

Prior to the commencement of the meeting, the Mayor will make the following declaration:

“I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present”.

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council’s website.

COUNCIL MEETING
MONDAY, 20 AUGUST 2018

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL’S WEBSITE

1. APOLOGIES

Ald Campbell (Leave of Absence)

2. CONFIRMATION OF MINUTES

(File No 10/03/01)

RECOMMENDATION:

That the Minutes of the Council Meeting held on 30 July 2018, as circulated, be taken as read and confirmed.

3. MAYOR'S COMMUNICATION**4. COUNCIL WORKSHOPS**

In addition to the Aldermen's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE	DATE
Sporting Facility Begonia Street Property Matters – Clarendon Vale and Cambridge	6 August
Recreational Needs Analysis Cambridge Primary School Master Plan Traffic Matters – Holyman Avenue and Surrounds Financial Assistance Request	13 August

RECOMMENDATION:

That Council notes the workshops conducted.

5. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE (File No)

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

6. TABLING OF PETITIONS
(File No. 10/03/12)

(Petitions received by Aldermen may be tabled at the next ordinary Meeting of the Council or forwarded to the General Manager within seven (7) days after receiving the petition.

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

The General Manager will table the following petitions which comply with the Act requirements:

7. PUBLIC QUESTION TIME

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request an Alderman or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

7.1 PUBLIC QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a member of the public may give written notice to the General Manager of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Nil.

7.2 ANSWERS TO QUESTIONS ON NOTICE

The Mayor may address Questions on Notice submitted by members of the public.

Nil.

7.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

7.4 QUESTIONS WITHOUT NOTICE

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

8. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(File No 10/03/04)

(In accordance with Regulation 38 of the Local Government (Meeting Procedures) Regulations 2015 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

9. MOTIONS ON NOTICE

Nil

10. REPORTS FROM OUTSIDE BODIES

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

10.1 REPORTS FROM SINGLE AND JOINT AUTHORITIES

Provision is made for reports from Single and Joint Authorities if required

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **SOUTHERN TASMANIAN COUNCILS AUTHORITY**

Representative: Ald Doug Chipman, Mayor or nominee

Quarterly Reports

The Southern Tasmanian Councils Authority has distributed its Quarterly Report for the period ending 30 June 2018 (refer Attachment 1).

Representative Reporting

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representatives: Ald Jock Campbell
(Ald James Walker, Deputy Representative)

Quarterly Reports

June Quarterly Report pending.

Representative Reporting

- **TASWATER CORPORATION**

TasWater Corporation has distributed its Quarterly Report for the period ending 30 June 2018 (refer Attachment 2). Also attached is the Briefing for Councils – TasWater and Government MOU Implementation document (refer Attachment 3).



Southern Tasmanian Councils Authority

Quarterly Report to Members

June 2018



Each Joint Authority is required under Section 36B of the Local Government Act, 1993 to provide to its members a quarterly report that includes a statement of general performance and a statement of its financial performance

This report covers the three month period ending 30 June 2018. This report with all previous quarterly reports is published on the Authorities website: www.stca.tas.gov.au

The Southern Tasmanian Councils Authority commenced on 1 July 2006

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- Governance and Audit Committee Update 3
- Audit of STCA Financial Statements 3



Photo Credit: Flow Mountain Bike

Quarterly Report to Member Councils June 2018

The Authority held an Ordinary Board Meeting on 14 May 2018.

Matters considered at this meeting included:

- **Presentations from Dr Tom Remenyi and Ms Alison Johnson**
- **Member updates on Planning Reform, South Central Sub-region and Common Services and South Eastern Regional Development Association**
- **2018/19 STCA Budget**
- **STCA Financial Report to 31 March 2018**
- **Governance and Audit Committee Update**
- **Audit of STCA Financial Statements**



Photo Credit: Samuel Shelley

ORDINARY BOARD MEETING – 14 MAY 2018

PRESENTATIONS FROM MS ALISON JOHNSON AND DR TOM REMENYI

The Southern Tasmanian Councils Authority (STCA) Board were provided with presentations from Ms Alison Johnson and Dr Tom Remenyi.

Ms Alison Johnson has been engaged by the STCA, through the Regional Climate Change Initiative, to provide councils with accurate and up-to-date information of their municipal/community energy use and greenhouse gas emissions.

The preliminary findings from the project were presented to the Board and show decreasing energy use. The project has found that across the 12 local government areas of Southern Tasmania there has been an 8 per cent reduction in energy use between 2006-07 and 2014-15. A similar trend has also occurred in relation to greenhouse gas emissions which has seen a 5 per cent reduction from 2006-07 to 2014-15, mainly in transport and industry.

Ms Johnson concluded her presentation by indicating that the initial results will be distributed to councils for review with individual council presentations on the report, data and methodology delivery to be provided in July 2018.

Dr Tom Remenyi is a Climate Research Fellow at the Antarctic Climate and Ecosystems Cooperative Research Centre and spoke to the Board about Tasmania's future climate-related risks.

Dr Remenyi updated the Board on the views of the Financial Stability Board and Australian Prudential Regulation Authority in relation to climate change with both groups stating that climate change is real and that the days of viewing climate change within a purely ethical, environmental or long-term frame has passed.

In relation to Tasmania's future climate, there will be changes to extremes with more hot and very hot weather and less cold weather. Practical challenges for Tasmania include bushfire, drought and heatwave; sea level rise and inundation; waste management, disposal and safety and replacement rate of roads with increasing temperatures.

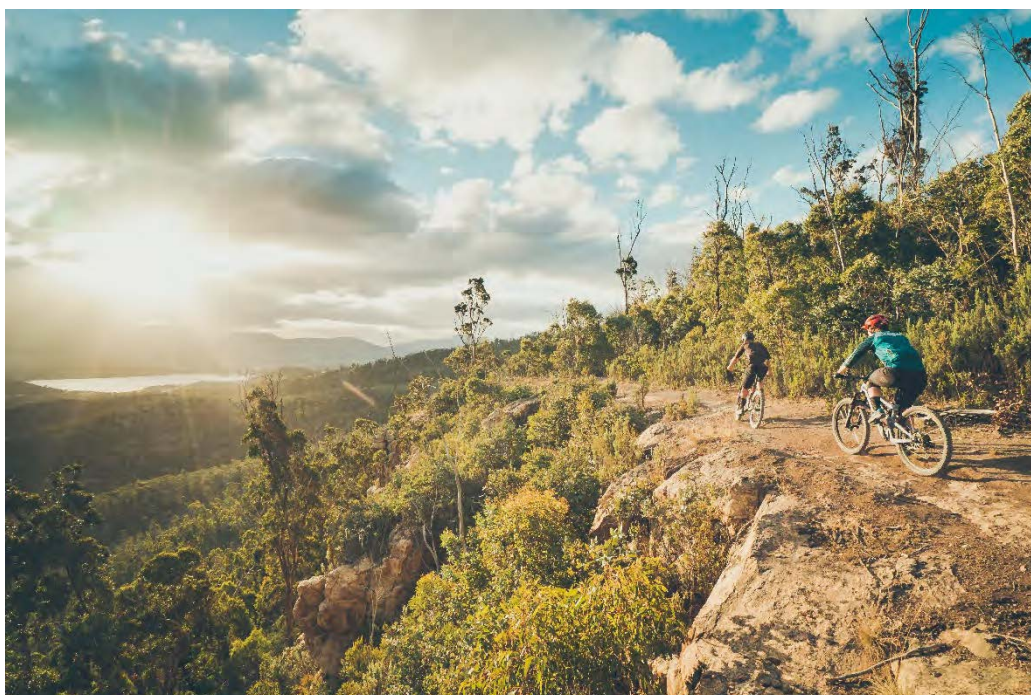


Photo Credit: Flow Mountain Bike

MEMBER UPDATES ON PLANNING REFORM, SOUTH CENTRAL SUB REGION AND COMMON SERVICES AND SOUTH EASTERN REGIONAL DEVELOPMENT ASSOCIATION

A Planning Reform update was provided to the STCA Board and it was noted that:

- Consultants have completed the natural asset mapping project which has been used by councils when designating the priority vegetation area under the Natural Assets Code
- A consultant has completed the agricultural and rural zone mapping project
- A project to assist member councils in the designation of scenic protection areas in the Tasmanian Planning Scheme Protection Code has commenced.

A further update was provided from the South Eastern Regional Development Association in relation to the regional Workforce Plan and the South Central Sub-region provided an update on the pilot with the Beacon Foundation.



Photo Credit: Samuel Shelley

2018/19 BUDGET

The STCA discussed the 2018/19 budget and resolved to support budget allocations to Waste Strategy South and the Regional Climate Change Initiative for them to undertake a range of programs, including:

- Statewide Communications on Waste Management and Minimisation
- Scoping and planning for a Regional Waste Strategy
- Household Hazardous Waste Collection event
- Preparation of a Southern Regional Coastal Hazards Strategy and associated action plan
- Development of a Southern Regional Climate Change Strategy and associated action plan
- Preparation of a Council Climate Change Strategy template

The Board also resolved to continue to support the reduced administrative model which has been operational for the last 12 months.

STCA FINANCIAL REPORT TO 31 MARCH 2018

The STCA Board noted the financial report for the period ending 31 March 2018.

GOVERNANCE AND AUDIT COMMITTEE UPDATE

The minutes of the Governance and Audit Committee meeting dated 1 May 2018 were accepted by the Board. Items discussed at the meeting included the budget submissions from Waste Strategy South, the Regional Climate Change Initiative and the operational components of the STCA.

AUDIT OF THE STCA FINANCIAL STATEMENTS

The STCA Board were advised that a contract service provider will be undertaking the audit of the STCA Financial Statements for the next two years.



Photo Credit: Samuel Shelley

Quarterly Report to Owners' Representatives

Progress update to 30 June 2018



Document Approval and Issue Notice

This is a managed document. For identification of amendments each page contains a release number and a page number.

Changes will only be issued as a complete replacement document. Recipients should remove superseded versions from circulation. This document is authorised for release once all signatures have been obtained.

PREPARED:

(For release) Raja Iyer, Manager Performance Reporting

Date: 25 July 18

ENDORSED:

(For release) Dean Page, Chief Financial Officer

Date: 25 July 18

APPROVED:

(For acceptance) Michael Brewster, Chief Executive Officer

Date: 25 July 18

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Amendments in this release:

Section Title	Section Number	Amendment Summary

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1. Introduction

We are pleased to present our fourth quarter (Q4) FY2017–18 Quarterly Report to Owners' Representatives in accordance with the requirements of the Shareholders' Letter of Expectations.

Outlined below are reports on the key aspects of our performance for the year ended 30 June 2018. These are followed by scorecards reflecting the status of our performance against key performance indicators outlined in our FY2018–20 Corporate Plan and our financial performance compared to FY2017–18 Budget.

2. Key Matters for Noting

2.1 Removal of Public Health Alerts

We are on track to fulfil our promise to remove Public Health Alerts (PHAs)¹ in all Tasmanian regional towns by the end of August 2018.

PHAs in Cornwall, Gladstone and Wayatinah were removed in Q4. Removal of the PHA in Epping Forest and Colebrook took place in early July, and we have also received conditional approval for service replacement in Gormanston from the Tasmanian Economic Regulator (TER).

2.2 Price and Service Plan 3

The TER has now approved our Price and Service Plan 3 (PSP3) for the period 1 July 2018 to 30 June 2021. PSP3 is our three-year blueprint to maintain the delivery of clean and safe drinking water, improve environmental outcomes and secure enhanced customer service results while keeping bills as affordable as possible.

Although the TER's determination allowed for a 4.6 per cent rise in FY2018-19, the Board has determined to apply a 4.1 per cent price rise in FY2018-19.

2.3 Productivity Program

The Productivity Improvement Program (PIP) consisted of 22 initiatives across twelve programs. Four of these initiatives have been completed. All other initiatives, except Procurement and Meter Replacement, are tracking as per schedule.

The sustainable cost savings realised for the full year was \$10.6M against a target of \$7.8M. These savings have been achieved predominantly from the Service Delivery Value Creation Program (\$6.9M) and the Retail Value Creation Program (\$1.6M).

Initiatives to reduce revenue leakage have resulted in additional revenue of \$5.3M against a target of \$3.8M.

2.4 Capital Delivery Review

To ensure that we can deliver the planned increase in our capital program we have identified a need to augment our resource capacity and ensure we have adequate systems and processes.

With this in mind, in April this year, the Board approved the establishment of a Capital Delivery Office (CDO) supported by a Program Management Alliance. The CDO will see TasWater staff working alongside personnel provided by one or more external partners as part of an overall collaborative team.

The alliance partner will be selected in late 2018 and the CDO will be operational in 2019.

¹ Public Health Alerts includes Boil Water Alerts (BWA) and Do Not Consume Notices (DNC)

2.5 Enterprise Agreements

Our employees have voted in favour of the TasWater General Enterprise Agreements (3) and the Senior Enterprise Agreement.

The negotiations whilst robust, were conducted without any disputes being taken to the Fair Work Commission (FWC).

2.6 Update on significant projects

Macquarie Point Sewage Treatment Plant (STP)

A collaboration agreement with Macquarie Point Development Corporation (MPDC) has been drafted regarding the proposed scope and timing for completion of design and procurement of improved odour management for Macquarie Point STP to reduce the required attenuation distance.

This is expected to facilitate development on part of the MPDC site following implementation of planning or legislative changes. The enabling legislation is scheduled to be introduced to the lower house in the spring session.

MONA

The actions agreed in the Memorandum of Understanding (MOU) with MONA are currently being progressed. MONA has engaged a consultant to develop a concept design for a new STP to replace the Cameron Bay STP. Given the innovative approach taken to the design, a trial has been proposed, subject to resolution of design and funding arrangements.

TasWater in parallel is assessing alternative strategies to address long term compliance and growth requirements.

Launceston Combined Sewage and Stormwater

Following the Tamar Estuary River Health Action Plan (TERHAP) funding announcement by the Federal and State Government in February 2018 we have reviewed the proposed actions and met with Launceston City Council and Infrastructure Tasmania.

The TERHAP has been presented to our Board and we have commenced planning activities, noting the requirement for external funding for portions of the program. It is anticipated that the Launceston Sewerage Improvement Program (LSIP) will be combined with elements of the TERHAP to form a single project in order to maximise possible efficiencies. In the immediate term we will continue to confirm the governance and funding arrangements with the Tamar Estuary Management Taskforce.

2.7 TasWater response to Heavy Rainfall Incident

Many parts of Southern and Eastern Tasmania experienced record rainfalls on 10 and 11 May 2018 due to an Easterly weather pattern with embedded thunderstorms. A pre-incident was declared in preparation based on the weather forecasts and warnings. Resources were mobilised to minimise the impacts of the rain event on sewer and water systems. As the rain event worsened, TasWater escalated to a Level 2 Incident and a Regional Emergency was declared by the State Emergency Services and Tasmanian Police.

Water supplies were affected in some regional areas as a result of storm damage. Water systems in the greater Hobart area were closely managed due to high turbidity in catchments affecting the treatment capacity at Bryn Estyn.

There were significant sewer spills as a result of inflow and infiltration into the sewer system exacerbated by widespread power outages and high tides. No sewer spills impacted the Shell Fish Industry.

There was some damage to our assets and an Insurance claim is being progressed. A review of the incident has been undertaken by the Incident team and learnings will be shared across the business and with relevant external stakeholders.

2.8 National recognition

TasWater's Manager Treatment and Pumping Asset Performance Paul Davis and Senior Engineer Treatment Asset Performance Mark Rippon won the Best Paper award at the Asset Management Council's (AMC) AMPEAK conference in Hobart, for their paper titled 'Unlocking Asset Risk for Better Customer Outcomes.'

AMPEAK is the annual showcase event for the AMC, the peak industry body for asset management in Australia, drawing almost 300 experts and practitioners from across Australia and the world together for three days of networking, knowledge exchange and providing opportunities to learn from each other's experiences in all elements of asset management.

In addition to this award, another TasWater paper was also presented by Anthony O'Flaherty, Manager Asset Information Quality and Systems, on 'Driving Customer Value through Asset Insights and Analytics'.

2.9 Graffiti Pilot Program

TasWater's graffiti pilot program commenced with the main aim of combatting offensive and unsightly graffiti on our infrastructure. This helps reduce expenses for us and the partner councils as cleaning and sandblasting is very expensive. The program also benefits council youth service departments, emerging artists and the local communities.

The program is well underway with local artists spraying their designs onto otherwise plain or tired looking water infrastructure. In collaboration with the Clarence City Council, we have commissioned some of the eastern shore's graffiti artists and taggers to decorate the Mornington, Rokeby and Bellerive reservoirs.

A water pump station in Huon Road, South Hobart will be next in line for an artistic make-over. This project, in collaboration with Hobart City Youth ARC, is planned to be undertaken in July 2018. Based on the results of the pilot program this may be expanded to include other sites state-wide.

3. Performance update

3.1 Commercial and economic outcomes

Net Profit after Tax for the year ended 30 June 2018 was \$38.5M, 10.8 per cent above budget. The reported result was driven by a favourable revenue variance of \$16.6M (5.2 per cent), which was partially offset by an unfavourable operating expenditure variance of \$6.6M (3.7 per cent) and an unfavourable depreciation variance of \$5.1M (7.2 per cent).

Revenue was higher than budget primarily due to increased recognition of assets transferred by developers, in addition to customer billing audits conducted by the Revenue Assurance Department that have resulted in higher fixed revenue.

Expenditure is higher than budget primarily due to Salaries & Related Personnel Expenditure. This consists of three main components, two of which are under budget. Salary capitalisation is the only component over budget as minor capital works have been contracted externally following the review of the Service Delivery model. Chemicals, Power & Royalties are over budget primarily because of the cost of electricity being higher than budget.

Net operating cash flow is favourable to budget by \$4.7M due to additional GST refunds and lower interest and income tax payments.

Capital expenditure is \$150.7M being \$15.4M (11.4 per cent) above budget. This is driven by the additional capital works flowing from the Kingborough Sewerage Upgrade and the Regional Towns Water Supply Program.

Debtor levels against turnover are at 4.2 per cent, a reduction of 0.4 per cent from the previous quarter. We have undertaken a targeted customer campaign to address long standing outstanding debt for finalised accounts.

New initiatives in place to reduce the overdue debt are:

- New credit cycles being implemented in our billing system
- Use of SMS and automated calls early collections activity to remind customers of overdue accounts
- New finalised debt processes.

New payment arrangement options are being considered as part of the review of our hardship program.

Table 1: Commercial and economic performance to date

Strategy	KRA	KPI	FY2017-18	
			YTD Result ¹	Target ²
1 Ensure we have the necessary funding sources to deliver our desired long term outcomes	Financial performance	Net Profit After Tax (\$ Million)	38.5	34.7
		Capital Expenditure (\$ Million)	150.7	135.3
		Interest cover ratio (times)	3.8	3.5
		Gearing ratio	33.1%	34.4%
		Net Cash from Operating Activities (\$ Million)	103.0	98.6
2 Improve business productivity and reduce costs to achieve our financial plans	Productivity improvement	Sustainable cost savings (\$ Million) ³	10.6	7.8
		Increase income from revenue leakage initiatives (\$ Million) ⁴	5.3	3.8
		% of Growth & Capacity Plans completed ²	33%	30%
		Total overdue debtors as a percentage of the revenue at the end of the financial year ⁵	4.2%	4.0%
3 Operate the business in a manner that is consistent with our risk appetite	Compliance	Percentage of customers on target tariff – Water 20mm	98.2%	98.0%
		Percentage of customers on target tariff for Sewage (1ET)	98.0%	98.0%
		Non-compliances rated serious	0	0

KPI Footnotes

¹ KPI actual figure rounded to nearest whole number where target has no decimal places

² Full year target for FY2017-18

³ Budget for Productivity Savings in FY2017-18 is \$5 Million: subsequent to the budget being finalised the Board and management have agreed to increase the target to \$7.8 Million

⁴ Target includes benefits from the Meter Replacement Program

⁵ New KPI included for FY2017-18 in line with priorities for FY2017-18

Colour Key:

GREEN = on or better than target

AMBER = within 10% of target

RED = greater than 10% outside target

Table 2: Financial statements – Balance Sheet

Balance Sheet	Closing Position at 30 June 2018	Opening Position at 1 July 17	Year to Date Movement	FY2018 Corporate Plan
	\$ '000	\$ '000	\$ '000	\$ '000
ASSETS				
Cash & Cash Equivalents	2,262	2,852	(590)	2,500
Trade Receivables	39,073	43,252	(4,179)	48,358
Inventories	5,881	6,147	(266)	5,984
Property, Plant & Equipment & Intangibles	2,166,206	2,052,574	113,632	2,113,285
Tax Assets	47,820	42,151	5,669	57,583
Other	2,783	7,061	(4,278)	2,012
TOTAL ASSETS	2,264,026	2,154,037	109,989	2,229,722
LIABILITIES				
Borrowings	(539,506)	(474,902)	(64,604)	(534,569)
Employee Benefits	(25,929)	(31,814)	5,885	(26,044)
Payables	(33,843)	(21,432)	(12,411)	(24,657)
Unearned Income	(31,700)	(33,037)	1,337	(34,152)
Tax Liability	0	(737)	737	(886)
Other	(11,543)	(7,072)	(4,471)	(5,642)
TOTAL LIABILITIES	(642,522)	(568,994)	(73,528)	(625,950)
NET ASSETS	1,621,504	1,585,043	36,461	1,603,772
MEMBERS FUNDS				
Retained Earnings	69,580	33,115	36,465	51,844
Revaluation Reserve	24,110	24,114	(4)	24,114
Contributed Equity	1,527,814	1,527,814	0	1,527,814
TOTAL MEMBERS FUNDS	1,621,504	1,585,043	36,461	1,603,772

Table 3: Financial statements – Income Statement

Income Statement	Year to Date Actual	Year to Date Budget	Year to Date Variance
	\$ '000	\$ '000	\$ '000
Revenue			
Fixed Charges	233,831	231,100	2,731
Volumetric Charges	67,441	64,864	2,577
Services & consulting revenue	6,007	6,344	(337)
Contributed Assets	25,527	15,960	9,567
Other Revenue	3,461	1,426	2,035
Total Revenue	336,267	319,693	16,573
Expenses			
Chemicals, Power & Royalties	24,042	21,934	2,108
Materials & Services	34,268	32,646	1,622
Salaries & Related Personnel Expenditure	89,668	86,206	3,462
Administration Costs	37,367	37,940	(573)
Total Expenses	185,345	178,726	6,619
Earnings before Interest & Depreciation	150,922	140,967	9,955
Depreciation	76,651	71,514	5,137
Interest expense	16,567	17,058	(491)
Loan guarantee fee (LGF)	2,741	2,787	(47)
Net Operating Profit before Tax	54,963	49,608	5,356
Tax	(16,489)	(14,882)	(1,607)
Net Profit after Tax	38,474	34,725	3,749

Table 4: Financial statements – Cash Flow Statement

Cash Flow Statement	Year to Date Actual	Year to Date Budget	Year to Date Variance
	\$ '000	\$ '000	\$ '000
Cash Flows from Operating Activities			
Receipts from Customers	324,505	307,801	16,704
Payments to Suppliers & Employees	(216,644)	(200,450)	(16,194)
GST Refund	22,920	21,726	1,194
Interest Paid	(16,009)	(17,326)	1,317
Loan Guarantee Fees Paid	(2,646)	(2,665)	19
Income Tax Equivalents Paid	(8,855)	(10,493)	1,638
Net Cash from Operating Activities	103,271	98,593	4,678
Cash Flows from Investing Activities			
Payments for Property, Plant & Equipment	(150,748)	(135,324)	(15,424)
Sales - Property Plant and Equipment	1,073	200	873
Net Cash Flows from Investing Activities	(149,675)	(135,124)	(14,551)
Cash Flows from Financing Activities			
Proceeds from Borrowings	64,316	53,374	10,942
Dividends Paid	(18,499)	(16,842)	(1,657)
Net Cash Flows from Financing Activities	45,817	36,532	9,285
Net Movement in Cash for the Year			
Net (Decrease) Increase in Cash Held	-	-	-
Opening Cash Balance	2,852	2,500	352
Closing Cash Balance	2,264	2,500	(236)

3.2 Customer and community outcomes

Performance this year has been largely positive with the majority of our targets achieved.

The number of complaints (per 1,000 properties) is unfavourable to target. Water quality complaints represent the largest category of complaints at 48% of all complaints. Discoloured water and taste and odour are the largest sub-categories of water quality complaints. The Aesthetic Task Force that was established early in the year has been improving our response and mitigation of such complaints.

Some of the key learnings from projects initiated by the task force were:

- The internal taste panel provides an early warning detection of taste and odour compounds that enable the mobilisation of carbon dosing to mitigate customer impact
- Programmed cleaning of water mains improves water quality by ensuring aesthetically pleasing water and increased chlorine residuals
- Communication to the customer using multiple media platforms about maintenance activities and their impacts is important to reduce customer complaints, and
- Development of the complaints heat map against pipe types and existing flushing programs has allowed us to create strategies to reduce or mitigate water quality complaints.

Our focus in FY2018-19 will be to build on this year's learnings with further initiatives looking to achieve the strategic aim of reducing water quality complaints.

There was one spill into an oyster lease in Q4. A failure on the treated effluent line adjacent to the Tasman Highway resulted in flow of treated effluent into Pittwater reserve in April 2018.

As stated in the Q2 report, a program has been implemented to minimize the instances of spills into oyster leases, which is a combination of:

- Preventative actions
- Better operational controls, and
- Responsiveness and communication in the event of a spill.

Table 5: Customer and community performance to date

Strategy	KRA	KPI	FY2017-18	
			YTD Result ¹	Target ²
Invest in programs that enhance customer experiences	Customer experience	Customer satisfaction	94.8%	80%
		First point resolution	97.3%	90%
		Customer effort score	1.4	<1.5
		Calls answered in the first 30 seconds	87.9%	85%
		Complaints (per 1,000 properties)	15.5	<9
Minimise service interruptions and impacts from sewage spills and water interruptions	Service standards	Time taken to attend Priority 1 water bursts and leaks (minutes) ³	36	60
		Time to attend sewage breaks, chokes and spills (minutes) ³	52	60
		Sewer breaks and chokes (per 100km of main)	44.7	93
		Oyster farm shutdowns caused by sewage spills ⁴	4	0
		Reportable dry weather sewage spills per annum	55	80

KPI Footnotes

¹ KPI actual figure rounded to nearest whole number where target has no decimal places

² Full year target for FY2017-18

³ To be achieved at least 90% of time per Customer Service Code

⁴ For rainfall events of less than 1 in 5 recurrence interval

Colour Key:

GREEN = on or better than target

AMBER = within 10% of target

RED = greater than 10% outside target

3.3 Water and environmental outcomes

Water

Fluoride performance was below target as the Swansea fluoride dosing system was turned off in August 2017 due to an operator safety issue. The system is being replaced and is expected to be operational in October 2018.

There was an *E.coli* detection in the Hobart system in April 2018. This occurred due to unchlorinated water entering the reticulation network. This resulted in a temporary BWA being issued for the South Hobart area. We are working to implement the recommendations from an external investigation of this incident.

In FY2017-18 all of our potable systems met microbiological compliance; this means that greater than 98% of samples in all systems were free of *E. coli*.

E.coli detections have reduced further this year due to a greater awareness of water quality, increased focus on reservoir cleaning and integrity, and chlorine improvements in some key areas.

A major upgrade to the Conglomerate Creek Dam was completed in May 2018 and the dam now complies with safety requirements.

Environment

Compliance for FY2017-18 was 85 per cent against a target of 87 per cent; however we achieved target compliance of 88 per cent in Q3 and 87 per cent in Q4.

Centralised operational control point (OCP) reporting is now in place for 15 sewerage systems. As a result of implementing OCPs and operator commitment, Cameron Bay STP has achieved 48 weeks compliance in 2018 compared to 25 weeks in 2017.

Key focus areas for coming months include:

- Development of a list of initiatives to deliver compliance improvements in FY2018-19, and
- Progressing the visibility of process data including OCPs using PI Historian.

Our target for Trade Waste Commercial Customers – Compliance Improvement has not been met. Our trade waste team have engaged with customers that are required to meet compliance standards within an 18 month period to provide guidance on requirements and proposed solutions. We are currently working with a further 118 customers whose notice period has expired to bring them to compliance.

There were no environmental non-compliances in Q4.

Table 6: Water and environmental performance to date

Strategy	KRA	KPI	FY2017-18	
			YTD Result ¹	Target ²
1 Invest in robust drinking water systems to ensure water is safe for consumption	Drinking water quality	Water Quality Complaints ³	1,503	1,000
		Number of <i>E. coli</i> detections	6	20
		Short term Boil Water Alerts put in place by DHHS	1	0
		Towns on long term Boil Water Alerts or Do Not Consume Notices	14	17
		Percentage of compliant fluoride systems	97.4%	98%
		Percentage of microbiological compliant potable systems	100%	98%
2 Lift sewerage system performance to align with modern day environmental standards	Water Supply Reliability	Number of dams that plot above the ANCOLD LOT for societal risk	9	9
	Environmental compliance and impact	Trade Waste Commercial Customers – Compliance Improvement ³	315	410
		Volume of compliant effluent ⁴	85%	87%
		Number of environmental non-compliances rated serious ⁴	1	0

KPI Footnotes

¹ KPI actual figure rounded to nearest whole number where target has no decimal places

² Full year target for FY2017-18

³ New KPI included for FY2017-18 in line with priorities for FY2017-18

⁴ As of Q3 FY2017-18 this has been aligned with the measure used by the EPA which is quoted in the State of the Industry Report

⁵ Measures a threat of a fine from EPA or receiving a fine from the EPA

Colour Key:

GREEN = on or better than target

AMBER = within 10% of target

RED = greater than 10% outside target

3.4 Our people and culture

There have been three Lost Time Injuries (LTIs) in Q4 FY2017-18, involving two employees and one contractor. This has resulted in a decrease in LTIFR to 8.8 from 9.0 as at the end of Q3. The Total Recordable Injury Frequency Rate (TRIFR) is above our end of year target of 11.0 and remains relatively stable at 12.0. A key driver of LTIs over the last 12 months is related to contractor incidents. As we increase the scale of the program and engage a broader spectrum of contractors exposure to incidents is increasing. As part of the development of our Capital Delivery Office we are putting in place steps to reduce the frequency and potential severity of contract related safety incidents.

Our commitment to Innovation has been further strengthened with the development of the IDEA (Innovation Driving Everyday Action) framework which will launch in FY2018-19. Innovative ideas have continued to be captured with several new concepts being progressed and validated including:

- Isle Utilities - a holistic solution to a drinking water system, preventing the potential issuing of a Do Not Consume (DNC) in the Coles Bay system due to disinfection by products
- UTAS PhD scholarship – discussions have progressed with University of Tasmania in the design of a PhD study into taste and odour issues in the Derwent.
- Aquaculture in our wastewater lagoons – the use of fish to aid in desludging treatment processes.
- Smart cities grant – a collaborative project with Hobart City Council accessing federal support.

Employee numbers are above our end of year target primarily due to the need to appropriately resource our improvement programs and the growth in the scale of our capital program.

Table 7: People and culture performance to date

Strategy	KRA	KPI	FY2017-18	
			YTD Result ¹	Target ²
1 Invest in programs that create a safe working environment	Safety performance	Lost time injury frequency rate (LTIFR)	8.8	3
		Total recordable injury frequency rate (TRIFR)	12	11
		Notifiable safety incidents	4	3
2 Invest in leadership development, skills training programs and innovation	Organisation capability	Innovations under trial or implemented	10	5
		Number of leaders completing LSI ³	35	35
3 Ensure we have the necessary resources to deliver our desired long term outcomes whilst remaining lean and cost effective	Workforce Planning	Number of FTE ³	849	835

KPI Footnotes

¹ KPI actual figure rounded to nearest whole number where target has no decimal places

² Full year target for FY2017-18

³ New KPI included for FY2017-18 in line with priorities for FY2017-18

Colour Key:

GREEN = on or better than target

AMBER = within 10% of target

RED = greater than 10% outside target

4. Capital expenditure projects and programs

Our capital expenditure at the end of FY2017-18 was \$150.7M, which is \$15.4M (11.4%) above the budget of \$135.3M.

Major projects which were completed in the year include:

- Torrens Street Richmond Sewer Pump Station Upgrade
- Winnaleah Treated Water Supply
- Ringarooma Valley Treated Water Supply, and
- Flinders Island Water Supply

Significant work has been completed on the below projects which will achieve completion early next financial year:

- Regional Towns Water Supply Program
- Kingborough Sewerage Strategy
- Ti Tree Bend STP Biosolids De-watering Facility and Digester
- Huonville Main Road SPS Replacement
- Fonterra STP By Pass Line (Wynyard), and
- Conglomerate Creek Dam.

Table 8: Status updates Top 25 priority capital projects

Sr. No.	Project Title	Current Project Stage	Completion Date	Project Budget ('000)	Project Status Comments
1	Longford STP Upgrade - Northern Midlands Sewerage Improvement Plan (NSMIP)	Design	Dec-20 Jun-21	\$25,100	Completion date has been refined, the earlier date was a preliminary estimate at early stages of project. The project commitment date as per PSP3 will still be met.
2	Kingborough Sewerage Strategy	Construction	Aug-18 TBC	\$51,625	The contractor has sought an extension of time from August to January 2019, due to delays associated with land acquisition. This extension has not been granted at this stage.
3	Regional Towns Water Supply Program	Construction	Aug-18	\$40,798 \$65,147	On track.
4	King Island Treated Water	Construction	Aug-18 Nov-18	\$17,635	Possible delay due to accommodating community feedback on WTP design.
5	System Optimisation - Water	Design	Jun-19	\$10,000	
6	System Optimisation - Sewerage	Design	Jun-19	\$10,000	
7	Ti Tree Bend STP Biosolids De-watering Facility and Digester	Construction	Dec-18	\$12,374	On track.
8	Margate Water Main Upgrade	Construction	May-18 Nov-18	\$8,224	Change in completion date as Project is now aligned with the Kingborough Sewerage Strategy.
9	Gretna/Bushy Park/Glenora Water Supply Upgrade	Construction	Mar-18 Sept-18	\$5,260	On track.
10	Conglomerate Creek Dam	Completed	Mar-18 May-18	\$5,676	Significant upgrade completed and the dam now complies with safety requirements.
11	Cambridge STP Wet Weather Overflow	Design	On hold	N/A	This project was initiated to address wet weather overflow and treatment performance issues. During early 2018 a process audit indicated the upgrades

Sr. No.	Project Title	Current Project Stage	Completion Date	Project Budget ('000)	Project Status Comments
					are unlikely to deliver the required outcomes. As such, the business case is being reviewed.
12	Longford to MacKinnons Hill Reservoir Rising Main	Construction	Aug-17 Jul-18	\$4,057	Some rock was encountered in the first section of pipeline, however pipeline construction is now complete with final cutovers yet to be completed.
13	Huonville Main Road SPS Replacement	Construction	Mar-18 Aug-18 -	\$2,928 \$5,367	Minor delay due to latent conditions
14	Lake Mikany Dam Replacement	Design	Jun-20	\$7,320	On track.
15	Girdlestone Reservoir Rectification	Construction	Dec-17 Oct-18	\$2,843	Delay due to the requirement to obtain a planning permit. Construction started in February 2018.
16	Prince of Wales Digester Roof Replacement	Deferred	Jun-19 TBD	\$3,500	Project will be reassessed once true condition of the asset has been determined
17	Wynyard STP – Electrical and Control System Renewal Upgrade	Construction	Oct-17 Aug-18	\$1,800	Commissioning to occur during Fonterra shutdown
18	Swansea Meredith Dam Rectification and Improvement (Stage 1 & Stage 2)	Design	Sep-18 Nov-18	\$4,200	Minor delay due to late award of clay permit.
19	St Helens STP Inlet Works and Esplanade SPS	Construction	Nov-17 Oct-18	\$1,668 \$2,099	Extension in completion date due to unfavourable ground conditions and the contractor being committed to regional towns project which has been prioritised.
20	Davis St Smithton SPS Upgrade	Design	May-18 Dec-18	\$5,392	Date change due to increase in scope
21	Burnie Cam Pipeline Construction	Tender	Mar-18 Dec-18	\$2,837	Project schedule reviewed. Extended due to approvals required.
22	Flinders Island Water Supply	Construction	Jan-17 Jul-17	\$10,979	Completed
23	Fonterra - STP By Pass Line (Wynyard)	Tender	Nov-17 Aug-18	\$2,300 \$3,000	Date extension to allow commissioning to align with Fonterra's shutdown.
24	Pet Dam Safety Upgrade	Business Case	Jun-19 Dec-19	\$7,710	The preferred option has been scoped, and the business case should progress to design phase in the first half of FY2018-19.
25	Port Sorell Reservoir	Tender	Jul-18 Apr-19	\$2,009	Commitment date still achievable.

Note – Projects that are yet to receive Business Case approval via the gating process are not included in the table above.

Key

Bold text indicates change in budget or timeline since last report

Table 9: FY2017-18 Top 10 capital programs

Title	Program Budget ('000) FY2017-18	Actual ('000) FY2017-18	Program Status
Metering Program	\$7,140	\$8,014	Complete
Non-Network Other	\$5,440	\$4,490	Complete
Minor Projects Program	\$4,100	\$4,327	Complete
Electrical Program	\$3,770	\$2,547	Complete
Water Main Renewals	\$3,400	\$2,416	Complete
STP Renewals	\$3,330	\$1,834	Complete
Dam Compliance	\$2,800	\$1,496	Complete
WTP Renewals	\$2,260	\$1,327	Complete
Sewer Main Renewals	\$2,000	\$1,289	Complete
SCADA	\$1,890	\$1,266	Complete

Key

Bold text indicates change in budget or timeline since last report



Quarterly Report to Owners' Representatives

Progress update to 30 June 2018

Briefing for Councils

TasWater and State Government MOU Implementation



Today's presentation

1. The MOU Key Features
2. Necessary changes to the Constitution
3. Necessary changes to the Shareholders' Letter of Expectations
4. Share Subscription and Implementation Agreement
5. Necessary legislative changes
6. Financial outcomes
7. Key risks
8. Special General Meeting to Vote on Proposal
9. Summary

MOU Key Features

Proposed governance arrangements:

- State Government to inject \$200M equity over 10 years
- Receive 1% equity for each \$20M
- State Government will not receive dividends
- State Government Owner's Rep on Board Selection Committee (Head of Treasury, or delegate)
- Board to remain skills-based
- Consultation with State Government Rep and Chief Owners' Rep re: CEO appointment
- State Government and Owner Councils approve Corporate Plan

MOU Key Features

Proposed pricing arrangements:

- FY2018/19 – 4.1% increase
- FY2019/20 – 0% increase
- FY2020/21 to FY2024/25 – capped at 3.5% increase, or Economic Regulator's determination (whichever is lower)
- FY2025/26 onward – no commitment

MOU Key Features

Capital program

- Best endeavours to spend \$1.8B during the current 10 year capex plan

Major projects

- Cameron Bay STP (MONA MOU)
- Macquarie Point STP
- Launceston Combined System

Service extension

MOU Key Features

Distributions to Owner Councils:

- Distributions will remain at \$20M per year to FY2025/26
- Board to determine beyond FY2025/26, but profitability should enable indexation beyond that point
- If circumstances change and distributions are at risk, the Board has a number of levers to ensure distributions are maintained

MOU Summary

Government sought to have MOU reflect election commitments around:

- tariffs
- capital spend
- council dividends

TasWater sought to ensure MOU delivered:

- ongoing sustainability
- role of the economic regulator is maintained
- council rights preserved

Necessary changes to the Constitution

- Establish new class of shares for the State Government
- No dividends for the State Government shareholding
- The State Government will have one representative on the Board Selection Committee
- The State Government representative will be consulted, along with the Chief Representative, on appointment of the CEO
- The State Government will not have the right to appoint a director
- Governance by a skills-based Board will continue

Necessary changes to the Shareholders' Letter of Expectations

- **Corporate Plan approval process:**
 - Draft is endorsed by Board and provided to Owner Councils and State Government. Each party can then propose amendments
 - Board considers amendments, but is not obliged to accept
 - Board provides revised draft Plan (to the extent amendments are accepted) to Shareholders for consideration at General Meeting
 - The Plan is adopted by an Ordinary Majority of Council Owners' Reps and affirmative vote by State Government Owner's Rep¹
 - If a Plan is not adopted, dispute resolution involves consultation between Board Chairman, Chief Owner's Rep and State Govt Rep
 - A two-thirds majority of these parties will prevail if a unanimous decision cannot be reached

Necessary changes to the Shareholders' Letter of Expectations

- **Trade Waste**
 - TasWater, Councils and the State Government will work together to identify further improvements to trade waste
- **Community Service Obligation**
 - A shareholder can request TasWater to undertake a project not included in the current Corporate Plan
 - However shareholder approval is needed for amendment to the Corporate Plan
- **Dividends**
 - If needed for financial sustainability, the Board can amend the capital program or pricing to maintain Owner Councils' dividends¹

Share Subscription and Implementation Agreement

- State Government will inject \$20M of equity each year for 10 years, and receive 1,000,000 “DD” class shares for each \$20M
- Equity injections can occur more frequently than annually, but State Government shareholding will not exceed 10%
- If the State Government fails to meet its equity injection commitments, it will lose its rights relating to:
 - Corporate Plan approval and participation in dispute resolution
 - Board Selection Committee representation
 - CEO appointment consultation
- The State Government’s rights will be restored once it makes good, but any decisions made in the interim remain valid

Necessary legislative changes

- The objective has been to keep legislative changes simple and to a minimum
- Key legislative changes include:
 - Removal of the prohibition on ownership of TasWater by anyone other than a Council to enable State Government shareholding
 - Price determination process updated to clarify that the Tasmanian Economic Regulator can only set maximum prices
 - Removal of the obligation to pay loan guarantee fees and tax equivalents, so distributions are solely in the form of dividends

Necessary legislative changes

- Proposed changes to the Constitution and SLE, and the Share Subscription agreement, are conditional on the legislation passing into law in substantially the same form as in the IM

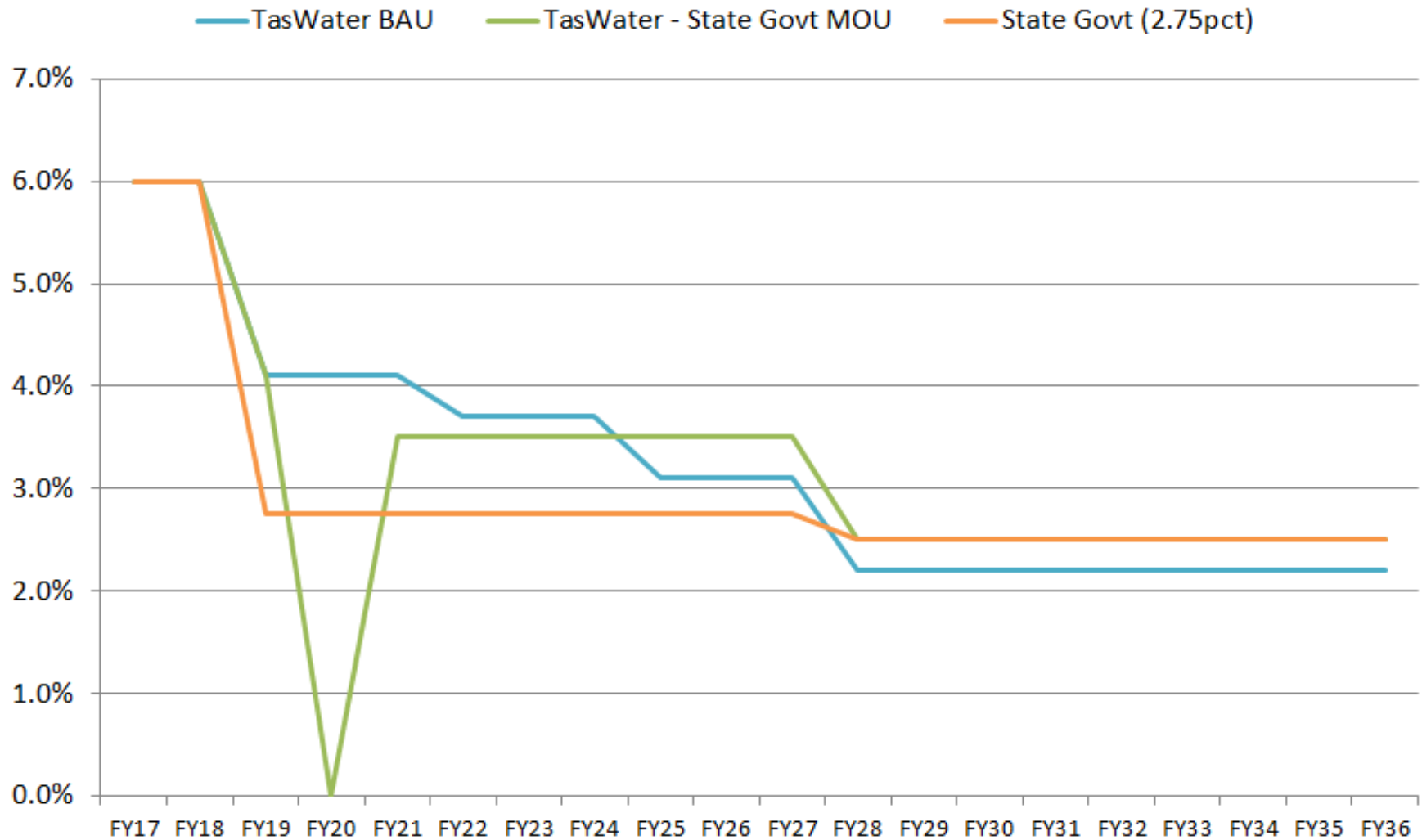
Financial model objectives

- The Board has committed to ensuring the proposed changes maintain TasWater's financial sustainability
- Two scenarios have been modelled:
 1. Business as usual scenario – TasWater's current capital program, forecast price increases and no equity injection from State Govt
 2. MOU scenario – an accelerated capital program, a price freeze (FY19) and cap (3.5% cap through FY27), and \$200M equity injection

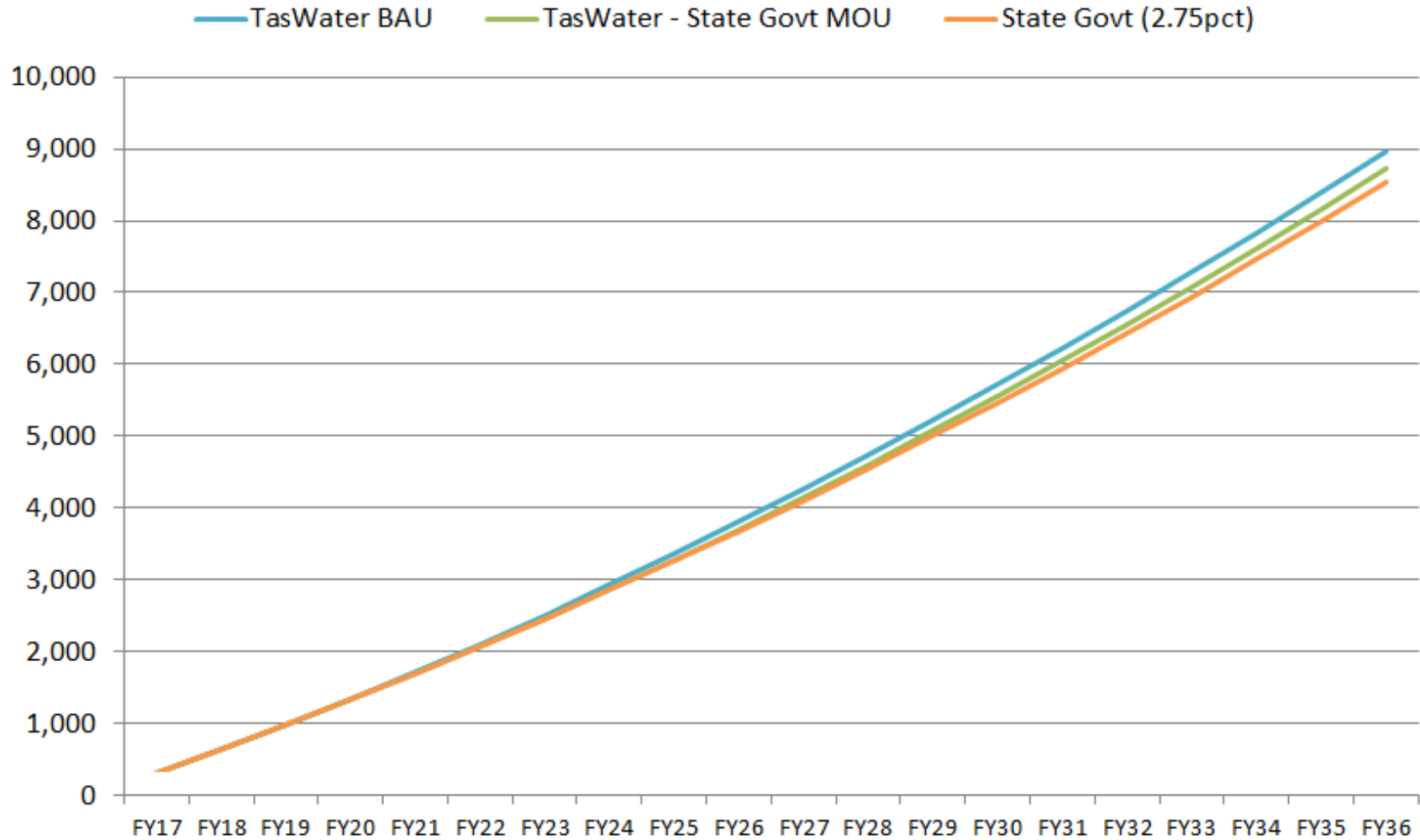
Capital program

- The business as usual scenario is based on TasWater's current \$1.5 billion capital program (FY2016/17 through FY2025/26)
- The MOU scenario includes \$1.7 billion over this period.
- TasWater will make best endeavours to deliver a \$1.8 billion capital program. This may be facilitated by external funding (eg Federal / State Government funding for combined system)
- The financial model does not include any allowance for the following, however we will commit to working with government to find solutions for these:
 - Macquarie Point sewage treatment plant relocation
 - Cameron Bay sewage treatment plant relocation
 - Launceston Combined Sewer System upgrades

