at its meeting on the 2 November 2023
- Elected Members who sit on the Council Assessment Panel will need to consider their obligations under the Council Assessment Panel (CAP) Code of Conduct, which requires CAP Members to refrain from discussions on Development Applications outside of an official CAP meeting, where the CAP is the Relevant Authority for determining Planning Consent.
- Should CAP Members require advice or assistance, they are invited to contact the Chief Executive Officer or General Manager Development Services and Community Safety before 2pm on the day of the meeting.

Option B - the closure of George Street, Hawthorn to vehicle traffic at the George Street vehicle bridge site by removing the vehicle bridge and replacing it with a pedestrian bridge

A brief outline of the road closure process in accordance with the Roads (Opening & Closing) Act 1991 is shown below:

1. Identification of area of Road to be closed.
2. Preparation of Preliminary Plan and Schedule of Affected Owners.
3. Council to check Schedule of Affected Owners against Council records and certify Preliminary Plan and Schedule.
4. Preliminary Plan and Schedule certified by Council to be lodged with the Surveyor-General. (*This shows Council's intent to proceed with the proposed road closure process*).
5. Commencement of the Public Consultation period – 28 days.

6. During Public Consultation letters are to be sent to adjoining owners and service utility providers. Service utility providers who have infrastructure within a road to be closed will, at this stage, request easements to protect their infrastructure or make an objection to the closure.
7. The Road Process Order, Application for Title or Agreement for Transfer and Final Plan are prepared at the expiration of the Public Consultation period and are forwarded to Council for consideration.
8. Council is to consider any objections received during Consultation and must make a resolution to proceed with making the Road Process Order.
9. All documentation is then lodged with the Surveyor-General and prior to a new Certificate of Title issuing, conditional confirmation is given.
10. Once all documentation has been processed, a new Certificate of Title will be issued.

CONCLUSION

The 2023 community engagement received significantly more input than the 2022 community engagement. The majority of residents submitting feedback were from the suburb of Hawthorn, showing a passion and involvement to shape the suburb. The feedback received had a 62.9% favour for Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street, Hawthorn Vehicle Bridge.

The condition of the vehicle bridge is at the end of its life, both options present opportunities to improve the area and action the ongoing considerations of the George Street, Hawthorn vehicle bridge. The outcomes of this feedback however and the previous investigations and community engagements have led administration to recommend Option A - to retain two-way traffic flow for vehicles on George Street, Hawthorn by renewing the George Street, Hawthorn Vehicle Bridge for the direction forward.

The community engagement outlined a number of items for further discussion and consideration, the greening of the area, the connectivity of the reserves, the rehabilitation of the creek downstream, the removal of invasive pest species, and the traffic and parking items outlined have been forwarded to relevant departments for further consideration. It is clear this is a passion for the area for improvement and Council has some very knowledgeable and involved residents who have the ability to help shape this area further and should be incorporated into future plans.