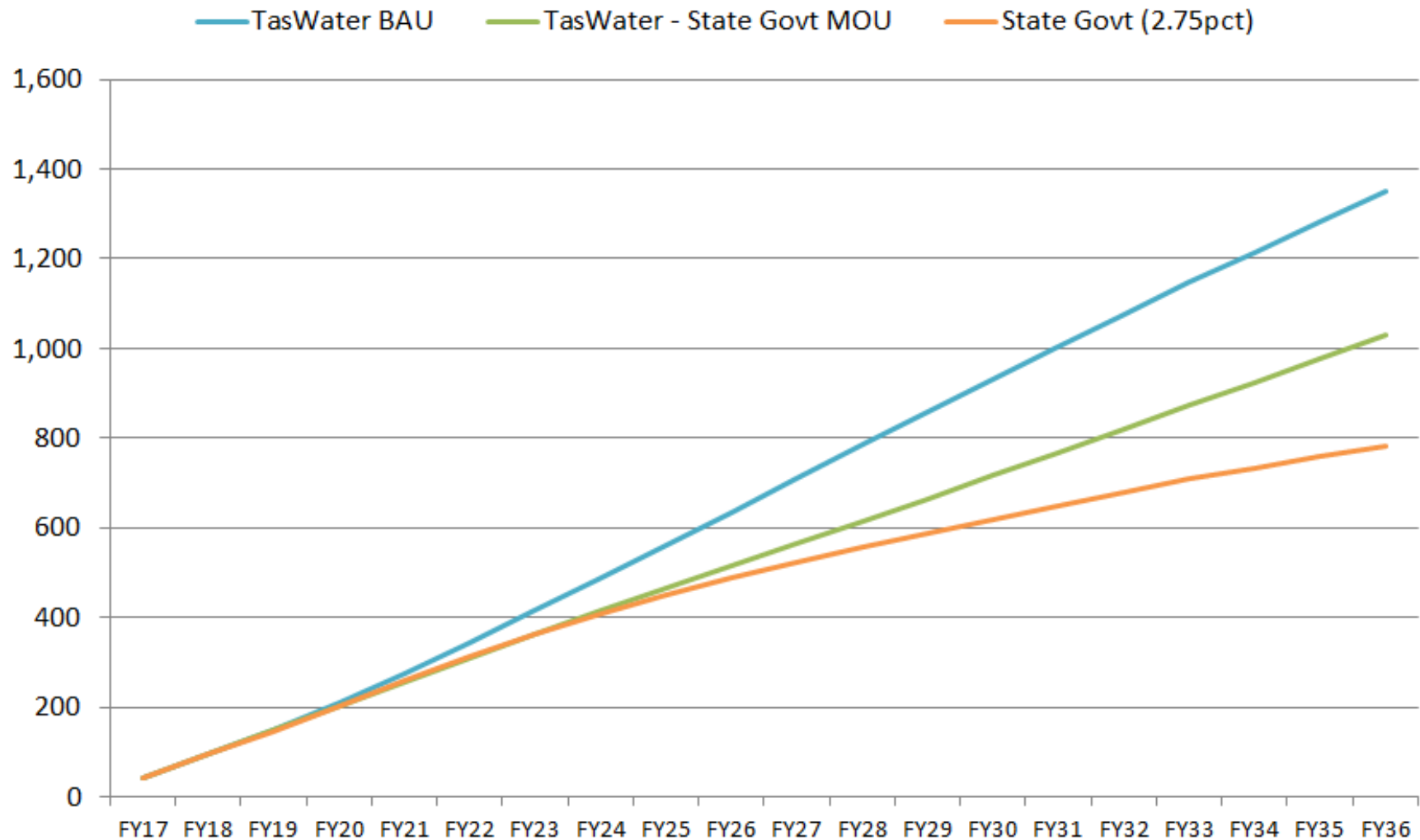
Annual price increase (%)



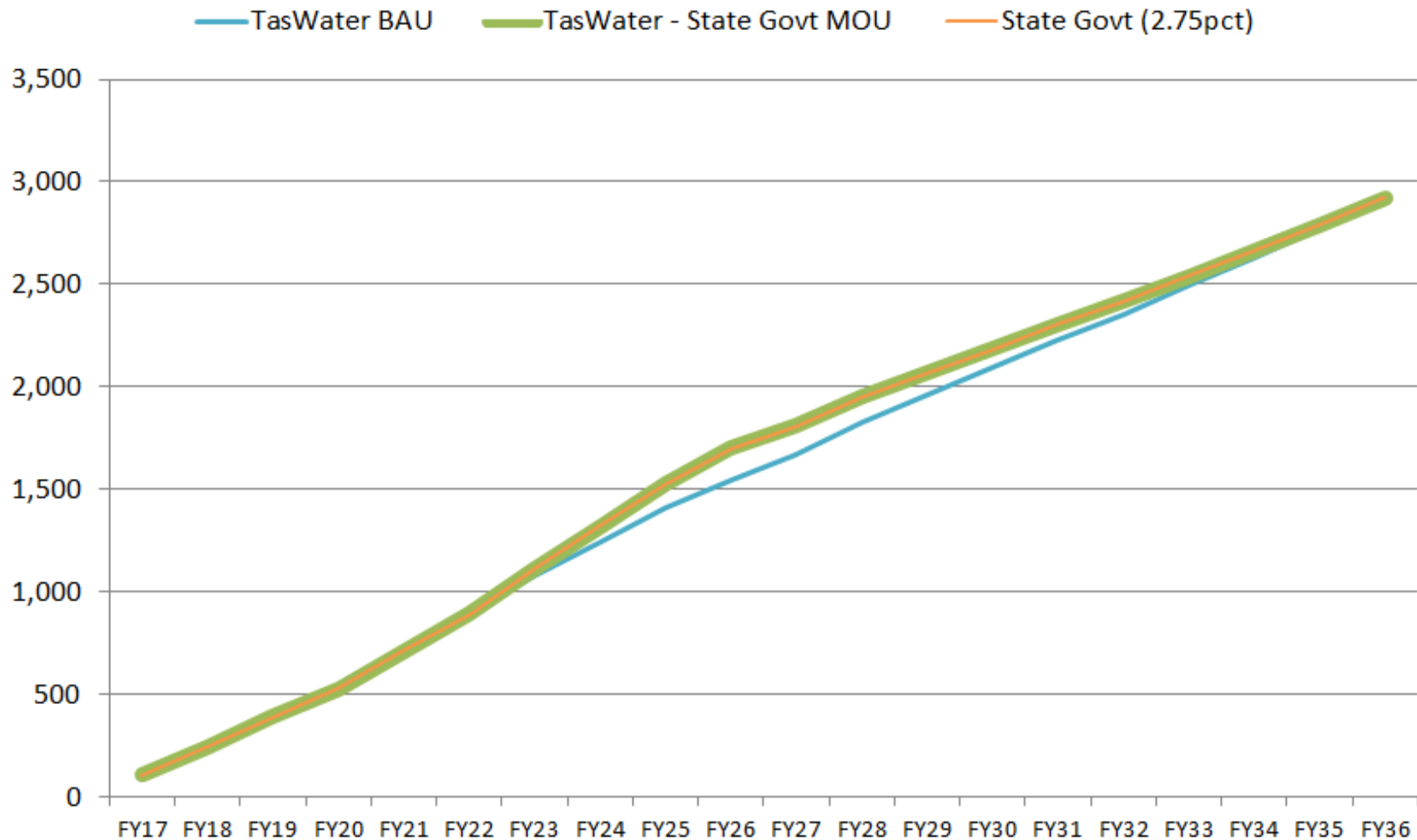
Cumulative revenue (\$million)



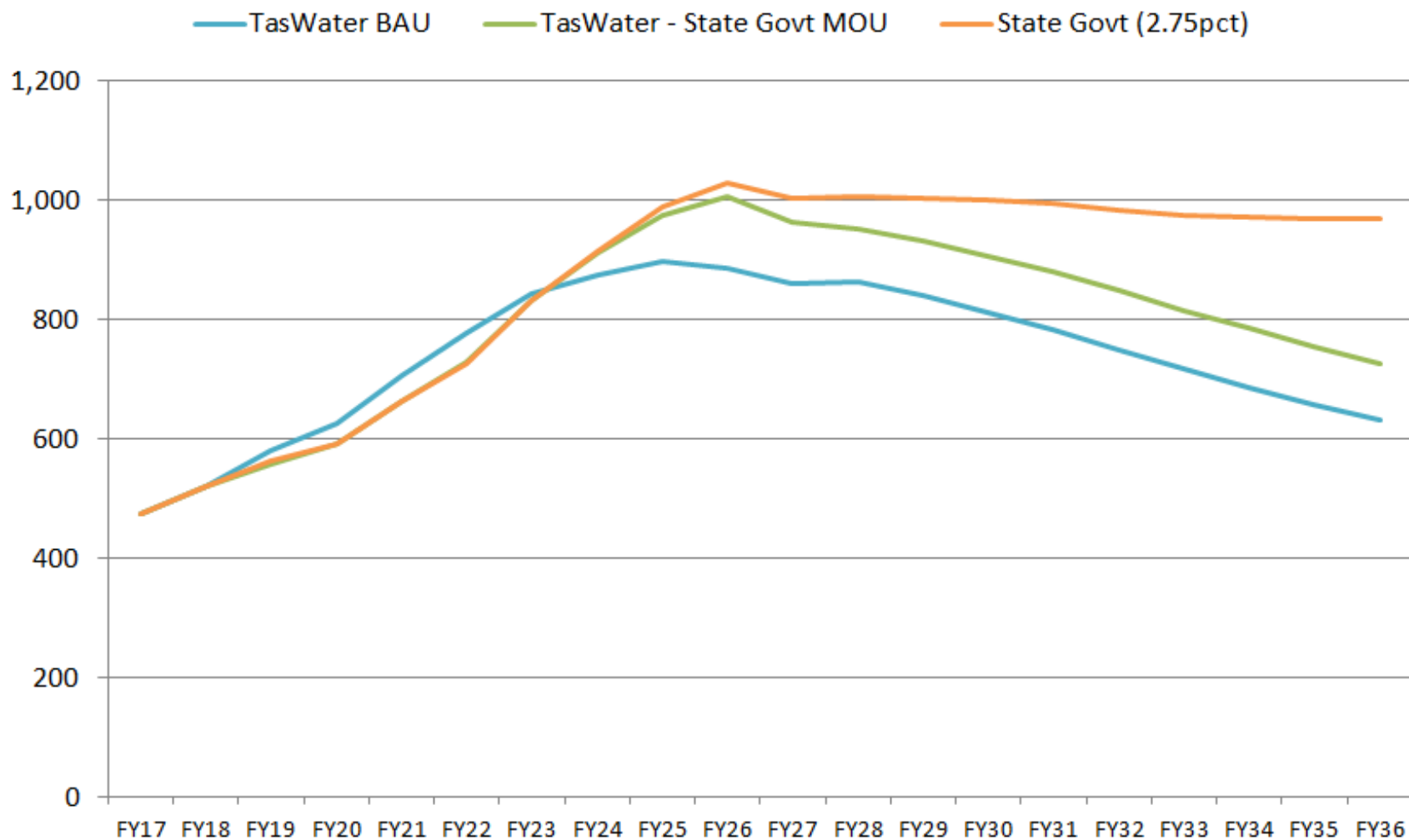
Cumulative net profit before tax(\$million)



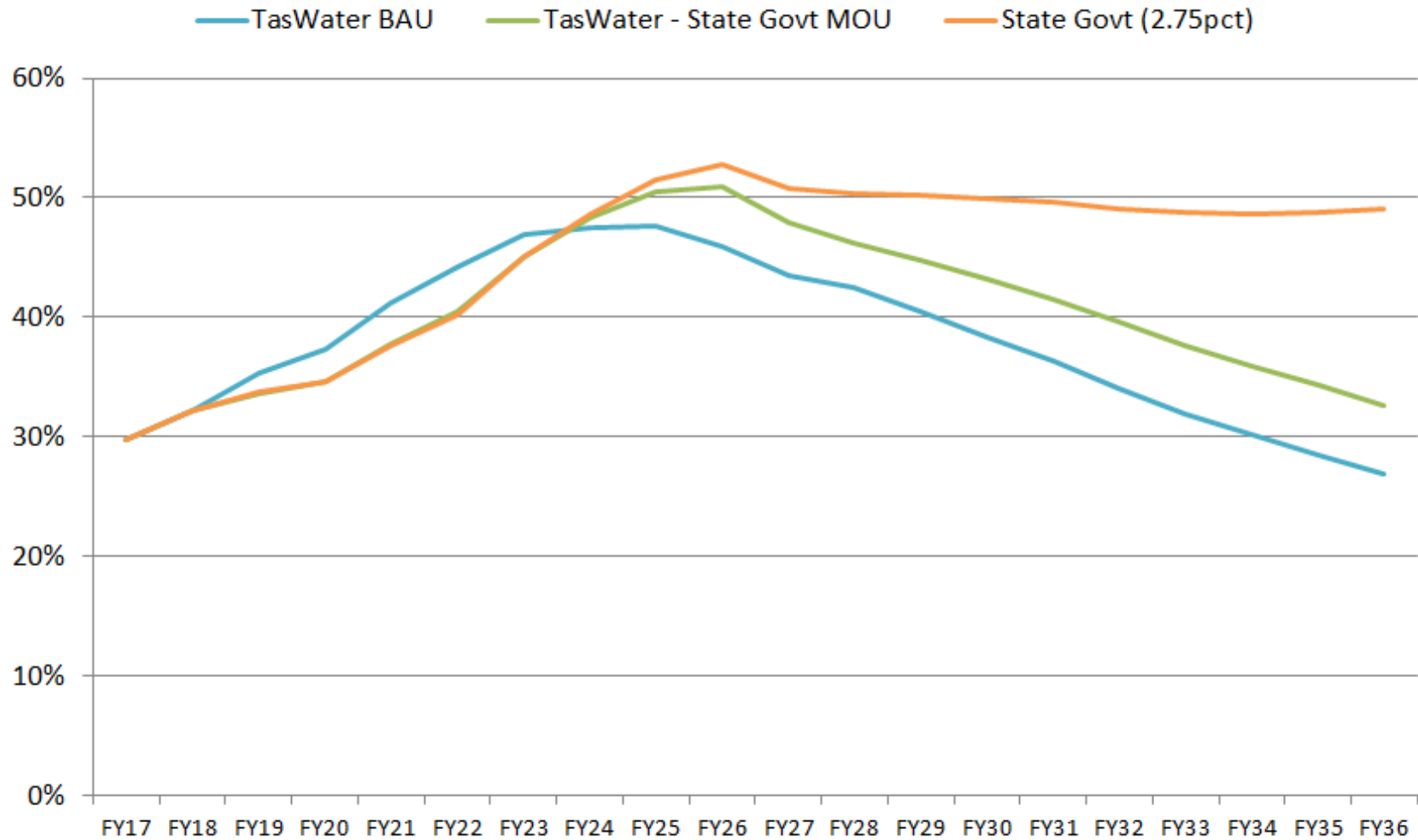
Cumulative capital expenditure (\$millions)



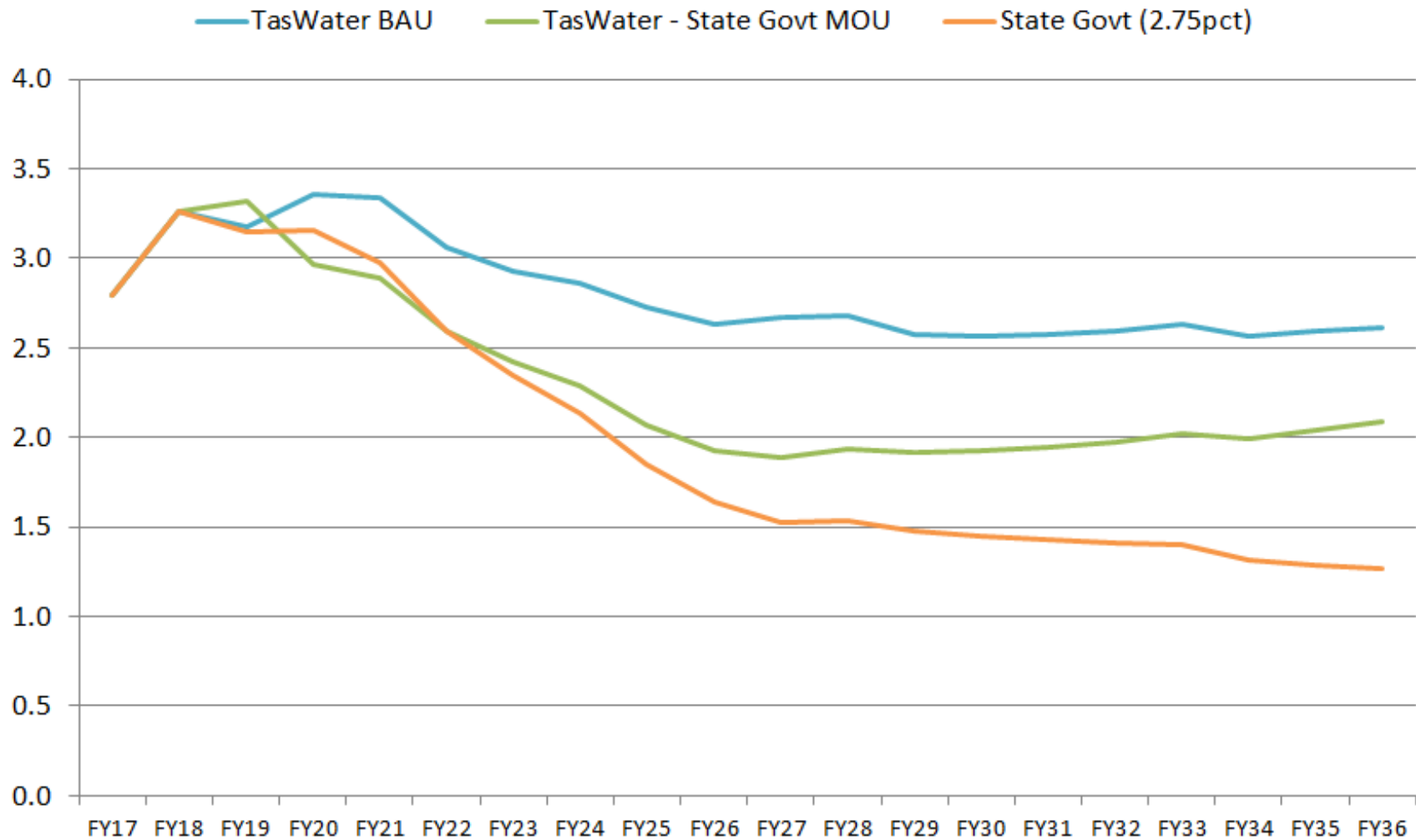
Debt (\$millions)



Gearing (%)



Interest cover ratio (times)



Financial Summary

- Revenue is less under MOU, but actual cash difference is minimal over 20 years
- Debt is higher but manageable
- Interest coverage remains sound
- Dividends virtually guaranteed

Key risks of the proposal

Risk	Control
Interest rates rise faster than expected, or other circumstances arise that threaten the financial sustainability of TasWater due to commitments in the MOU	The Board can slow the capital program, increase prices and/or seek a letter of comfort from the State Government
TasWater is lobbied to undertake a project that is not commercial	The SLE allows for a shareholder to fund uncommercial projects. Any Corporate Plan amendment must be approved by shareholders
The State Government seeks to alter TasWater's governance arrangements to suit their interests	Changes to governance documents require certain thresholds to be met ¹
Sufficient resourcing is not available to deliver the capital program	We are currently improving our capital delivery model to include an external partner that provides flexible resourcing

Councils to vote at Special General Meeting in September 2018

- Council Owners will be provided with a voting paper ahead of the Special General Meeting on 27 September 2018
- Each resolution will have three voting options (yes, no, abstain)
- For each resolution, voting will occur by a poll
- Representatives are asked to attend the meeting with their voting papers completed
- Each resolution requires the highest threshold for approval: 75% by member, 75% by equity

Summary

The TasWater Board unanimously recommends that Owner Councils vote in favour of the proposed resolutions.

The Board considers that it will:

- Entrench Council Ownership and Dividends
- Entrench the role of the Economic Regulator
- Keep household bills lower
- Ensure that TasWater remains financially sound
- Prospects of realising federal funding significantly higher. Without this, receipt of federal funding is considered unlikely.
- Serve the best interests of the Tasmanian Community being secured by Councils, Government and TasWater working collaboratively.

**10.2 REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER
REPRESENTATIVE BODIES**

11. REPORTS OF OFFICERS

11.1 WEEKLY BRIEFING REPORTS

(File No 10/02/02)

The Weekly Briefing Reports of 30 July and 6 and 13 August 2018 have been circulated to Aldermen.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 30 July and 6 and 13 August 2018 be noted.

11.2 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS
--

11.3 PLANNING AUTHORITY MATTERS

In accordance with Regulation 25 (1) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

11.3.1 DEVELOPMENT APPLICATION D-2018/376 - 92 CAMBRIDGE ROAD, BELLERIVE - DEMOLITION OF DWELLING
(File No D-2018/376)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for the demolition of dwelling (and 2 outbuildings) at 92 Cambridge Road, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned Inner Residential and subject to the Parking and Access Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise discretion within the statutory 42 day period which expires with the written consent of the applicant on 22 August 2018.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- lack of consultation regarding hotel development; and
- retention of fencing and landscaping.

RECOMMENDATION:

A. That the Development Application for demolition of dwelling (and 2 outbuildings) at 92 Cambridge Road, Bellerive (Cl Ref D-2018/376) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. A demolition plan documenting the proposed rehabilitation of the subject site must be submitted to and approved by Council's Manager City Planning prior to the commencement of the works. The rehabilitation works are to include removal of all debris, and levelling and sow grass in the affected area. The works are to be undertaken within 30 days of the completion of the demolition works, to ensure the site is left in a clean and tidy state, in accordance with the approved demolition plan.
 3. ENG S1 – INFRASTRUCTURE REPAIR.
 4. ENG S11 – SEALING OF SERVICES.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The subject property is owned by the Clarence City Council and contains an existing dwelling in a state of disrepair. Council resolved at its Meeting of 28 May 2018 to authorise the General Manager to proceed with the demolition, as proposed by this application.

Under the Local Government Act 1993, Council is required to act as the property owner in relation to consideration of its assets. Under the Land Use and Planning Approvals Act 1993, Council must act as the Planning Authority in relation to the determination of this application. The decisions are independently made, and one does not predetermine the second.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Inner Residential under the Scheme.

2.2. The proposal is discretionary because Clause 9.4.1 requires that unless approved as part of another development, an application for demolition is to be as a discretionary development.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 11.0 – Inner Residential Zone; and
- Section E6.0 – Parking and Access Code.

2.4. Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a 794m² parcel located at the intersection of Alma Street and Cambridge Road, with frontage to both. The site supports an existing dwelling, a garage, shed and associated landscaping. The dwelling is in a state of disrepair and not fit for occupation.

Vehicular access to the site is from Alma Street, which is located opposite a church and school and adjoined by residential development to the north and south.

3.2. The Proposal

The proposal is for the demolition of the existing dwelling and 2 outbuildings located on the subject property at 92 Cambridge Road, Bellerive. The dwelling is located approximately in the centre of the parcel, and the 2 outbuildings adjacent the western property boundary.

It is proposed that the boundary fencing, trees and other landscaping would remain where surrounding the perimeter of the site. Those elements of the landscaping directly adjacent the dwelling would be removed as part of the development, and it is proposed that all building materials would be recycled where possible, or disposed of.

4. PLANNING ASSESSMENT**4.1. Determining Applications [Section 8.10]**

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the Inner Residential Zone and Parking and Access Code.

The proposal must be assessed against Clause 9.4.1 of the Scheme, for demolition. Clause 9.4.1 provides that:

Assessment Criteria	Proposal
<i>“Unless approved as part of another development or prohibited by another provision, an application for demolition may be approved at the discretion of the planning authority having regard to:</i>	The proposal is for demolition only.
<i>(a) the purpose of the applicable zone;</i>	The proposal is consistent with the Purpose of the Inner Residential Zone, in that it would remove an existing dwelling and outbuildings in a state of disrepair, and to facilitate future redevelopment in accordance with the relevant Use and Development Standards of the zone (subject to development approval).
<i>(b) any relevant local area objective or desired future character statement of the applicable zone;</i>	The relevant Local Area Objective for the Inner Residential Zone is <i>“to provide for higher residential development adjacent to Kangaroo Bay”</i> . The proposed development would create a vacant site capable of redevelopment at a future time, and in accordance with the zone provisions.

(c) <i>the purpose of any applicable code; and</i>	Whilst the Parking and Access Code is relevant to the development of the site, the demolition itself creates no requirement for the provision of parking spaces on the site. The proposed demolition would therefore not conflict with any codes relevant to the site.
(d) <i>the purpose of any applicable specific area plan”.</i>	There is no Specific Area Plan relevant to the subject lot.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

5.1. Lack of Consultation Regarding Hotel Development

The representor raised concern that there has been insufficient community consultation in relation to the timing of the construction of the nearby hotel development, at Kangaroo Bay Boulevard.

- **Comment**

Community consultation in relation to the timing of construction of the nearby hotel development is not a relevant consideration in relation to this proposal.

It is noted that this development application was publicly advertised in accordance with statutory requirements.

5.2. Retention of Fencing and Landscaping

Concern is raised that the submitted plans indicate that it is proposed to demolish the dwelling and outbuilding, but that it is unclear whether the landscaping (trees) and fencing is proposed to be retained or removed.

The representor submits that it is appropriate for both to remain in the absence of a replacement development for the subject property.

- **Comment**

The development application relates to the removal of the dwelling and the 2 outbuildings only. The removal of landscaping associated with the existing dwelling does not require a planning permit.

Though not relevant to the determination of this application under the Scheme, it is noted that both the existing boundary fencing and landscaping (aside from several shrubs and trees located against the existing dwelling) would remain. A condition can also require that the site be left in a suitable condition, avoiding unsightliness and dust.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

9. CONCLUSION

The proposal is for the demolition of a dwelling (and 2 outbuildings) at 92 Cambridge Road, Bellerive. The proposal satisfies the relevant criteria of Clause 9.4.1 of the Scheme in relation to demolition and is therefore recommended for approval.

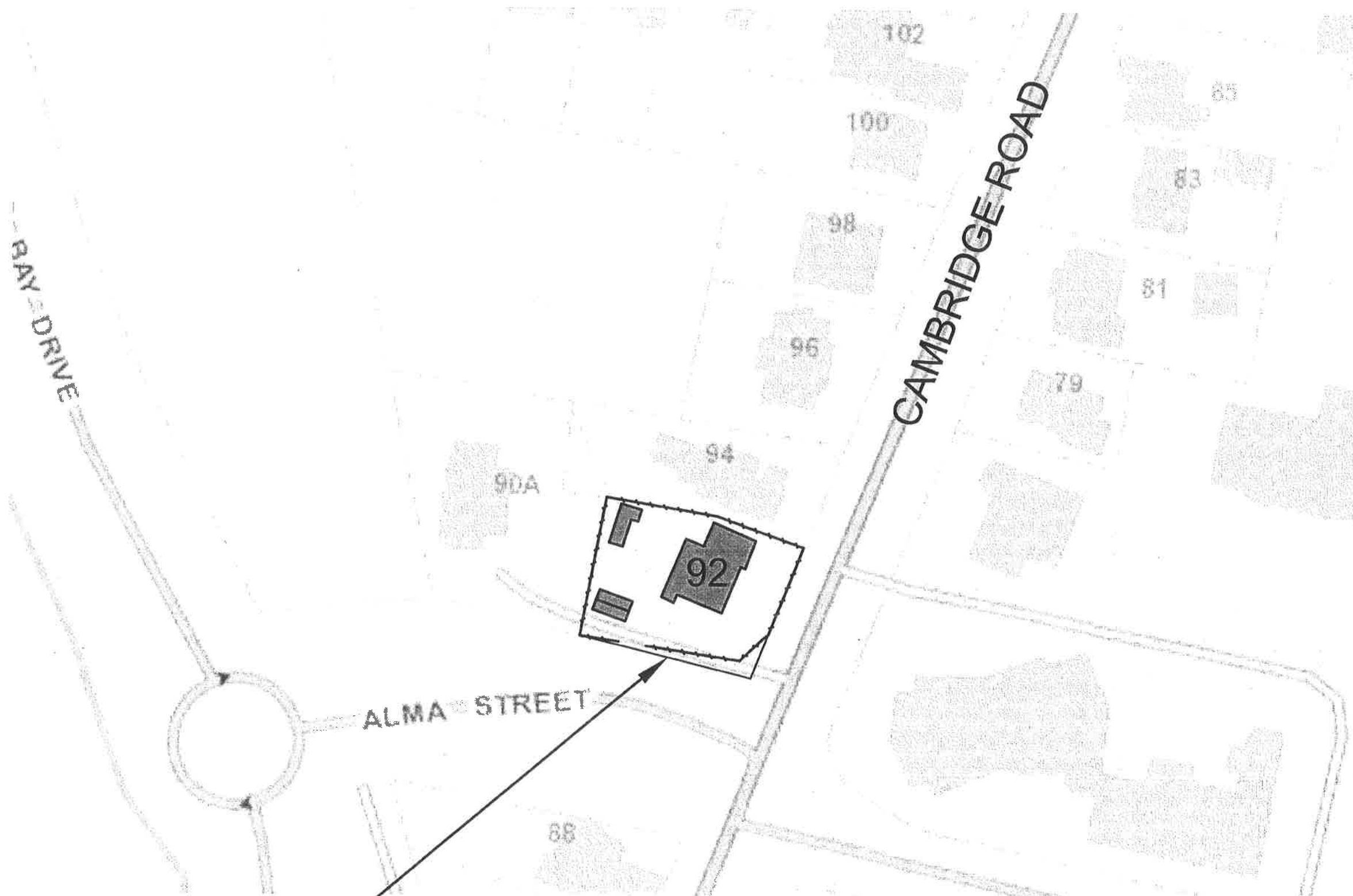
Attachments: 1. Location Plan (1)
2. Proposal Plan (2)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

Clarence City Council





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92 CAMBRIDGE ROAD

SITE PLAN
not to scale

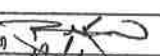

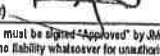
REV	DATE	REMARK
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**Engineers & Planners**

Johnstone McGee & Gandy Pty. Ltd.
Incorporating **Dele P Luck & Associates**
ACN 009 547 139 ABN 76 473 834 852
117 Harrington Street, Hobart, Tas (03) 6231 2555
49-51 Elizabeth Street, Launceston, Tas (03) 6331 7044
www.jmg.net.au infohbt@jmg.net.au infohln@jmg.net.au

PROJECT
**78 CAMBRIDGE RD
BELLERIVE
DEMOLITION**

TITLE
SITE PLAN

Accepted (Discipline Head)		Date 25/6/18
Accepted (Team Leader)		Date 25/6
Approved (Group Manager)		Date 25/6/18

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SCALES @ A3	DESIGNED BY	DRAWN BY
NTS	AJP	AJP
	PLOT DATE	25/06/2018

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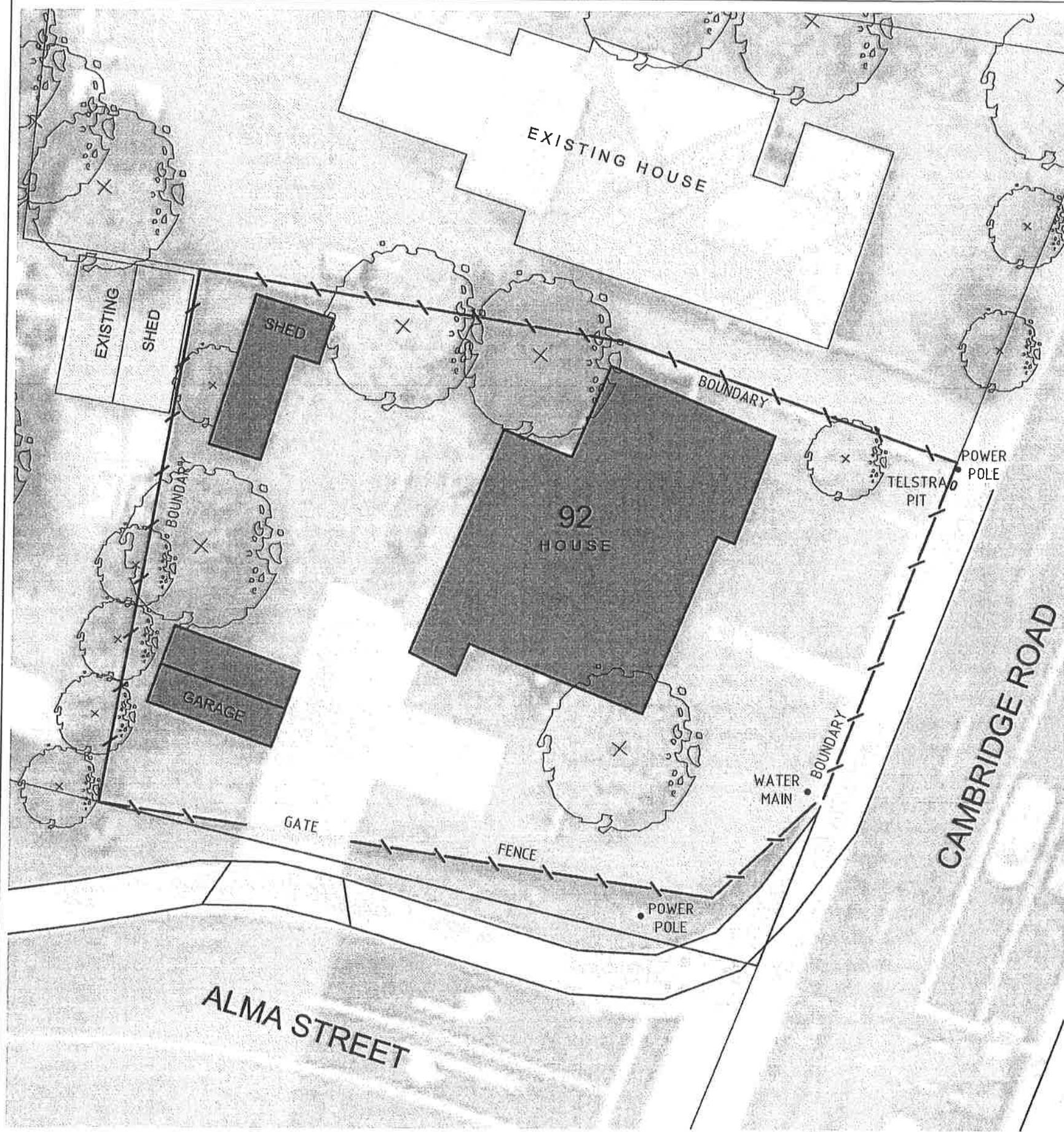
PLOT DETAILS J181123CH - 92 CAMBRIDGE.DWG

PROJECT NO. **J171106CH**

DWG NO. D01	REVISION
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TO BE DEMOLISHED:  **FLOOR PLAN**
SCALE 1:200

GENERAL

G1 READ THIS DRAWING IN CONJUNCTION WITH SPECIFICATIONS, DIRECTIONS AND OTHER WRITTEN INSTRUCTION THAT MAY BE ISSUED FROM COUNCIL

G2 DIMENSIONS SHALL NOT BE OBTAINED BY SCALING THESE DRAWINGS. SETTING OUT DIMENSIONS SHALL BE VERIFIED BEFORE COMMENCING WORK. ANY DISCREPANCIES ARE TO BE ADVISED BEFORE PROCEEDING WITH THE WORK.

G3 DURING DEMOLITION, CARE SHOULD BE TAKEN TO REMOVE BUILDING SECTIONS ONLY AND THE REMAINDER TO KEPT IN A STABLE CONDITION. PROPPING OR OTHER SUCH MEANS SHOULD BE UNDERTAKEN TO MAINTAIN A SAFE WORKING ENVIRONMENT.

G4 24 HOURS NOTICE REQUIRED FOR WORK REQUIRING INSPECTION.

G5 THE CONTRACTOR MUST ADHERE STRICTLY TO TASMANIAN BUILDING REGULATIONS 2004 - REG 27, 27A & 28.

G6 THE CONTRACTOR OR DESIGNATED SUB-CONTRACTOR MUST UNDERTAKE AN ASBESTOS SURVEY TO IDENTIFY ANY ASBESTOS IN THE SOFFIT, WALL LINING, FLOORING MATERIALS AND THE LIKE.

G7 ALL SERVICES INCLUDING WATER, GAS, WASTE WATER, STORMWATER, ELECTRICITY, SHOULD BE LOCATED AND SHALL HAVE WRITTEN ADVICE FROM THE RELEVANT AUTHORITY THAT THE SERVICE HAS BEEN DISCONNECTED TO THE AUTHORITY'S SATISFACTION.

G8 DURING DEMOLITION, ALL CARE SHOULD BE UNDERTAKEN TO RESTRICT AND MINIMISE ALL DUST, DEBRIS, NOISE AND INCONVENIENCE TO NEIGHBORING PROPERTIES, INCLUDING CAMBRIDGE ROAD.

G9 DISPOSAL OF ALL BUILDING MATERIALS SHOULD BE RE-CYCLED WHERE POSSIBLE.

G10 WORK HEALTH & SAFETY NOTICE:
JMG HAVE CONSIDERED THE HAZARDS AND RISKS ASSOCIATED WITH THE DEMOLITION OF THIS PROJECT. THERE ARE A NUMBER OF HAZARDS AND HENCE RISKS WHICH ARE NOT UNIQUE TO THIS PROJECT WHICH NEED TO BE MANAGED DURING THESE PHASES. JMG REMINDS DEMOLISHERS OF THEIR RESPONSIBILITIES UNDER WORK HEALTH & SAFETY ACTS AND REGULATIONS. THE FOLLOWING RISKS HAVE BEEN IDENTIFIED, WHICH MAY BE IMPORTANT TO THIS PROJECT INCLUDE , BUT NOT LIMITED TO:

- ASBESTOS
- DUST AND DEBRIS TO NEIGHBORING PROPERTIES AND ROADS
- FALLING BUILDING MATERIALS
- EXPOSED SHARP OBJECTS DURING DEMOLITION
- TREE FELLING
- PEDESTRIAN ACCESS TO ROAD CROSSINGS AND FOOTPATHS
- OVERHEAD POWER LINES (MULTIPLE)
- EXISTING UNDERGROUND SERVICES (MULTIPLE)

REV	DATE	REMARK
JMG Engineers & Planners Johnstone McGee & Gandy Pty. Ltd. Incorporating Dale P Luck & Associates ACN 008 647 139 ABN 76 473 834 862 117 Harrington Street, Hobart, Tas (03) 6231 2555 48-51 Elizabeth Street, Launceston, Tas (03) 6331 7044 www.jmg.net.au info@jmg.net.au info@jmg.net.au		

PROJECT
**92 CAMBRIDGE RD
BELLERIVE
DEMOLITION**

TITLE
**FLOOR PLAN
AND NOTES**

Accepted (Discipline Head)	Date 25/6/18
Accepted (Team Leader)	Date 25/6
Approved (Group Manager)	Date 25/6/18

SCALES @ A3	DESIGNED BY	DRAWN BY
1:200	AJP	AJP
	PLOT DATE	25/06/2018

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PLOT DETAILS J181123CH - 92 CAMBRIDGE.DWG
PROJECT NO. **J171106CH**

DWG NO. **D02** REVISION



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92 Cambridge Road, BELLERIVE



Site viewed from Cambridge Road, looking west



Site viewed from Alma Street, looking northeast

**11.3.2 DEVELOPMENT APPLICATION D-2018/351 - 10 KYTHERA PLACE,
ACTON PARK - ADDITION TO DWELLING**
(File No D-2018/351)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an addition to a dwelling at 10 Kythera Place, Acton Park.

RELATION TO PLANNING PROVISIONS

The land is zoned Rural Living and subject to the Parking and Access, Stormwater and On-Site Wastewater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires with the written consent of the applicant on 22 August 2018.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 4 representations (2 from the same author) were received raising the following issues:

- stormwater drainage;
- wastewater management;
- setback requirements of Planning Scheme not met;
- impact upon character of area;
- temporary dwelling used as permanent dwelling without approval;
- possible future enclosure of addition as living area; and
- original subdivision approval.

RECOMMENDATION:

- A. That the Development Application for an addition to dwelling at 10 Kythera Place, Acton Park (Cl Ref D-2018/351) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The subject lot was created by subdivision SD-2007/30, sealed by Council on 20 May 2010.

A Building Permit was granted on 21 November 2013 for the development of an outbuilding (temporary dwelling). A Planning Permit was not required for the development under the Clarence Planning Scheme 2007.

The Building Permit included conditions surrounding the granting of a Temporary Occupancy Permit by Council prior to occupation, and required that “should a new main dwelling be constructed any temporary dwelling must cease occupancy and Council may require the removal of certain plumbing fixtures and fittings, and the change of use of the temporary dwelling back to outbuilding status”.

The necessary Temporary Occupancy Permit was granted and the subject building has been in use as a dwelling since approval for that purpose.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Rural Living under the Scheme.

2.2. The proposal is discretionary because it does not meet certain Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 13.0 – Rural Living Zone;
- Section E6.0 – Parking and Access Code;

- Section E7.0 – Stormwater Management Code; and
- Section E23.0 – On-Site Wastewater Management Code.

2.4. Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a 4590m² parcel with 11.5m frontage to Kythera Place. The site is clear of significant vegetation, slopes gradually down to the east and supports an existing dwelling, surrounding hardstand (impervious) area and associated wastewater system, located to the north-east of the building. The site is situated within an area largely comprised and developed as Single Dwellings on lots of a size similar to the subject property.

3.2. The Proposal

The proposal is for the development of a 90.5m² verandah addition to north-eastern and south-eastern elevations of the existing dwelling on the subject property. The proposed addition would be constructed using dark grey Colorbond to match the existing building, and would be 2.855m in height at its highest point, where affixed to the existing building. It would be setback 10m from the south-western (side) boundary and 16m from the south-eastern (rear) boundary.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the Rural Living Zone and Parking and Access, Stormwater Management and On-site Wastewater Management Codes with the exception of the following.

Rural Living Zone

Clause	Standard	Acceptable Solution	Proposed
13.4.2 A2	Setback	Building setback from side and rear boundaries must be no less than: 20m	Does not comply – 10m setback to south-western (side) boundary and 16.02m south-eastern (rear) setback proposed.

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 13.4.2 P2 as follows.

Performance Criteria	Proposal
<p><i>“Building setback from side and rear boundaries must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:</i></p> <p>(a) <i>the topography of the site;</i></p>	<p>The site slopes gradually down to the east and has a width of 11.5m at the narrowest point of the lot fronting Kythera Place. The additions would be within the curtilage of the existing building and accessed by the existing driveway to the access to Kythera Place. The location of the building addition would not, given the slope of the site down towards the rear of the lot and in the context of the existing building, be highly visible from Kythera Place and therefore the proposed setback variation is considered reasonable.</p>

(b) <i>the size and shape of the site;</i>	The existing building is located 10m from the south-western (side) boundary, and the proposed verandah addition would be setback the same distance from the boundary. The existing building and proposed addition would not be highly visible or intrusive from either Kythera Place or neighbouring properties beyond that existing, on the basis of partially cut into the slope of the site. The proposed setbacks are therefore considered satisfactory.
(c) <i>the location of existing buildings on the site;</i>	The proposed addition would have a setback consistent with the existing dwelling to the south-west, and a 16.02m setback at its closest point to the south-eastern (rear) boundary. The proposed setback distances are considered a practical response to the location of the existing building on the site.
(d) <i>the proposed colours and external materials of the building;</i>	The additions would be constructed using Colorbond, to be dark grey to match the existing dwelling. The proposed colours are considered to be sympathetic to the natural environment and will not be detrimental to the amenity of the adjoining lots.
(e) <i>visual impact on skylines and prominent ridgelines;</i>	The proposal is not highly visible from Kythera Place, Acton Road or neighbouring properties, is not sited on a skyline or ridgeline and as such is considered unlikely to have a high visual impact, under this part of the performance criterion.
(f) <i>impact on native vegetation;</i>	The proposal is located in an already cleared part of the site and therefore there is no impact on native vegetation.
(g) <i>be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:</i> (i) <i>overlooking and loss of privacy;</i> (ii) <i>visual impact, when viewed from adjoining lots, through building bulk and massing;</i>	The addition is a verandah addition only, and would not have any additional impact beyond that existing and associated with the existing dwelling. The proposed addition would be at ground level, and when viewed from the south-west/east of the dwelling would be low. The size and bulk of the dwelling is consistent with other dwellings in the area and will not have a detrimental visual impact on the amenity of the area.

<p>(h) <i>be no less than:</i></p> <p>(i) <i>10m; or</i></p> <p>(ii) <i>5m for lots below the minimum lot size specified in the acceptable solution; or</i></p> <p>(iii) <i>the setback of an existing roofed building (other than an exempt building) from that boundary.</i></p> <p><i>unless the lot is narrower than 40m at the location of the proposed building site”.</i></p>	<p>not applicable</p> <p>complies – to the south-east (rear) boundary</p> <p>complies – to the south-west (side) boundary, in that 10m setback proposed to match the existing dwelling</p> <p>not applicable</p>
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5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and a total of 4 representations were received, 2 from the same author. The following issues were raised by the representors.

5.1. Stormwater Drainage

The representations raise concern that the proposed additions would further exacerbate stormwater issues that affect the subject property, and surrounding area, by the creation of additional roof area.

- **Comment**

Council’s Engineers have assessed the proposal, and are satisfied that the proposed additions would not have an impact upon stormwater management within the vicinity of the site, in that stormwater is managed through a combination of on-site collection and absorption of excess run-off. Council’s Engineers confirm that there is no known history of any adverse impacts caused by stormwater run-off from the existing building on the subject lot.

The proposal satisfies the relevant acceptable solutions of the Stormwater Management Code, in that the proposed additions would be over an existing impervious area. On this basis, Council's Engineers are satisfied that there would not be any additional impact created by stormwater run-off, and this issue is therefore not considered to be of determining weight.

5.2. Wastewater Management

The representations raise the proximity of a large waterhole to the east of the site of the proposed additions as being an issue that warrants refusal of this proposal. Specifically, the concern is that any failure of the existing wastewater management system on the subject property associated with high numbers of residents and visitors would compromise the environmental health of this area.

- **Comment**

It is firstly noted that there is no evidence of the existing on-site wastewater system associated with the dwelling having failed, and there is also no evidence of any off-site impacts created by an apparent failure of the system.

The proposed additions satisfy the relevant acceptable solutions of the On-Site Wastewater Management Code of the Scheme, specifically in relation to Clause E23.7.1(A2), in that the proposal is not to increase bedrooms (and associated volume of wastewater generated on-site) and the existing on-site wastewater management system.

Whilst the concerns raised in terms of the apparent number of residents occupying the site are noted, Council's Senior Environmental Health Officer is satisfied that the relevant requirements of the Code are met. Should, however, further concerns be raised that there is actual evidence of system failure; it is recommended that these be raised directly with Council's Environmental Health Department for the appropriate investigation to be undertaken.

5.3. Setback Requirements of Planning Scheme Not Met

The failure of the proposed additions to meet the requirements of the Planning Scheme is raised by the representations as justification for the refusal of this application.

- **Comment**

The proposed development meets the relevant setback tests of the Scheme as discussed in relation to Clause 13.4.2, above. The fact that it does not meet certain acceptable solutions is not a ground for refusal.

Specifically, it is noted that the existing building is located 10m from the south-western (side) boundary, and the proposed verandah addition would be setback the same distance from the boundary. The existing building and proposed addition would not be highly visible or intrusive from either Kythera Place or neighbouring properties beyond that existing, on the basis of the building being partially cut into the slope of the site. The proposed setbacks are therefore considered satisfactory and it is considered a reasonable impact upon residential amenity under the Scheme.

5.4. Impact Upon Character of Area

The representations consider that the impact of the proposed additions upon the semi-rural character of the area would be high, in that the subject lot is a relatively small lot and inconsistent in terms of its appearance, and use with the surrounding area.

- **Comment**

The proposal has been assessed in relation to the relevant requirements of the Rural Living Zone, and the applicable codes described above. As discussed, the proposed development meets the relevant standards of the Scheme in relation to the proposed setbacks as discussed in relation to Clause 13.4.2, above.

5.5. Temporary Dwelling used as Permanent Dwelling without Approval

The representors raise concerns that the additions are proposed to an existing structure approved as a temporary dwelling only, and that there are apparently in excess of 6 adults residing on the subject property in a combination of both the existing building and multiple campervans parked on-site.

Further concerns are that there have been no modifications to convert the building to a more “permanent” dwelling and that no landscaping or plantings have been established on-site.

- **Comment**

The original building did not require a Planning Permit to be used as a dwelling under the previous or present Planning Schemes, and the building has been used as a dwelling since it was first constructed. The perceived “temporary” nature of the use is not a relevant consideration under the Scheme nor does it have determining weight. The building is effectively a permanent Single Dwelling until it is replaced.

5.6. Possible Future Enclosure of Addition as Living Area

A concern raised by the representations is that the proposed verandah addition would likely be enclosed at some future date, to form additional living areas associated with the dwelling.

- **Comment**

The application before Council is for the development of an awning/verandah addition to the existing dwelling. Possible future modification of this area is not a relevant consideration.

5.7. Original Subdivision Approval

The representations raise the approval of the original subdivision as a concern, in that submissions were apparently made in relation to issues that would arise regarding sewerage disposal from (then) future development of the lots. The concern is that this issue was apparently not given weight or considered in relation to the subdivision approved by Council, to create the subject lot.

- **Comment**

As discussed above under Section 5.1, Council's Engineers are satisfied that the proposed additions would not have an impact upon stormwater management within the vicinity of the site, in that stormwater is managed through a combination of on-site collection and absorption of excess run-off. The approval of the subdivision is not a relevant consideration in respect of this application.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

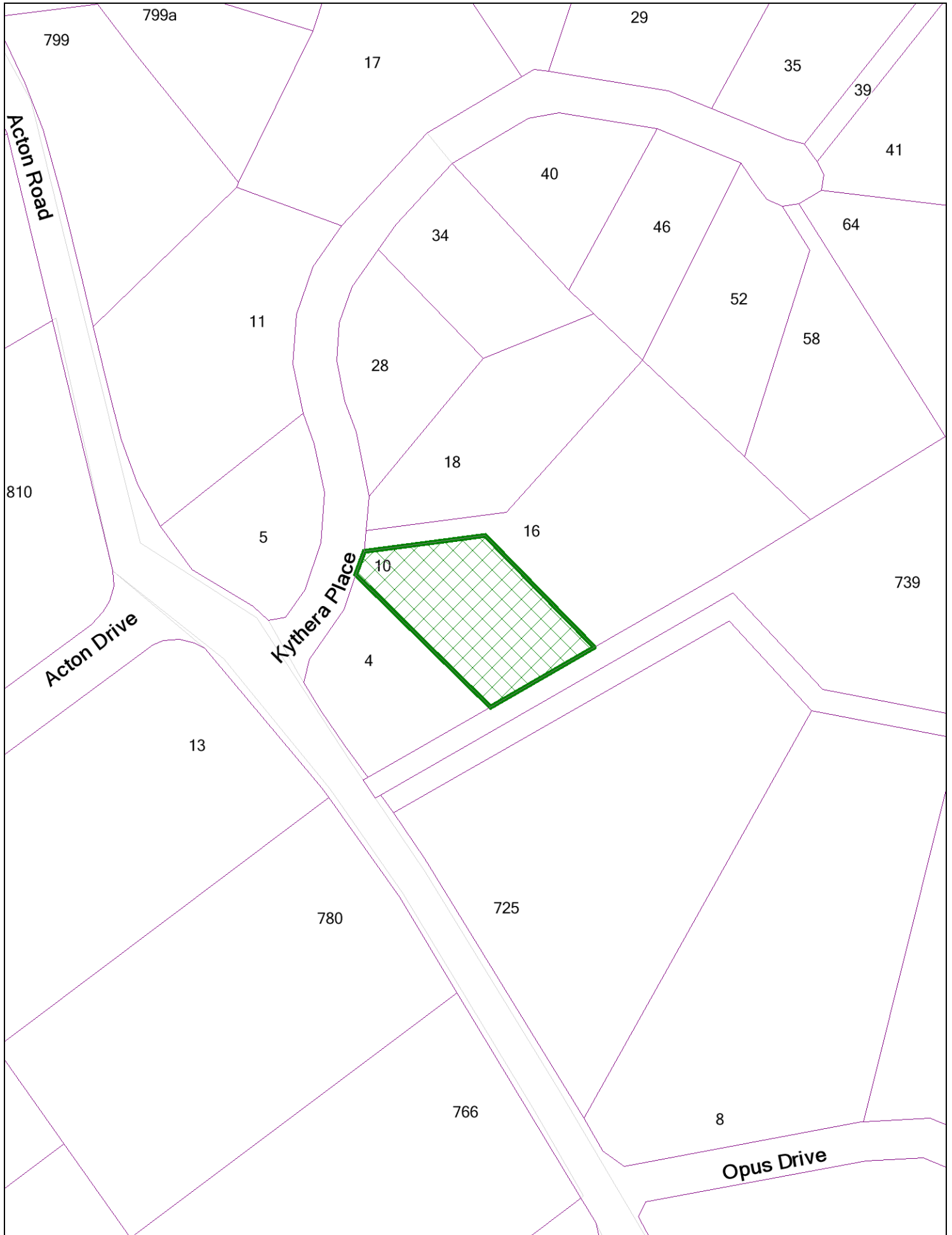
9. CONCLUSION

The proposal is for an addition to an existing dwelling at 10 Kythera Place, Acton Park. The proposal satisfies the relevant acceptable solutions and performance criteria of the Scheme and is therefore recommended for approval.

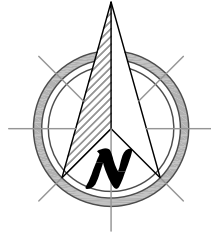
Attachments: 1. Location Plan (1)
2. Proposal Plan (4)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

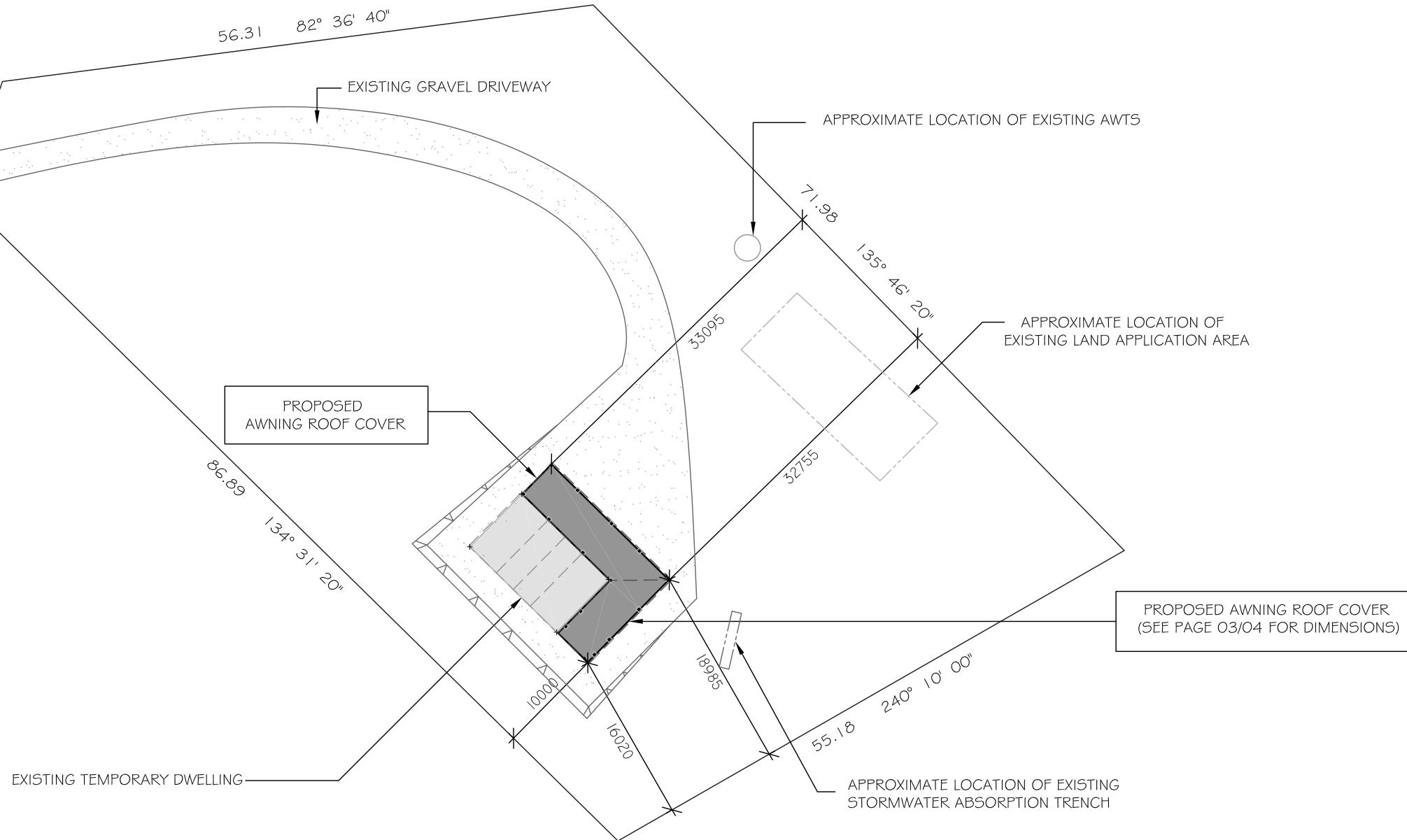
Clarence City Council



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K Y T H E R A
P L A C E



LOT AREA: 4590m²

EXISTING DWELLING AREAS:
LOWER FLOOR AREA: 80.5m²
MEZZANINE FLOOR AREA: 30m²

PROPOSED AWNING AREA: 90.5m²

VOL : 158894
FOLIO: 18
4590m²

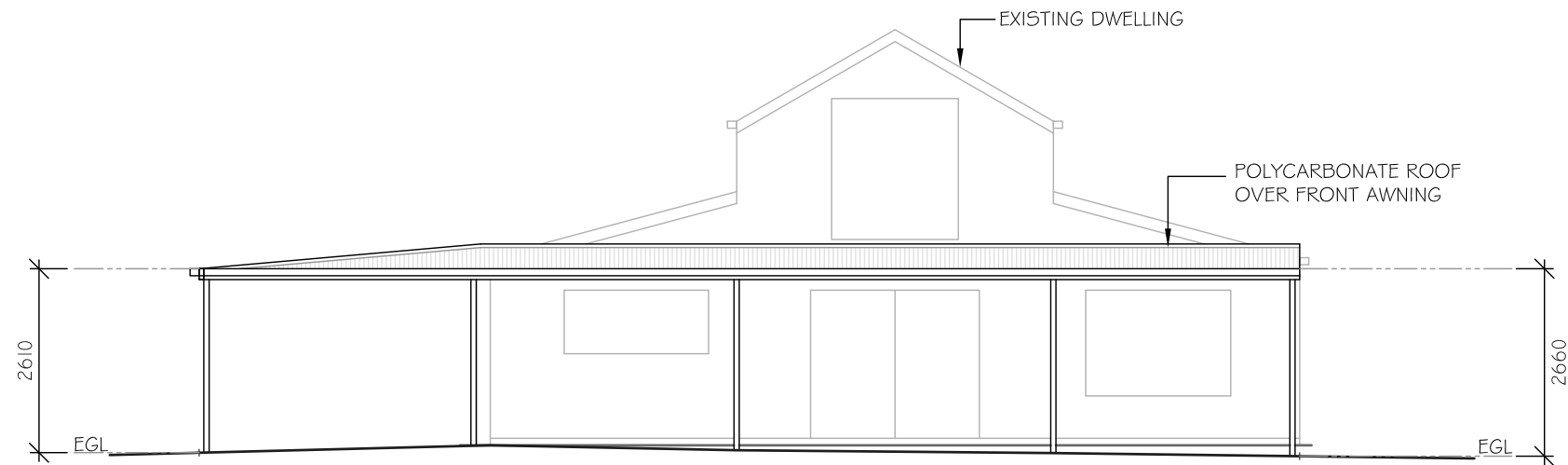
SITE PLAN PREPARED FROM CERTIFICATE OF TITLE
INFORMATION AND MEASUREMENTS TAKEN ON SITE.
CONFIRMATION OF BOUNDARY LOCATION BY
REGISTERED SURVEYOR IS ALWAYS RECOMMENDED
PRIOR TO CONSTRUCTION AND IS THE RESPONSIBILITY
OF THE PROPERTY OWNER.

SITE PLAN 1:500

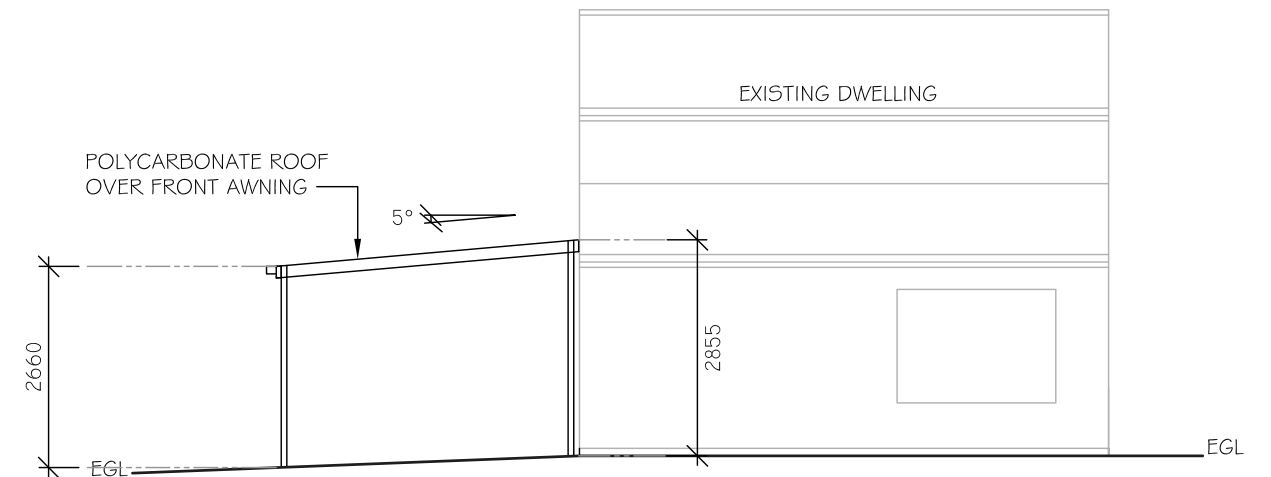
P&J SHEDS PTY LTD. 38 McIntyre Street, Mornington, TAS, 7018. P: (03) 62 44 4300 F: (03) 6244 4355 E: admin@fairdinkumhobart.com.au ABN: 45109681263 THIS DRAWING IS THE PROPERTY OF P&J SHEDS. © 2018

PROPOSAL : AWNING ROOF COVER ADDITION TO DWELLING
OWNER : A. CASIMATY
ADDRESS: 10 KYRATHERA PLACE, ACTON PARK, 7170
SCALE: 1:500
DATE: 12th JUNE 2018
AMENDED:
DRAWN BY: A. BROWN CC6003R
PAGE: 01/04
JOB NO : 53342

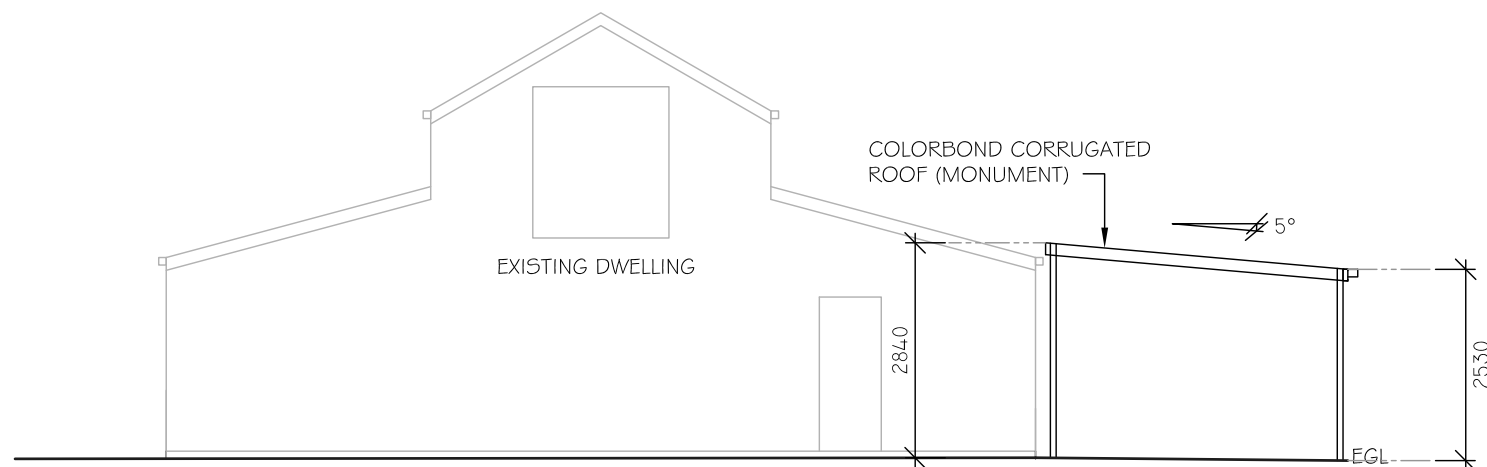




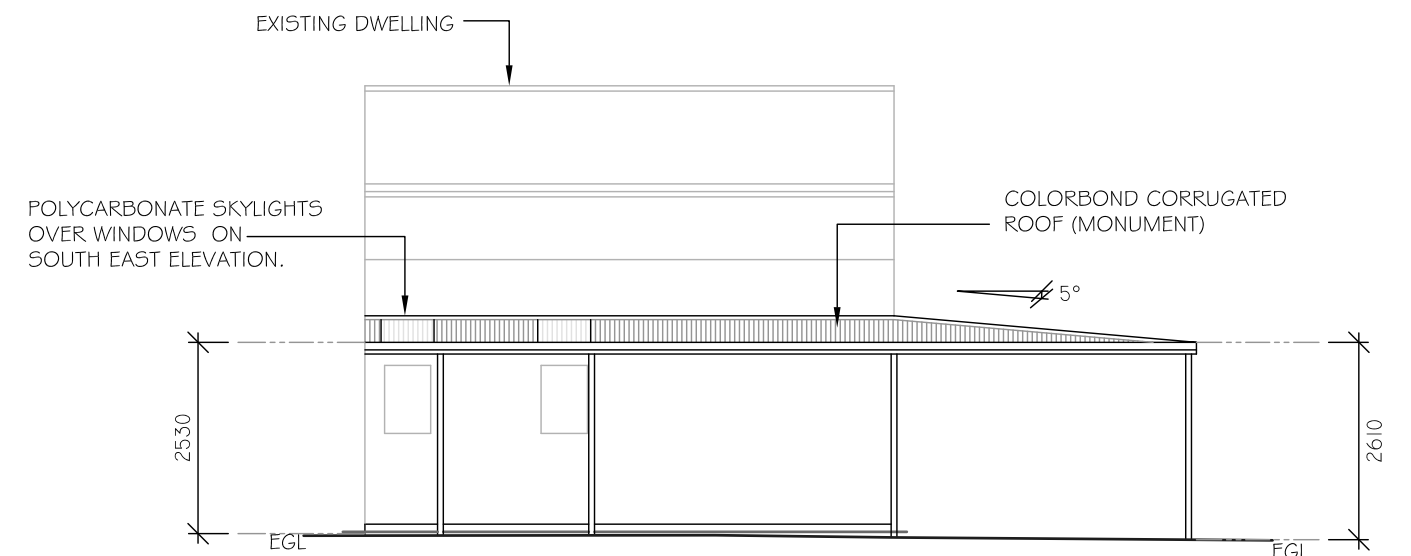
NORTH EAST ELEVATION



NORTH WEST ELEVATION



SOUTH WEST ELEVATION



SOUTH EAST ELEVATION

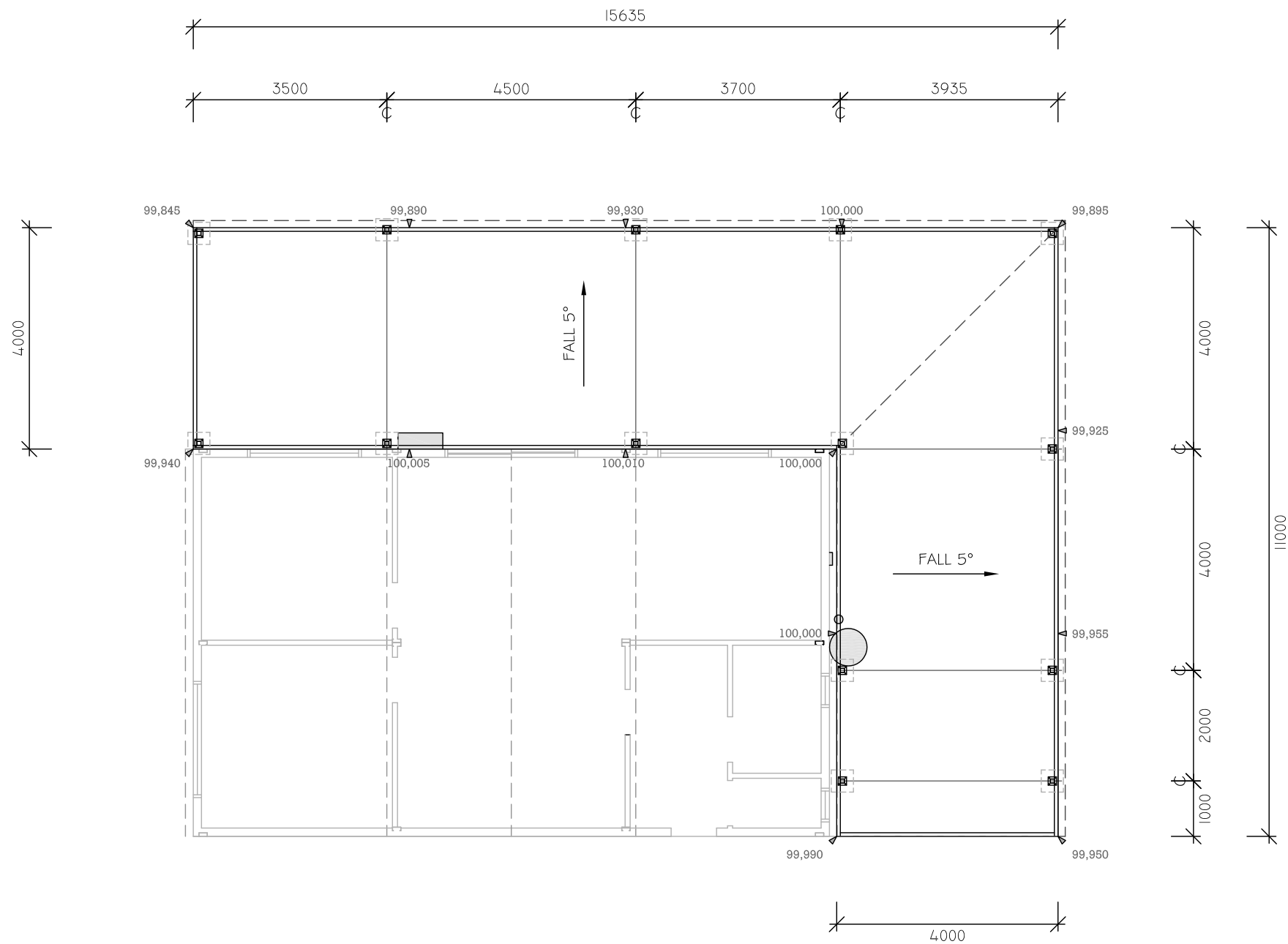
REFER TO DRAWINGS BY NORTHERN CONSULTING FOR ALL MEMBER AND MATERIAL DETAILS AS WELL AS FOOTING DESIGN AND SPECIFICATIONS.

ELEVATIONS 1:100

P&J SHEDS PTY LTD. 38 McIntyre Street, Mornington, TAS, 7018. P: (03) 62 44 4300 F: (03) 6244 4355 E: admin@fairdinkumhobart.com.au ABN: 45109681263 THIS DRAWING IS THE PROPERTY OF P&J SHEDS. © 2018

PROPOSAL : AWNING ROOF COVER ADDITION TO DWELLING
 OWNER : A. CASIMATY
 ADDRESS: 10 KYRATHERA PLACE, ACTON PARK, 7170
 SCALE: 1:100
 DATE: 12th JUNE 2018
 AMENDED:
 DRAWN BY: A. BROWN CC6003R
 PAGE: 02/04
 JOB NO : 53342





FLOOR PLAN 1:100

P&J SHEDS PTY LTD. 38 McIntyre Street, Mornington, TAS, 7018. P: (03) 62 44 4300 F: (03) 6244 4355 E: admin@fairdinkumhobart.com.au ABN: 45109681263 THIS DRAWING IS THE PROPERTY OF P&J SHEDS. © 2018

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 SCALE: 1:100
 DATE: 12th JUNE 2018
 AMENDED:
 DRAWN BY: A. BROWN CC6003R
 PAGE: 03/04
 JOB NO : 53342



CONSTRUCTION GENERALLY:
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH CURRENT BUILDING REGULATIONS,
BUILDING CODE OF AUSTRALIA (B.C.A.), RELEVANT AUSTRALIAN STANDARDS AND LOCAL
AUTHORITY REQUIREMENTS.

SITE PREPARATION AND EXCAVATION TO COUNCIL AND B.C.A REQUIREMENTS.

CONCRETE FOOTINGS TO AS 2870.1 AND ENGINEER SPECIFICATIONS.
UNLESS OTHERWISE SPECIFIED, FOOTINGS 20MPA / SLAB 25MPA.

GARAGE STRUCTURAL; DETAILS AND CERTIFICATION AS PER 'FAIR DINKUM SHEDS'
DOCUMENTATION.

BUILDER TO VERIFY ALL DIMENSIONS AND DETAILS ON THIS SET OF PLANS PRIOR
TO COMMENCEMENT OF WORK ON SITE.

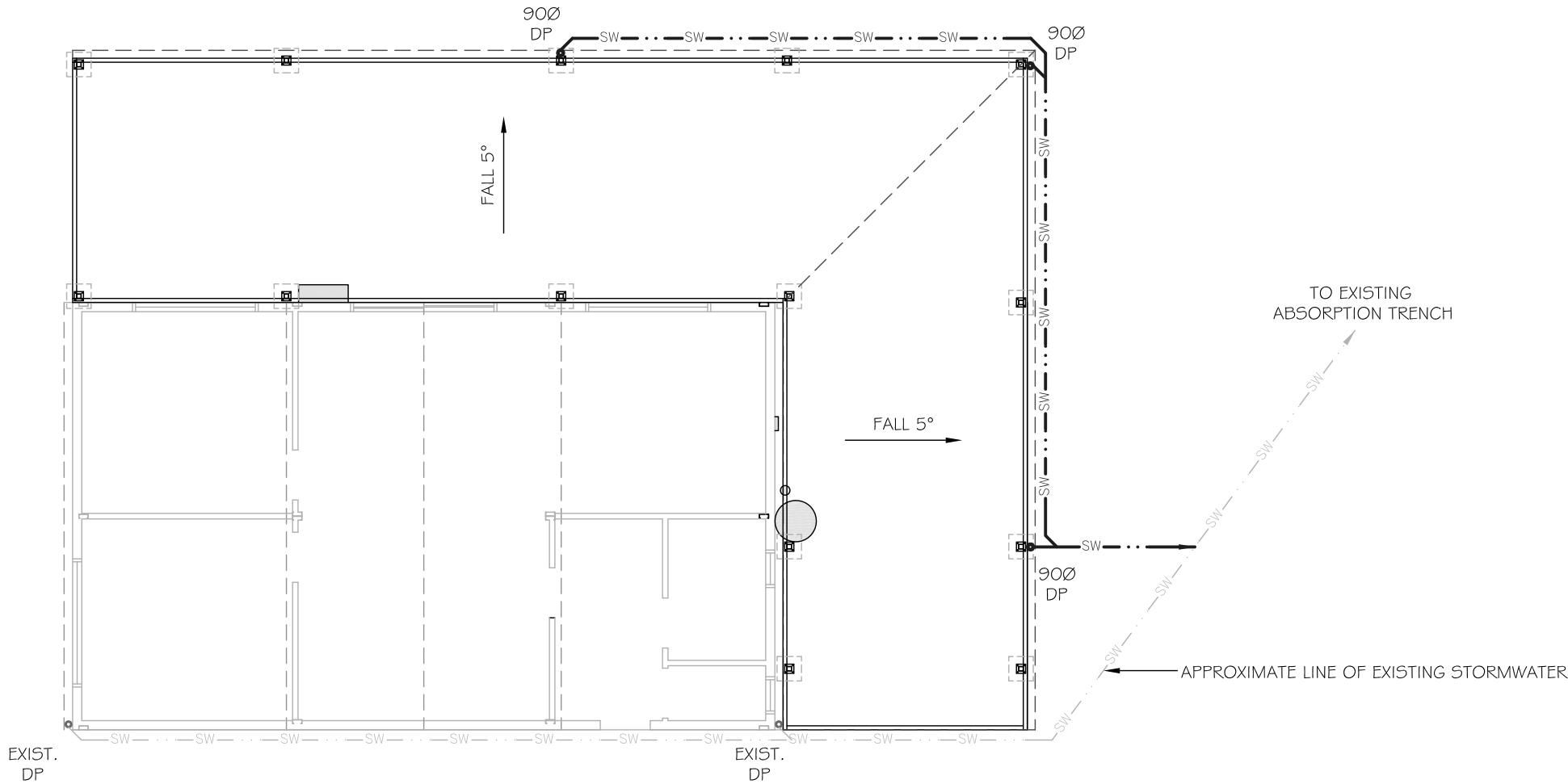
USE WRITTEN DIMENSIONS IN PREFERENCE TO MEASURING OFF THE PLAN.

COUNCIL / CONTRACTOR TO CONTACT P&J SHEDS IF NECESSARY INFORMATION IS
NOT PROVIDED ON THIS SET OF PLANS.

PLUMBING GENERALLY:
ALL PLUMBING TO BE IN ACCORDANCE WITH AS 3500.
TAS PLUMBING CODE AND LOCAL AUTHORITY REQUIREMENTS.

90dia PVC STORM WATER TO EXISTING STORM WATER CONNECTION.
PLUMBER TO VERIFY CONNECTION LOCATION WITH OWNER.

FIRST INSPECTION OPENING TO BE RAISED TO FINISHED GROUND LEVEL.



PLUMBING PLAN 1:100

PROPOSAL : AWNING ROOF COVER ADDITION TO DWELLING
OWNER : A. CASIMATY
ADDRESS: 10 KYRATHERA PLACE, ACTON PARK, 7170
SCALE: 1:100
DATE: 12th JUNE 2018
AMENDED:
DRAWN BY: A. BROWN CC6003R
PAGE: 04/04
JOB NO : 53342



10 Kythera Place, ACTON PARK



Site viewed from driveway access, looking south



Site and access viewed from adjacent Kythera Place, looking southeast

**11.3.3 SUBDIVISION APPLICATION SD-2018/4 - 8 BLAIR STREET, RICHMOND -
1 LOT SUBDIVISION**
(File No SD-2018/4)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a 1 lot subdivision at 8 Blair Street, Richmond.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Historic Heritage, Stormwater Management and Bushfire Prone Areas Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which was extended with the consent of the applicant until the 21 August 2018.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- impact on streetscape;
- interim Planning Scheme is inadequate;
- loss of vegetation; and
- suggestions for mitigation of impact.

RECOMMENDATION:

- A. That the application for a 1 lot subdivision at 8 Blair Street, Richmond (CI Ref SD-2018/4) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. GEN AP3 – AMENDED PLAN [a single access to service both Lot 1 and the Balance lot and rights-of-way as necessary].

3. The established trees and vegetation located within 5m of the front boundary must not be removed without Council approval.
 4. GEN POS 4 – POS CONTRIBUTION [5%][Lot 1].
 5. ENG A3 – COMBINED ACCESSES [TSD-R03] add “and the Richmond Townscape Study” after “(copy available from Council)”.
 6. ENG S1 – INFRASTRUCTURE REPAIR.
 7. ENG S2 – SERVICES.
 8. ENG S4 – STORMWATER CONNECTION add after last sentence “The Balance lot must retain its stormwater on-site and a new connection to Council’s stormwater system must be provided to Lot 1”.
 9. ENG M2 – DESIGNS SD delete dot points “road design”, “road stormwater drainage”.
 10. ENG M8 – EASEMENTS.
 11. GEN F3 – ENDORSEMENTS.
 12. The development must meet all required Conditions of Approval specified by TasWater notice dated 2 July 2018 (TWDA 2018/00123-CCC).
 13. ADVICE: An application for works in Council’s road reserve must be submitted and approved by Council’s Group Manager Engineering Services prior to the commencement of any works and must have regard to the Richmond Townscape Study.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

No relevant background.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Residential under the Scheme.

2.2. The proposal is discretionary because a subdivision is discretionary and it does not meet certain Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10.0 – General Residential Zone;
- Section E1.0 – Bushfire-Prone Areas Code;
- Section E7.0 – Parking and Access Codes; and
- Section E13.0 – Historic Heritage Code.

2.4. Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a 2.7ha residential lot in Richmond which contains a dwelling set well back from the road frontage to Blair Street surrounded by garden. Access to the dwelling is from Blair Street.

The lot is located on the eastern fringe of the Richmond township and is surrounded by properties residential in nature.

3.2. The Proposal

The proposal is for a 1 lot subdivision to create a 545m² vacant lot fronting Blair Street and an internal Balance lot of 2129m² containing the existing dwelling. The existing access is proposed to service the proposed lot and a new access is proposed to service the Balance lot.

4. PLANNING ASSESSMENT**4.1. Determining Applications [Section 8.10]**

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with ss57(5) of the Act;

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone and Bushfire Management, Stormwater Management and Historic Heritage Codes with the exception of the following.

General Residential Zone:

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.3 A2	Lot design	<p>The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(a) clear of the frontage, side and rear boundary setbacks;</p> <p>(b) not subject to any codes in this planning scheme;</p> <p>(c) clear of title restrictions such as easements and restrictive covenants;</p>	<p>complies</p> <p>Does not comply as the site is subject to the Bushfire Prone Areas Code.</p> <p>complies</p>

	(d) has an average slope of no more than 1 in 5;	complies
	(e) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north;	complies
	(f) is 10m x 15m in size.	complies

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E13.8.3 as follows.

Performance Criteria	Proposal
<i>“The design of each lot must contain a building area able to satisfy all of the following:</i>	
<i>(a) be reasonably capable of accommodating residential use and development;</i>	Proposed Lot 1 is a regular shaped lot that is reasonably able to accommodate residential development and use.
<i>(b) meets any applicable standards in codes in this planning scheme;</i>	The application includes certification from an accredited person that the proposal is exempt from assessment under the Bushfire Prone Areas Code.
<i>(c) enables future development to achieve maximum solar access, given the slope and aspect of the land</i>	Lot 1 is able to be developed to achieve maximum solar access as the long side of the building envelope is orientated generally northwards.
<i>(d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;</i>	The site is generally flat and therefore minimal earthworks will be necessary for a future development.
<i>(e) provides for sufficient useable area on the lot for both of the following;</i> <i>(i) on-site parking and manoeuvring;</i> <i>(ii) adequate private open space”.</i>	Lot 1 has an area of 545m ² which is sufficient to contain on-site parking and manoeuvring and adequate private open space.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.3 A4	Lot design	No lot is an internal lot	The Balance lot is an internal lot.

The proposed variation must be considered pursuant to the Performance Criteria (P4) of the Clause E13.8.3 as follows.

Performance Criteria	Proposal
<i>“An internal lot must satisfy all of the following:</i>	
<i>(a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;</i>	The Balance lot will obtain access from Blair Street which is an existing road.
<i>(b) it is not reasonably possible to provide a new road to create a standard frontage lot;</i>	not applicable
<i>(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;</i>	Given the location of the existing dwelling at the rear of the lot, the proposal is reasonable.
<i>(d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;</i>	Lot 1 is capable of being connected to reticulated water and sewer.
<i>(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;</i>	The proposal is not considered to result in a detrimental impact on the amenity of the adjoining properties as the vacant Lot 1 contains sufficient area to comply with all development standards of the Scheme.
<i>(f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;</i>	The applicant proposes to use the existing access for Lot 1 and construct a second for the Balance lot. This will result in 3 accesses in close proximity along Blair Street which is considered to detract from the streetscape in the area. It is recommended that the accesses be combined and rights-of-way created over the titles where necessary to ensure legal access. On this basis, the proposal meets the standard.
<i>(g) passing bays are provided at appropriate distances to service the likely future use of the lot;</i>	The access will be required to be a minimum of 5.5m in width and will continue for 7.5m to ensure that adequate vehicle passing areas are provided.

(h) <i>the access strip is adjacent to or combined with no more than 3 other internal lot access strips and it is not appropriate to provide access via a public road;</i>	complies
(i) <i>a sealed driveway is provided on the access strip prior to the sealing of the final plan;</i>	A sealed driveway to the Balance will be required as a permit condition.
(j) <i>the lot addresses and provides for passive surveillance of public open space and public rights-of-way if it fronts such public spaces”.</i>	Proposed Lot 1 will front Blair Street which will provide passive surveillance.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.6.3 A2	Ways and Public Open Space	No Acceptable Solution.	Given there is no Acceptable Solution, consideration is required under the corresponding Performance Criteria.

The proposed variation must be considered pursuant to the Performance Criteria (P2) of the Clause 10.6.3 as follows.

Performance Criteria	Comment
<i>“The arrangement of ways and public open space within a subdivision must satisfy all of the following:</i>	see below assessment
<i>a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;</i>	The provision of physical open space is not proposed, meaning that (a) to (g) inclusive and (i) below are not relevant; and
<i>b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;</i>	not applicable
<i>c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;</i>	not applicable
<i>d) convenient access to local shops, community facilities, public open space and public transport routes is provided;</i>	not applicable

e) <i>new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;</i>	not applicable
f) <i>provides for a legible movement network;</i>	not applicable
g) <i>the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;</i>	not applicable
h) <i>Public Open Space must be provided as land or cash-in-lieu, in accordance with the relevant Council policy;</i>	In this case, the creation of 1 additional residential lot will increase the demand for public open space on a local and regional scale. A condition has been included, requiring the payment of cash-in-lieu for 5% of the value for Lot 1.
i) <i>new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following: (i) the width of the way; (ii) the length of the way; (iii) landscaping within the way; (iv) lighting; (v) provision of opportunities for 'loitering'; (vi) the shape of the way (avoiding bends, corners or other opportunities for concealment)".</i>	not applicable

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.3 A1	Subdivision	No Acceptable Solution	1 lot subdivision.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E13.8.3 as follows.

Performance Criteria	Proposal
<p><i>“Subdivision must not result in any of the following:</i></p> <p><i>(a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;</i></p>	<p>Dwellings on the lots to the north of Blair Street have a setback from between 0m and around 10m with the adjoining dwelling on 6 Blair Street having a setback of 6m to the front boundary. Proposed Lot 1 is of a sufficient size for a future building to be compatible with the building setback of these adjoining lots and therefore not detract from the character of the area.</p> <p>Whilst the lot is smaller than those in the surrounding area, it would provide for a similar lot frontage to depth ratio of lots in the area.</p> <p>The proposed lot would be located within the south-eastern fringe of Richmond which contains mainly newer residential buildings and few heritage listed properties with the closest being at 16 Bridge Street around 100m from the site.</p> <p>Council’s Heritage Officer has assessed the proposal and considers that the proposal will not have an adverse impact on the heritage values of the precinct as it will provide for development that would be compatible within the streetscape. However, it would be desirable to maintain the existing vegetation along the front boundary to Blair Street to maintain the existing streetscape.</p> <p>It is recommended that a condition be included on the permit that requires the retention of the vegetation within 5m of the front boundary to Blair Street to preserve the existing street scape.</p>

	Future development of Lot 1 may propose an alternative design or solution to ensuring that the streetscape is maintained, however, this is an issue that can be addressed during a future development application process.
<i>(b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;</i>	<p>The proposal creates a lot that fronts Blair Street and will provide for development that is compatible with the pattern of development along Blair Street.</p> <p>However, as discussed previously, the proposed access arrangements are considered to be unsympathetic to the existing streetscape as it would result in 3 accesses in close proximity along Blair Street and results in a change to the subdivision pattern and presentation to the street.</p> <p>It is recommended that the access for both lots is combined. This issue has been discussed with the applicant who is agreeable to this requirement.</p>
<i>(c) potential for a confused understanding of the development of the precinct;</i>	The proposal will provide for residential development consistent with the residential character of the area.
<i>(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.</i>	Future development will require a discretionary planning application which will require assessment against the standards of the Code, which will ensure that the historic values of the area are maintained.
<i>(e) potential loss of raised view lines through urban areas to non-urban areas around Richmond”.</i>	The proposed lot is surrounded by residential development and will not result in a loss of raised view lines to the non-urban areas around Richmond.

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.3 A2	Subdivision	No Acceptable Solution	1 lot subdivision

The proposed variation must be considered pursuant to the Performance Criteria (P2) of the Clause E13.8.3 as follows.

Performance Criteria	Proposal
<i>“Subdivision must comply with any relevant design criteria/conservation policy listed in Table E13.2”.</i>	Council’s Heritage Advisor has advised that the proposed lot would be capable of containing development that will not have a detrimental impact on the heritage values of the precinct, will not detract from the character of Richmond and will retain important views to the town landmarks and the surrounding area, providing that the accesses are consolidated and the vegetation is retained along the front boundary to Blair Street.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

5.1. Impact on Streetscape

Concern was raised that the proposal will detract from the current low density character of Richmond and may encourage further subdivisions of smaller size lots in the area.

- **Comment**

As discussed above, with appropriate conditions, the subdivision will provide for a lot that is compatible with the existing streetscape and meets the requirements of both the General Residential zone and the Historic Heritage Code. It is noted that the previous Clarence Planning Scheme 2007 the minimum lot size for Richmond was 1200m²; however, the current Scheme allows subdivision of lots within a minimum area of 400m².

Whilst the lot size is smaller than the lot sized typically in the area, the lot layout is compatible with the pattern of subdivision in the area when the access is consolidated into a single access and therefore considered to be compatible with the character of Richmond.

As discussed above, the access arrangements are not considered sympathetic to the streetscape and it is recommended that a combined access is constructed to service both lots.

5.2. Interim Planning Scheme are Inadequate

Concern was raised that the current planning scheme is a generalised plan that does not account for the unique nature of Richmond.

- **Comment**

The proposal is required to be assessed against the provisions of the Historic Heritage Code which require assessment against Table E13.2, which has specific design criteria for all developments in Richmond which acknowledges that Richmond has a distinctive character that must be retained.

5.3. Loss of Vegetation

Concern was raised that the proposal will result in a loss of vegetation on the proposed Lot 1 which is currently part of the garden for the existing dwelling. The representor was also concerned about the displacement of significant fauna if the vegetation was to be removed.

- **Comment**

As previously discussed, it is recommended that a minimum strip of 5m wide of vegetation located along the front boundary be retained to ensure that the streetscape is not detrimentally affected by the subdivision. Any future development will be required to address how the development is compatible with the streetscape and the retention, replacement or removal of the vegetation fronting Blair Street can be considered at this stage.

5.4. Suggestions for Mitigation of Impact

The representor suggested that if the subdivision is approved, the developer should plant trees on the site, the future dwelling should be setback the maximum distance from the front boundary, and the driveway should be gravelled.

- **Comment**

As discussed above, it is recommended that a condition be included that requires the retention of the established vegetation along the front boundary to Blair Street. Any future development would be assessed against the standards in the General Residential Zone and the Historic Heritage Code to ensure that the heritage values of the area are maintained. The access will be required to be constructed in accordance with the Richmond Townscape Study to ensure that they are compatible with the existing character of the area.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy, including the following:

- Richmond Townscape Study.

Developer contributions are required to comply with the following Council Policy:

- Public Open Space Policy.

The subject site is zoned General Residential, is within an established residential area within Richmond and will be afforded the highest level of access to both local and regional recreational opportunities. It is considered that the development resulting from an approval of this application will, or is likely to, increase residential density creating further demand on Council's POS network and associated facilities.

No POS land is proposed to be provided to Council as part of this application and nor is it considered desirable to require it on this occasion as a walking track is provided nearby along the foreshore. Notwithstanding, it is appropriate that the proposal contributes to the enhancement of Council's POS network and associated facilities. In this instance there are no discounting factors that ought to be taken into account that would warrant a reduction of the maximum POS contribution.

While Section 117 of the LGMBP Act provides for a maximum of up to 5% of the value of the entire site to be taken as cash-in-lieu of POS, it is considered appropriate to limit the contribution only to each additional lot created (Lot 1), representing the increased demand for POS generated by the proposal and not the entire site the subject of the application.

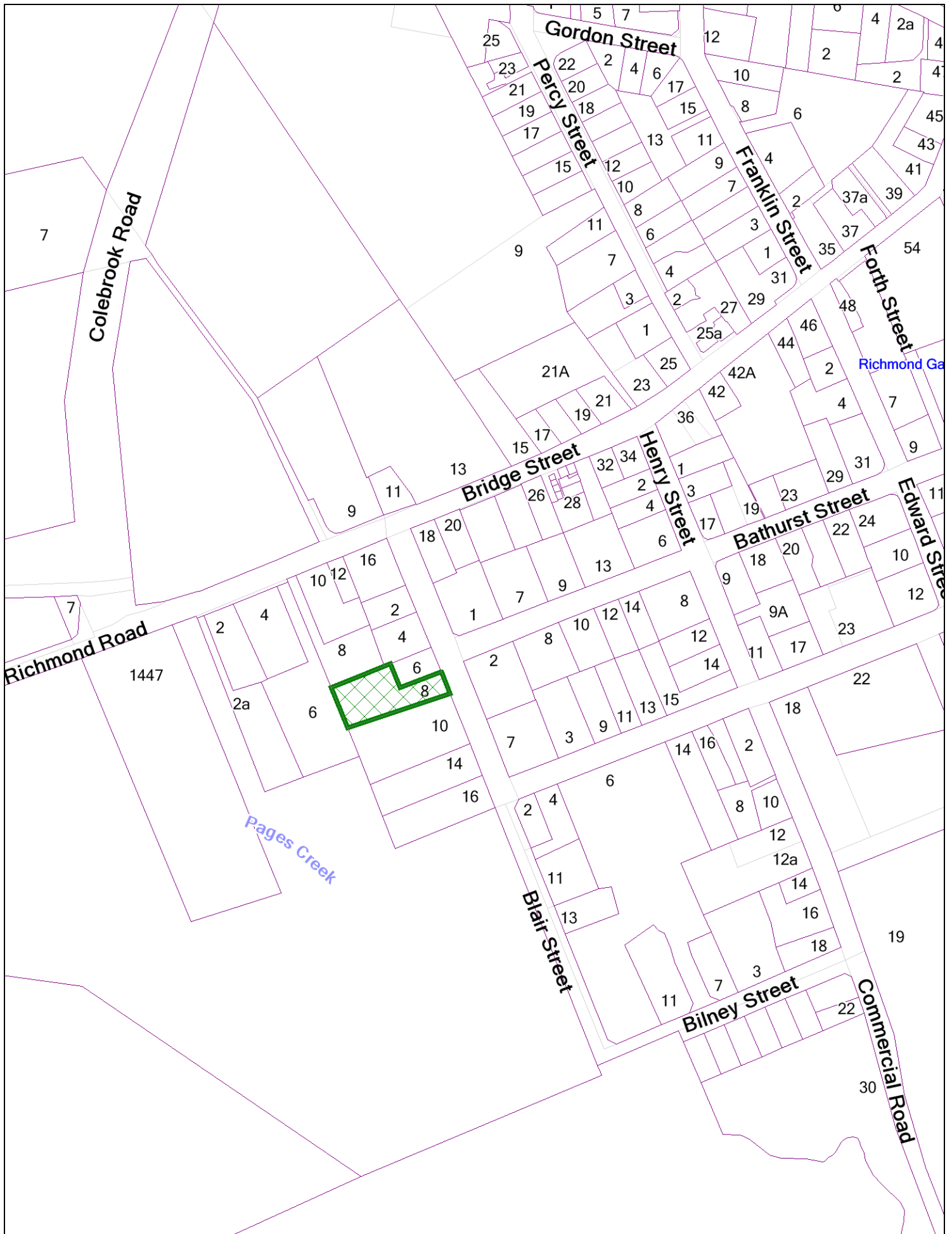
9. CONCLUSION

The proposed 1 lot subdivision is recommended for approval with conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (1)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

Clarence City Council



Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Thursday, 9 August 2018 **Scale:** 1:3,961 @A4

OWNER: E L Richmond
FOLIO REF: FR 19466-1
PROPOSED EASEMENTS as shown

LOCATION TOWN OF RICHMOND
GRANTEE Pt of 1-2-35 gtd to Rebecca & Henry Berthon & Pt of Lot 38250, 696m2 gtd to John Henry Charles Keogh & Barbara Mary Keogh

IMPORTANT NOTE
This plan was prepared for CLIENT as a proposed subdivision application to the Glenorchy City Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to field survey and also to the requirements of council and any other authority which may have requirements under any relevant legislation. In particular, no reliance should be placed on the information on this plan for any financial dealings involving the land. This note is an integral part of this plan.

Scale: 1:500 Municipality: Clarence Date: 25-01-2018
Am "A": 21-06-2018 Ref No. 9986



Denotes 10 x 15
Building Envelope



8 Blair Street, RICHMOND



Site viewed from the existing access to Blair Street.

11.3.4 SECTION 43A AMENDMENT APPLICATION PROPOSED REZONING (A-2018/2) AND CONSTRUCTION OF 6 MULTIPLE DWELLINGS (D-2018/326) - 151 MOCKRIDGE ROAD, CLARENDON VALE
(File No A-2018/2)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a combined Section 43A application comprising of a planning scheme amendment to rezone the land at 151 Mockridge Road, Clarendon Vale (A-2018/2) and the construction of 6 Multiple Dwellings (D-2018/326).

RELATION TO PLANNING PROVISIONS

The land is zoned Open Space and subject to the Electricity Transmission Infrastructure Protection and Waterway and Coastal Protection Areas Code under the Clarence Interim Planning Scheme 2015 (the Scheme).

The proposed Multiple Dwelling development is currently prohibited under the Scheme.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (LUPAA) are references to the former provisions of LUPAA as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Essentially, the savings and transitional provisions apply to existing planning schemes in force prior to the approval of the Tasmanian Planning Scheme Local Provisions Schedule and include the Clarence Interim Planning Scheme 2015.

Section 43A(1) of LUPAA provides for the lodging of an application for a permit which would not be allowed if the planning scheme were not amended as requested.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

CONSULTATION

Applications made under Section 43A are not formally open for public comment until after Council has agreed to certify the Amendment and it has been publicly advertised. Draft Permit conditions would also be advertised for public comment as part of the public consultation process for the combined amendment (rezoning) and development of the site.

RECOMMENDATION:

- A. That Council resolves, under Section 300 (1) of the Land Use Planning and Approvals Act, 1993 that draft Amendment A-2018/2 at 151 Mockridge Road, Clarendon Vale (and the adjoining road reservation) is:
- (i) limited to a local provision;
 - (ii) practical; and
 - (iii) consistent with the Southern Tasmanian Regional Land Use Strategy 2010-2035.
- B. That Council resolves, under Section 34(1) (a) of the Land Use Planning and Approvals Act, 1993 to initiate draft Amendment A-2018/2 at 151 Mockridge Road, Clarendon Vale (and the adjoining road reservation).
- C. That Council resolves, under Section 35(1) of the Land Use Planning and Approvals Act, 1993 that draft Amendment A-2018/2 meets the requirements specified under Section 32.
- D. That Council resolves, under Section 35(2) of the Land Use Planning and Approvals Act, 1993 to prepare and certify draft Amendment A-2018/2, sign the instrument as required and to forward it to the Tasmanian Planning Commission.
- E. That the application for 6 Multiple Dwellings (D-2018/326) at 151 Mockridge Road, Clarendon Vale be approved subject to the following conditions and advice.
- 1. GEN AP1 – ENDORSED PLANS.
 - 2. All fences within 4.5m of the Marston Street and Mockridge Road frontages must be at least 30% transparent above 1.2m.
 - 3. ENG A1 – NEW CROSSOVER [5.5m].
 - 4. ENG A5 – SEALED CAR PARKING.
 - 5. ENG S1 – INFRASTRUCTURE REPAIR.
 - 6. ENG M1 – DESIGNS DA [access, car parking and driveways, service upgrades or relocations].
 - 7. ENG M3 – GARBAGE FACILITIES.
 - 8. ENG M5 – EROSION CONTROL.

9. All stormwater run-off from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council's Group Manager Engineering Services for approval prior to the issue of a building or plumbing permit. This report is to include the maintenance management regime/replacement requirements for the treatment facility.
10. A landscape plan must be submitted to and approved by Council's Manager City Planning prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works. The plan must be to scale and show:
- a north point;
 - proposed driveways, paths, buildings, car parking, retaining walls and fencing;
 - any proposed rearrangement of ground levels;
 - the landscaping of the car parking and circulation areas to an amount of no less than 5% of the area of the car parks;
 - details of proposed plantings including botanical names and the height and spread of canopy at maturity; and
 - estimated cost of the landscaping works.

The landscaping works must be completed prior to the commencement of the use.

All landscaping works must be completed and verified as being completed by Council prior to the commencement of the use.

All landscape works must be maintained:

- in perpetuity by the existing and future owners/occupiers of the property;
- in a healthy state; and
- in accordance with the approved landscape plan

If any of the vegetation comprising the landscaping dies or is removed, it is to be replaced with vegetation of the same species and, to the greatest extent practicable, the same maturity as the vegetation which died or which was removed.

11. LAND 3 – LANDSCAPE BOND (COMMERCIAL).

12. As a consequence of the development, the street numbering allocated to each lot/unit will be as set out in the following table.

Lot/Unit	Address
Unit 1	1/10 Willoughby Court
Unit 2	2/10 Willoughby Court
Unit 3	3/10 Willoughby Court
Unit 4	4/10 Willoughby Court
Unit 5	5/10 Willoughby Court
Unit 6	6/10 Willoughby Court

13. A TW COND – [30-7-2018][TWDA 2018/00949-CCC].

- F. That in accordance with Council’s adopted Waiving or Reducing Fees for Planning And Building Permits - 15 December 2003 Policy, Council resolves to reimburse the applicant \$1500 representing the maximum value that can be waived for planning and building permit fees for a not for profit organisation.
- G. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

- 1.1.** The subject site was zoned Public Open Space under the provisions of the former Eastern Shore Planning Scheme 1963.
- 1.2.** The subject site was zoned Open Space under the provisions of the former Clarence Planning Scheme 2007. Accordingly, based on a “like for like” translation the site is now zoned Open Space under the current Scheme.
- 1.3.** The Roman Catholic Church purchased the property in 2016.
- 1.4.** The applicant submits that: *“the proposed multiple dwellings are to be built under the State Governments Regional Supply of Social Housing initiative which is part of the Affordable Housing Strategy Action Plan 2015-2019. The dwellings will be owned and managed by CatholicCare Affordable Housing (CatholicCare) for a minimum of 30 years and used to house eligible tenants off the housing waiting list”.*

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Open Space under the Scheme. Additionally, the land is subject to the Scheme's Electricity Transmission Infrastructure Protection and Waterway and Coastal Protection Areas codes.
- 2.2.** All forms of residential development (including Multiple Dwellings) are prohibited uses in the Open Space Zone. Consequently, a Planning Scheme Amendment would be needed before an application for Multiple Dwellings could be entertained.
- 2.3.** The Savings and transitional provisions of LUPAA (Schedule 6) specifies that the former Act applies to existing planning schemes in force prior to the approval of the Tasmanian Planning Scheme Local Provisions Schedule ie, the Clarence Interim Planning Scheme 2015. Section 43A(1) of the former Act provides for the lodging of an application for a permit which would not be allowed if the planning scheme were not amended as requested.
- 2.4.** The proposal is submitted under Section 43A of LUPAA and seeking a combined planning scheme amendment and development approval for 6 Multiple Dwellings.
- 2.5.** If certified, the application and any draft Permit will then be advertised for public comment and subject to further review on the basis of any representations received by Council, prior to it being forwarded to the Tasmanian Planning Commission (TPC) for final consideration. In addition, should it be considered appropriate, under Section 35 Council has the power to direct that the amendment be modified.
- 2.6.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 8.11 – Conditions and Restrictions on a Permit;
 - Section 10.0 – General Residential Zone;
 - Section 19.0 – Open Space Zone;

- Section E6.0 – Parking and Access Code;
- Section E8.0 – Electricity Transmission Infrastructure Protection Code;
and
- Section E11.0 – Waterway and Coastal Protection Areas Code.

3. PROPOSAL IN DETAIL

3.1. The Site

The subject site is a vacant 4196m² lot (CT:163055/14) known as 151 Mockridge Road, Clarendon Vale. The land is generally flat with a slight southerly aspect and contains 3 clusters of mature trees. Additionally, there is a paved path running diagonally through the property from Marston Street through to Mockridge Road, which was developed as part of its public open space use.

The land is surrounded to the east, north and west by land zoned General Residential and the land to the south is zoned Community Purpose and developed with the John Paul II Primary School. A copy of the existing zone plan is included in the attachments as is an aerial photograph showing the surrounding development.

The site is also subject to drainage and electricity infrastructure easements, both of which are shown on the title and the applicant's proposal plans.

3.2. The Amendment (A-2018/1)

It is proposed to rezone the entire site from "Open Space" to "General Residential" as shown in the attachments.

3.3. Modified Amendment

Should Council resolve to initiate an amendment, Section 35 of LUPAA specifies that after preparing a draft Amendment, Council must determine whether (or not) the draft Amendment meets the requirements of Section 32. Should Council be satisfied that the amendment is in order it may certify the Amendment as meeting S.35.

However, pursuant to S.35(b), if Council is not satisfied that the amendment meets the requirements of S.32, then it should proceed to modify the amendment until it does.

In this instance approval of the proposed amendment would leave approximately 11m of the adjoining Mockridge Road reservations and approximately 10m of the Marston Street road reservation zoned Open Space. Therefore approval of the amendment as proposed would introduce an anomaly that ought to be addressed prior to any certification. On this basis it is recommended that the amendment be modified to include these adjoining road reservations. Accordingly, further consideration and assessment of this amendment should be modified as shown in the attachments.

3.4. The Development (D-2018/329)

It is proposed to construct 6 Multiple Dwellings as shown in the attachments. The buildings are to be constructed with face brick exterior walls and Colorbond custom orb roofing. The dwellings are laid out in a fan shape along the 2 road frontages with shared vehicle access from Willoughby Court. Two visitor car spaces are provided for the benefit of all units.

Units 1-4 are all 2 bedroom single storey detached dwellings with a 79m² floor area. Each of these units is provided with 2 allocated parking spaces, one of which is covered by an open carport.

Units 5 and 6 are conjoined 2 storey units each containing 2 bedrooms and a single enclosed garage with an aggregate floor area of 100m² (each). They are both provided with an additional uncovered car space.

Additionally, privacy fencing is proposed to both the Mockridge Road and Marston Street frontages. From an urban design perspective, this in conjunction with the vehicular access being provided from Willoughby Court to the “rear” is likely to result in the proposal appearing as though it has turned its back on the street.

While it does not resolve the poor street interaction outcome it is noted that the proposed 1.8m high privacy fencing will be 30% transparent above 1.2m and meets the relevant Acceptable Solution.

The applicant submits that:

“The dwellings are to be built under the State Governments Regional Supply of Social Housing initiative which is part of the Affordable Housing Strategy Action Plan 2015-2019. The dwellings will be held by CatholicCare for a minimum of 30 years and used to house eligible tenants off the housing waiting list.

CatholicCare Affordable Housing undertakes professional tenant management and support using the full range of social support services provided by CatholicCare. Tenants will be carefully selected to enable a diverse but complimentary mix on the site. Four of the units are being built to AS1428 for wheelchair accessibility which will also support ageing in place provisioning”.

4. PLANNING ASSESSMENT

An Assessment of the proposed Multiple Dwellings is as follows.

4.1. Open Space Zone

As previously stated the subject land is currently zoned Open Space. The Open Space Zone Use Table at S.19.2 of the Scheme does not provide for residential uses. On this basis proposed Multiple Dwelling development is prohibited and the reason behind the draft Amendment.

Should the draft Amendment be approved the site would be subject to the provisions of the General Residential Zone discussed below.

4.2. General Residential Zone

The proposed Multiple Dwellings meets all relevant Acceptable Solutions of the General Residential Zone with the exception of the following.

Private Open Space

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.3 A2	Private open space for all dwellings	<p>A dwelling must have an area of private open space that:</p> <ul style="list-style-type: none"> (a) is in one location and is at least: <ul style="list-style-type: none"> (i) 24m²; or (ii) 12m², if the dwelling is a Multiple Dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: <ul style="list-style-type: none"> (i) 4m; or (ii) 2m, if the dwelling is a Multiple Dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on 21 June; and 	<p>Does not comply with (e).</p> <p>The private open spaces allocated to Units 1 and 2 comply with (e). However, the private open space allocated to Units 3-6 is all located between the respective dwellings and the frontage. In this instance the Marston Street frontage is oriented 57 degrees west of north and does not meet the Acceptable Solution.</p>

		<p>(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and</p> <p>(f) has a gradient not steeper than 1 in 10; and</p> <p>(g) is not used for vehicle access or parking.</p>	
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The proposed variation must be considered pursuant to the Performance Criteria (P2) of the Clause 14.4.3 as follows.

Performance Criteria	Proposal
<p><i>“A dwelling must have private open space that:</i></p> <p><i>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and that is:</i></p> <p><i>(i) conveniently located in relation to a living area of the dwelling; and</i></p> <p><i>(ii) orientated to take advantage of sunlight”.</i></p>	<p>All areas of private open space are in excess of 24m² with a minimum dimension of 4m. Many are substantially greater than this and all connect to adjoining open space that effectively extends the open space function.</p> <p>All areas of private open space are to be conveniently accessible from habitable rooms.</p> <p>The sun shadow diagrams provided indicate that all units are provided with areas of private open space that will not be overshadowed at 12pm on the Winter Solstice (21 June). Additionally, all units would receive at least midmorning and/or afternoon sun on the Winter Solstice. Accordingly, it considered that the proposal has been designed and oriented to take advantage of sunlight.</p>

Window Orientation

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.4 A1	Sunlight and overshadowing for all dwellings	A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north.	Units 2, 5 and 6 contain habitable room windows (other than a bedroom) facing 34 degrees, 60 degrees and 60 degrees respectively.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 10.4.4 as follows.

Performance Criteria	Proposal
<i>“A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom)”.</i>	<p>The applicants sun shadow diagrams demonstrate that the main living area in Unit 2 will receive morning through to afternoon sun and the main living areas associated with Units 5 and 6 will receive sun from late morning through to late afternoon on 21 June.</p> <p>The dwellings have been designed with open planned living space which will provide for thermal efficiency and the efficient transfer of light through to other rooms within the dwelling.</p>

Privacy

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.6 A3	Privacy for all dwellings	<p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door to a habitable room of a Multiple Dwelling by a horizontal distance of at least:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of at least 1.7m in height; or</p>	Units 3, 4 5 and 6 all have windows to habitable rooms within 1.0m of an adjoining parking space or shared driveway.

		(ii) the window, or glazed door to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7m above the floor level.	
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The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause 10.4.6 as follows.

Performance Criteria	Proposal
<i>“A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling”.</i>	Obscure glazing is proposed on windows facing adjoining parking spaces or the shared driveway.

Bin Storage

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.8 A1	Waste storage for multiple dwellings	<p>A Multiple Dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5m² per dwelling and is within one of the following locations:</p> <p>(a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) in a communal storage area with an impervious surface that:</p> <p>(i) has a setback of at least 4.5m from a frontage; and</p>	Bin storage is proposed for each unit rather than a shared communal facility. The bin storage areas associated with Units 1-4 are all within the front setback area.

		(ii) is at least 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.	
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The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 10.4.8 as follows.

Performance Criteria	Proposal
<p><i>“A Multiple Dwelling development must provide storage, for waste and recycling bins, that is:</i></p> <p><i>(a) capable of storing the number of bins required for the site; and</i></p> <p><i>(b) screened from the frontage and dwellings; and</i></p> <p><i>(c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise”.</i></p>	<p>Each unit is proposed to be provide with its own storage area.</p> <p>The proposed privacy fencing and associated condition described above will provide adequate screening from the street.</p>

4.3. Electricity Transmission Infrastructure Protection Code

The proposal does not involve buildings within the Electricity Transmission Corridor. The minor works for access and vehicle manoeuvring are exempt from the code under Clause E8.4.1(b).

4.4. Parking and Access Code

The proposal includes parking provision for 14 cars. This satisfies the requirement for 2 spaces per dwelling plus 2 visitor spaces (1 visitor space per 4 dwellings). The proposal demonstrates that the parking layout, access, passing bay, manoeuvring and grade complies with Australian Standards and the Codes Acceptable Solutions.

4.5. Waterway and Coastal Protection Areas Code

Pursuant to Clause E11.4.1(p) of the Scheme which exempts “*development on land that is connected to and serviced by piped sewerage and stormwater collection systems operated and maintained by a water or municipal authority*”, the subject site is exempt from the requirements of the Waterway and Coastal Protection Areas Code.

5. CONSULTATION

Applications for planning scheme amendments are not formally open for public comment until after Council has resolved to initiate and certify the Amendment. Should this be the case, the draft Amendment and any associated draft permit will be publicly exhibited in accordance with the statutory requirements.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, who advised that it does not object to the granting of the permit subject to the inclusion of TasWater conditions.

7. COUNCIL COMMITTEE RECOMMENDATION

The proposal was not specifically referred to any Council committees. Notwithstanding, should the amendment be initiated any committee comments or recommendations received during the public exhibition period may be considered as part of Council’s Section 39 report.

8. STATE POLICIES AND ACT OBJECTIVES**8.1. Section 30O - Amendment of Interim Planning Schemes**

Section 30O(1) of LUPAA provides that an amendment to an Interim Planning Scheme may only be made to a “*local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker within the meaning of section 20(2A), practicable, consistent with the regional land use strategy*”.

In this instance the proposed amendment relates to local application of zones. The site is identified within the Southern Tasmanian Regional Land Use Strategy 2010-2035's (STRLUS) Urban Growth Boundary, is sufficiently serviced and represents a shift from one urban zone to another. The amendment proposed will provide for residential infill at a density envisaged by the STRULS.

8.2. Section 32 - Requirements for Preparation of Amendments

Section 32(1) of LUPPA specifies that amendments to planning schemes must:

- “(e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and*
- (ea) must not conflict with the requirements of section 30O; and*
- (f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms”.*

In this context the proposal represents a change from one urban zone to another. The amendment proposed will provide for residential development in an area identified under the STRLUS for this purpose. The proposed zoning is unlikely to introduce any land use conflict with the adjoining land zoned General Residential to the north, east and west. In terms of the Community Purpose zone areas to the south, the change in zone essentially represents a minor shift in the current alignment and is unlikely to introduce any land use conflict.

Section 32(2) of LUPPA specifies those elements of Section 20 – “*What can a planning scheme provide for*” also apply to amendments to planning schemes. In this instance it is considered that the proposed amendment is consistent with the relevant requirements.

8.3. LUPAA Objectives

An amendment is to further the objectives of LUPAA. The objectives of Schedule 1 of LUPAA are:

PART 1 - Objectives of the Resource Management and Planning System of Tasmania

“(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity”;

Development is generally considered sustainable when there are no demonstrable adverse effects upon natural resources, ecological processes or genetic diversity. The amendment promotes the objectives for sustainable development of land through allowing for the efficient use of existing urban zoned land for medium density residential use and development within the Urban Growth Boundary of the STRLUS.

“(b) to provide for the fair, orderly and sustainable use and development of air, land and water”;

The proposed rezoning will improve housing choice and support housing affordability objectives within an established residential area. It will therefore further this Objective.

“(c) to encourage public involvement in resource management and planning”;

The strategic planning process for the STRLUS involved extensive opportunities for public involvement. Should Council resolve to initiate and certify the amendment, it (along with any draft permit conditions) will be advertised for public comment.

“(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) above”;

If initiated and certified by Council, and ultimately approved by the TPC, the proposal could facilitate economic development through subsequent residential construction and associated on-going servicing. Following construction, the increase in local population will benefit the economic development of Clarendon Vale and the broader area in the long term.

“(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State”.

Development achieved through the amendment requires co-operative planning between the developers, Council and to a degree, the general community.

Additionally, the applicant submits that CatholicCare is a recognised affordable housing provider, the proposal has been prepared with the support of the State Government’s Regional Supply of Social Housing initiative which is part of the Affordable Housing Strategy Action Plan 2015-2019. The proposal is considered consistent with this objective.

PART 2 - Objectives of the Planning Process Established by this Act

“(a) to require sound strategic planning and co-ordinated action by State and local government”;

The STRLUS is most relevant strategic consideration. As mentioned above the site is located within the established Urban Growth Boundary and will provide for residential infill at a density envisaged by the STRLUS.

“(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land”;

The proposal is consistent with the STRLUS. If ultimately approved the General Residential Zone contains sufficient controls to regulate the future use and development of the land.

“(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land”;

The site is not subject to the Scheme’s Natural Asset Code and the existing vegetation has no identified significance. For this reason it is considered that the removal of existing trees will have minimal impact on the environment and can be justified given the broader social, economic and environmental benefits that will be achieved as a result of the proposed urban consolidation.

“(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels”;

The proposal provides for a residential expansion in an area identified in the STRLUS for this purpose.

“(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals”;

The amendment has been submitted under the provisions of Section 43A of LUPAA and linked to a development application and is consistent with this requirement. The proposed development is supportable subject to standard conditions.

“(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania”;

The amendment and the subsequent development of the site will assist in the provision of housing diversity within close proximity to surrounding services.

“(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value”;

The proposed amendment and associated development will not impact any significant building or place.

“(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community”;

The proposal will make efficient use of existing infrastructure and is to be sited clear of the electricity transmission corridor.

“(i) to provide a planning framework which fully considers land capability”.

Subject to appropriate conditions the site is suitable for the future Multiple Dwelling use and development.

Based on the above it is considered that the proposal furthers the stated objectives of Schedule 1 of LUPAA.

9. STRATEGIC PLAN/POLICY IMPLICATIONS

The following State Policies are made under the State Policies and Projects Act 1993:

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Tasmanian State Coastal Policy 1996.

The National Environmental Protection Measures (NEPMS) are automatically adopted as State Policies under the State Policies and Projects Act 1993.

9.1. State Coastal Policy

The State Coastal Policy 1996 is not applicable to the proposal.

9.2. State Policy on the Protection of Agricultural Land 2009

The land is not agricultural land.

9.3. State Policy on Water Quality Management 1997

The purpose of the State Policy on Water Quality Management 1997 is: *“To achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania’s Resource Management and Planning System”.*

Given that the site is proposed to be serviced by reticulated water, sewerage and stormwater the most relevant sections of the Policy are 17.2 and 33.1 relating to waste discharge, erosion and stormwater management and can be addressed through conditions.

9.4. National Environment Protection Measures

The National Environmental Protection Measures relate to:

- ambient air quality;
- ambient marine, estuarine and fresh water quality;
- the protection of amenity in relation to noise;
- general guidelines for assessment of site contamination;
- environmental impacts associated with hazardous wastes; and
- the re-use and recycling of used materials.

The listed NEPMs are not applicable to this amendment.

10. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**Waiver of Application Fees**

The proposal was submitted on 12 June 2018, and was subject to the fees prescribed in Council’s adopted 2017/18 Fee Schedule totalling \$20,245. The fees comprised of the Planning Scheme Assessment Fee, TPC Assessment Fee, Advertising and Notification Fee and the Multiple Dwelling Assessment fee.

Upon the receipt of the invoices the applicant requested that Council waive the application fees, or at least the scheme amendment component being \$17,000. The applicant was advised that the request was outside the scope of Council's adopted Waiving or Reducing Fees for Planning and Building Permits - 15 December 2003 Policy (the Policy) and therefore beyond officer delegation.

A copy of the applicant's submission is included in the attachments as is a copy of Council's adopted Policy.

The Policy's stated objectives are to:

- “• *To adopt a policy framework that ensures a transparent and equitable process for dealing with such requests by Council.*
- *To provide encouragement to not for profit recreational, cultural or charitable organisations in the facilitation and provision of facilities and services for the community benefit”.*

The Policy stipulates that fees may be waived or reduced in accordance with specified criteria and is limited to not for profit recreational, cultural or charitable organisations in the facilitation and provision of facilities and services for the community benefit. Requests are to be lodged with the application and provide details of the activity to be provided and how members of the Clarence community will derive benefit from it.

The Policy's assessment criteria are:

- “• *the applicant party is eligible to apply [conditions outlined in Policy];*
- *the application is to provide for services or facilities available to members of the Clarence community.*
- *funding assistance will be subject to the following limits the level of assistance will be 100% of the prescribed fees up to a maximum of \$1500 in any given grant year”.*

Under the Policy:

- The Roman Catholic Church is eligible for a fee waiver/reduction.
- It is not clear to the extent that the proposal would provide a “community benefit”. There is little doubt that the amendment would facilitate additional residential development and its approval would result in individual benefits, however, it may not “*provide for services or facilities available to members of the Clarence community*” any more than any other housing proposal.
- Waiving the full application fee or the \$17,000 amendment fee component is beyond the maximum fee waiver of \$1500 is prescribed.

Given the circumstances behind the applicant’s fee waiver request the following matters are relevant to Council’s consideration.

- Council’s adopted fee schedule recognises the real costs involved in processing amendments. Indeed the costs incurred by Council to process and represent itself at panels have frequently exceeded the application fees.
- There is no definition of “affordable housing” under the Policy, the Scheme or LUPAA. Accordingly, they do not contain controls requiring houses to be used in that way and there is no guarantee that it will remain affordable in the longer term. This would be particularly so in the event that:
 - the property was to be sold; or
 - or if the owner decides to change how it manages the property; or
 - chose not to proceed with the proposed Multiple Dwelling proposal.

There is no planning mechanism that could prevent any of these scenarios including protecting any “affordable housing” from sale or lease at market rates.

Nevertheless, in this instance the bona fides of the application should be accepted.

- Waiving of the fee/s would be ad hoc and without precedent.
- In the event that Council resolves to waive the fee/s it would need to be registered as a gift or benefit documented in Council's Annual Report.

It is recommended that Council reimburse the applicant \$1500 representing the maximum value that can be waived for planning and building permit fees for a not for profit organisation under the Policy.

The approach would demonstrate Council support within the constraints of existing policy and would not create a precedent for further ad hoc requests from other developers.

11. CONCLUSION

The proposed Multiple Dwelling development at 151 Mockridge Road is currently prohibited under the provisions of the Scheme. For this reason the applicant has lodged an application under Section 43A of LUPAA, which provides for the concurrent consideration of a Planning Scheme Amendment and associated Development Application for a use/development that would otherwise be prohibited.

For the reasons detailed within the body of this report it is considered that the proposed rezoning amendment is consistent with the STRLUS and meets the relevant provisions of LUPAA and for this reason is supported. Accordingly, it is recommended that Council initiates and certifies the draft Amendment (as modified to include the adjoining road reservations).

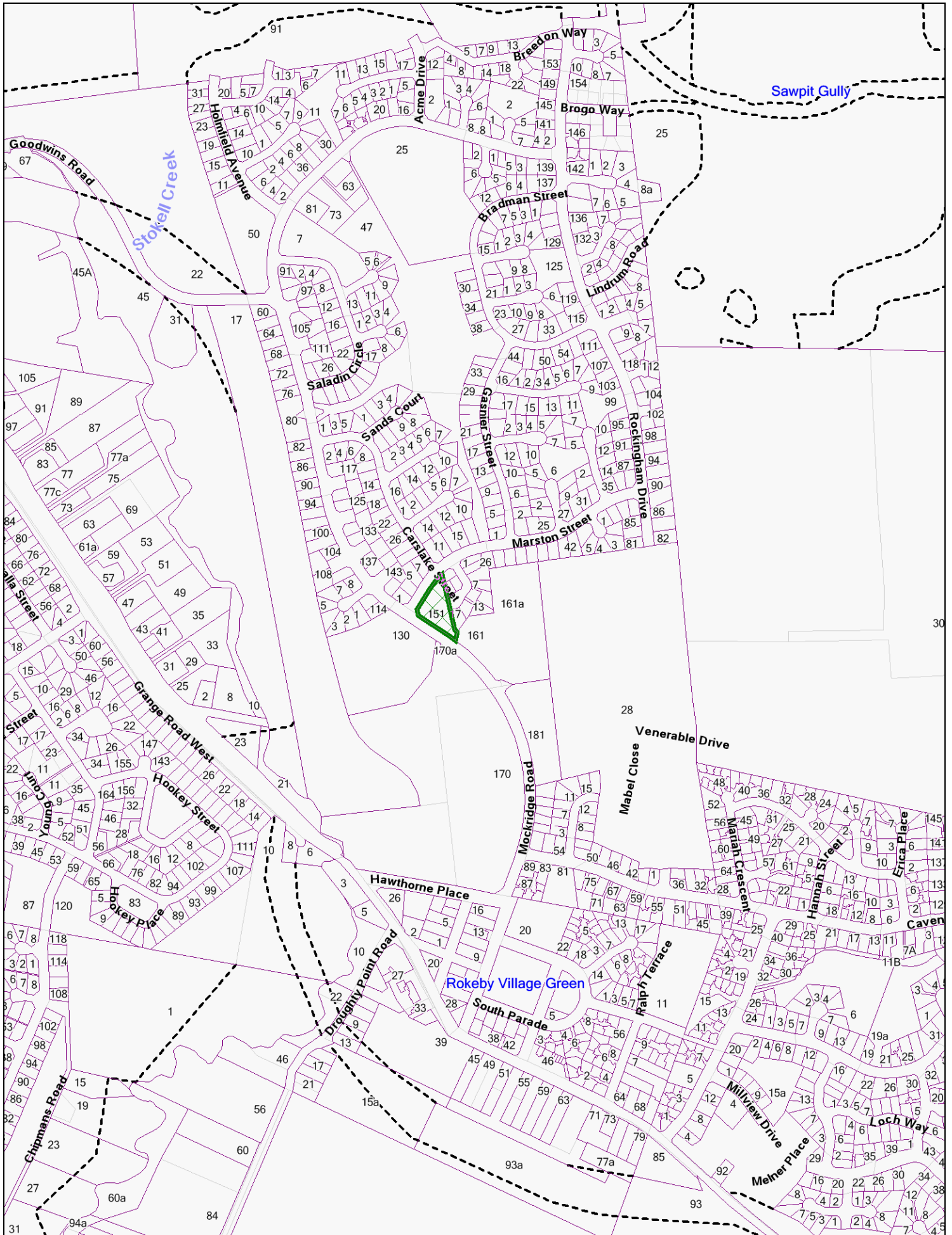
It is recommended that the proposed 6 unit Multiple Development be approved subject to relatively standard conditions.

Further, it is recommended that Council reimburse the applicant \$1500 of the planning application fees on the basis that the Roman Catholic Church is a not for profit organisation and the proposal will assist in the delivery of affordable housing.

- Attachments:
1. Location Plan (1)
 2. Aerial Photograph (1)
 3. Existing Zone Plan (1)
 4. Proposed Amendment A-201/2 (1)
 5. Proposed Multiple Dwellings D-2018/326 (39)
 6. Applicant's request for Waiving/Reimbursement of Application Fees (1)
 7. Council's Waiving or Reducing Fees for Planning and Building Permits - 15 December 2003 Policy (2)

Ross Lovell
MANAGER CITY PLANNING

151 Mockridge Road, Clarendon Vale – Location Plan



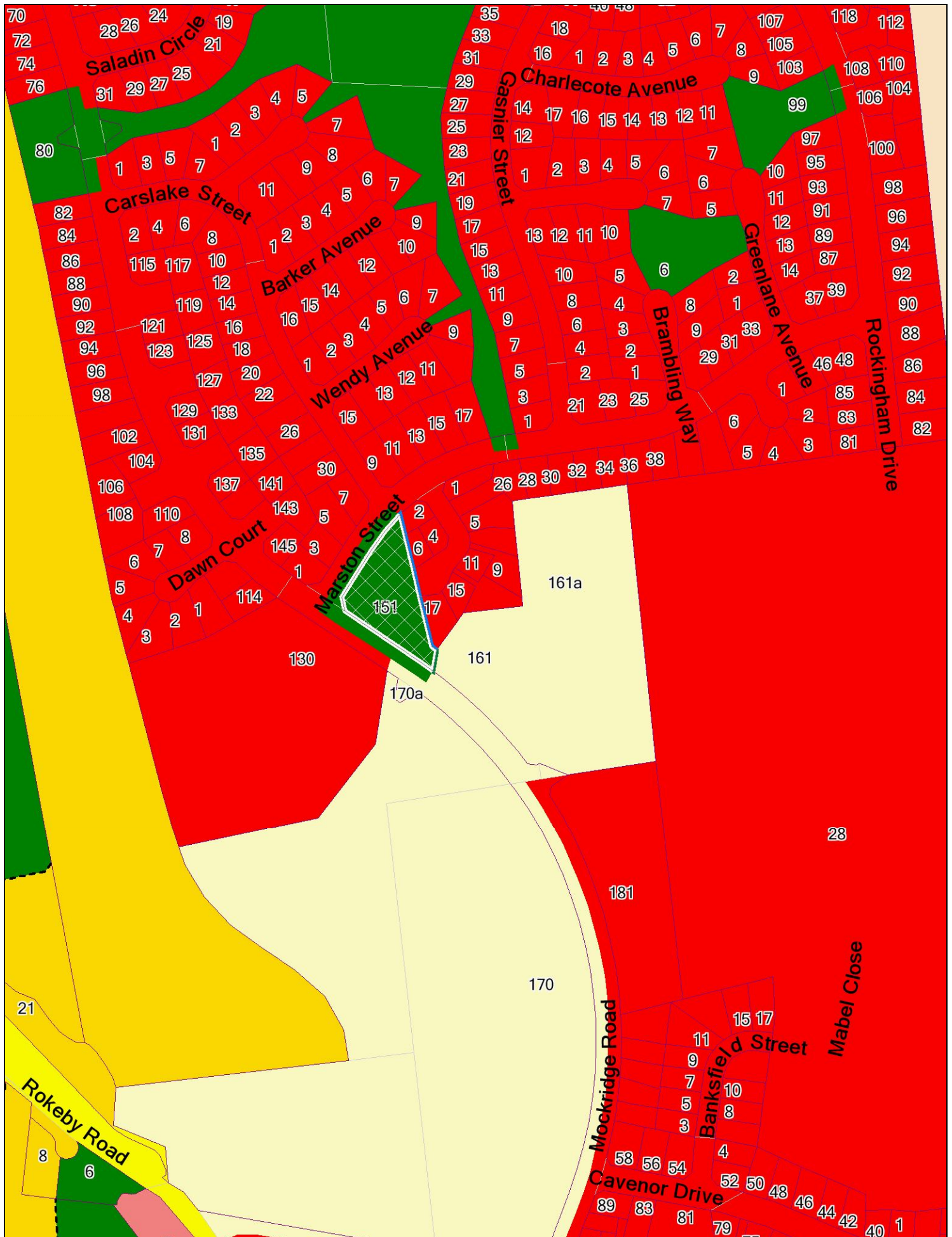
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151 Mockridge Road, Clarendon Vale - Aerial Photograph



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151 Mockridge Road, Clarendon Vale – Existing Zone Plan

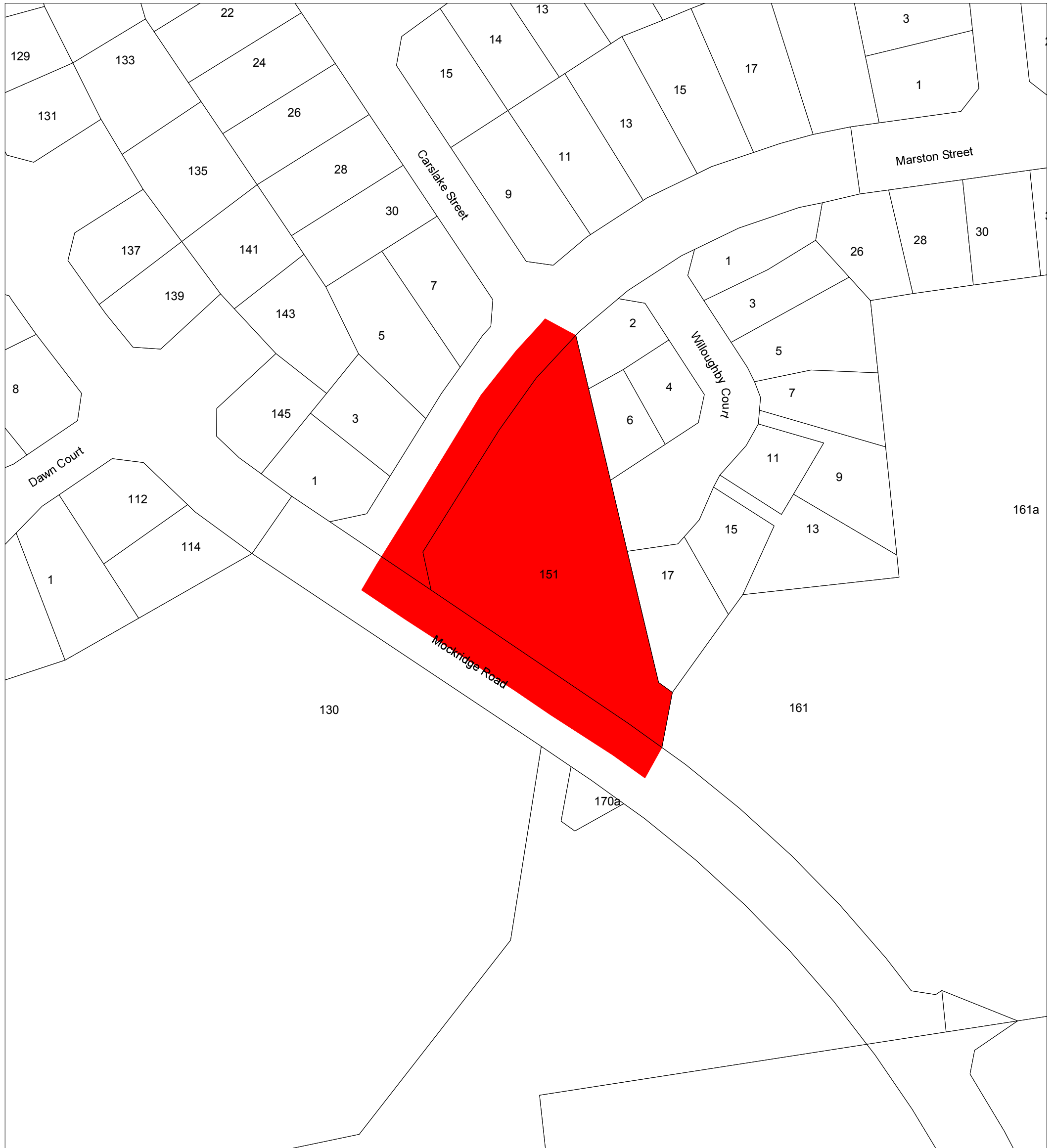


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CLARENCE CITY COUNCIL

CLARENCE INTERIM PLANNING SCHEME 2015

Amendment A-2018/2



Scale 1:1000

Printed @ A3

(c) Clarence City Council

AMENDMENTS TO PLANNING SCHEME PLAN Amendment A-2018/2

To rezone 151 Mockridge Road, Clarendon Vale and the adjoining Mockridge Road and Marston Street road reservations from Open Space to General Residential.



General Residential

THE COMMON SEAL OF THE CLARENCE CITY COUNCIL HAS BEEN HERE UNTO AFFIXED THIS XX DAY OF XX 2018 PURSUANT TO A RESOLUTION OF THE COUNCIL PASSED THE XX DAY OF XX 2018 IN THE PRESENCE OF:

CORPORATE SECRETARY

PROPOSED RESIDENTIAL DEVELOPMENT, 151 MOCKRIDGE ROAD, CLARENDON VALE

CATHOLIC CARE 711708

BUILDING DRAWINGS

<u>No</u>	<u>DRAWING</u>
M-01	SITE PLAN
M-02	PART SITE PLAN
M-03	LANDSCAING PLAN
M-04	SHADOW DIAGRAMS
M-05	TURNING CIRCLES
M-06	SITE DRAINAGE PLAN
M-07	PERSPECTIVES
M-08	CROSS SECTIONS
M-09	PERSPECTIVE SHADOW DIAGRAMS
M-10	PERSPECTIVE SHADOW DIAGRAMS
M-11	PERSPECTIVE SHADOW DIAGRAMS
M-12	SHADOW ELEVATIONS
M-13	SEWER CONNECTION DETAIL

UNIT 1 DRAWING LIST

<u>No</u>	<u>DRAWING</u>
U1-01	FLOOR PLAN
U1-02	TECHNICAL PLAN
U1-03	ELEVATIONS
U1-04	ELEVATIONS
U1-05	ROOF PLAN

UNIT 2 DRAWING LIST

<u>No</u>	<u>DRAWING</u>
U2-01	FLOOR PLAN
U2-02	TECHNICAL PLAN
U2-03	ELEVATIONS
U2-04	ELEVATIONS
U2-05	ROOF PLAN

UNIT 3 DRAWING LIST

<u>No</u>	<u>DRAWING</u>
U3-01	FLOOR PLAN
U3-02	TECHNICAL PLAN
U3-03	ELEVATIONS
U3-04	ELEVATIONS
U3-05	ROOF PLAN

UNIT 4 DRAWING LIST

<u>No</u>	<u>DRAWING</u>
U4-01	FLOOR PLAN
U4-02	TECHNICAL PLAN
U4-03	ELEVATIONS
U4-04	ELEVATIONS
U4-05	ROOF PLAN

UNIT 5/6 DRAWING LIST

<u>No</u>	<u>DRAWING</u>
U5/6-01	GROUND FLOOR PLAN
U5/6-02	FIRST FLOOR PLAN
U5/6-03	TECHNICAL PLAN ...NOT REQUIRED...
U5/6-04	ELEVATIONS
U5/6-05	ELEVATIONS
U5/6-06	ROOF PLAN



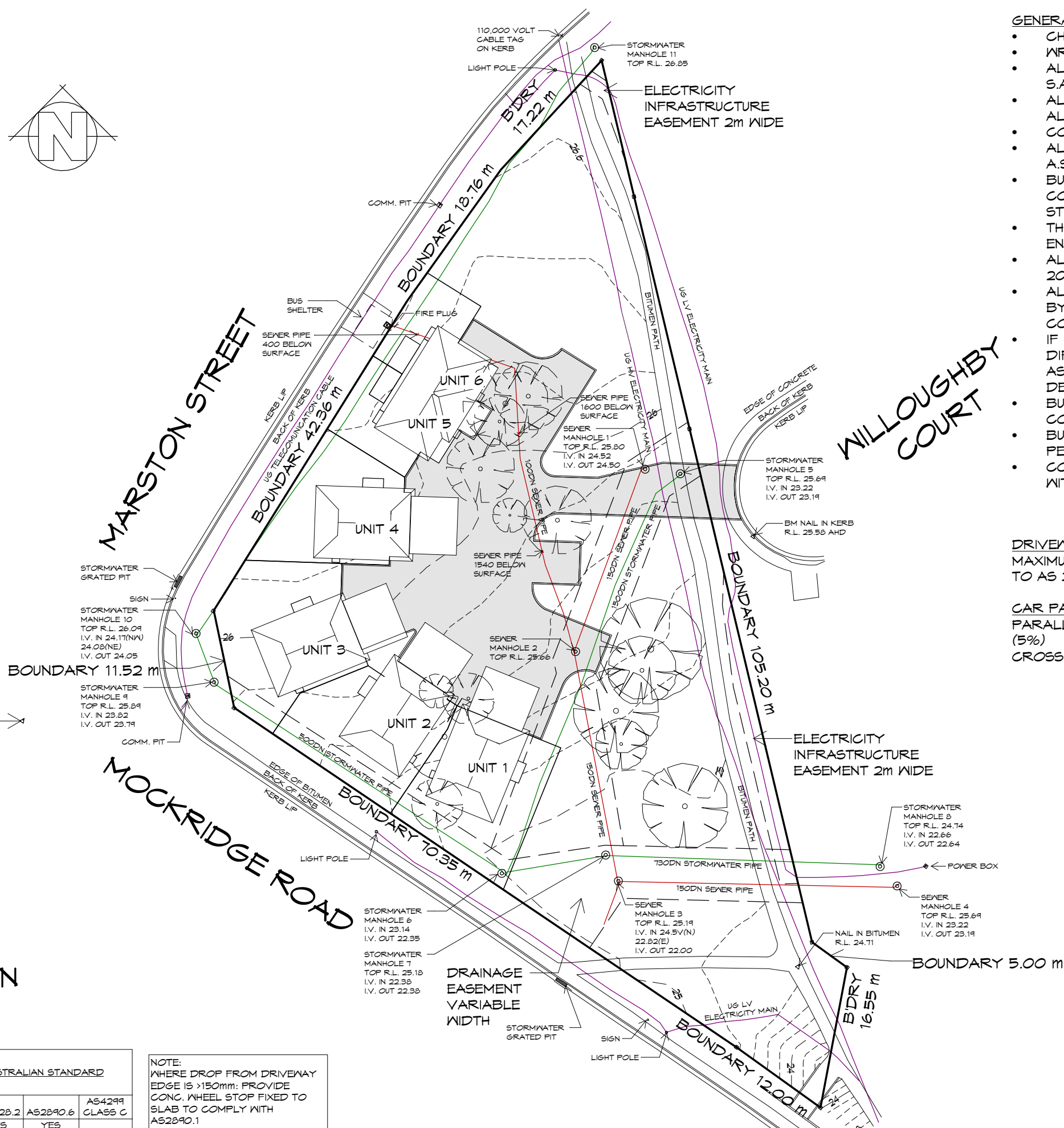
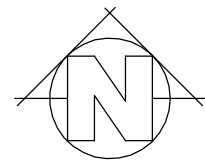
MULTI AWARD WINNING BUILDERS
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info@primedesign.com.au primedesign.com.au
Accredited Building Practitioner: Frank Geskus -No CC246A

JULY 2018

PLANNING



GENERAL NOTES

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC, ALL S.A.A. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

DRIVEWAY GRADIENT
MAXIMUM GRADIENT 1:40 (25%)
TO AS 2890

CAR PARKING GRADIENT
PARALLEL TO PARKING ANGLE 1:20 (5%)
CROSSFALL 1:16 (6.25%)

WILSON HOMES

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Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
SITE PLAN

Drafted by:
B.H.E.C. Approved by:
A.V.

Date:
17-07-2018 Scale:
1 : 500

Project/Drawing no:
PD18155- M-01 Revision:
02



Accredited building practitioner: Frank Geskus -No CC246A

SITE PLAN
1 : 500

TO COMPLY WITH AUSTRALIAN STANDARD				
DWELLING	AS1428.1	AS1428.2	AS2890.6	AS4299 CLASS C
U1	YES	YES	YES	
U2	YES	YES	YES	
U3	YES	YES	YES	
U4	YES	YES	YES	
U5				
U6				

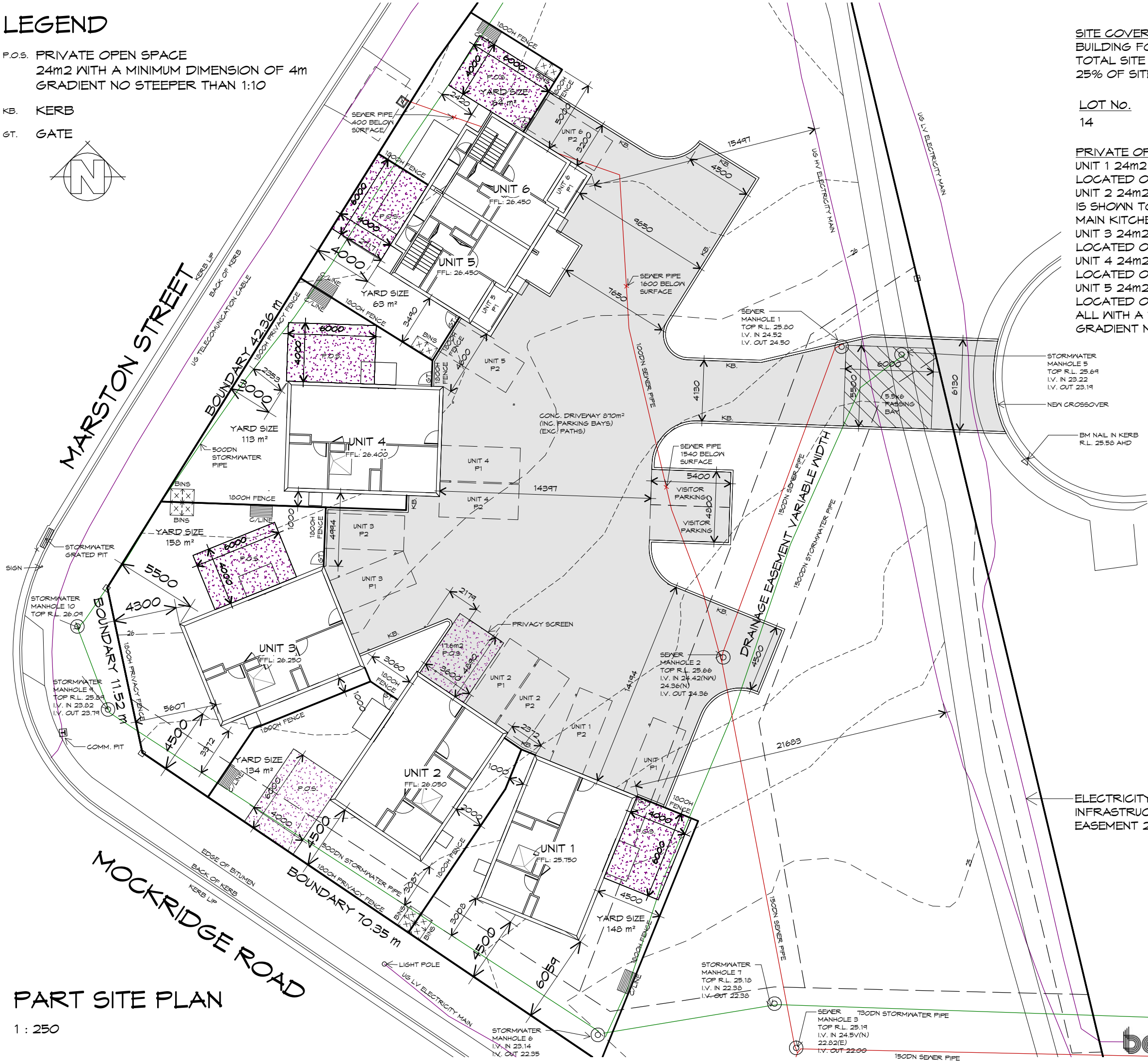
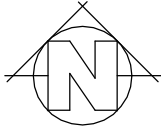
NOTE:
WHERE DROP FROM DRIVEWAY
EDGE IS >150mm: PROVIDE
CONC. WHEEL STOP FIXED TO
SLAB TO COMPLY WITH
AS2890.1

WHERE DROP FROM DRIVEWAY
EDGE IS >600: PROVIDE
BARRIER TO COMPLY WITH
AS2890.1

LEGEND

P.O.S. PRIVATE OPEN SPACE
24m2 WITH A MINIMUM DIMENSION OF 4m
GRADIENT NO STEEPER THAN 1:10

KB. KERB
GT. GATE



SITE COVERAGE
BUILDING FOOTPRINT 515.33 /SITE AREA 4196 = 0.1228
TOTAL SITE COVERAGE 12.28%
25% OF SITE TO BE NON-IMPERVIOUS

LOT NO.	LOT AREA	50%	25%
14	4196	2098	1049

PRIVATE OPEN SPACE
UNIT 1 24m2 IS SHOWN TO THE SOUTH EAST AND LOCATED OFF THE MAIN KITCHEN/LIVING/DINING ROOM.
UNIT 2 24m2 IS SHOWN TO THE NORTH WEST AND 17.6m2 IS SHOWN TO THE NORTH EAST AND LOCATED OFF THE MAIN KITCHEN/LIVING/DINING ROOM.
UNIT 3 24m2 IS SHOWN TO THE NORTH WEST AND LOCATED OFF THE MAIN KITCHEN/LIVING/DINING ROOM.
UNIT 4 24m2 IS SHOWN TO THE NORTH WEST AND LOCATED OFF THE MAIN KITCHEN/LIVING/DINING ROOM.
UNIT 5 24m2 IS SHOWN TO THE NORTH WEST AND LOCATED OFF THE MAIN KITCHEN/LIVING/DINING ROOM.
ALL WITH A MINIMUM DIMENSION OF 4m
GRADIENT NO STEEPER THAN 1:10

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Prime Design

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info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
PART SITE PLAN

Drafted by:
B.H.E.C.

Approved by:
A.V.

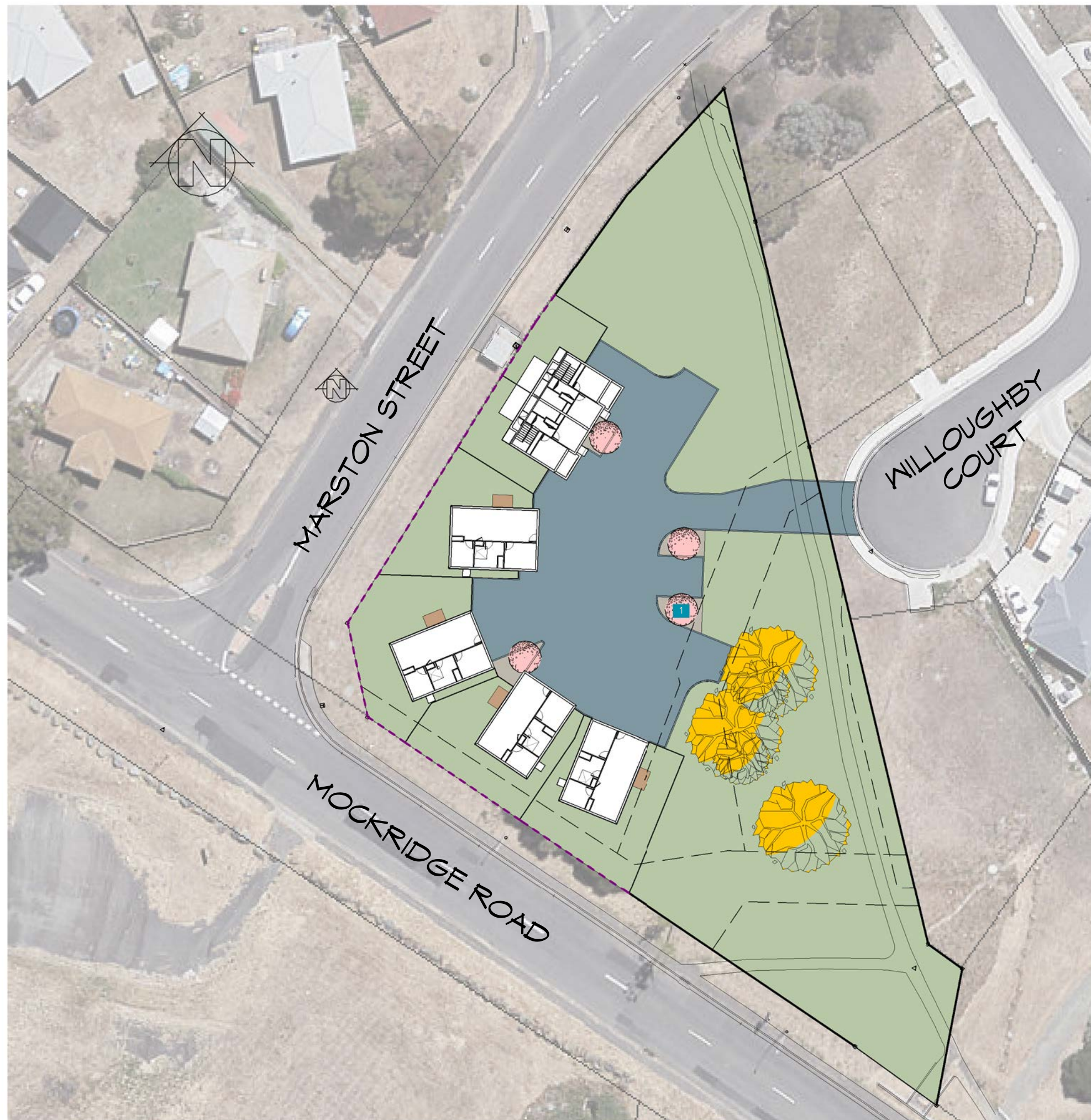
Date:
17-07-2018

Scale:
As indicated

Project/Drawing no:
PD18155- M-02

Revision:
02

Accredited building practitioner: Frank Geskus -No CC246A



LANDSCAING PLAN

1 : 500

LANDSCAPING ELEMENTS

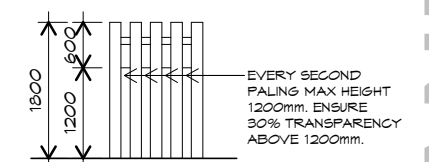
	DECKING/PAVEMENT		LAWN
	GARDEN BED/GROUND COVERS		ACCESS ROAD
	TIMBER SHIP-LAP FENCING		CLOTHES LINE
	PRIVACY FENCING		INTERNAL STREET TREE
	EXISTING MAJOR TREE		

SPECIES

INTERNAL ROAD TREES

- 1 MALUS SP. (CRAB APPLE)
- LAGERSTOEMIA SP. (CREPE MYRTLE)

PRIVACY FENCE TYPE



LANDSCAPING
LANDSCAPED GARDEN
BEDS 55.77m² /DRIVEWAY
AREA 870m² = 0.641
LANDSCAPING AREA
6.41% OF DRIVEWAY AREA
25% OF SITE TO BE NON-
IMPERVIOUS

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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
LANDSCAING PLAN

Drafted by:
B.H.E.C.

Approved by:
A.V.

Date:
17-07-2018

Scale:
As indicated

Project/Drawing no:
PD18155- M-03

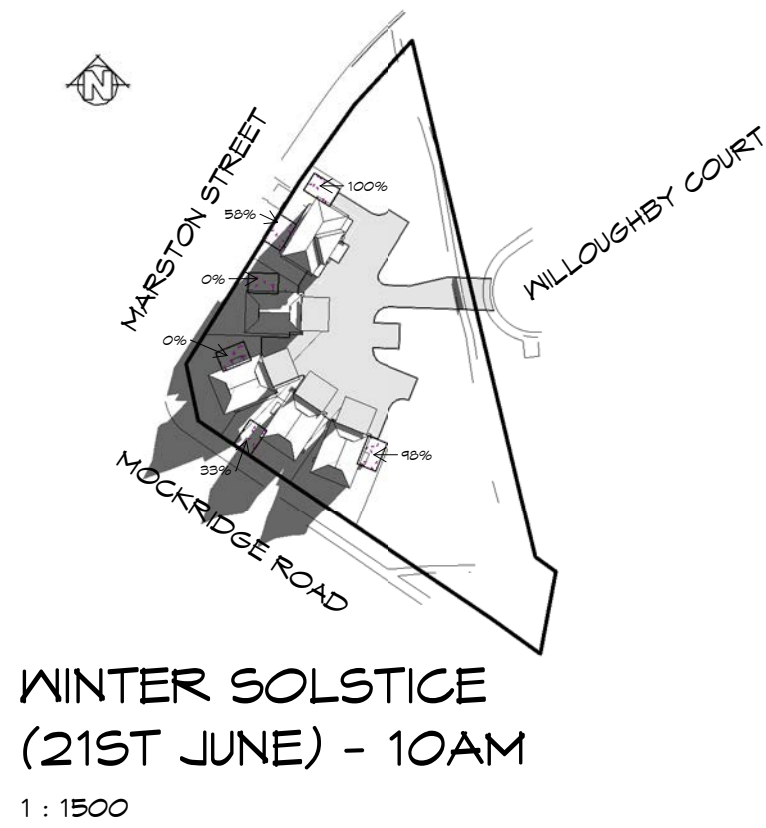
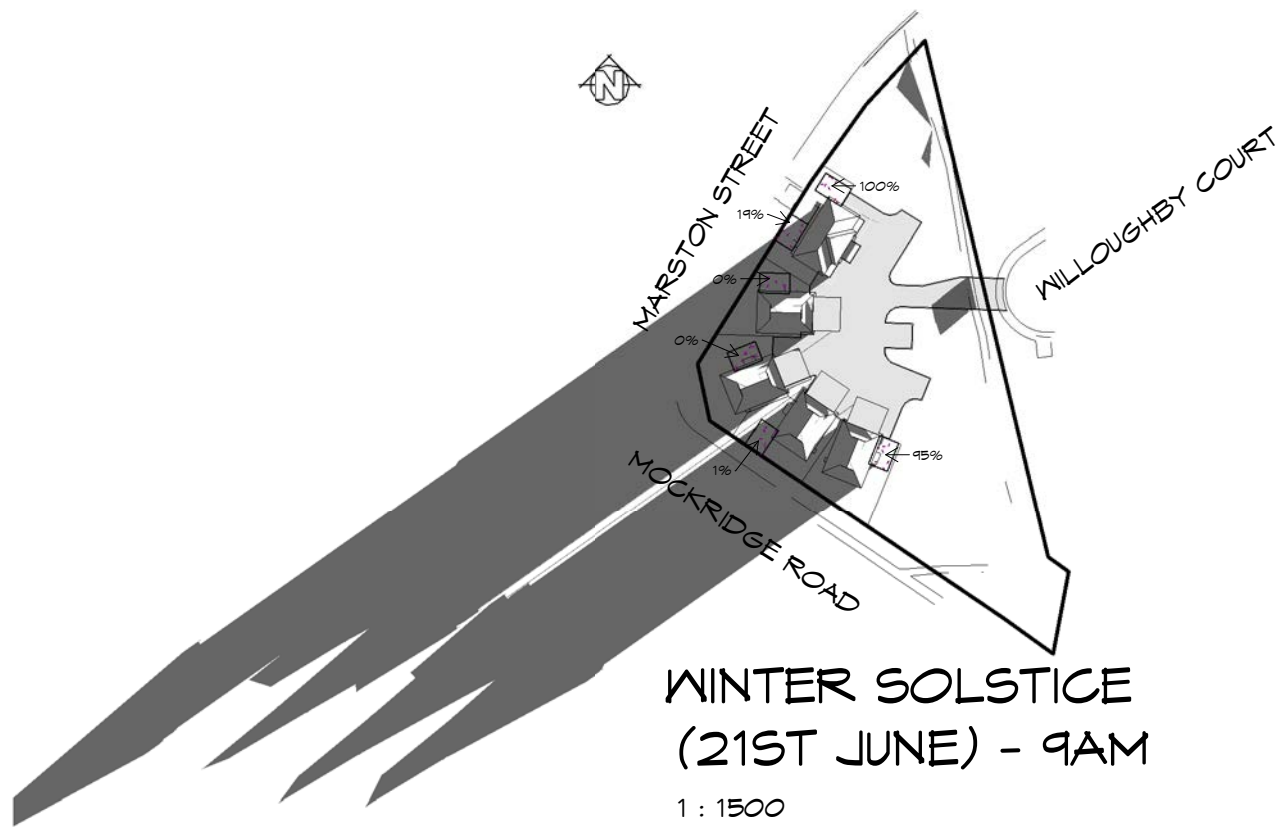
Revision:
02

bda
BUILDING
DESIGNERS
AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A
Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 8 of 46

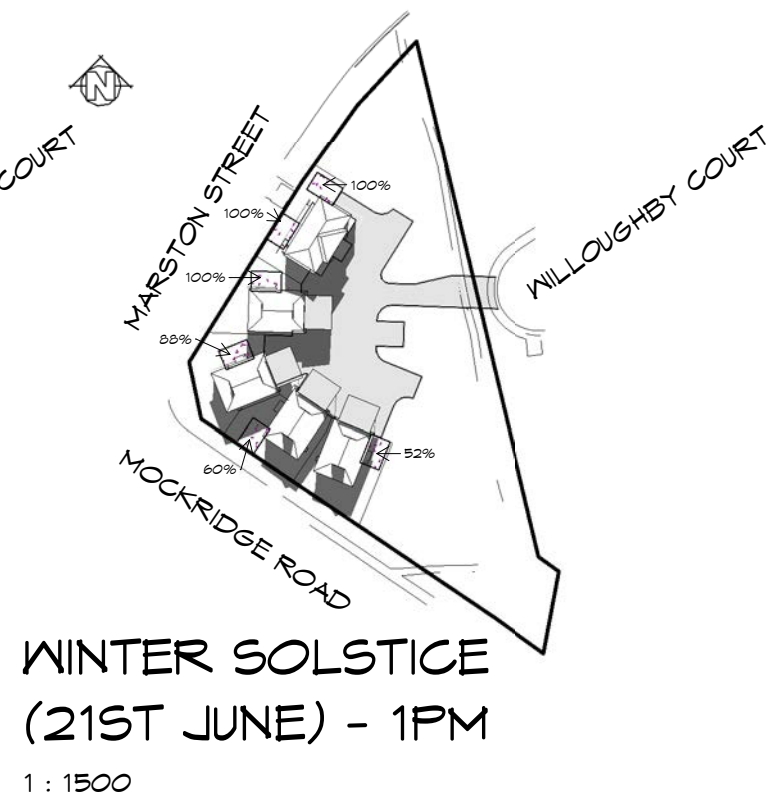
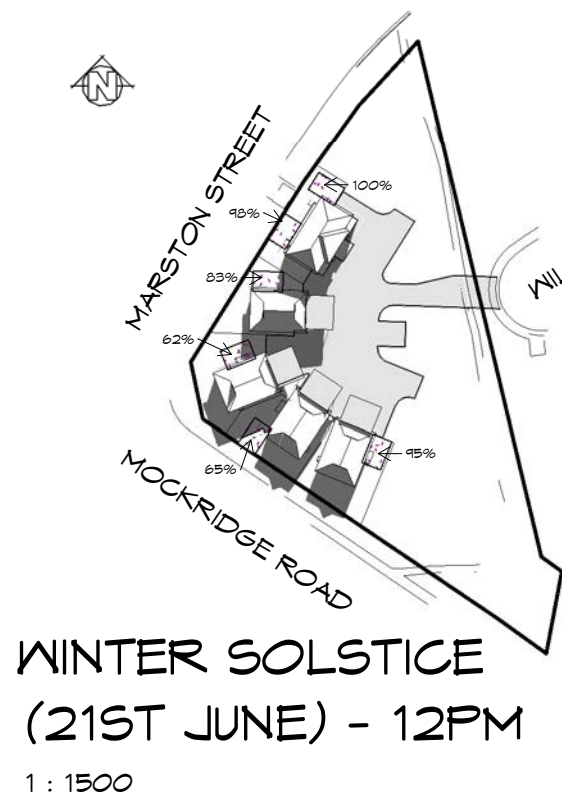
PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



PLANNING

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Accredited building practitioner: Frank Gekus No CC246A

Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: Approved By:
B.H.E.C. A.V.

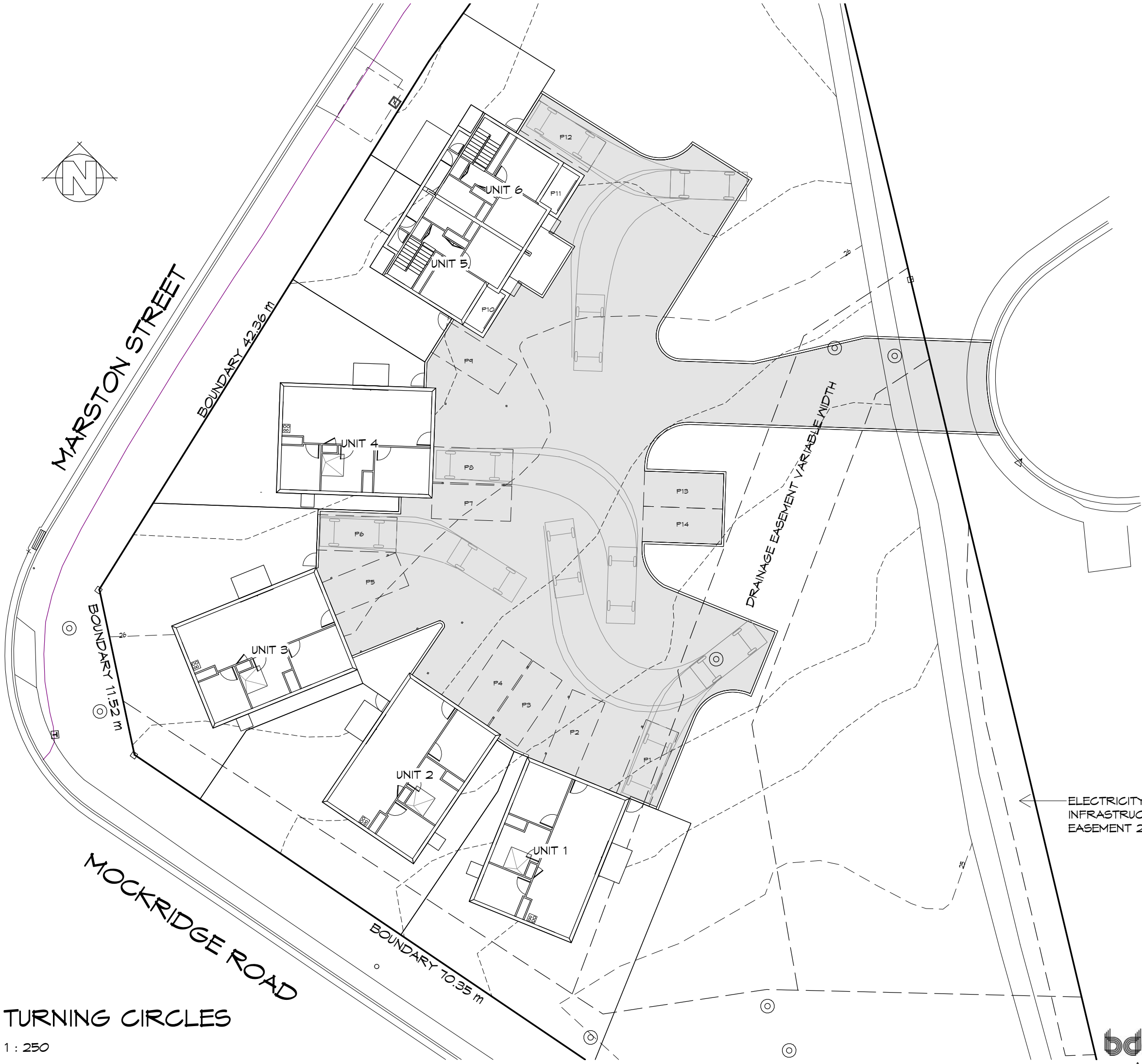
bda BUILDING
DESIGNERS
AUSTRALIA

Drawing:
SHADOW DIAGRAMS

Date: Scale:
17-07-2018 1 : 1500

Project/Drawing No:
PD18155- M-04

Revision:
02



VEHICLE TURNING CIRCLES
AUSTRROADS
DESIGN PASSENGER VEHICLE (5.2m)
RADIUS: 6.300m
TURNING SPEED 0-5 km/h
OVERALL LENGTH: 5.200m
OVERALL WIDTH: 1.940m
TRACK WIDTH: 1.840m

DRIVEWAY GRADIENT
MAXIMUM GRADIENT 1:40 (25%)
TO AS 2890

CAR PARKING GRADIENT
PARALLEL TO PARKING ANGLE 1:20 (5%)
CROSSFALL 1:16 (6.25%)

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Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
TURNING CIRCLES

Drafted by: B.H.E.C. Approved by: A.V.

Date: 17-07-2018 Scale: 1 : 250

Project/Drawing no: PD18155- M-05 Revision: 02

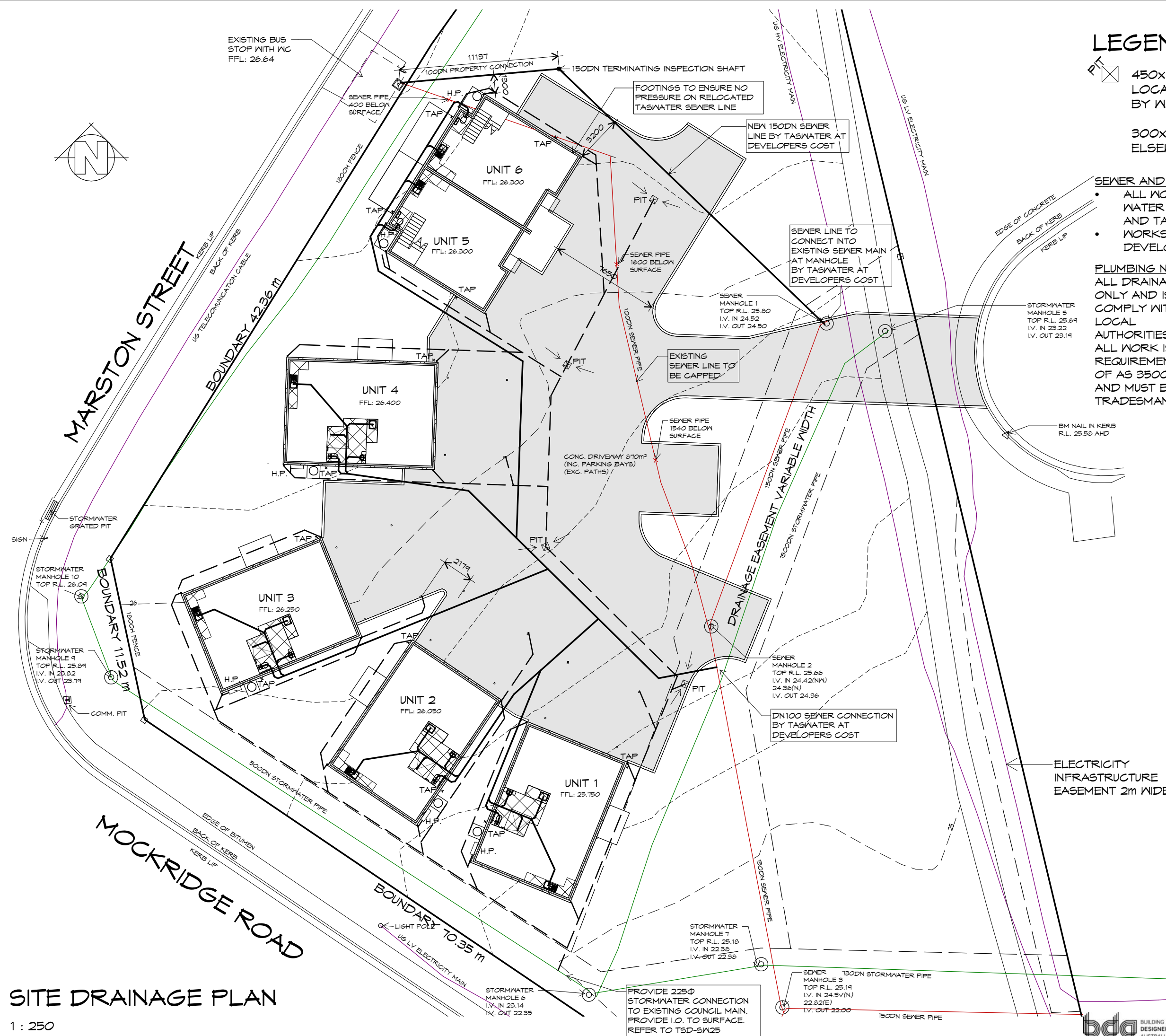


Accredited building practitioner: Frank Geskus -No CC246A

TURNING CIRCLES
1 : 250

SITE DRAINAGE PLAN

1 : 250



LEGEND

450x450 SURFACE DRAINAGE PIT AT LOCATION OF DRIVEWAYS/BATTERS BY WILSON HOMES

300x300 SURFACE DRAINAGE PIT ELSEWHERE TO COMPLY WITH AS3500

SEWER AND WATER SERVICES

- ALL WORKS IN ACCORDANCE WITH WATER SUPPLY CODE OF AUSTRALIA AND TASWATER SUPPLEMENTS
- WORKS TO BE DONE BY TASWATER AT DEVELOPERS COST

PLUMBING NOTES:

ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF AS 3500 & THE TASMANIAN PLUMBING CODE. AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

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Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:

711708

Client name:

CATHOLIC CARE

Drawing:

SITE DRAINAGE PLAN

Drafted by:
B.H.E.C.

Approved by:
A.V.

Date:

17-07-2018

Scale:

As indicated

Project/Drawing no:

PD18155- M-06

Revision:

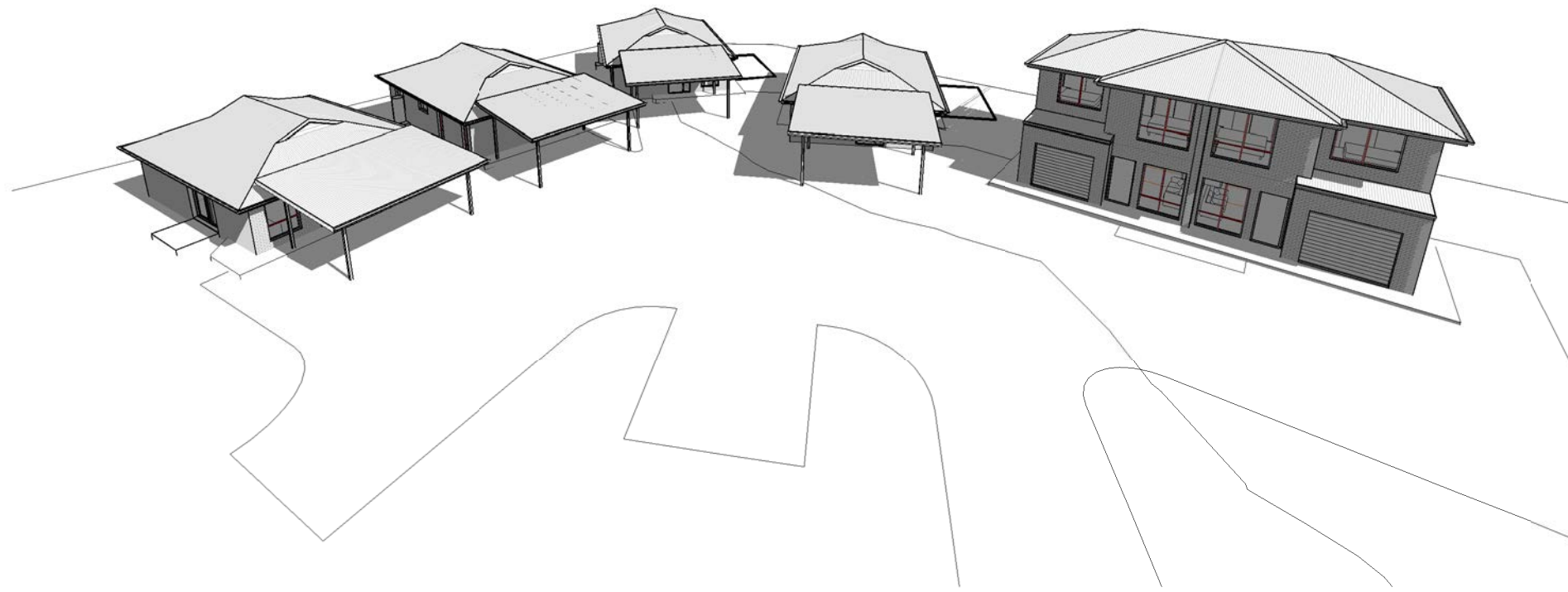
02

Accredited building practitioner: Frank Geskus -No CC246A

Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 11 of 46

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



PLANNING

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Accredited building practitioner: Frank Geskus No CC246A

Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: B.H.E.C. Approved By: A.V.

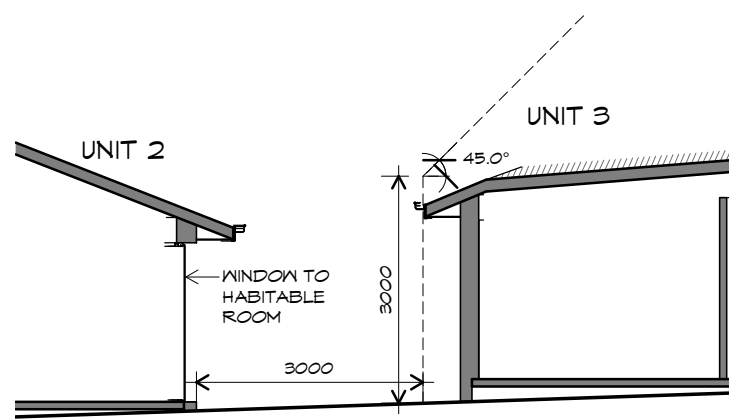
bda BUILDING
DESIGNERS
AUSTRALIA

Drawing:
PERSPECTIVES

Date: 17-07-2018 Scale:

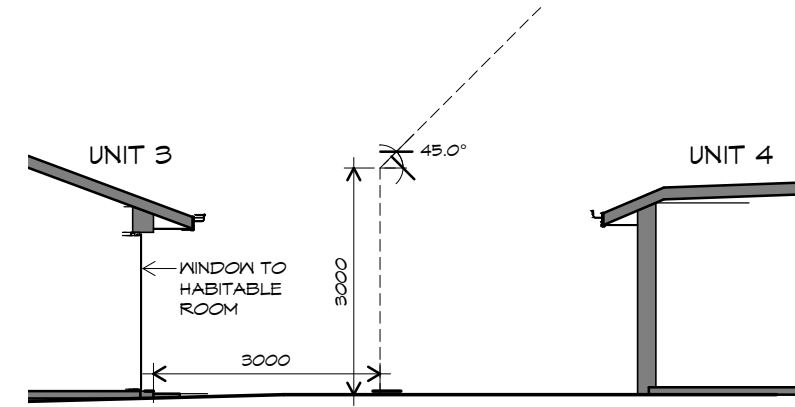
Project/Drawing No:
PD18155- M-07

Revision:
02



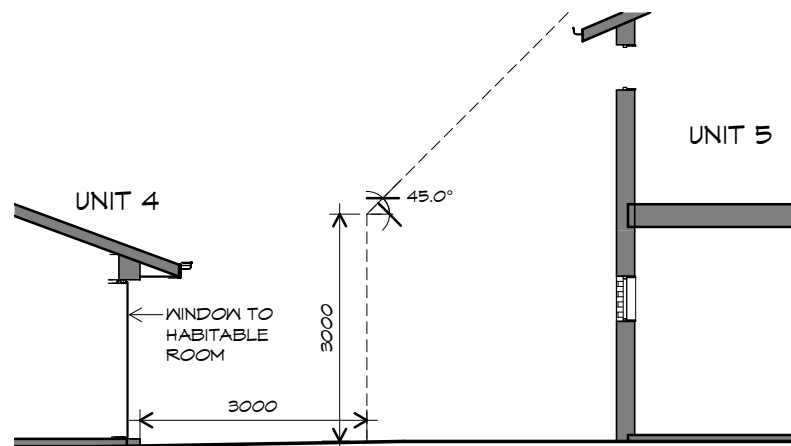
UNIT 2 & 3 WINDOW CROSS SECTION

1 : 100



UNIT 3 & 4 WINDOW CROSS SECTION

1 : 100



UNIT 4 & 5 WINDOW CROSS SECTION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:
711708

Client name:
CATHOLIC CARE

Drawing:
CROSS SECTIONS

Drafted by: B.H.E.C. Approved by: Approver

Date: 17-07-2018 Scale: 1 : 100

Project/Drawing no: PD18155- M-08 Revision: 02





UNIT 2 PRIVATE OPEN SPACE 9AM



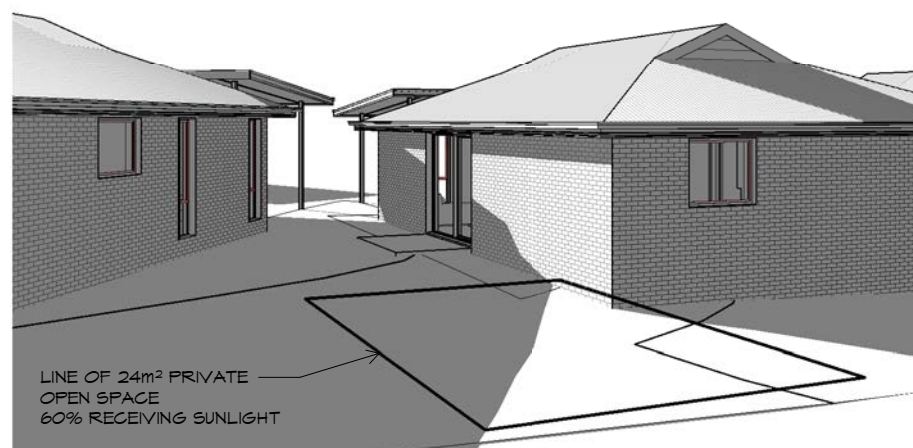
UNIT 2 PRIVATE OPEN SPACE 10AM



UNIT 2 PRIVATE OPEN SPACE 11AM



UNIT 2 PRIVATE OPEN SPACE 12PM



UNIT 2 PRIVATE OPEN SPACE 1PM



UNIT 2 PRIVATE OPEN SPACE 3PM

PLANNING

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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:

711708

Client name:

CATHOLIC CARE

Drawing:

PERSPECTIVE SHADOW
DIAGRAMS

Drafted by:
B.H.E.C.

Approved by:
Approver

Date:

Scale:

17-07-2018

Project/Drawing no:

PD18155- M-09

Revision:

02

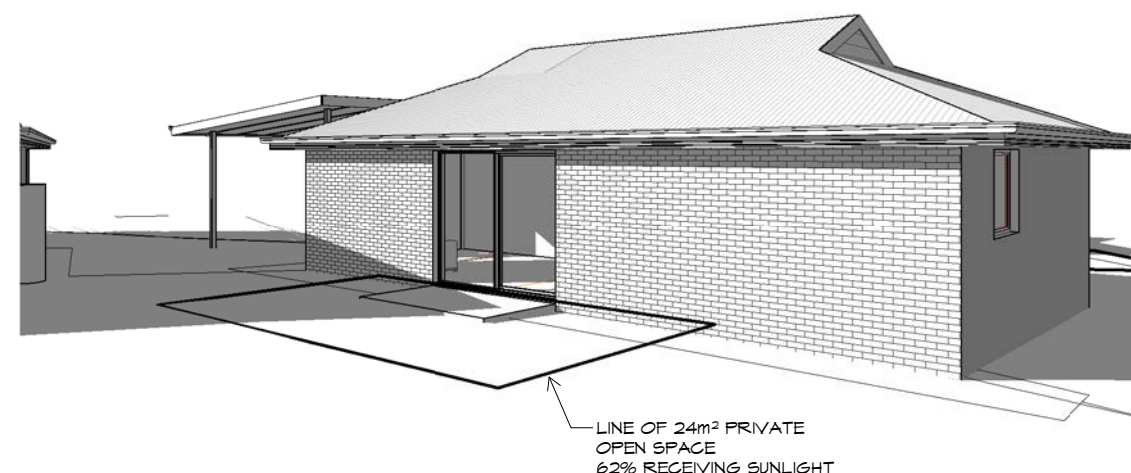
bda
BUILDING
DESIGNERS
AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

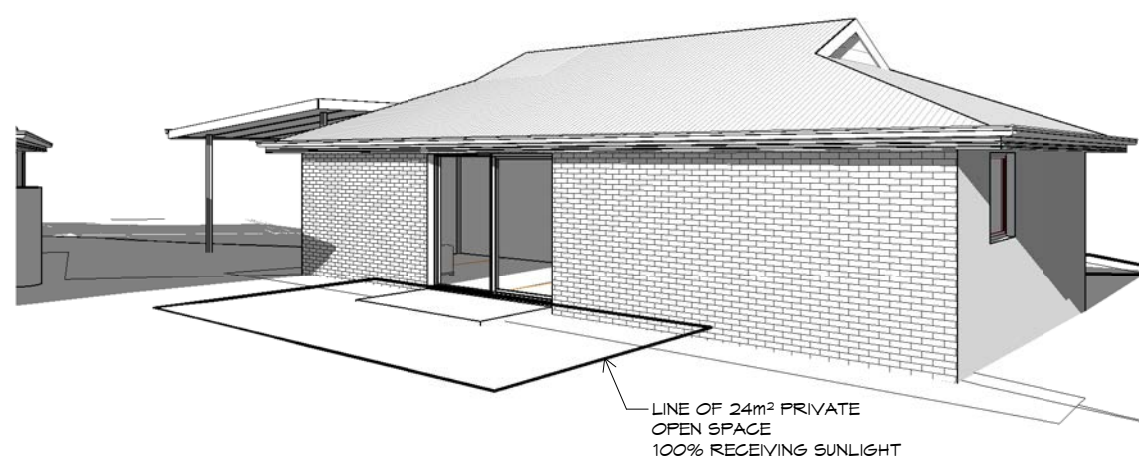
Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 14 of 46



UNIT 3 PRIVATE OPEN SPACE 9AM



UNIT 3 PRIVATE OPEN SPACE 12AM



UNIT 3 PRIVATE OPEN SPACE 3PM

PLANNING
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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:

711708

Client name:

CATHOLIC CARE

Drawing:

PERSPECTIVE SHADOW
DIAGRAMS

Drafted by:
B.H.E.C.

Approved by:
Approver

Date:

Scale:

17-07-2018

Project/Drawing no:

PD18155- M-10

Revision:

02

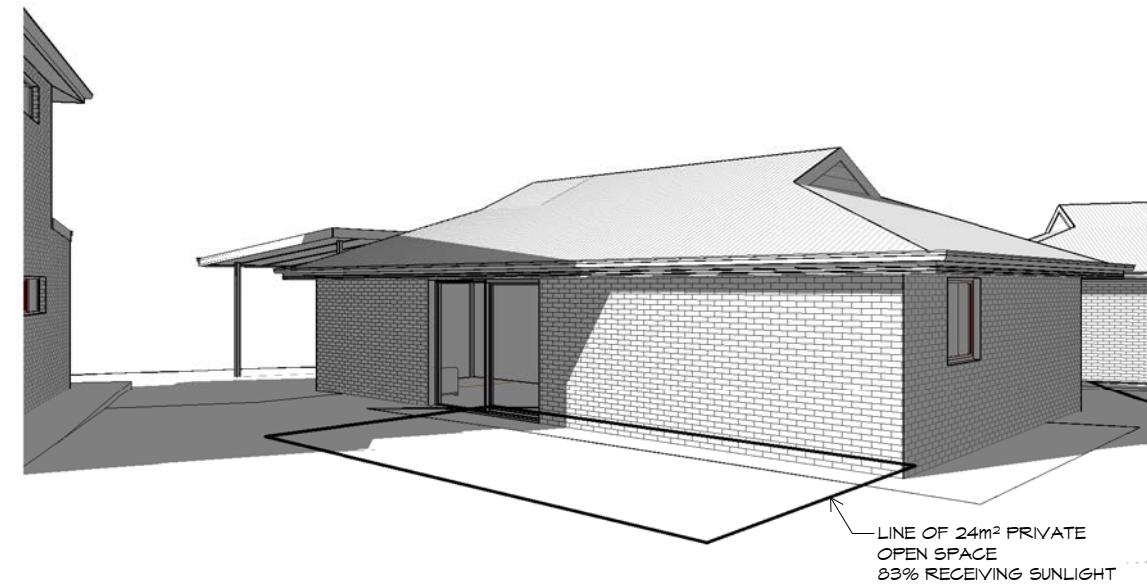
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AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

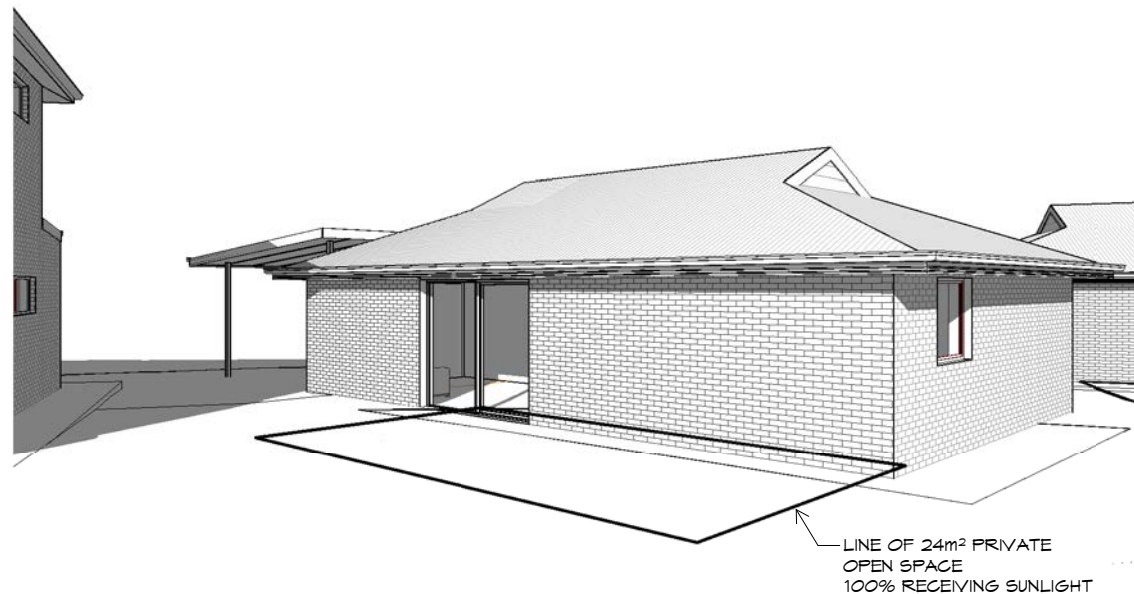
Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 15 of 46



UNIT 4 PRIVATE OPEN SPACE 9AM



UNIT 4 PRIVATE OPEN SPACE 12PM



UNIT 4 PRIVATE OPEN SPACE 3PM

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
**PERSPECTIVE SHADOW
DIAGRAMS**

Drafted by: B.H.E.C. Approved by: Approver

Date: 17-07-2018 Scale:

17-07-2018

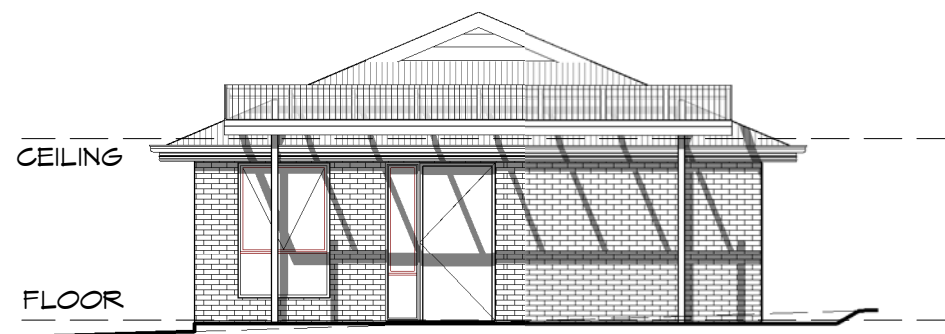
Project/Drawing no: PD18155- M-11 Revision: 02

bda BUILDING DESIGNERS AUSTRALIA

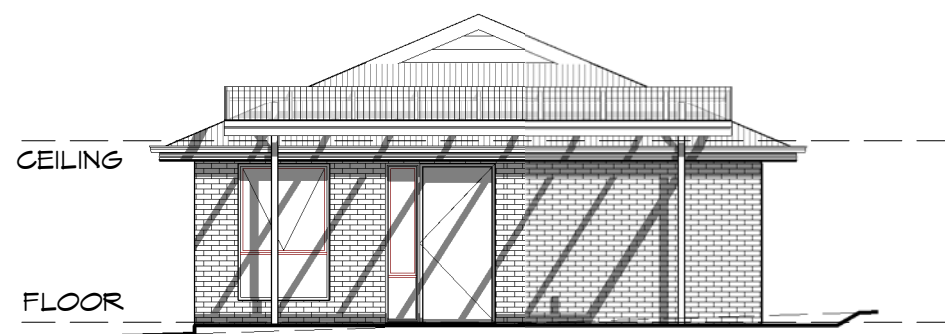
Accredited building practitioner: Frank Geskus -No CC246A



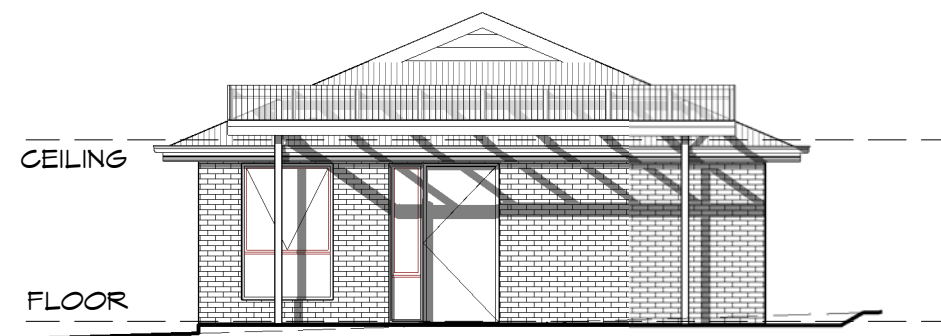
UNIT 1 NORTH FACING WINDOW 9AM
1 : 100



UNIT 1 NORTH FACING WINDOW 11AM
1 : 100



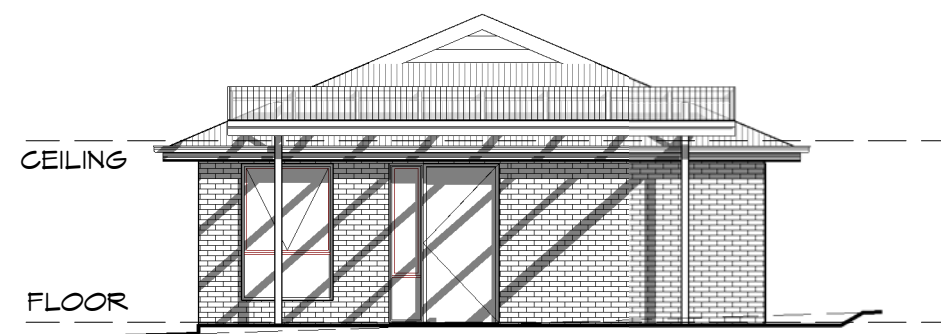
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1 : 100



UNIT 1 NORTH FACING WINDOW 10AM
1 : 100



UNIT 1 NORTH FACING WINDOW 12PM
1 : 100



UNIT 1 NORTH FACING WINDOW 2PM
1 : 100

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
SHADOW ELEVATIONS

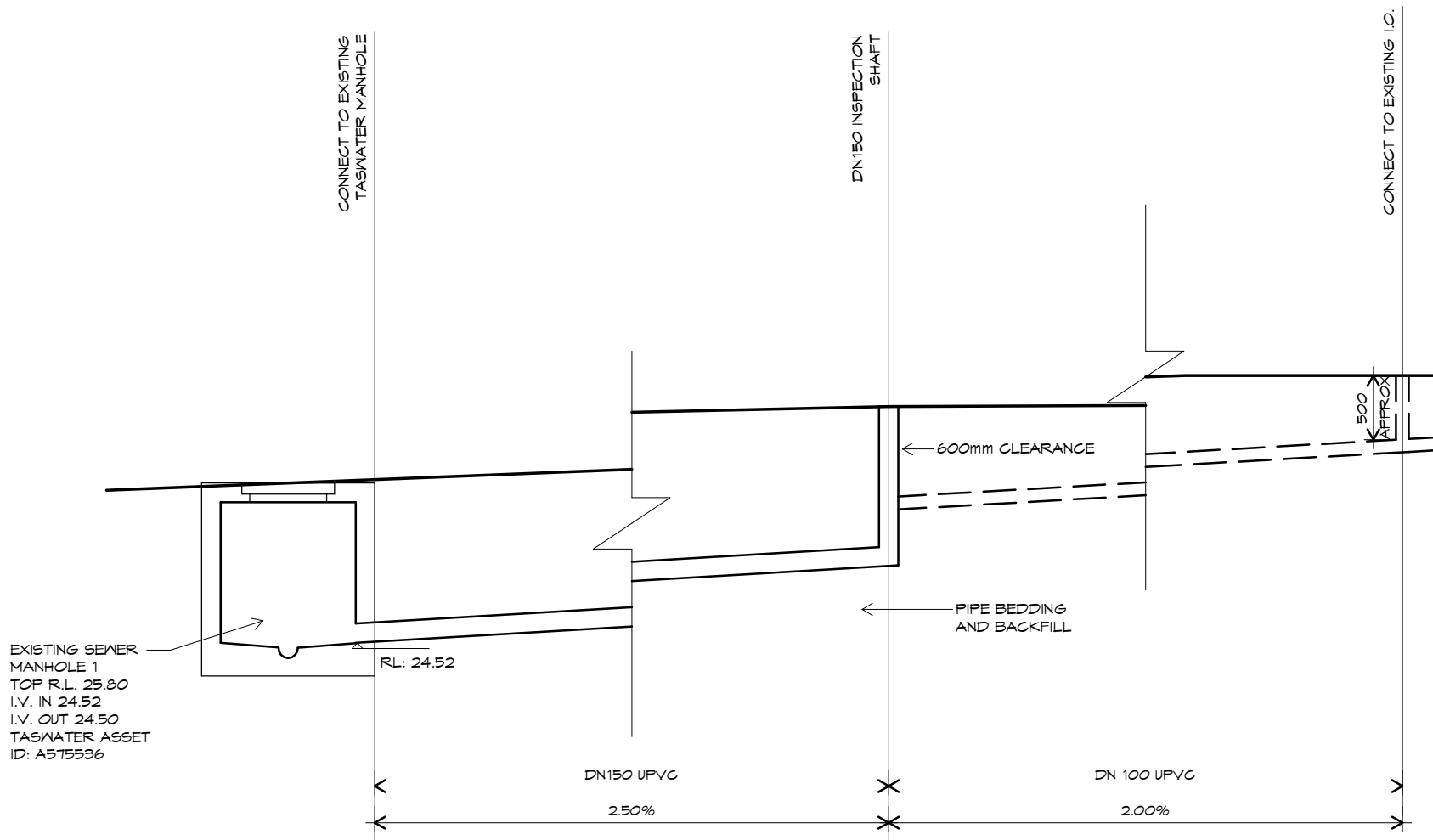
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Date: 17-07-2018 Scale: 1 : 100

Project/Drawing no: PD18155- M-12 Revision: 02

bda BUILDING DESIGNERS AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A



NOTE: LOCATION OF EX. SERVICES ARE BASED ON ASTROTEC & NUJET AND SURVEY FROM 25-05-18

SEWER CONNECTION DETAIL

1 : 50

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
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151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:
711708
Client name:
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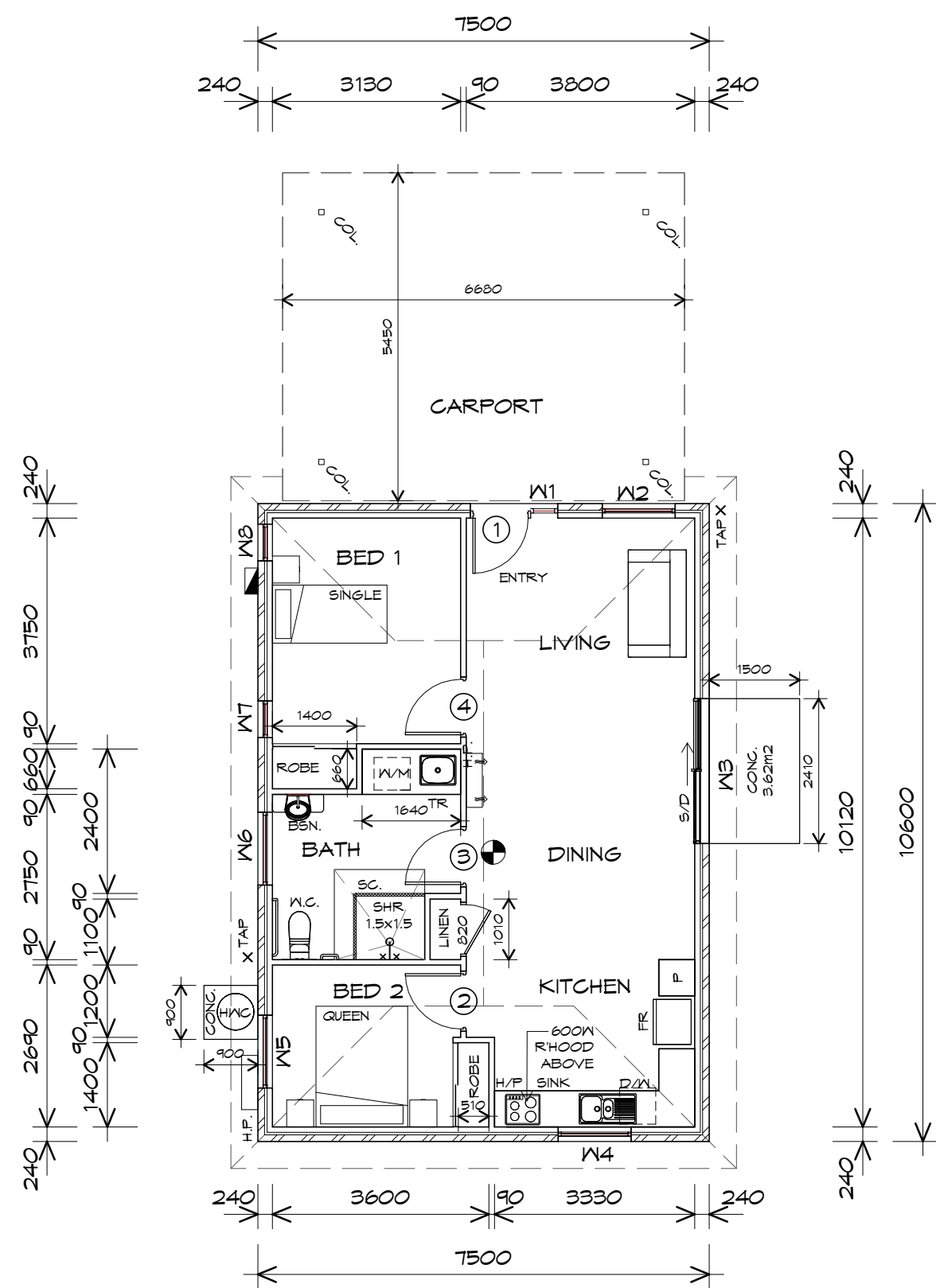
Drawing:
SEWER CONNECTION DETAIL

Drafted by:
B.H.E.C. Approved by:
Approver

Date:
17-07-2018 Scale:
1 : 50

Project/Drawing no:
PD18155- M-13 Revision:
02

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LEGEND

- 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- HWC HOT WATER CYLINDER
- TAP X EXTERNAL TAP
- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT
- SWITCHBOX
- SC. SHOWER CURTAIN

NOTE:
REFER TO BUILDERS
SPECIFICAIONS FOR INCLUSIONS

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	2.1	0.5	FIXED WINDOW	
W2	1.8	1.2	AWNING WINDOW	
W3	2.1	2.4	SLIDING DOOR	
W4	1.0	1.2	AWNING WINDOW	
W5	1.5	1.2	AWNING WINDOW	
W6	0.9	1.2	AWNING WINDOW	OPAQUE
W7	2.1	0.6	AWNING WINDOW	
W8	2.1	0.6	AWNING WINDOW	

ALUMINIUM AWNING WINDOWS **DOUBLE GLAZING** COMPLETE
WITH FLY SCREENS TO SUIT ??? **BAL** RATING.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING

U1 FLOOR PLAN

1 : 100

FLOOR AREA 78.86 m2 (8.48 SQUARES)

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF
BUILDING AND GARAGE, UNLESS OTHERWISE STATED.
DECKS AND OUTDOOR AREAS ARE CALCULATED
SEPARATELY.

U1

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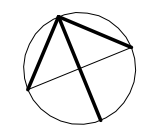
Prime Design

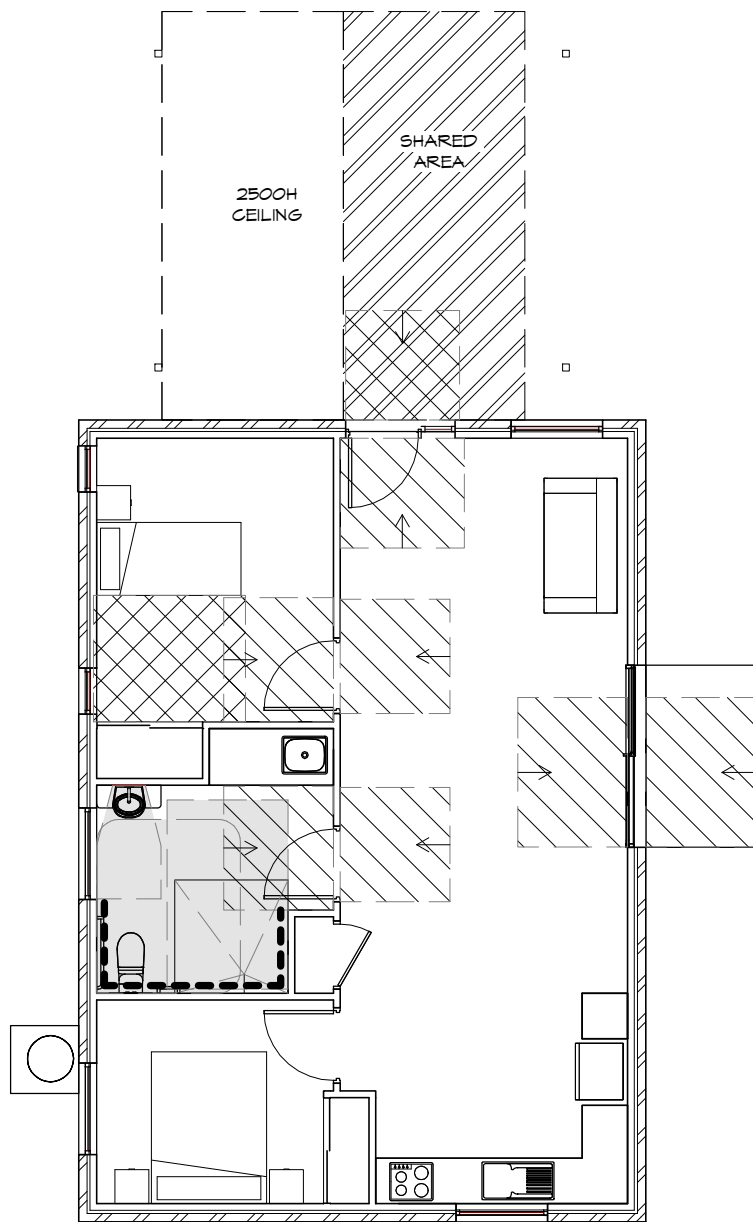
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p+ 03 6332 3790 f+ 03 63323789
info@primedesigntas.com.au primedesigntas.com.au
Accredited building practitioner: Frank Geskus No CC246A

Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,**
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: Approved By:
B.H.E.C. A.V.



Drawing:
FLOOR PLAN
Date: Scale:
06-06-2018 1 : 100
Project/Drawing No: Revision:
PD18155- U1-01 00





LEGEND

- 1 RECESSED SILL
LEVEL THRESHOLD
OR THRESHOLD RAMP
REFER TO DETAILS
- 2 BATHROOM FIXTURES TO
COMPLY WITH AS 1428.
REFER TO DETAILS
- LINE WALL WITH 18mm
PLYWOOD BEHIND PLASTER
- BATHROOM FIXTURE
CIRCULATION SPACE
- DOORWAY CIRCULATION
SPACE
- OTHER CIRCULATION SPACE
- DIRECTION OF APPROACH
TO CIRCULATION SPACE

DOOR HANDLES:
'D' LEVER DOOR HANDLES TO BE PROVIDED.
DOOR HARDWARE TO ALLOW OPERATION
WITH ONE HAND. CLEARANCE BETWEEN
HANDLE & DOOR TO BE 35-55mm. TO BE
LOCATED 900-1100mm ABOVE FLOOR LEVEL

SWITCHES & GPOs:
TO BE ROCKER ACTION OR TOGGLE WITH A
MIN. DIMENSION OF 30x30mm OR PUSH PAD
WITH MIN. DIMENTION OF 25mmΦ. SWITCHES
TO BE LOCATED 900-1100mm ABOVE FLOOR
LEVEL & NO LESS THAN 500mm FROM
INTERNAL CORNER. GPOs TO BE LOCATED
600-1100mm ABOVE FLOOR LEVEL & NO
LESS THAN 500mm FROM INTERNAL CORNER.

TAPS:
TO BE LEVER HANDLE, SENSOR PLATE OR
SIMILAR. LEVER HANDLES TO HAVE MIN.
50mm CLEARANCE FROM ADJACENT
SURFACE. HOT WATER TO BE DELIVERED
THROUGH MIXER

- CARPET TO:
- BE SECURELY ATTACHED;
 - LEVEL, OR TEXTURED LOOP OR A LEVEL
CUT OR UNCUT PILE;
 - HAVE A PILE HEIGHT OF MAX 6MM;
 - HAVE BACKING WHICH PROVIDES FIRM
SURFACE
 - EXPOSED EDGES TO BE FASTENED WITH A
TRIM CREATING A RIDGE NO HIGHER THAN
3MM

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

U1 TECHNICAL PLAN

1 : 100

UNIT 1 TO BE COMPLIANT WITH AS1428.1 & AS1428.2
ALONG WITH AND INCLUDING AS2890.6

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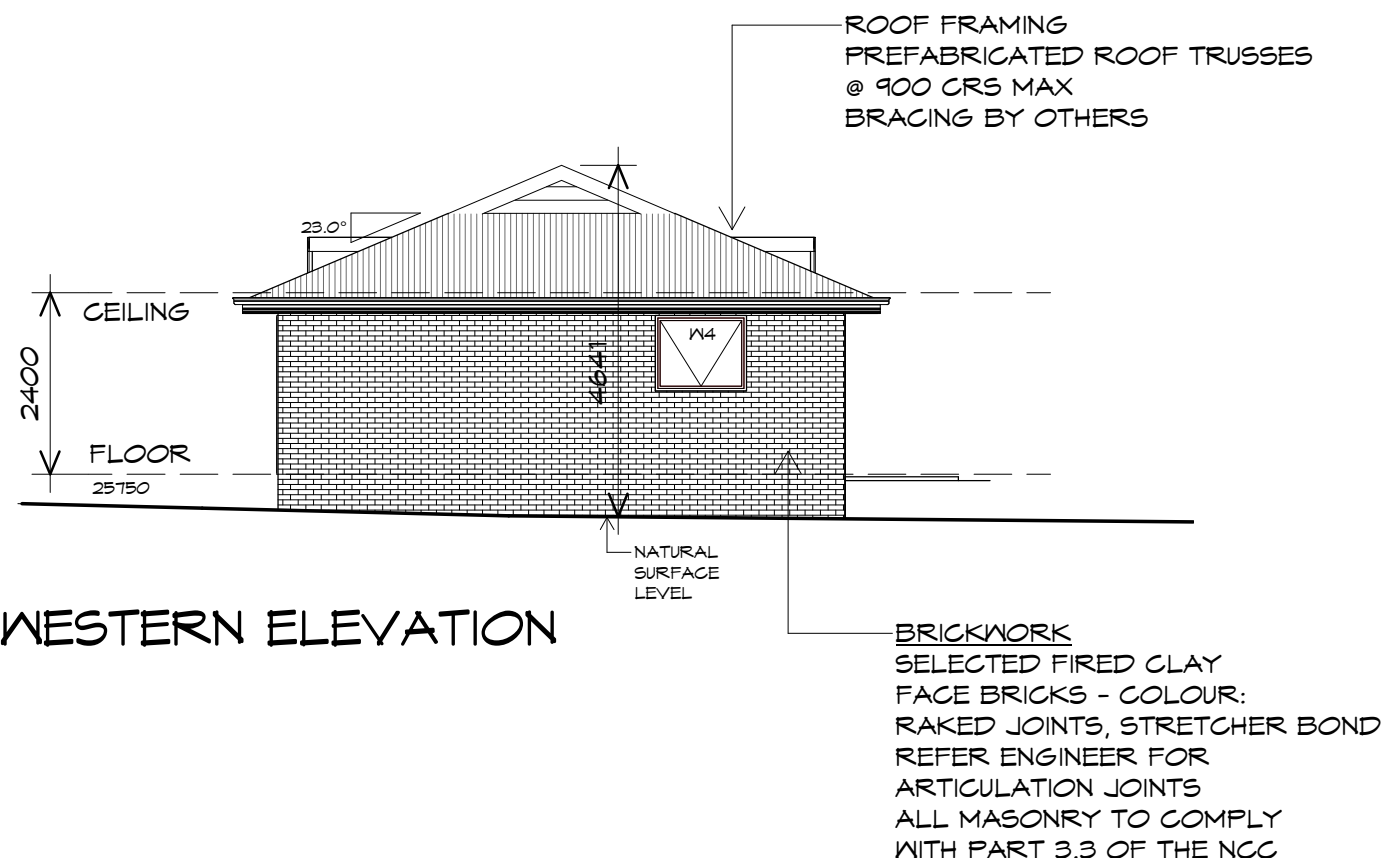
Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: B.H.E.C. Approved By: A.V.

Drawing:
TECHNICAL PLAN

Date: 06-06-2018 Scale: 1 : 100

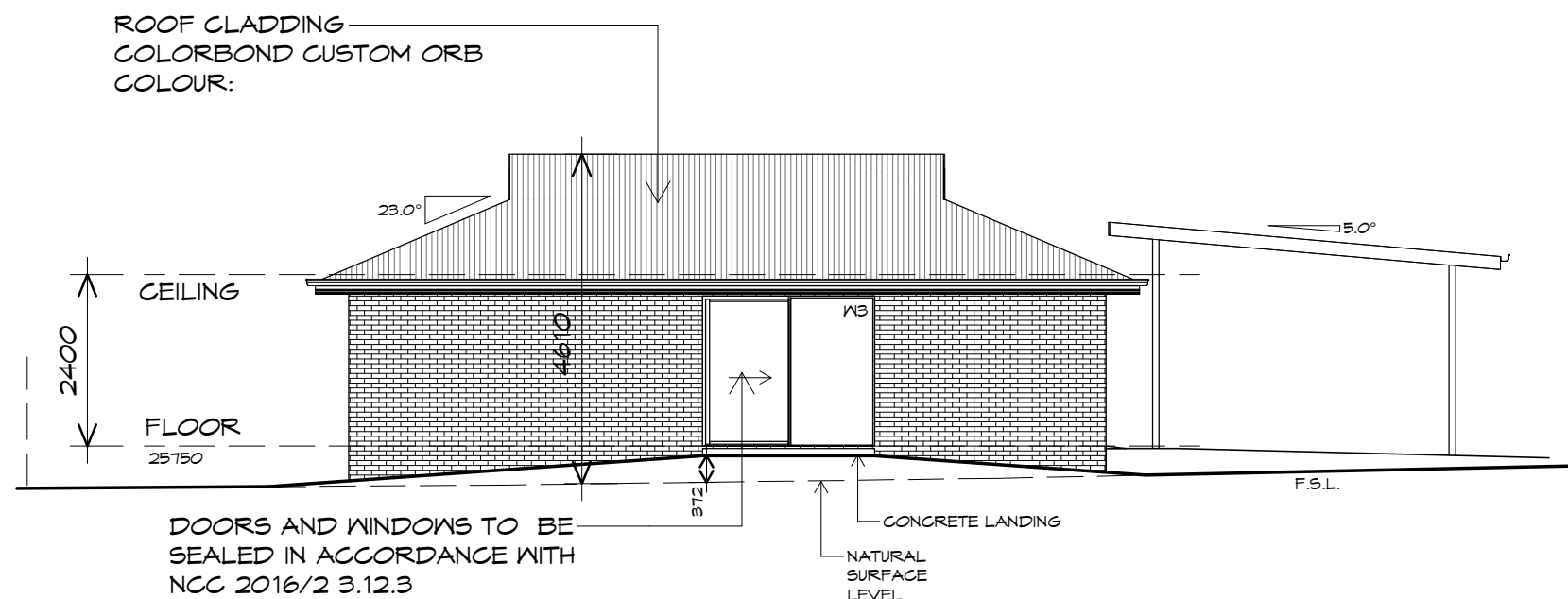
Project/Drawing No: PD18155- U1-02 Revision: 00

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AUSTRALIA



U1 SOUTH WESTERN ELEVATION

1 : 100



U1 NORTH WESTERN ELEVATION

1 : 100

U1

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Ref No.:
711708

Client name:
CATHOLIC CARE

Drawing:
ELEVATIONS

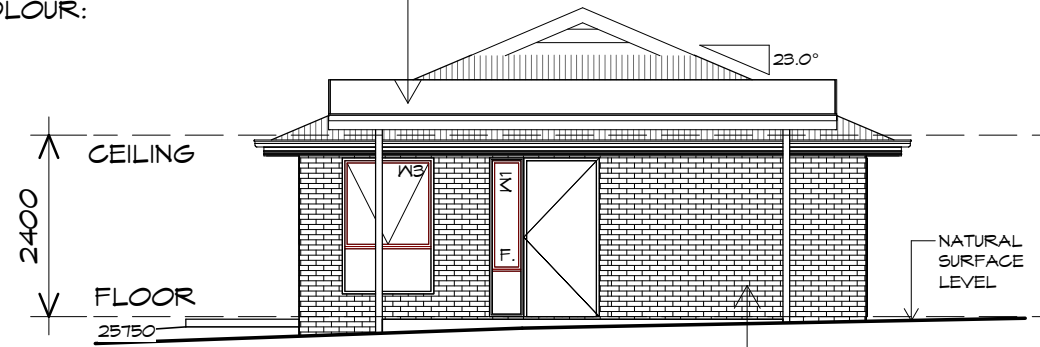
Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing no: PD18155- U1-03 Revision: 00

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ROOF CLADDING
POLYCARBONATE
CUSTOM ORB
COLOUR:

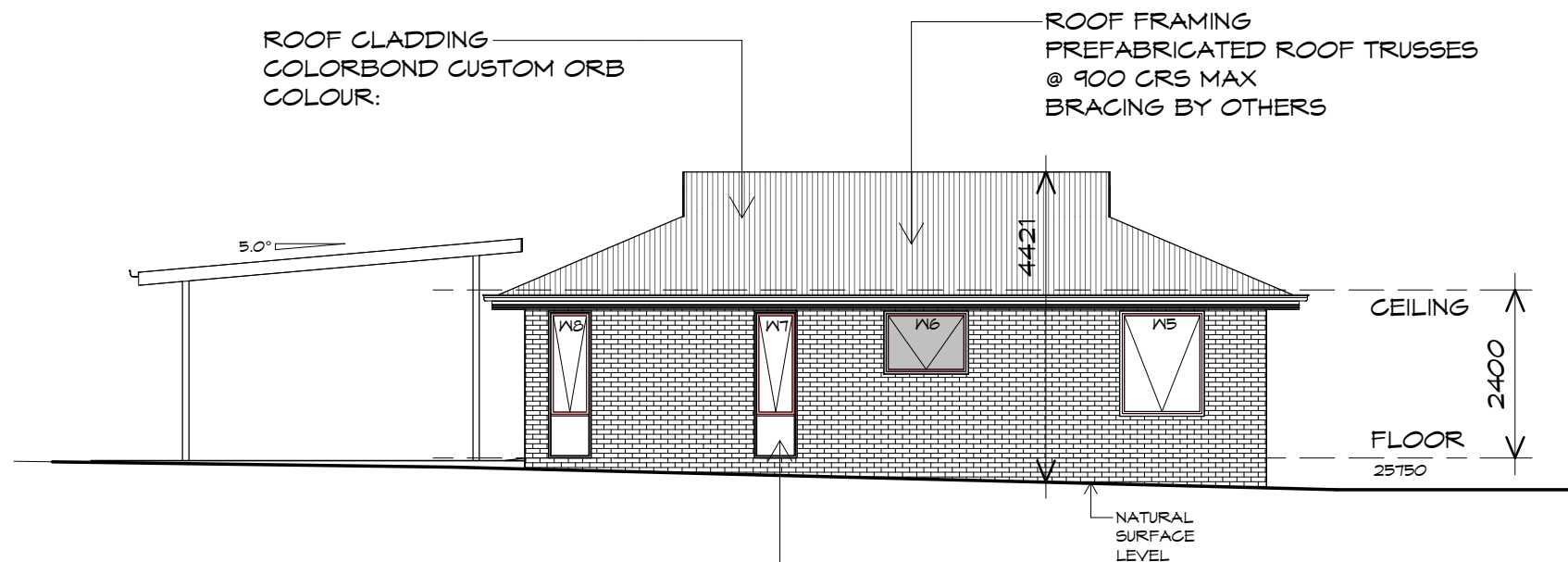


U1 NORTH EASTERN ELEVATION

1 : 100

BRICKWORK
SELECTED FIRED CLAY
FACE BRICKS - COLOUR:
RAKED JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH PART 3.3 OF THE NCC

ROOF CLADDING
COLORBOND CUSTOM ORB
COLOUR:



U1 SOUTH EASTERN ELEVATION

1 : 100

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2016/2 3.12.3

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
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Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ELEVATIONS

Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

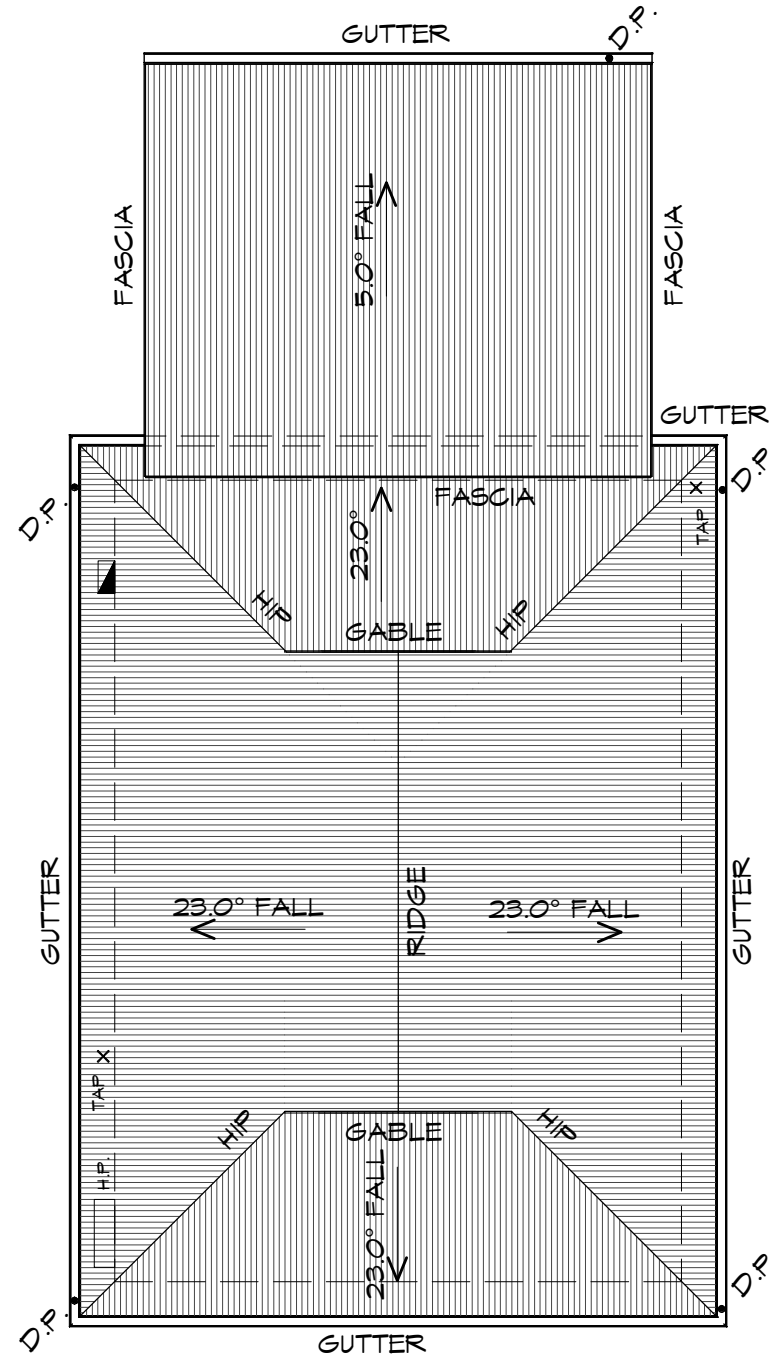
Project/Drawing no: PD18155- U1-04 Revision: 00

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DESIGNERS
AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 22 of 46

U1



U1 ROOF PLAN

1 : 100

U1

PLANNING

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151 MOCKRIDGE ROAD,
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Ref No.:
711708

Client name:
CATHOLIC CARE

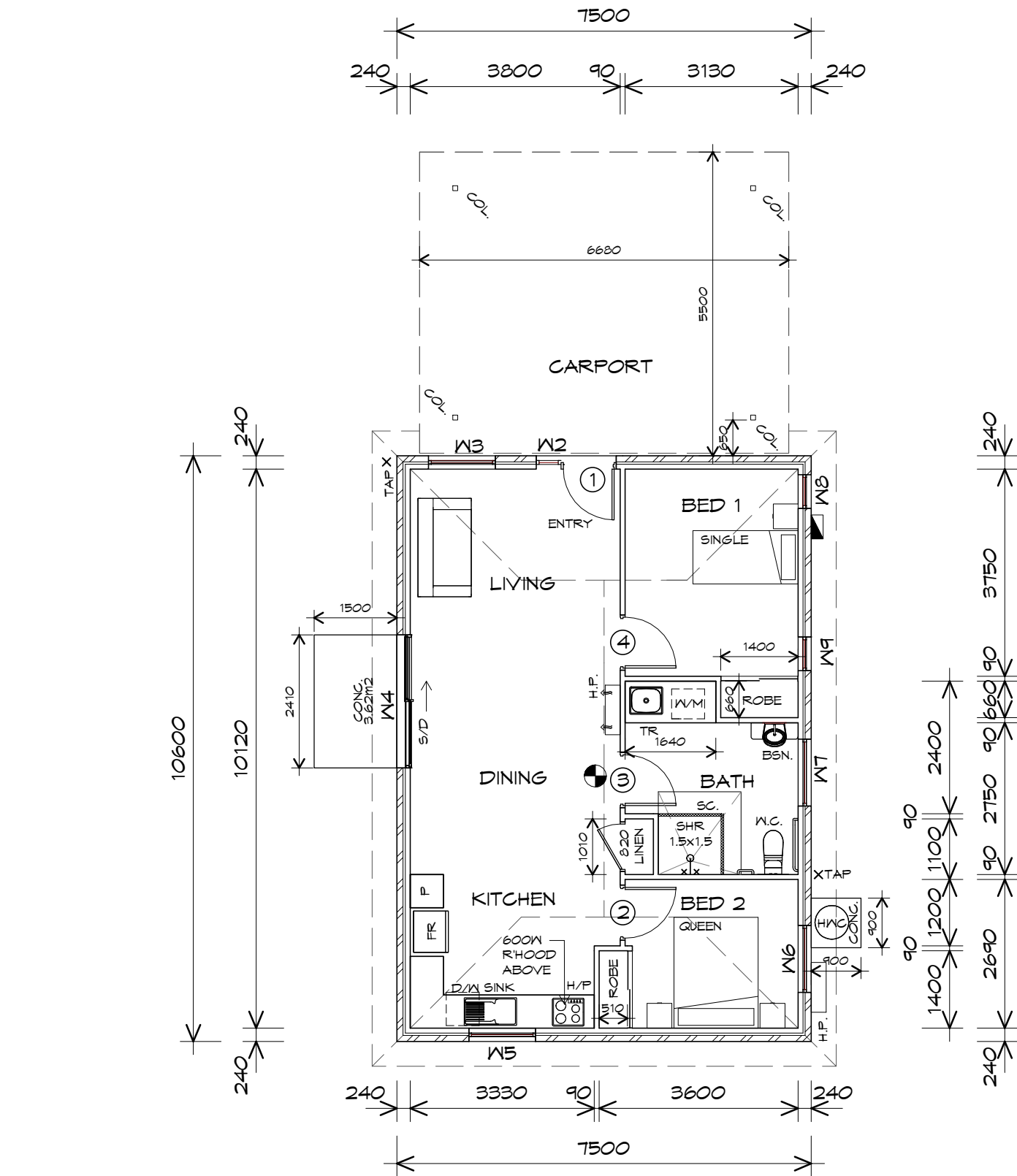
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ROOF PLAN

Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing no: PD18155- U1-05 Revision: 00





U2 FLOOR PLAN

1 : 100

FLOOR AREA 78.86 m2 (8.48 SQUARES)

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

U2

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Accredited building practitioner: Frank Geskus No CC246A

LEGEND

- 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- HWC HOT WATER CYLINDER
- TAP X EXTERNAL TAP
- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT
- SWITCHBOX
- SC. SHOWER CURTAIN

NOTE:
REFER TO BUILDERS SPECIFICAIONS FOR INCLUSIONS

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W2	2.1	0.5	FIXED WINDOW	
W3	1.8	1.2	AWNING WINDOW	
W4	2.1	2.4	SLIDING DOOR	
W5	1.0	1.2	AWNING WINDOW	
W6	1.5	1.2	AWNING WINDOW	
W7	0.9	1.2	AWNING WINDOW	OPAQUE
W8	2.1	0.6	AWNING WINDOW	
W9	2.1	0.6	AWNING WINDOW	

ALUMINIUM AWNING WINDOWS **DOUBLE GLAZING** COMPLETE WITH FLY SCREENS TO SUIT ??? **BAL** RATING. ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING

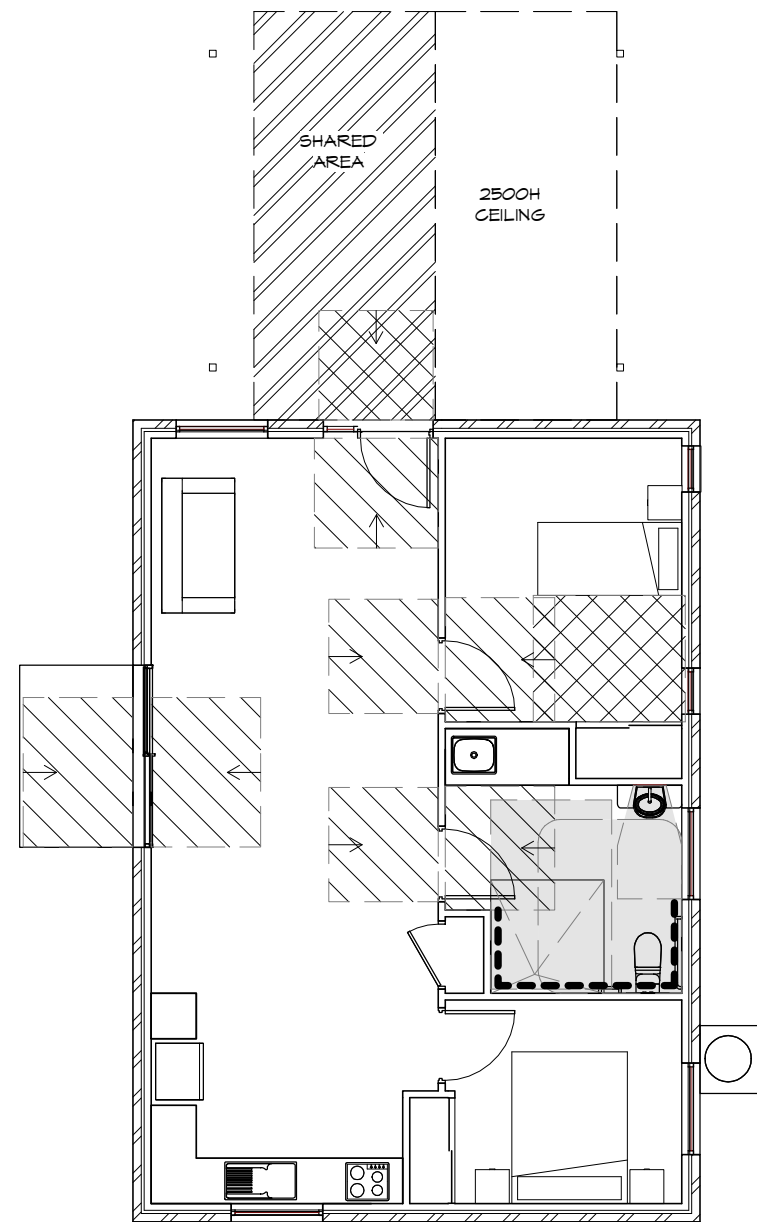
Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: B.H.E.C.
Approved By: A.V.

Drawing:
FLOOR PLAN

Date: 06-06-2018
Scale: 1 : 100

Project/Drawing No:
PD17350- U2-01

Revision:
00



LEGEND

- 1 RECESSED SILL
LEVEL THRESHOLD
OR THRESHOLD RAMP
REFER TO DETAILS
- 2 BATHROOM FIXTURES TO
COMPLY WITH AS 1428.
REFER TO DETAILS
- LINE WALL WITH 18mm
PLYWOOD BEHIND PLASTER
- BATHROOM FIXTURE
CIRCULATION SPACE
- DOORWAY CIRCULATION
SPACE
- OTHER CIRCULATION SPACE
- DIRECTION OF APPROACH
TO CIRCULATION SPACE

DOOR HANDLES:
'D' LEVER DOOR HANDLES TO BE PROVIDED.
DOOR HARDWARE TO ALLOW OPERATION
WITH ONE HAND. CLEARANCE BETWEEN
HANDLE & DOOR TO BE 35-55mm. TO BE
LOCATED 900-1100mm ABOVE FLOOR LEVEL

SWITCHES & GPOs:
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LEVEL & NO LESS THAN 500mm FROM
INTERNAL CORNER. GPOs TO BE LOCATED
600-1100mm ABOVE FLOOR LEVEL & NO
LESS THAN 500mm FROM INTERNAL CORNER.

TAPS:
TO BE LEVER HANDLE, SENSOR PLATE OR
SIMILAR. LEVER HANDLES TO HAVE MIN.
50mm CLEARANCE FROM ADJACENT
SURFACE. HOT WATER TO BE DELIVERED
THROUGH MIXER

CARPET TO:

- BE SECURELY ATTACHED;
- LEVEL, OR TEXTURED LOOP OR A LEVEL
CUT OR UNCUT PILE;
- HAVE A PILE HEIGHT OF MAX 6MM;
- HAVE BACKING WHICH PROVIDES FIRM
SURFACE
- EXPOSED EDGES TO BE FASTENED WITH A
TRIM CREATING A RIDGE NO HIGHER THAN
3MM

U2 TECHNICAL PLAN

1 : 100

UNIT 1 TO BE COMPLIANT WITH AS1428.1 & AS1428.2
ALONG WITH AND INCLUDING AS2890.6

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Accredited building practitioner: Frank Gekus No CC246A

Project:
PROPOSED RESIDENTIAL
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151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: Approved By:
B.H.E.C. A.V.

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DESIGNERS
AUSTRALIA

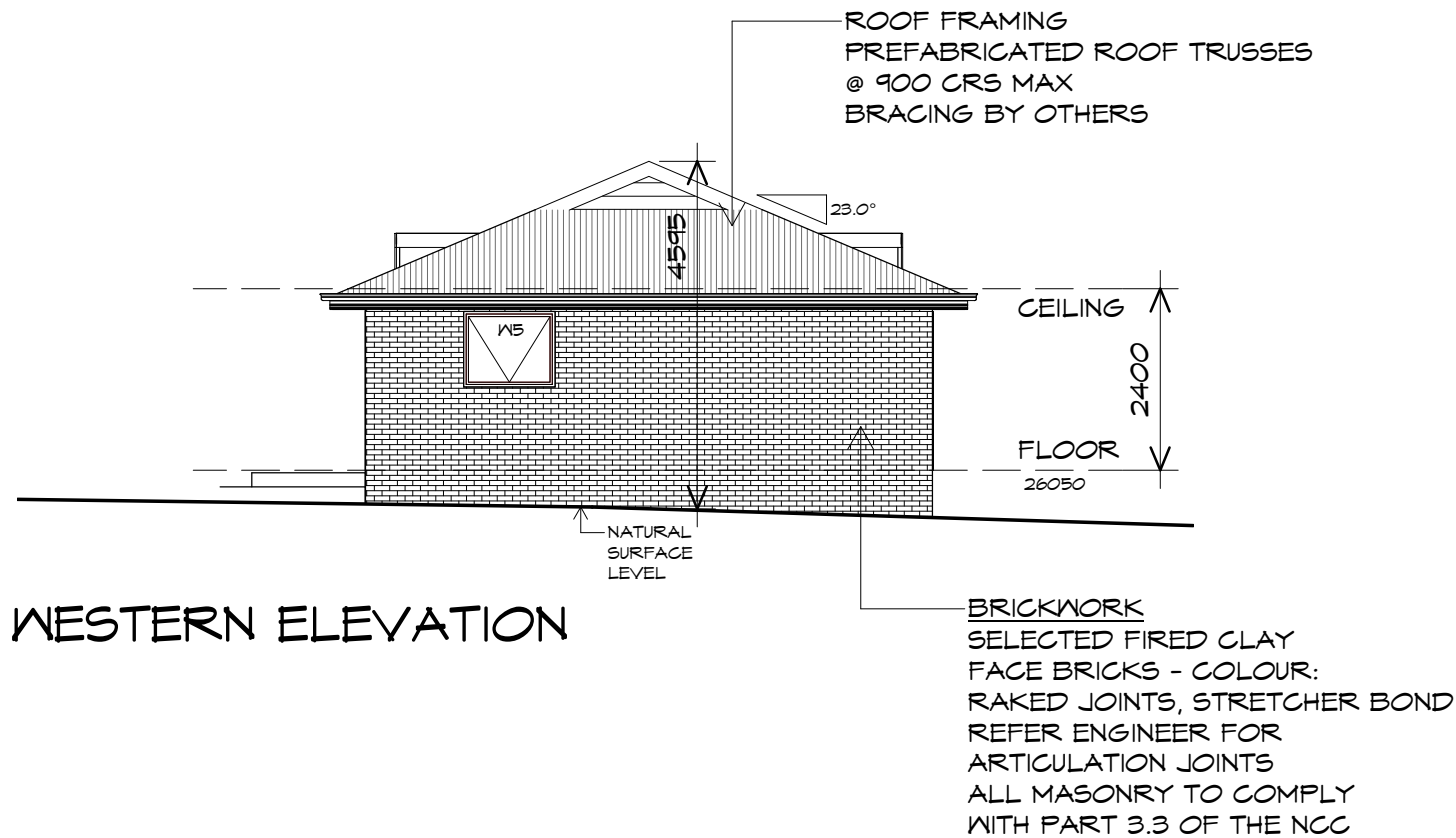
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06-06-2018 1 : 100

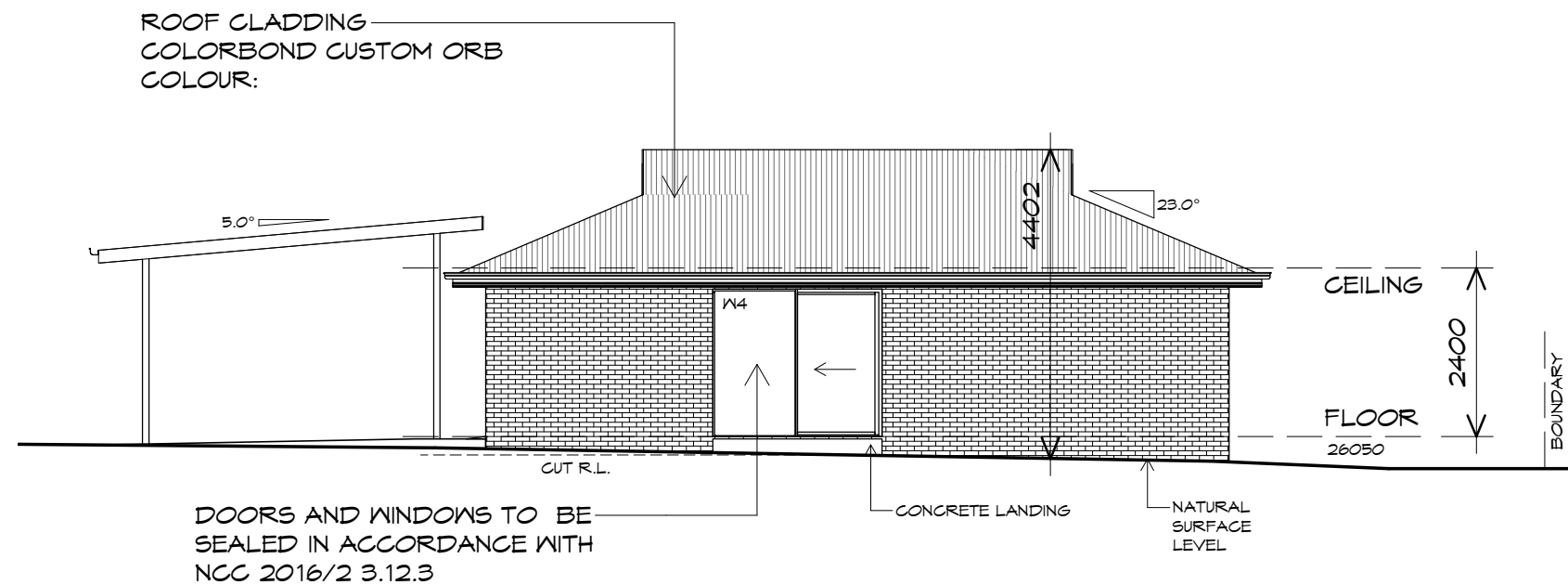
Project/Drawing No: Revision:
PD17350- U2-02 00

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



U2 SOUTH WESTERN ELEVATION
1 : 100



U2 NORTH WESTERN ELEVATION
1 : 100

U2

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Project:
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Ref No.:
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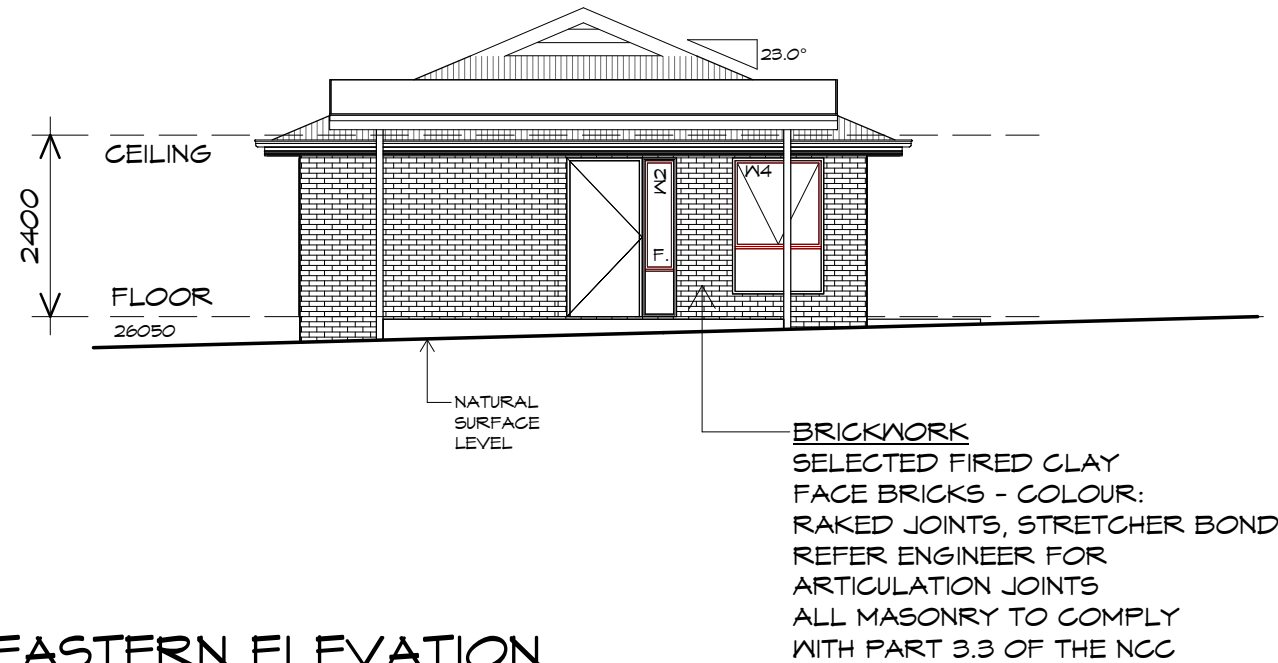
Drawing:
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Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

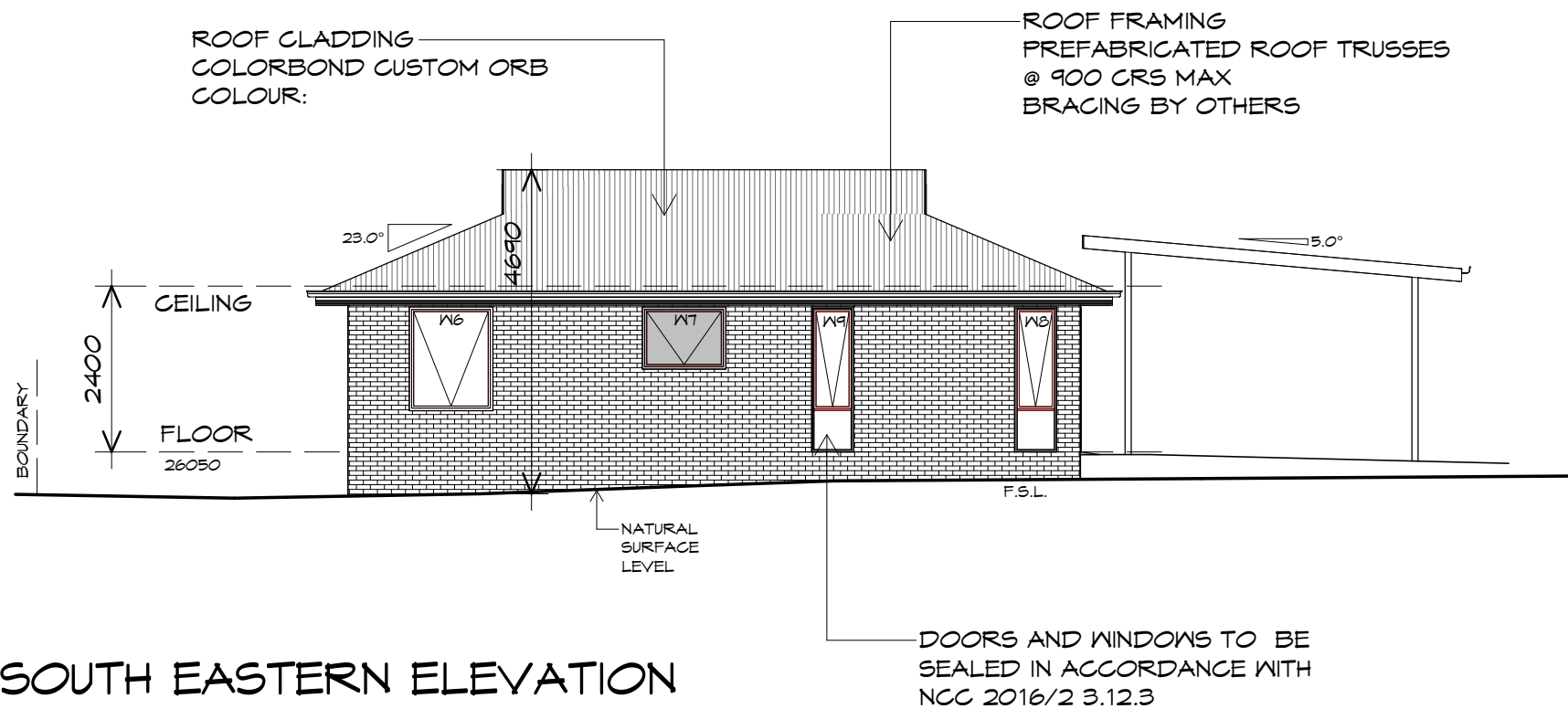
Project/Drawing no: PD17350- U2-03 Revision: 00

bda BUILDING DESIGNERS AUSTRALIA



U2 NORTH EASTERN ELEVATION

1 : 100



U2 SOUTH EASTERN ELEVATION

1 : 100

U2

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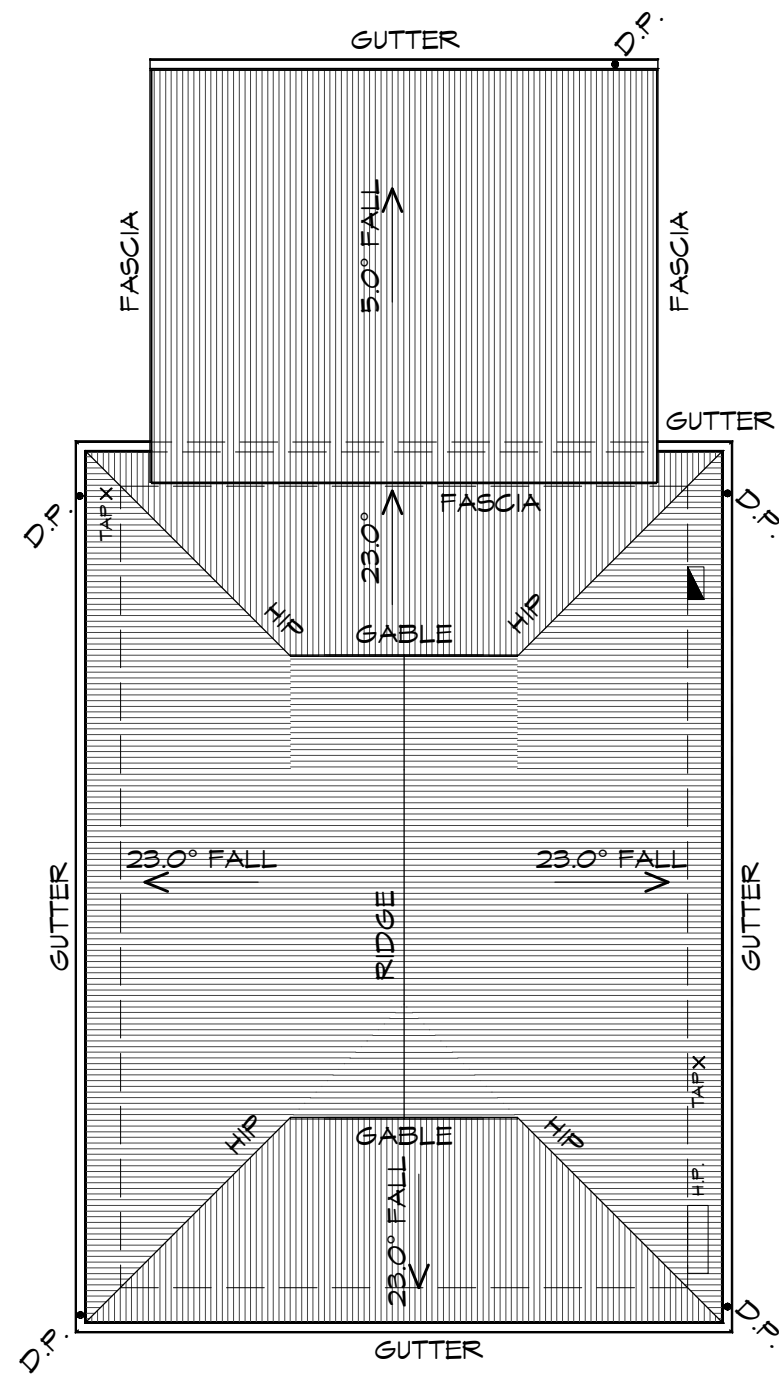
Drawing:
ELEVATIONS

Drafted by:
B.H.E.C. Approved by:
A.V.

Date:
06-06-2018 Scale:
1 : 100

Project/Drawing no:
PD17350- U2-04 Revision:
00

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DESIGNERS
AUSTRALIA



U2 ROOF PLAN
1 : 100

U2

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



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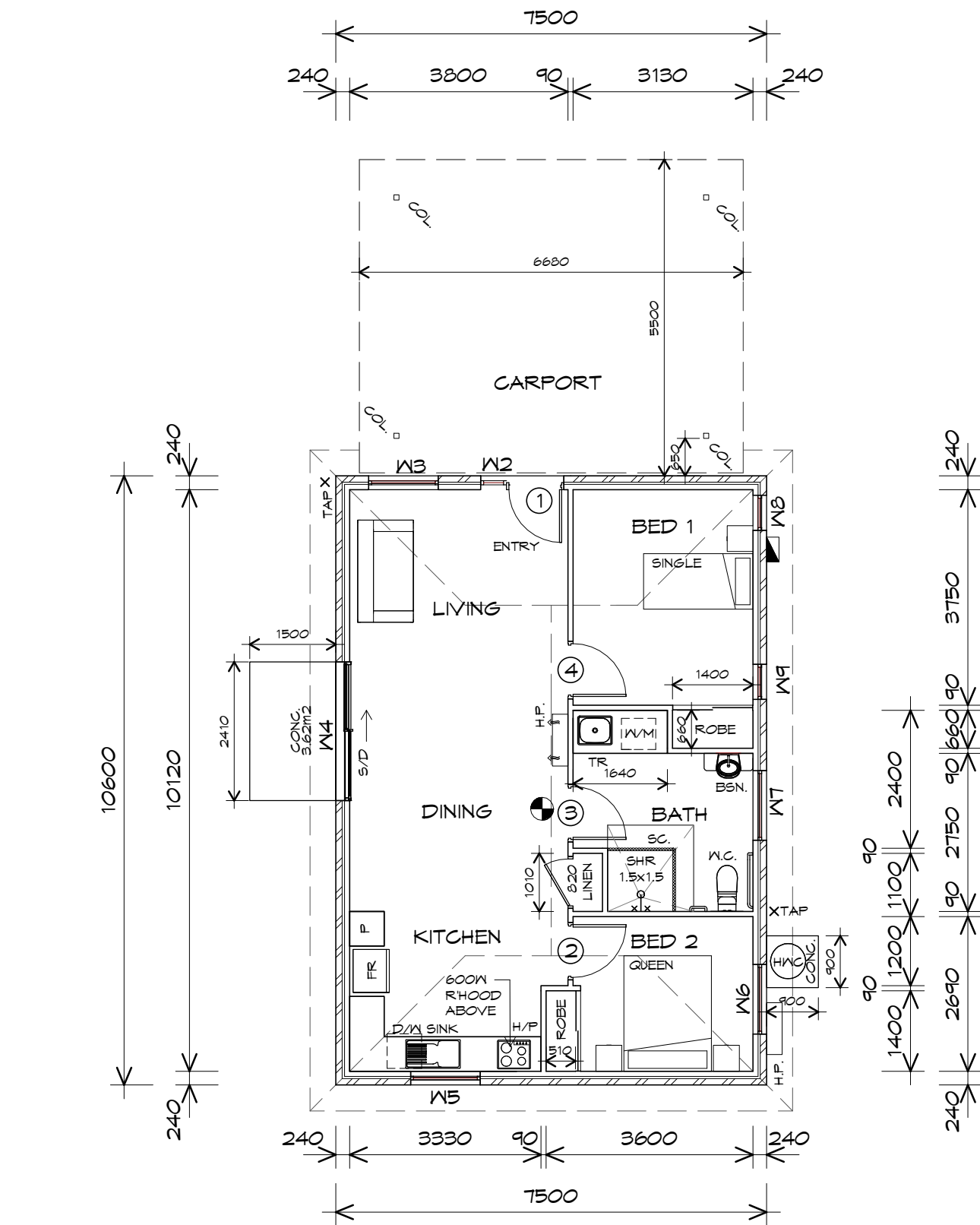
Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ROOF PLAN

Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing no: PD17350- U2-05 Revision: 00



U3 FLOOR PLAN

1 : 100

FLOOR AREA 78.86 m2 (8.48 SQUARES)

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

U3

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Accredited building practitioner: Frank Geskus No CC246A

LEGEND

- 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- HWC HOT WATER CYLINDER
- TAP X EXTERNAL TAP
- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT
- SWITCHBOX
- SC. SHOWER CURTAIN

NOTE:
REFER TO BUILDERS SPECIFICAITONS FOR INCLUSIONS

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	OPAQUE
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
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W7	0.9	1.2	AWNING WINDOW	OPAQUE
W8	2.1	0.6	AWNING WINDOW	
W9	2.1	0.6	AWNING WINDOW	

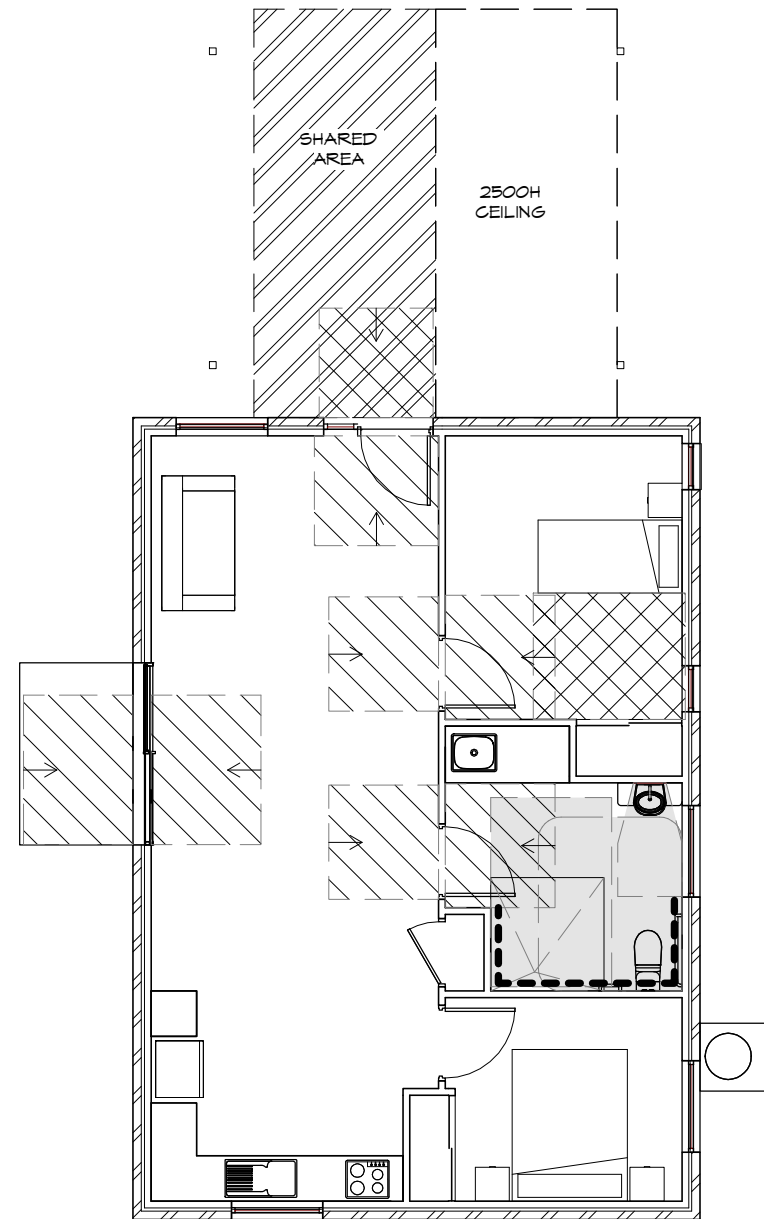
ALUMINIUM AWNING WINDOWS **DOUBLE GLAZING** COMPLETE WITH FLY SCREENS TO SUIT ??? **BAL** RATING. ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING

Project:
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Drafted by: Approved By:
B.H.E.C. A.V.

Drawing:
FLOOR PLAN

Date: Scale:
06-06-2018 1 : 100

Project/Drawing No: Revision:
PD17350- U3-01 00



LEGEND

- 1 RECESSED SILL
LEVEL THRESHOLD
OR THRESHOLD RAMP
REFER TO DETAILS
- 2 BATHROOM FIXTURES TO
COMPLY WITH AS 1428.
REFER TO DETAILS
- LINE WALL WITH 18mm
PLYWOOD BEHIND PLASTER
- BATHROOM FIXTURE
CIRCULATION SPACE
- DOORWAY CIRCULATION
SPACE
- OTHER CIRCULATION SPACE
- DIRECTION OF APPROACH
TO CIRCULATION SPACE

DOOR HANDLES:
'D' LEVER DOOR HANDLES TO BE PROVIDED.
DOOR HARDWARE TO ALLOW OPERATION
WITH ONE HAND. CLEARANCE BETWEEN
HANDLE & DOOR TO BE 35-55mm. TO BE
LOCATED 900-1100mm ABOVE FLOOR LEVEL

SWITCHES & GPOs:
TO BE ROCKER ACTION OR TOGGLE WITH A
MIN. DIMENSION OF 30x30mm OR PUSH PAD
WITH MIN. DIMENTION OF 25mmΦ. SWITCHES
TO BE LOCATED 900-1100mm ABOVE FLOOR
LEVEL & NO LESS THAN 500mm FROM
INTERNAL CORNER. GPOs TO BE LOCATED
600-1100mm ABOVE FLOOR LEVEL & NO
LESS THAN 500mm FROM INTERNAL CORNER.

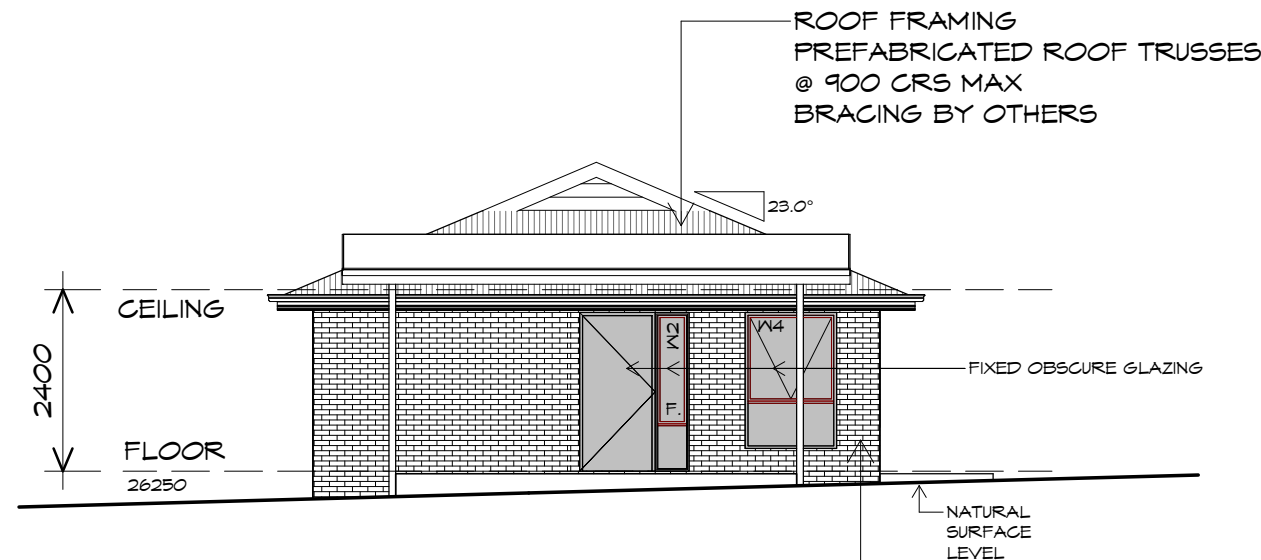
TAPS:
TO BE LEVER HANDLE, SENSOR PLATE OR
SIMILAR. LEVER HANDLES TO HAVE MIN.
50mm CLEARANCE FROM ADJACENT
SURFACE. HOT WATER TO BE DELIVERED
THROUGH MIXER

- CARPET TO:
- BE SECURELY ATTACHED;
 - LEVEL, OR TEXTURED LOOP OR A LEVEL
CUT OR UNCUT PILE;
 - HAVE A PILE HEIGHT OF MAX 6MM;
 - HAVE BACKING WHICH PROVIDES FIRM
SURFACE
 - EXPOSED EDGES TO BE FASTENED WITH A
TRIM CREATING A RIDGE NO HIGHER THAN
3MM

U3 TECHNICAL PLAN

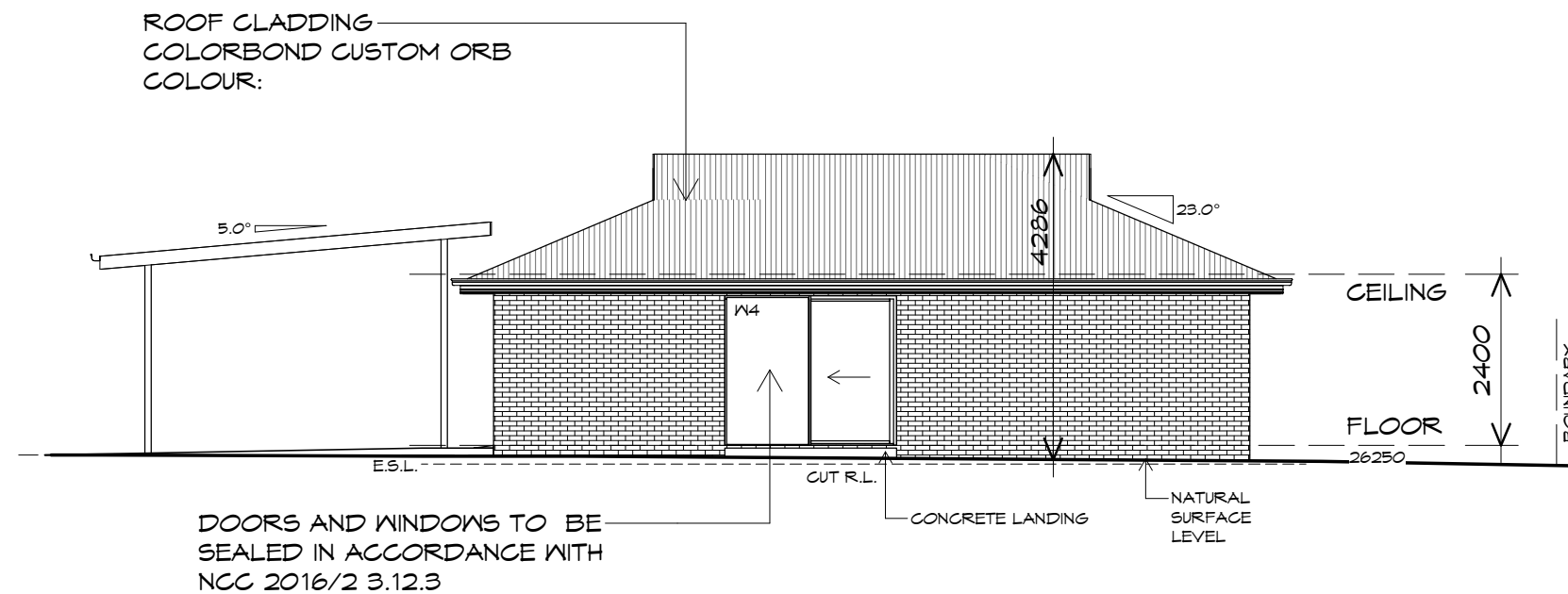
1 : 100

UNIT 1 TO BE COMPLIANT WITH AS1428.1 & AS1428.2
ALONG WITH AND INCLUDING AS2890.6



U3 NORTH EASTERN ELEVATION

1 : 100



U3 NORTH WESTERN ELEVATION

1 : 100

U3

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Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE

Ref No.:
711708

Client name:
CATHOLIC CARE

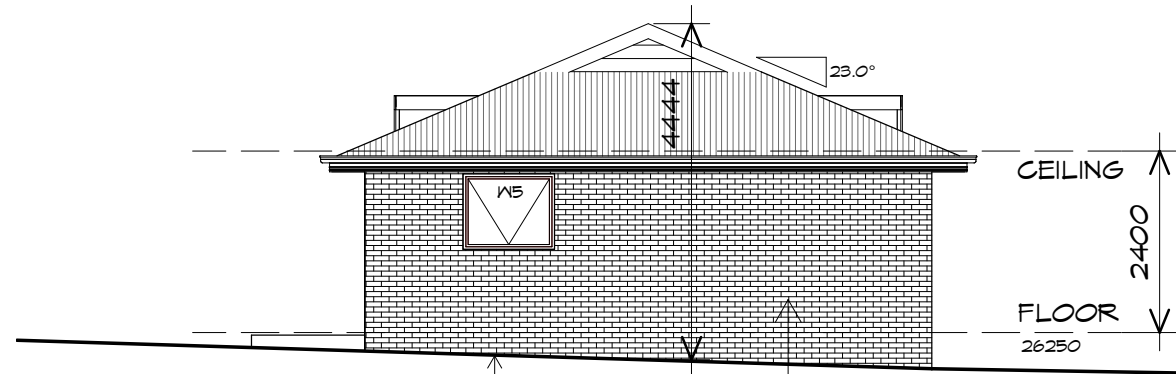
Drawing:
ELEVATIONS

Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing no: PD17350- U3-03 Revision: 00

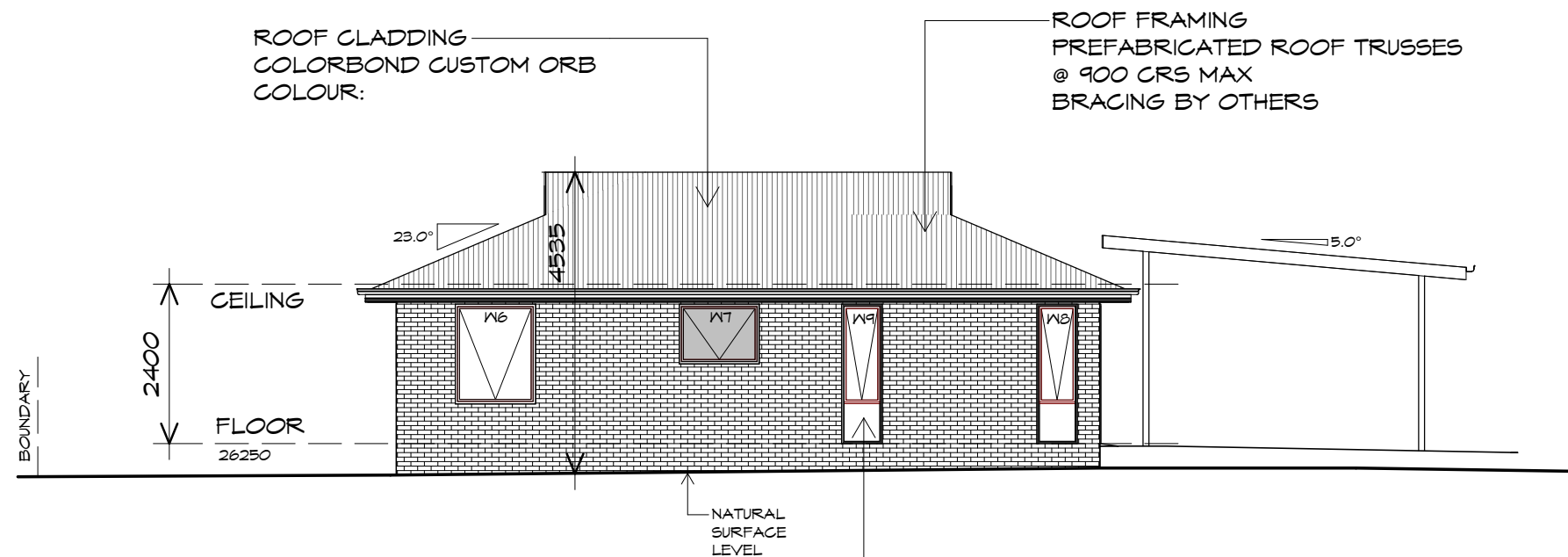
bda BUILDING DESIGNERS AUSTRALIA



U3 SOUTH WESTERN ELEVATION

1 : 100

BRICKWORK
SELECTED FIRED CLAY
FACE BRICKS - COLOUR:
RAKED JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH PART 3.3 OF THE NCC



U3 SOUTH EASTERN ELEVATION

1 : 100

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2016/2 3.12.3

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**

Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ELEVATIONS

Drafted by: **B.H.E.C.** Approved by: **A.V.**

Date: **06-06-2018** Scale: **1 : 100**

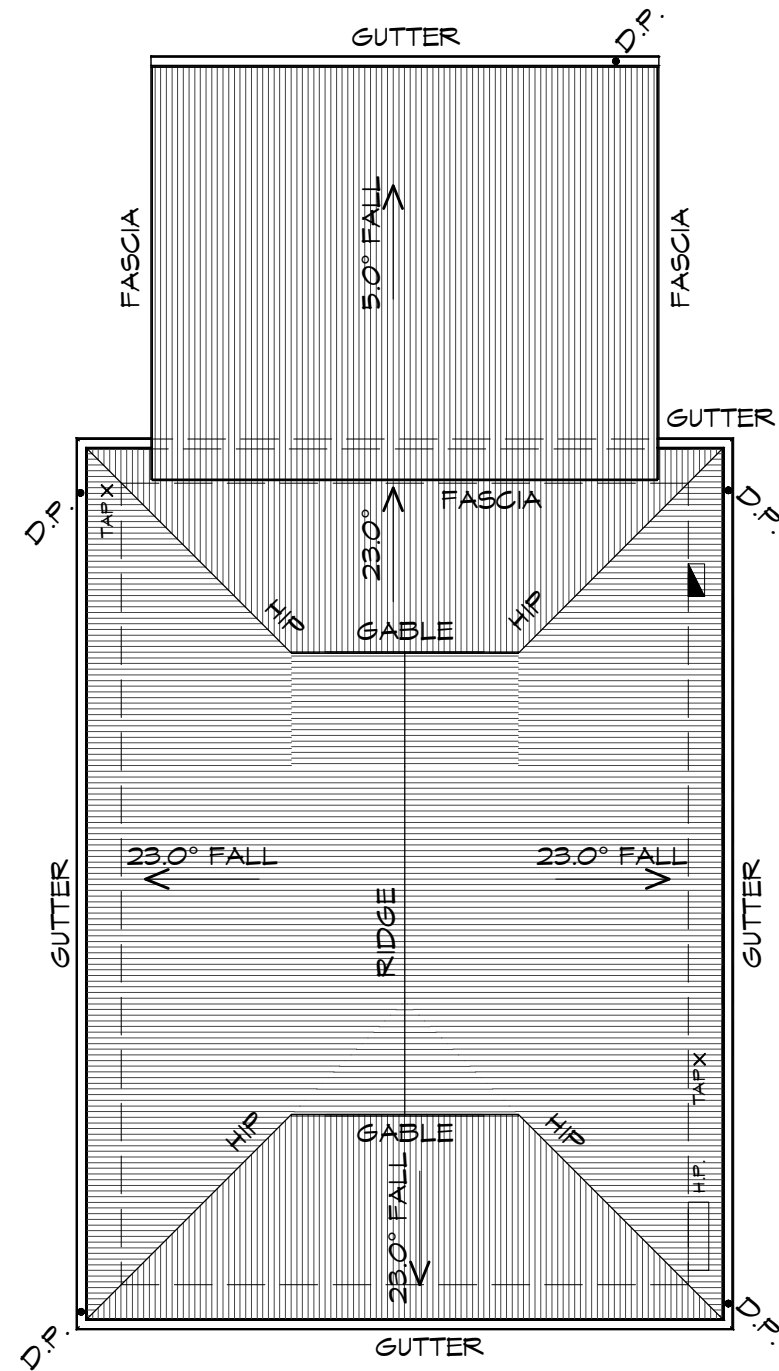
Project/Drawing no: **PD17350- U3-04** Revision: **00**

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AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 32 of 46

U3



U3 ROOF PLAN
1 : 100

U3

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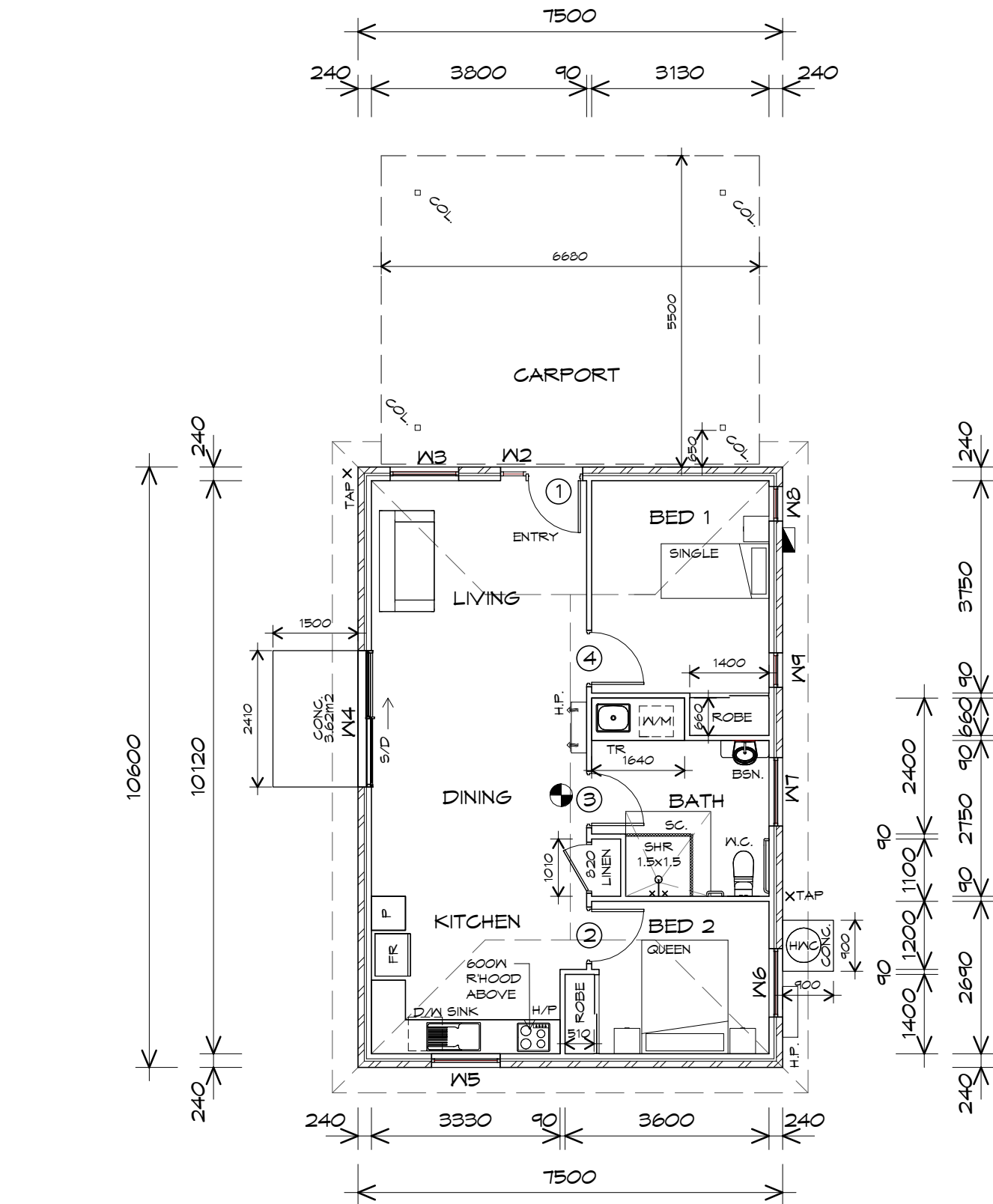
Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ROOF PLAN

Drafted by: **B.H.E.C.** Approved by: **A.V.**

Date: **06-06-2018** Scale: **1 : 100**

Project/Drawing no: **PD17350- U3-05** Revision: **00**



U4 FLOOR PLAN

1 : 100

FLOOR AREA 78.86 m2 (8.48 SQUARES)

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

U4

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Accredited building practitioner: Frank Geskus No CC246A

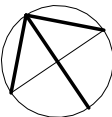
Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: B.H.E.C. Approved By: A.V.

bda BUILDING DESIGNERS AUSTRALIA

Drawing:
FLOOR PLAN

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing No: PD17350- U4-01



Revision: 00

LEGEND

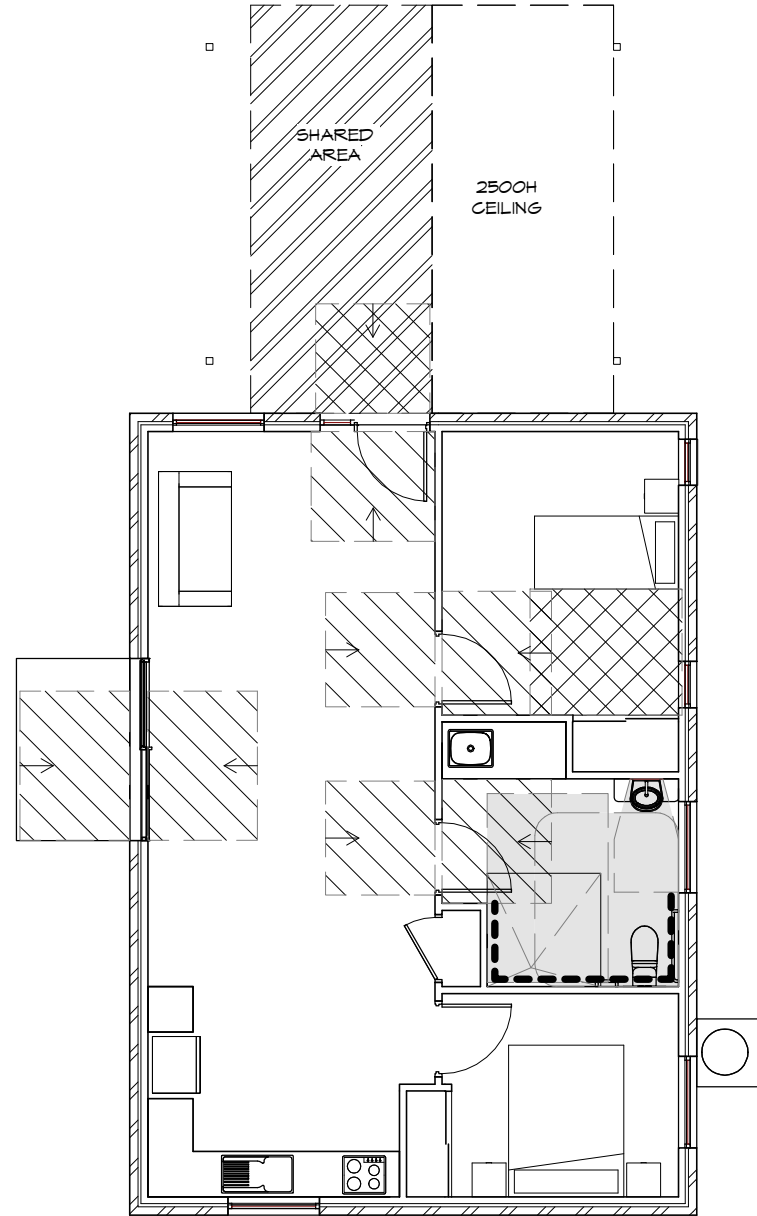
- 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- HWC HOT WATER CYLINDER
- TAP X EXTERNAL TAP
- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT
- SWITCHBOX
- SC. SHOWER CURTAIN

NOTE:
REFER TO BUILDERS SPECIFICAITONS FOR INCLUSIONS

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	OPAQUE
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W2	2.1	0.5	FIXED WINDOW	OPAQUE
W3	1.8	1.2	AWNING WINDOW	OPAQUE
W4	2.1	2.4	SLIDING DOOR	
W5	1.0	1.2	AWNING WINDOW	
W6	1.5	1.2	AWNING WINDOW	
W7	0.9	1.2	AWNING WINDOW	OPAQUE
W8	2.1	0.6	AWNING WINDOW	
W9	2.1	0.6	AWNING WINDOW	

ALUMINIUM AWNING WINDOWS DOUBLE GLAZING COMPLETE WITH FLY SCREENS TO SUIT ??? BAL RATING. ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING



LEGEND

- 1 RECESSED SILL
LEVEL THRESHOLD
OR THRESHOLD RAMP
REFER TO DETAILS
- 2 BATHROOM FIXTURES TO
COMPLY WITH AS 1428.
REFER TO DETAILS
- LINE WALL WITH 18mm
PLYWOOD BEHIND PLASTER
- BATHROOM FIXTURE
CIRCULATION SPACE
- DOORWAY CIRCULATION
SPACE
- OTHER CIRCULATION SPACE
- DIRECTION OF APPROACH
TO CIRCULATION SPACE

DOOR HANDLES:
'D' LEVER DOOR HANDLES TO BE PROVIDED.
DOOR HARDWARE TO ALLOW OPERATION
WITH ONE HAND. CLEARANCE BETWEEN
HANDLE & DOOR TO BE 35-55mm. TO BE
LOCATED 900-1100mm ABOVE FLOOR LEVEL

SWITCHES & GPOs:
TO BE ROCKER ACTION OR TOGGLE WITH A
MIN. DIMENSION OF 30x30mm OR PUSH PAD
WITH MIN. DIMENSION OF 25mmΦ. SWITCHES
TO BE LOCATED 900-1100mm ABOVE FLOOR
LEVEL & NO LESS THAN 500mm FROM
INTERNAL CORNER. GPOs TO BE LOCATED
600-1100mm ABOVE FLOOR LEVEL & NO
LESS THAN 500mm FROM INTERNAL CORNER.

TAPS:
TO BE LEVER HANDLE, SENSOR PLATE OR
SIMILAR. LEVER HANDLES TO HAVE MIN.
50mm CLEARANCE FROM ADJACENT
SURFACE. HOT WATER TO BE DELIVERED
THROUGH MIXER

CARPET TO:

- BE SECURELY ATTACHED;
- LEVEL, OR TEXTURED LOOP OR A LEVEL
CUT OR UNCUT PILE;
- HAVE A PILE HEIGHT OF MAX 6MM;
- HAVE BACKING WHICH PROVIDES FIRM
SURFACE
- EXPOSED EDGES TO BE FASTENED WITH A
TRIM CREATING A RIDGE NO HIGHER THAN
3MM

U4 TECHNICAL PLAN

1 : 100

UNIT 1 TO BE COMPLIANT WITH AS1428.1 & AS1428.2
ALONG WITH AND INCLUDING AS2890.6

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info@primedesigntas.com.au primedesigntas.com.au
Accredited building practitioner: Frank Geskus No CC246A

Project:
PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE
Drafted by: B.H.E.C. Approved By: A.V.

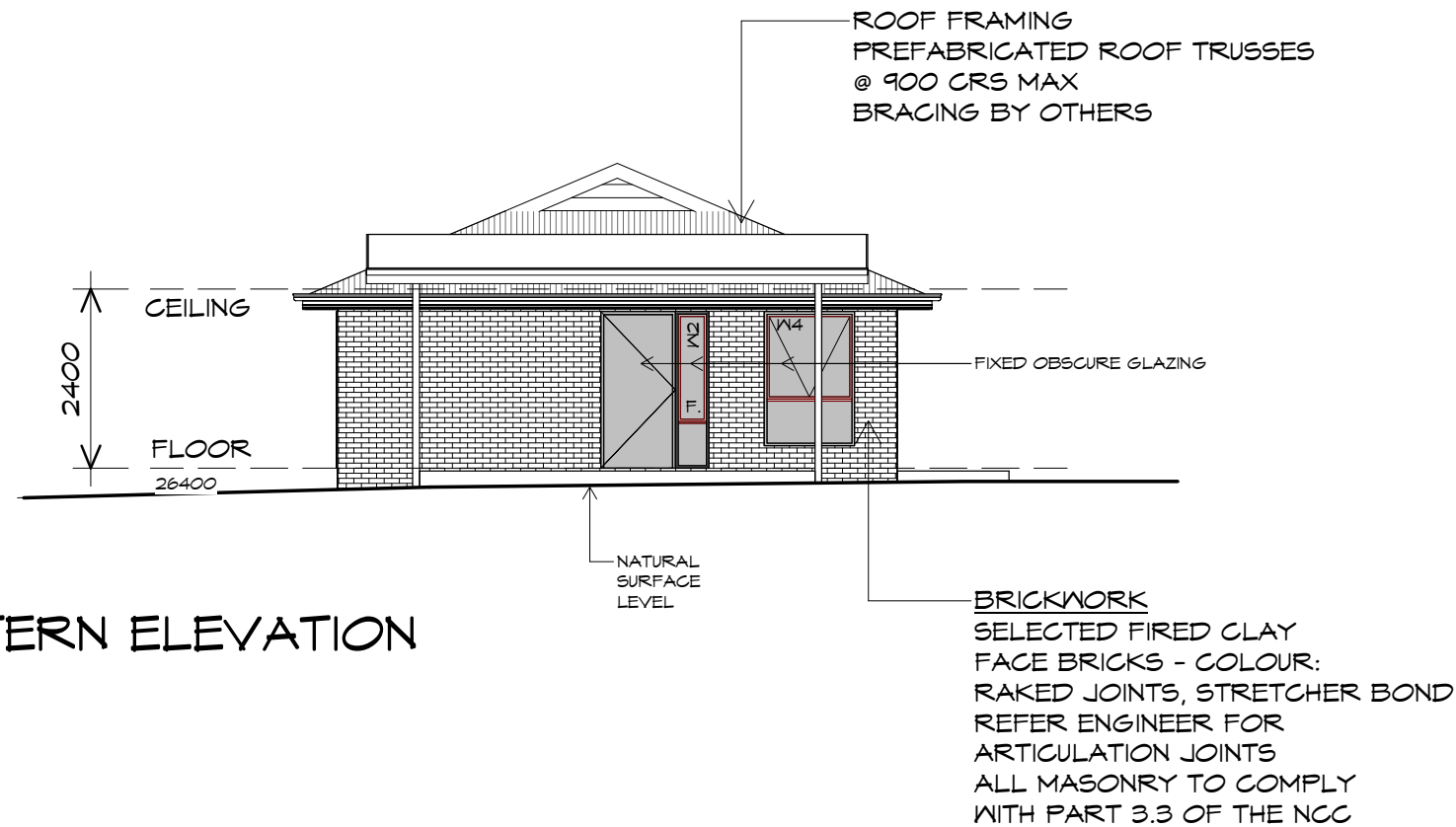
bda BUILDING
DESIGNERS
AUSTRALIA

Drawing:
TECHNICAL PLAN

Date: 06-06-2018 Scale: 1 : 100

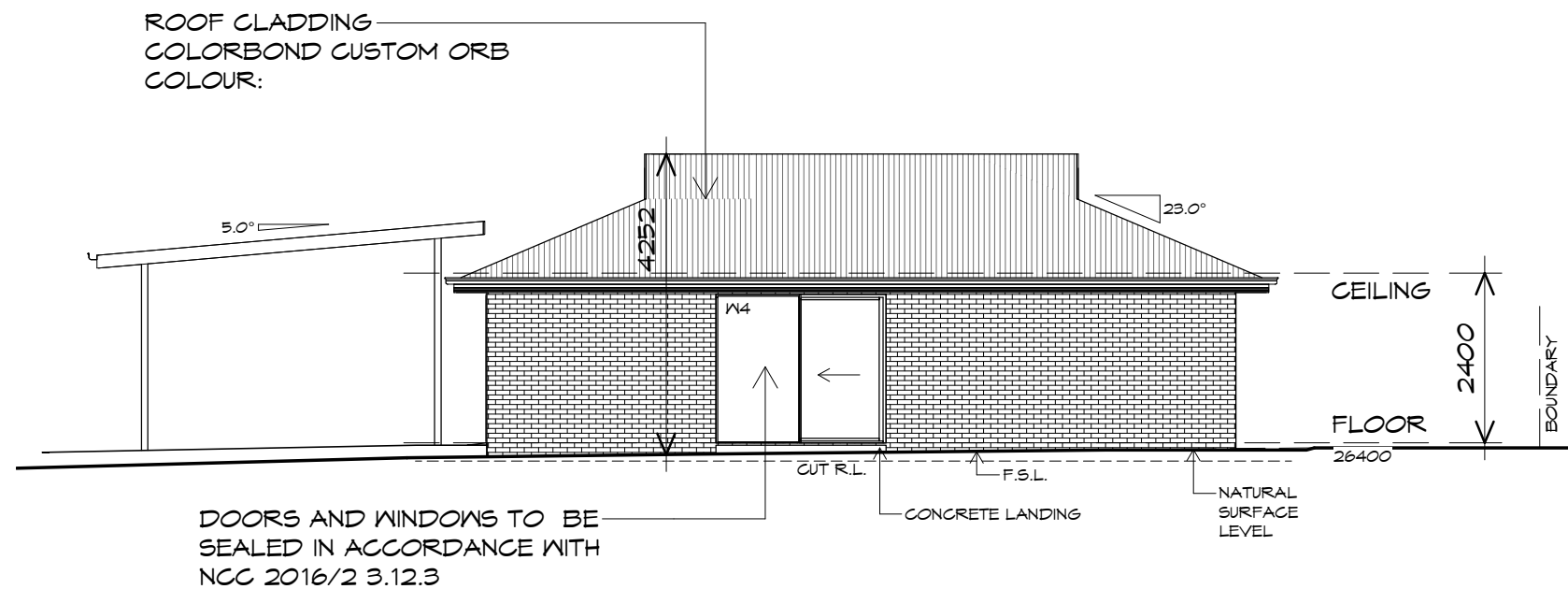
Project/Drawing No: PD17350- U4-02 Revision: 00

PLANNING
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U4 EASTERN ELEVATION

1 : 100



U4 NORTHERN ELEVATION

1 : 100

U4

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ELEVATIONS

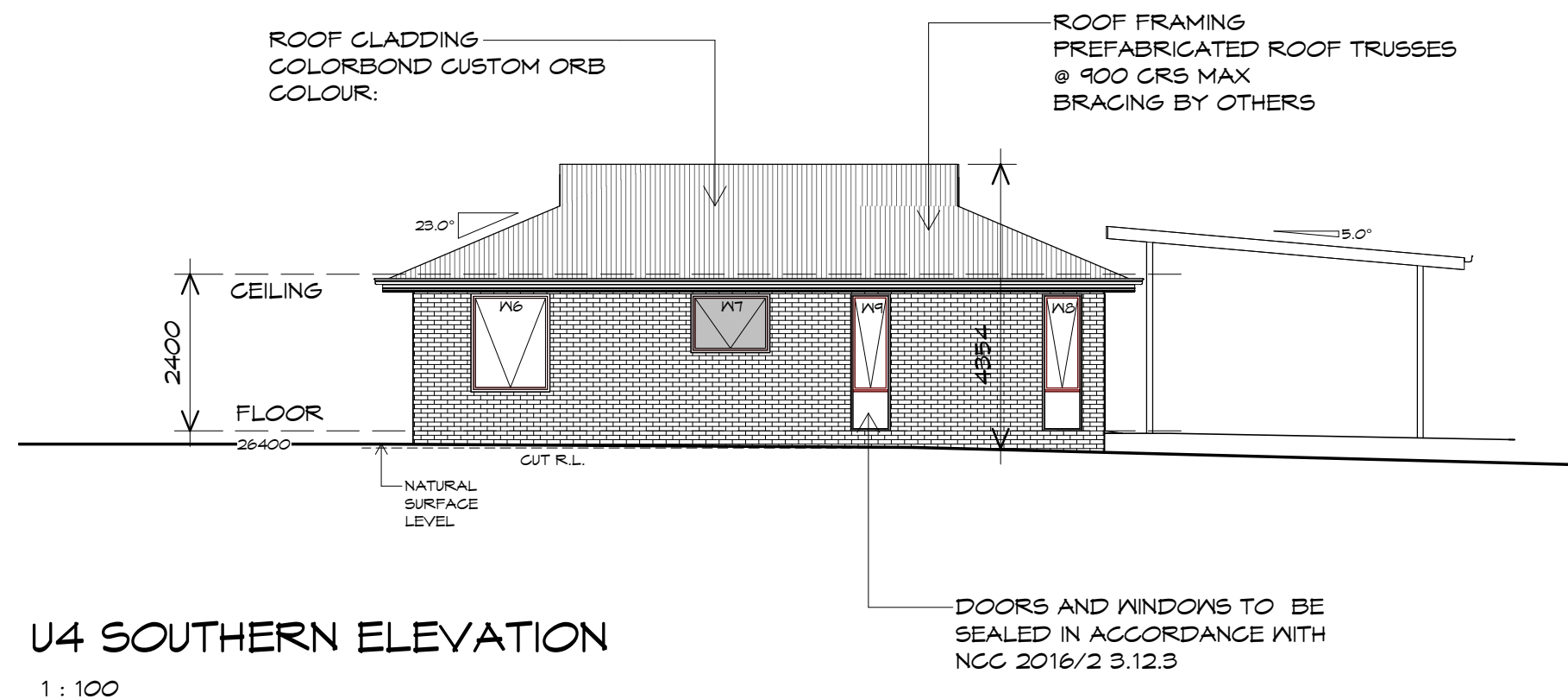
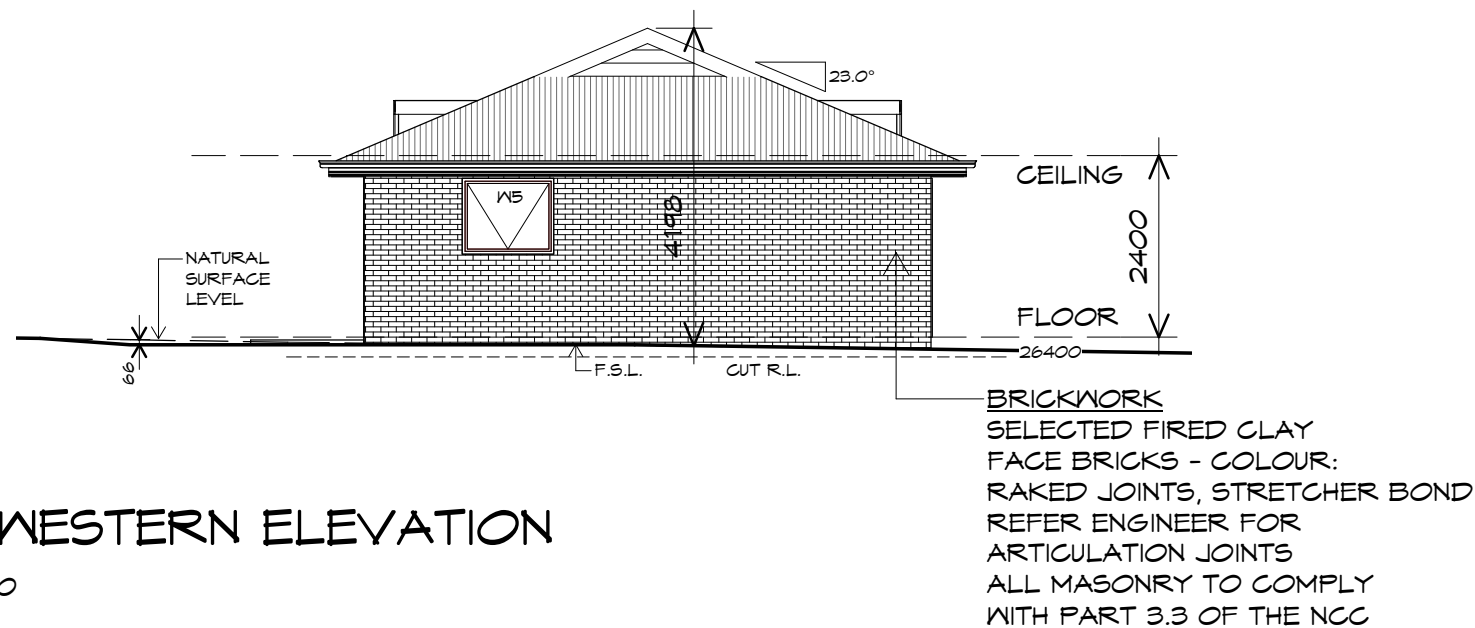
Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing no: PD17350- U4-03 Revision: 00

bda BUILDING DESIGNERS AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A
Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 36 of 46



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Project:
**PROPOSED RESIDENTIAL
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151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708
Client name:
CATHOLIC CARE

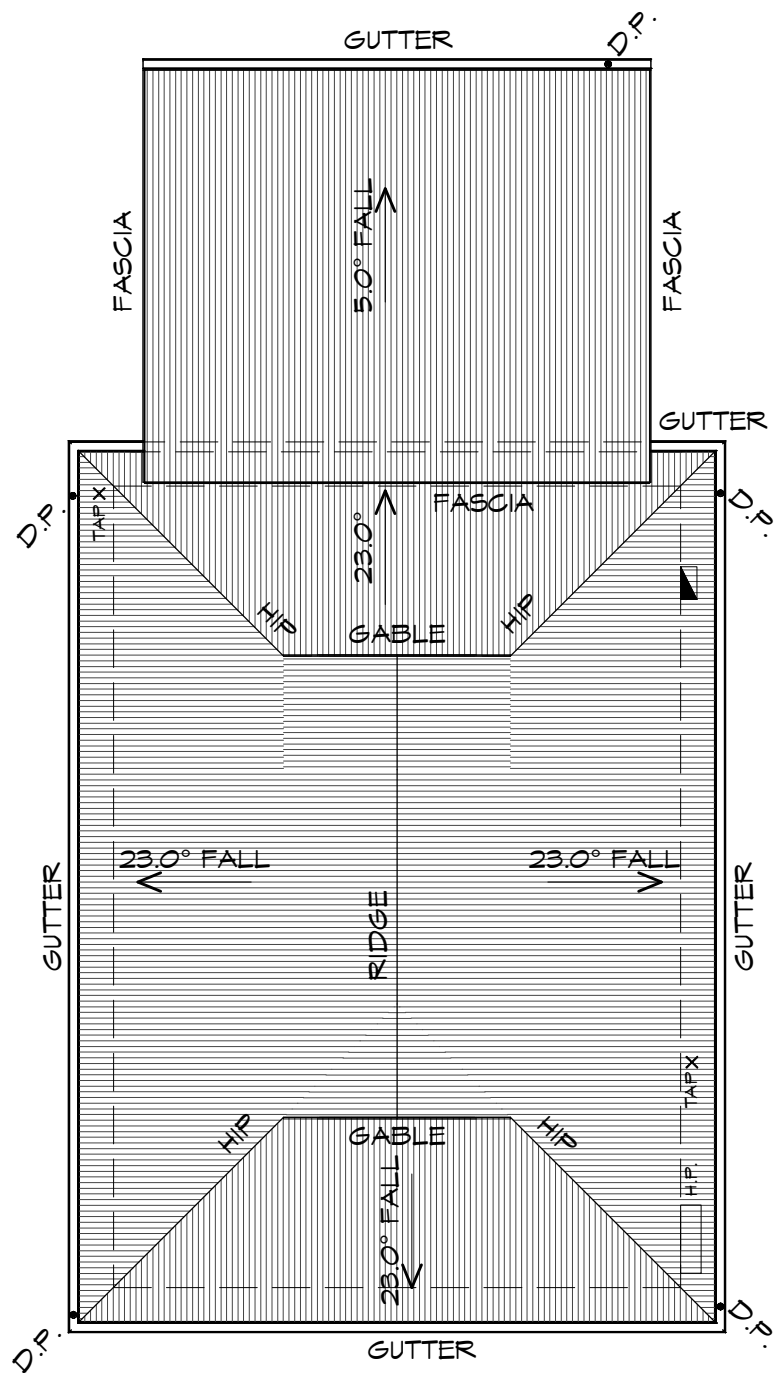
Drawing:
ELEVATIONS

Drafted by:
B.H.E.C. Approved by:
A.V.

Date:
06-06-2018 Scale:
1 : 100

Project/Drawing no:
PD17350- U4-04 Revision:
00





U4 ROOF PLAN
1 : 100

U4

PLANNING
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Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708
Client name:
CATHOLIC CARE

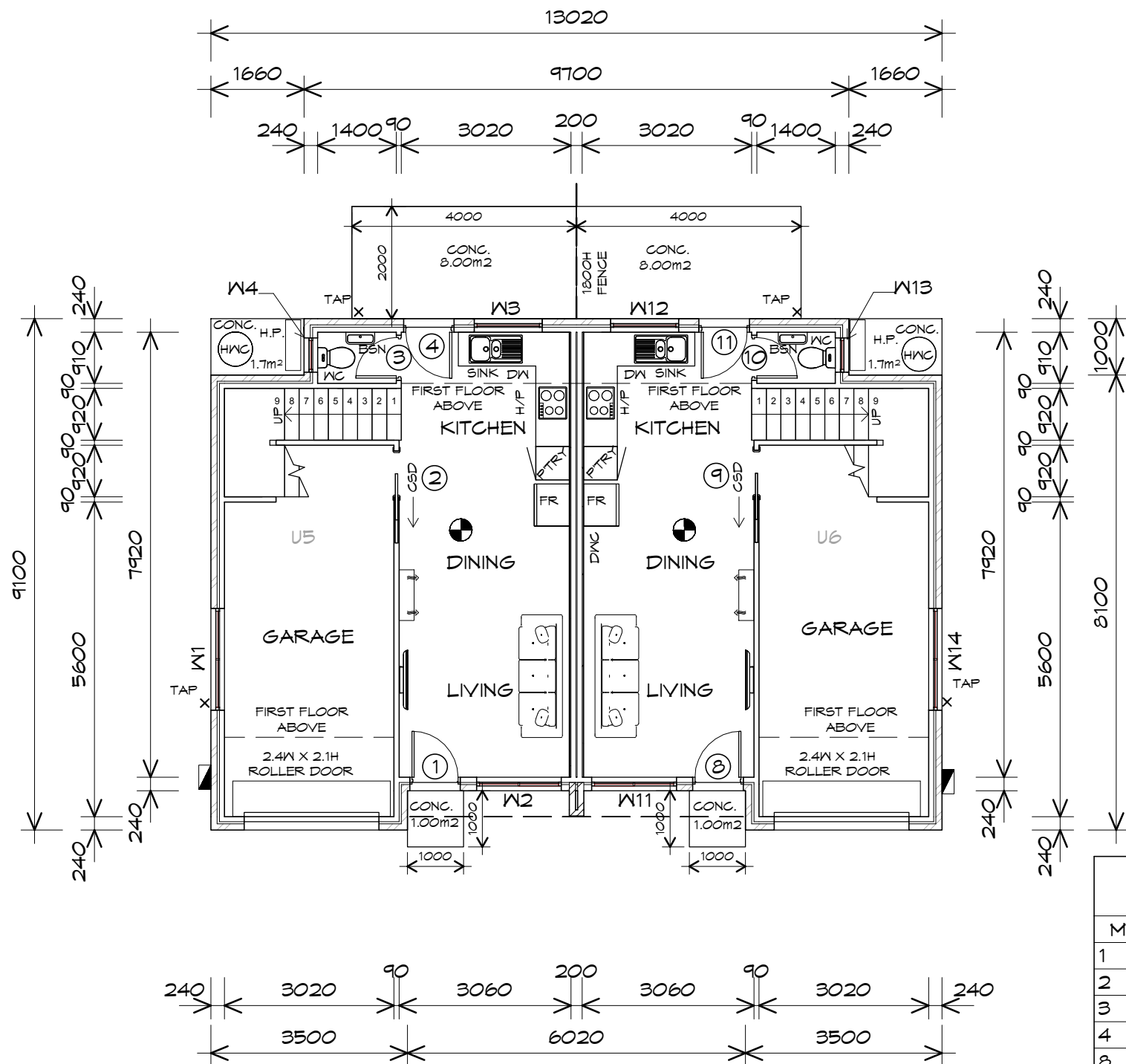
Drawing:
ROOF PLAN

Drafted by: **B.H.E.C.** Approved by: **A.V.**

Date: **06-06-2018** Scale: **1 : 100**

Project/Drawing no: **PD17350- U4-05** Revision: **00**





GROUND FLOOR PLAN

1 : 100

NOTE:
REFER TO BUILDERS
SPECIFICATION FOR INCLUSIONS

UNIT 5 GROUND FLOOR AREA	55.47	m ²	(5.96 SQUARES)
UNIT 5 FIRST FLOOR AREA	44.48	m ²	(4.78 SQUARES)
UNIT 6 GROUND FLOOR AREA	55.47	m ²	(5.96 SQUARES)
UNIT 6 FIRST FLOOR AREA	44.48	m ²	(4.78 SQUARES)
	199.90		21.49

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF
BUILDING AND GARAGE, UNLESS OTHERWISE STATED.
DECKS AND OUTDOOR AREAS ARE CALCULATED
SEPARATELY.

NOTE:
WHERE LIGHT WEIGHT CLADDING IS
USED DIMENSIONS ARE TO FRAME ONLY
AND DO NOT INCLUDE LIGHT WEIGHT
CLADDING

LEGEND

- 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- HWC HOT WATER CYLINDER
- TAP X EXTERNAL TAP
- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT
- SWITCHBOX
- DWC DISCONTINUOUS WALL CONSTRUCTION 60/60/60

STAIRS

NO RISERS	RISER HT	TREAD DEPTH
17	179	260
17	179	260

NON SLIP TO COMPLY NCC 2016

GROUND FLOOR DOOR SCHEDULE

MARK	WIDTH	TYPE	REMARKS
1	820	GLAZED EXTERNAL DOOR	OPAQUE
2	820	CAVITY SLIDING DOOR	
3	720	INTERNAL TIMBER DOOR	
4	820	GLAZED EXTERNAL DOOR	
8	820	GLAZED EXTERNAL DOOR	OPAQUE
9	820	CAVITY SLIDING DOOR	
10	720	INTERNAL TIMBER DOOR	
11	820	GLAZED EXTERNAL DOOR	

GROUND FLOOR WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	0.6	1.8	AWNING WINDOW	
W2	2.1	1.5	AWNING WINDOW	OPAQUE
W3	1.2	1.2	AWNING WINDOW	
W4	0.9	0.6	AWNING WINDOW	OPAQUE
W11	2.1	1.5	AWNING WINDOW	OPAQUE
W12	1.2	1.2	AWNING WINDOW	
W13	0.9	0.6	AWNING WINDOW	OPAQUE
W14	0.6	1.8	AWNING WINDOW	

ALUMINIUM AWNING WINDOWS DOUBLE GLAZING COMPLETE
WITH FLY SCREENS TO SUIT ??? BAL RATING.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING



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Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE**
Ref No.:
711708

Client name:
CATHOLIC CARE

Drawing:
GROUND FLOOR PLAN

Drafted by:
B.H.E.C.

Approved by:
A.V.

Date:
06-06-2018

Scale:
1 : 100

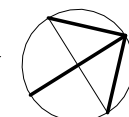
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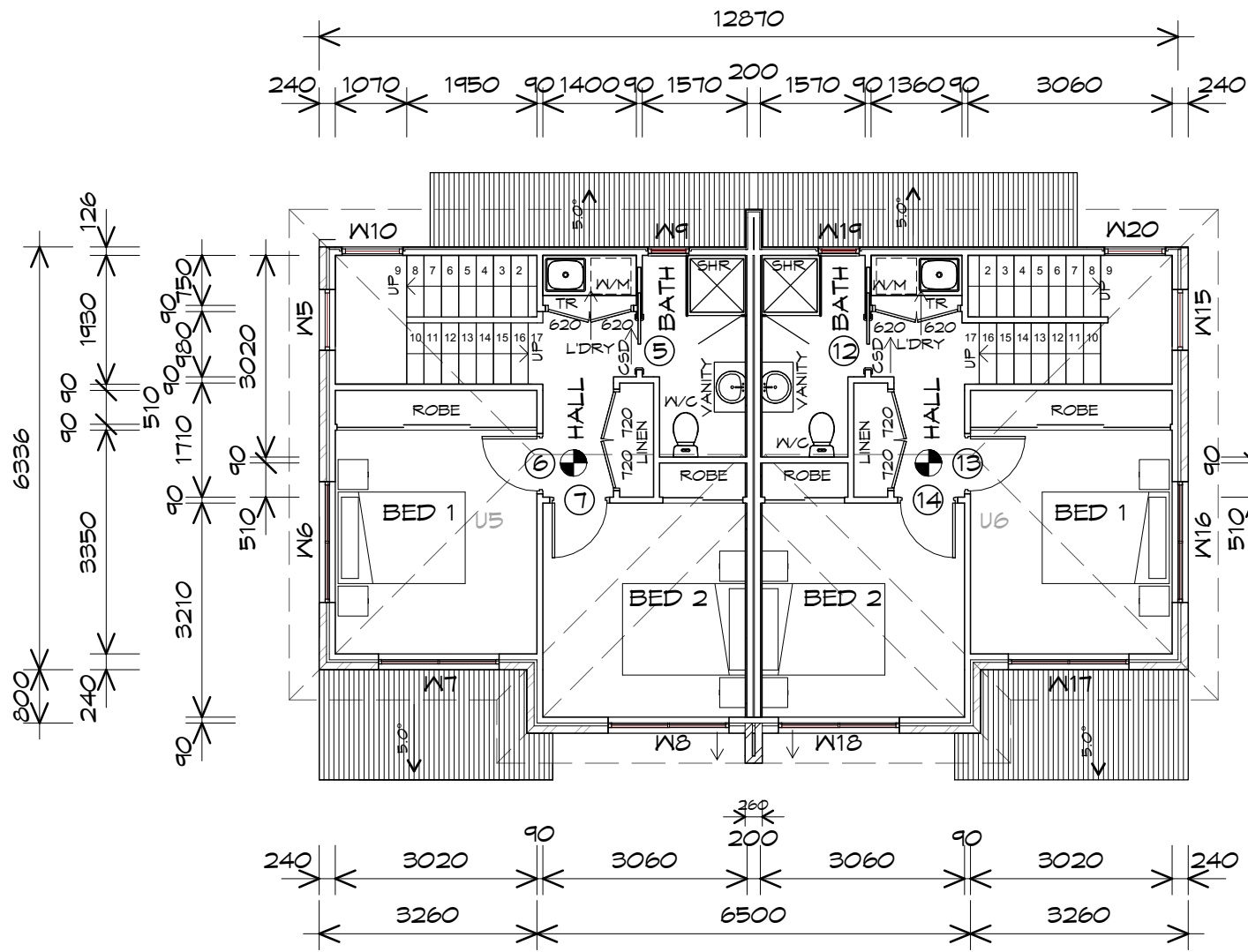
Revision:
00

Accredited building practitioner: Frank Geskus -No CC246A

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS





FIRST FLOOR PLAN

1 : 100

UNIT 5 GROUND FLOOR AREA	55.47	m2	(5.96 SQUARES)
UNIT 5 FIRST FLOOR AREA	44.48	m2	(4.78 SQUARES)
UNIT 6 GROUND FLOOR AREA	55.47	m2	(5.96 SQUARES)
UNIT 6 FIRST FLOOR AREA	44.48	m2	(4.78 SQUARES)
	199.90		21.49

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

NOTE:
REFER TO BUILDERS SPECIFICAITONS FOR INCLUSIONS

NOTE:
WHERE LIGHT WEIGHT CLADDING IS USED DIMENSIONS ARE TO FRAME ONLY AND DO NOT INCLUDE LIGHT WEIGHT CLADDING

LEGEND

- 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- HWC HOT WATER CYLINDER
- TAP X EXTERNAL TAP
- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT
- SWITCHBOX
- DWC DISCONTINUOUS WALL CONSTRUCTION
- STAIRS 60/60/60

NO RISERS	RISER H'T	TREAD DEPTH
17	179	260
17	179	260

NON SLIP TO COMPLY NCC 2016

FIRST FLOOR DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
5	770	CAVITY SLIDING DOOR	
6	820	INTERNAL TIMBER DOOR	
7	820	INTERNAL TIMBER DOOR	
12	770	CAVITY SLIDING DOOR	
13	820	INTERNAL TIMBER DOOR	
14	820	INTERNAL TIMBER DOOR	

FIRST FLOOR WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W5	1.5	0.9	FIXED WINDOW	
W6	0.6	1.8	AWNING WINDOW	OPAQUE
W7	1.5	1.8	AWNING WINDOW	
W8	2.1	1.8	AWNING WINDOW	
W9	0.9	0.6	AWNING WINDOW	OPAQUE
W10	1.5	0.9	FIXED WINDOW	
W15	1.5	0.9	FIXED WINDOW	
W16	0.6	1.8	AWNING WINDOW	
W17	1.5	1.8	AWNING WINDOW	
W18	2.1	1.8	AWNING WINDOW	
W19	0.9	0.6	AWNING WINDOW	OPAQUE
W20	1.5	0.9	FIXED WINDOW	

ALUMINIUM AWNING WINDOWS DOUBLE GLAZING COMPLETE WITH FLY SCREENS TO SUIT ??? BAL RATING. ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING



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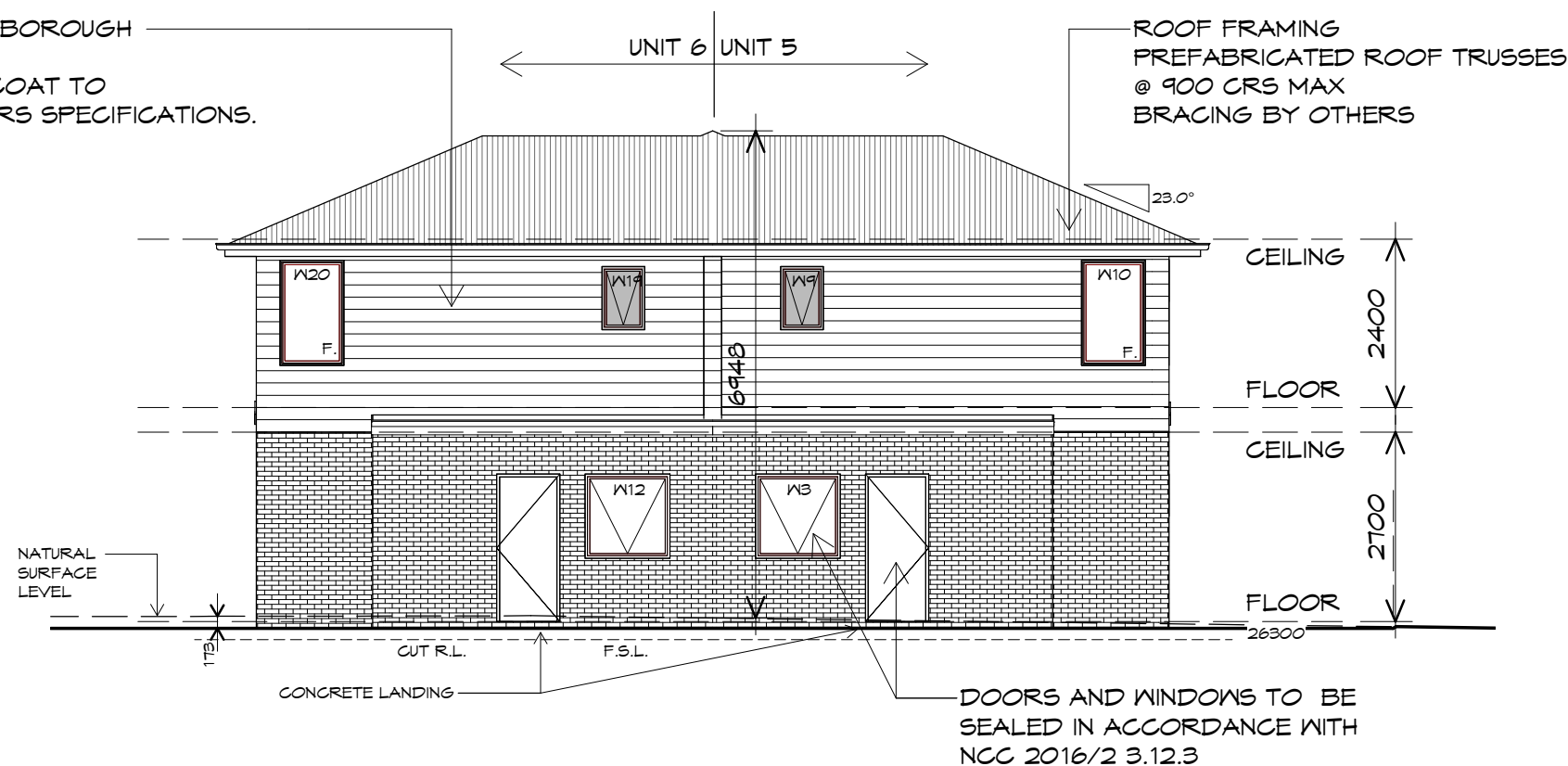
Project:
PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
FIRST FLOOR PLAN

Drafted by: B.H.E.C. Approved by: A.V.
Date: 06-06-2018 Scale: 1 : 100

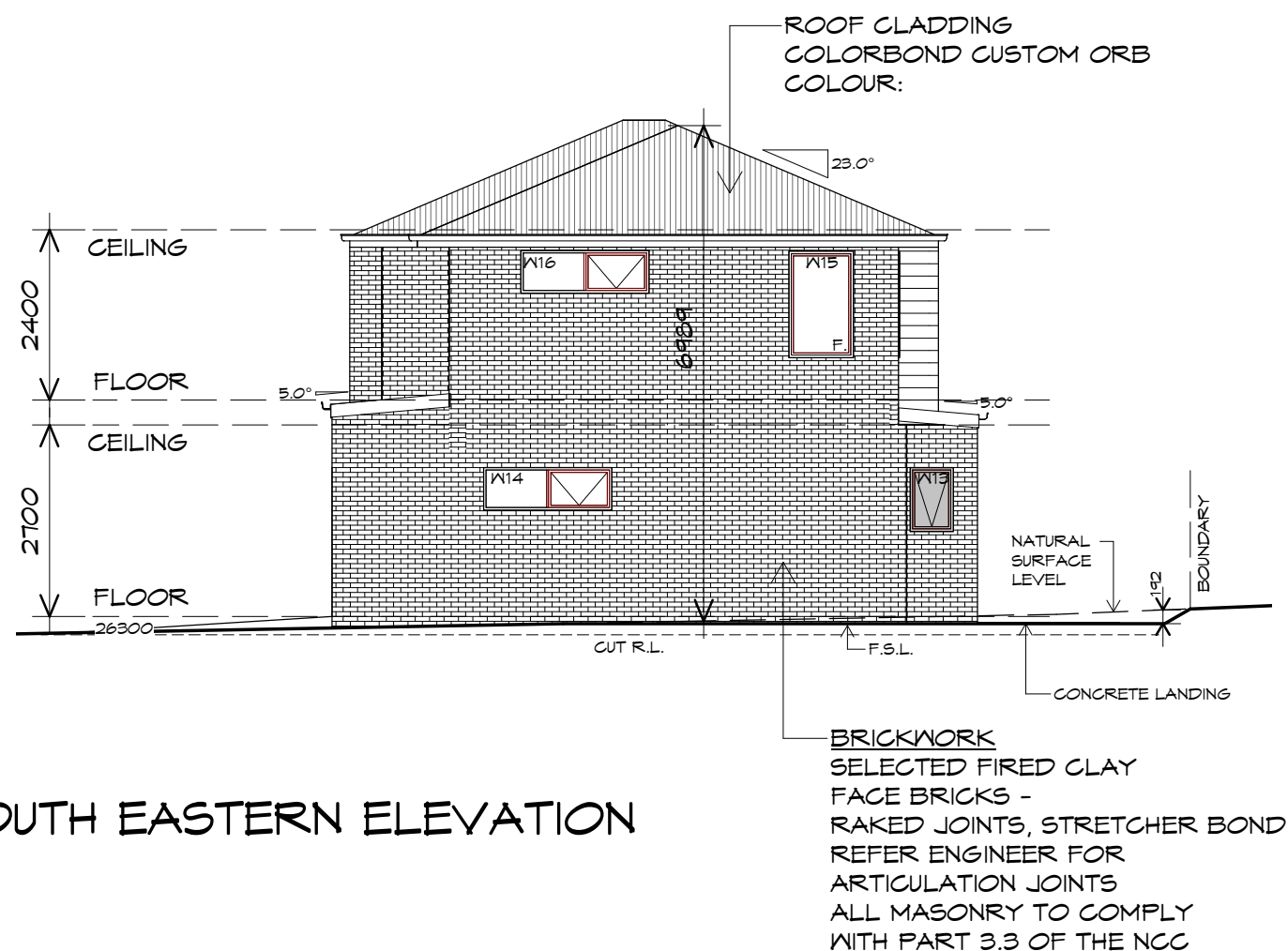
Project/Drawing no: PD17350 - U5/6-02 Revision: 00

CEMITEL SCARBOROUGH
COLOUR:
INSTALL AND COAT TO
MANUFACTURERS SPECIFICATIONS.



U5/6 NORTH WESTERN ELEVATION

1 : 100



U5/6 SOUTH EASTERN ELEVATION

1 : 100

PLANNING

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Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ELEVATIONS

Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

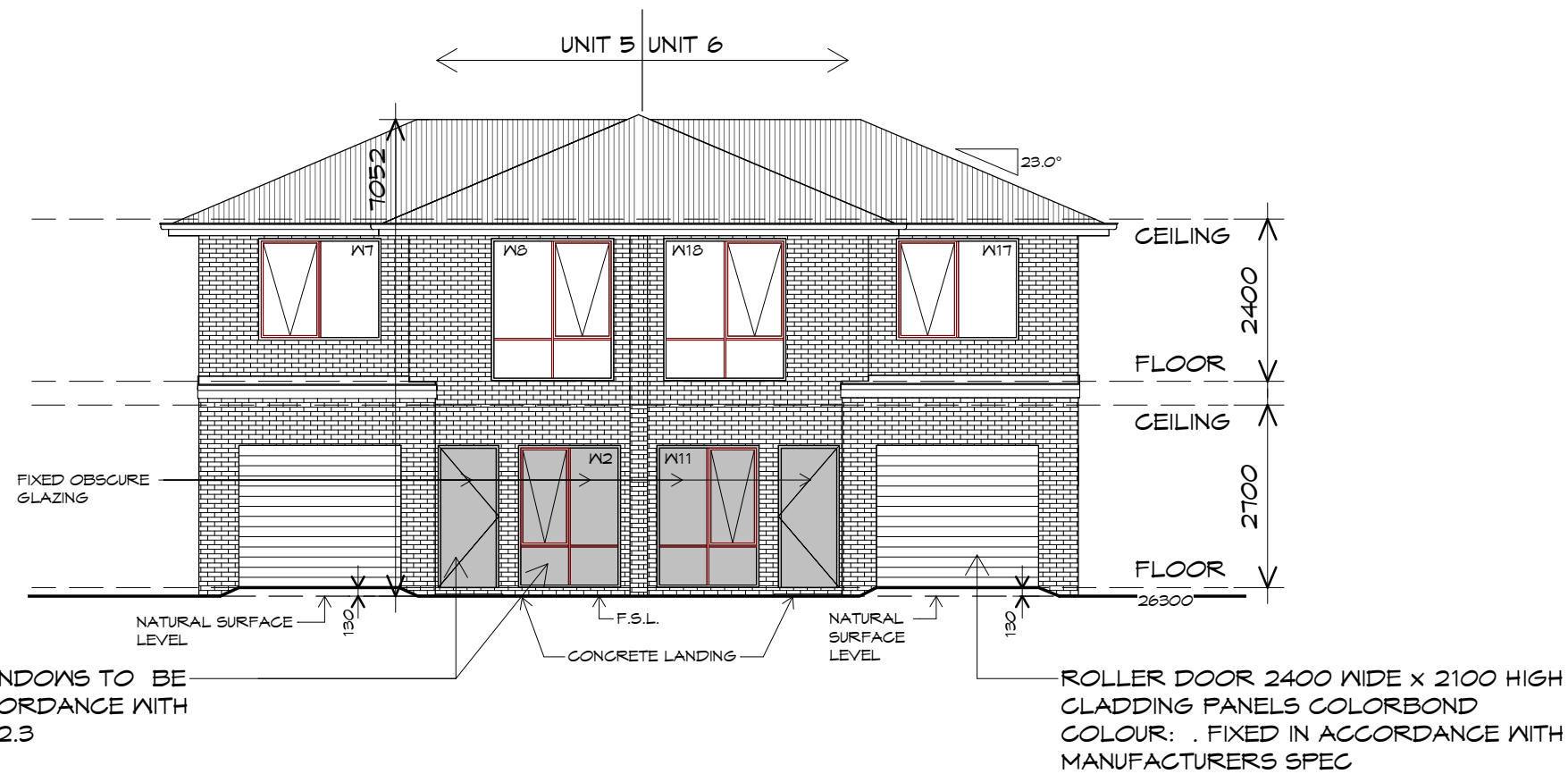
Project/Drawing no: PD17350 - U5/6-04 Revision: 00

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Accredited building practitioner: Frank Geskus -No CC246A

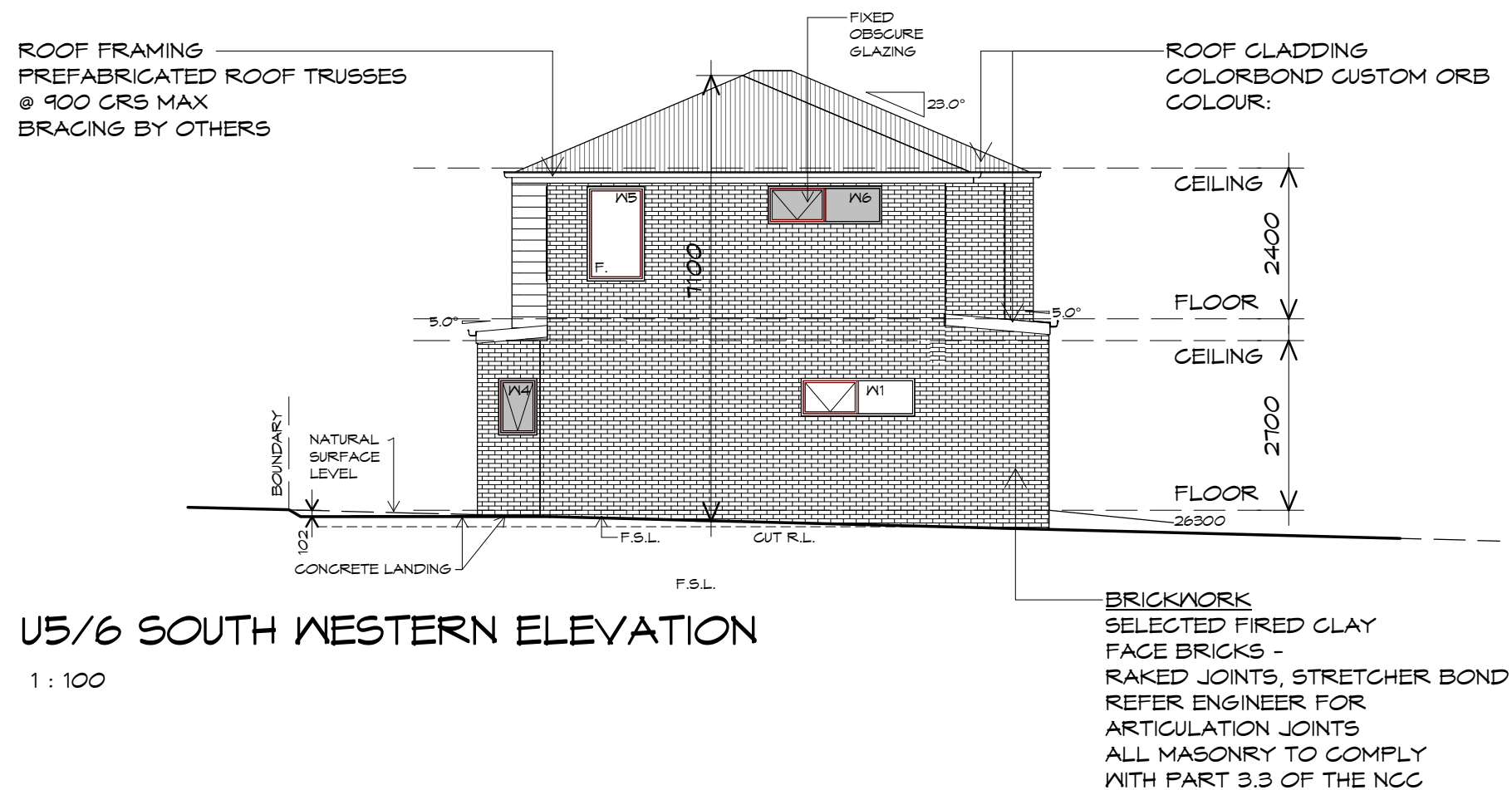
Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 41 of 46

U5/6



U5/6 SOUTH EASTERN ELEVATION

1 : 100



U5/6 SOUTH WESTERN ELEVATION

1 : 100

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PROPOSED RESIDENTIAL DEVELOPMENT,
151 MOCKRIDGE ROAD,
CLARENDON VALE
Ref No.:
711708
Client name:
CATHOLIC CARE

Drawing:
ELEVATIONS

Drafted by: B.H.E.C. Approved by: A.V.

Date: 06-06-2018 Scale: 1 : 100

Project/Drawing no: PD17350 - U5/6-05 Revision: 00

bda BUILDING DESIGNERS AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A
Agenda Attachments - 151 Mockridge Road, Clarendon Vale Page 42 of 46

U5/6



MULTI AWARD WINNING BUILDERS
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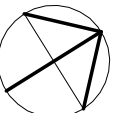


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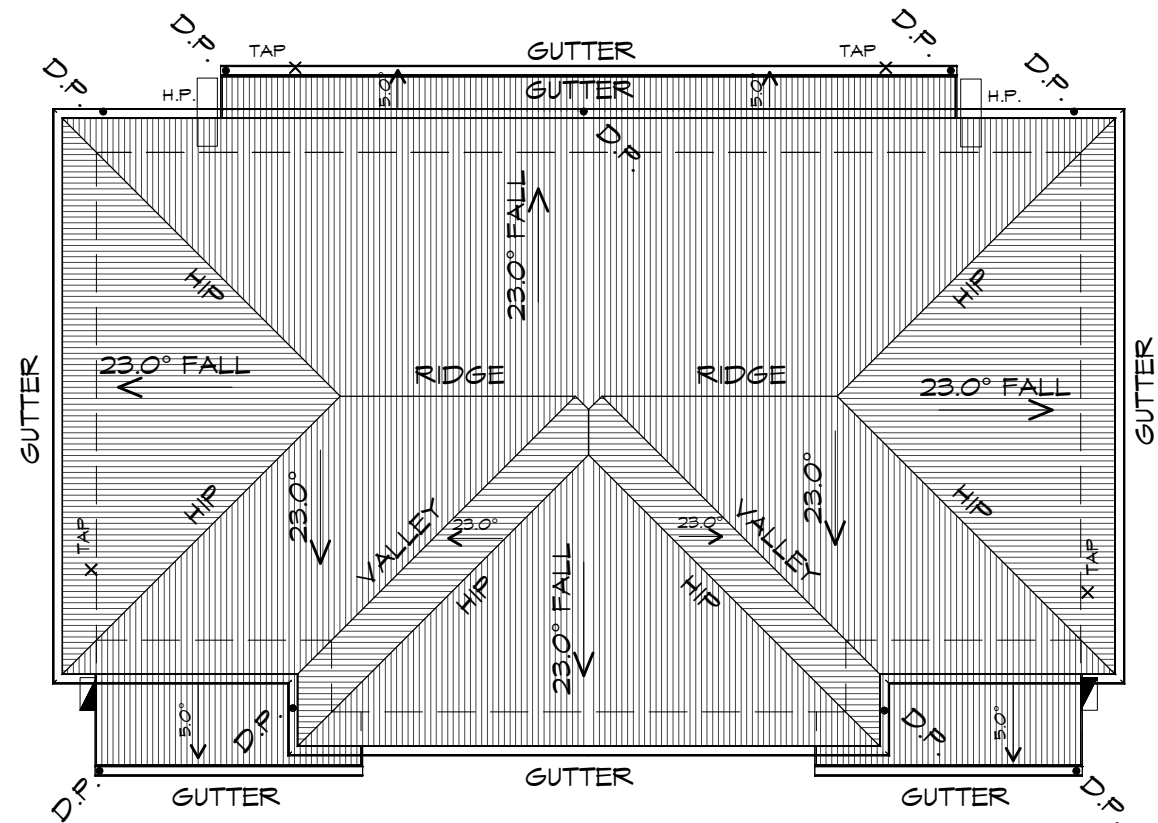
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PROPOSED RESIDENTIAL
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ROOF PLAN

Drafted by: B.H.E.C.	Approved by: A.V.
Date: 06-06-2018	Scale: 1 : 100



Project/Drawing no: PD17350 - U5/6-06	Revision: 00
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U5/6 ROOF PLAN
1 : 100



Andrew Paul
General Manager
Clarence City Council
PO Box 96
ROSNY PARK TAS 7018

3 July 2018

Dear Andrew,

**Lot 14 Mockridge Road, Clarendon Vale
Planning Scheme Amendment Assessment Fee - \$17,000.00**

I am writing to request that a reduction in the fees paid in relation to the planning scheme amendment for the above property be considered by Councillors at the next Council meeting.

By way of background, the above site has been selected through a tender process with the Director of Housing and the project falls under the Regional Supply of Social Housing initiative. Under the requirements of this program the property must be developed and held by a Community Housing Provider for Social Housing purposes for a period of thirty (30) years, and be tenanted by people off of the Social Housing waiting list.

This program is only possible through significant Government subsidies and is extremely price sensitive to enable it to progress. The original intent of the program was for Community Housing Providers to work in conjunction with Local Council to develop under-utilised land for Social Housing purposes. In other local Municipalities, Community Housing Providers have been gifted land held by the Local Council to enable projects to be delivered within the restraints of the funding provided and low rental returns.

Whilst the above project is being completed on our own land, the addition of the \$17,000.00 assessment fee has extended the cost of the development to a position where the viability is at risk.

I kindly ask that Council considers my proposal to reduce the fee, enabling the development of a Social Housing initiative as intended by the Director of Housing to enable those on the Social Housing waiting list to have safe and secure housing.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Tim Gourlay', is written over a light blue wavy background.

Tim Gourlay
Executive Director
CatholicCare Tasmania
Obo Roman Catholic Church Trust Corporation of the
Archdiocese of Hobart

catholiccaretas.org.au

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Waiving Or Reducing Fees For Planning And Building Permits - 15 December 2003

Policy Basis

Council is occasionally requested by the applicant to waive or reduce application fees. To date, each of these requests must be referred to Council for a decision.

Objective

- To adopt a policy framework that ensures a transparent and equitable process for dealing with such requests by Council.
- To ensure efficient administrative processes and practices within Council's statutory function are maintained.
- To meet Council's governance obligations for the provision of grants and benefits under the Local Government Act.
- To provide encouragement to not for profit recreational, cultural or charitable organisations in the facilitation and provision of facilities and services for the community benefit.

Policy Detail

It is Council policy that fees be waived or reduced in accordance with the following criteria and procedures for profit recreational, cultural or charitable organisations in the facilitation and provision of facilities and services for the community benefit.

Requests

Requests are lodged with the application.

- The request must be made by the applicant setting out the reasons for the request in accordance with the policy and be accompanied by:
 - Verification that the application is for a not for profit organisation for recreational, cultural or charitable purposes.
 - The details of the activity to be provided and how members of the Clarence community will derive benefit from it.

Requests will be considered against the following criteria:

- the applicant party is eligible to apply (refer to the exclusions stated below);
- the application is to provide for services or facilities available to members of the Clarence community.
- funding assistance will be subject to the following limits the level of assistance will be 100% of the prescribed fees up to a maximum of \$1500 in any given grant year.

Approved requests will be reported in the Council Weekly Briefing Report.

Conditions of Approval

The determination of the request application will be classed as a grant or benefit in accordance with the Local Government Act 1993.

Note: Exclusions from Eligibility

- Large scale professional clubs and/or licensed clubs or other associations that operate commercial enterprises for profit, to support the club's activities.
- Charities that conduct doorknocks or other large-scale public appeals.
- Hospitals or residential care providers.

That the following function and power be delegated to the General Manager pursuant to Section 22 (2)(C) of the Local Government Act 1993.

NO.	ACT REF	SECTION	DETAILS
	Local Government Act 1993	22(2)(c) & 77	To administer Council's policy for the purpose of providing grants and benefits to not for profit recreational, cultural or charitable organisations towards the costs of planning and building application fees.

Clarence City Council, 38 Bligh Street (PO Box 96), Rosny Park, Tasmania 7018 | Telephone: (03) 6217 9500 | www.ccc.tas.gov.au

11.3.5 DEVELOPMENT APPLICATION D-2017/520 - 13 CAMBRIDGE ROAD, BELLERIVE (WITH ACCESS OVER 17 CAMBRIDGE ROAD) - ALTERATIONS, FRONT FENCE AND CHANGE OF USE TO VISITOR ACCOMMODATION

(File No D-2017/520)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to consider the application made for alterations, front fence and change of use to visitor accommodation at 13 Cambridge Road, Bellerive (with access over 17 Cambridge Road).

RELATION TO PLANNING PROVISIONS

The land is zoned General Business and is subject to the Road and Rail Assets Code, Parking and Access Code and Historic Heritage Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on the 22 August 2018 as agreed with the applicant.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the issue of parking impacts.

RECOMMENDATION:

- A. That the Development Application for alterations, front fence and change of use to visitor accommodation at 13 Cambridge Road, Bellerive (with access over 17 Cambridge Road) (CI Ref D-2017/520) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. The maximum guest occupancy at any given time is 12 persons.

3. Three on-site car parking spaces must be made available to guests for parking at all times.
4. Signs must not be displayed on the site without further approval from Council.
5. A sign must be provided at the entrance to the right-of-way servicing the site to direct visitors to the rear car parking area and to identify the right-of-way limitations (speed limit, width and height). The sign must not be fixed to any part of the exterior building fabric of 17 Cambridge Road, Bellerive.
6. GEN C1 – ON-SITE CAR PARKING [3] Delete last sentence.
7. GEN C2 – CASH-IN-LIEU [\$30,000] [3].
8. Prior to the commencement of the use, bollards must be installed on either side of the entrance to the right-of-way from the edge of the adjacent carpark. Details of the location of the bollards must be shown on the car parking plan required by Condition 6.
9. Extant records of the demolished portions of the building (both internally and externally) must be submitted to Council prior to the issue of a certificate of likely compliance (CLC) for building works.
10. Amended plans showing the reconfiguration of the rear first floor en-suite windows to vertically proportioned elements similar to the existing fenestration patterns of the existing building must be submitted to Council for approval by Council's Manager City Planning prior to the issue of a certificate of likely compliance (CLC) for building works. When approved, the plans will form part of the permit.
11. GEN EX1 – TASMANIAN HERITAGE COUNCIL.
12. The development must meet all required Conditions of Approval specified by TasWater notice dated 17 November 2017 (TWDA 2017/01801-CCC).

ADVICE:

1. The developer engages the services of a Building Surveyor to determine the building classification of the proposed change of use and their obligations in relation to compliance with the Disability (Access to Premises-Buildings) Standards 2010.
2. It is advised that the developer consider the retention of the fireplace elements ought to be retained where impact upon the room configuration is less crucial in order to preserve the heritage significance of the building.

- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The building was constructed in 1930 to replace the original Police Station and was subsequently purchased by the Mental Health Services Commission in 1973 and developed as a community mental health centre after the collapse of the Tasman Bridge.

A preliminary planning assessment was requested prior to lodgement of the application. The response advised that a financial contribution may be required for any deficient car parking.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Business under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to use, hours of operation, fencing, heritage and on-site car parking.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 21.0 – General Business Zone;
 - Section E5.0 – Road and Rail Assets Code;
 - Section E6.0 – Parking and Access Code; and
 - Section E13.0 – Historic Heritage Code.
- 2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The subject site is a 458m² lot located on the southern side of Cambridge Road and to the west of the Cambridge Road/Queen Street intersection. The site is developed with a 2 storey brick heritage listed building, garage, asphalt driveway to the front façade and asphalt car parking to the rear. The building was constructed in 1930 to replace the adjacent old Police Station. The building forms a substantial red brick building with sandstone details designed in the Free Gothic style with double hung windows and parapeted gables over the windows.

The Tasmanian Heritage Register Data Sheet indicates that the building is listed as a heritage place of significant due to its ability to demonstrate the principal characteristics of a brick 2 storey Inter-War Gothic Government building. The building is also considered important because its townscape associations are regarded as important to the community's sense of place.

Adjacent to the site is the Clarence Police Court Building located at 17 Cambridge Road. The building is currently occupied by the Bellerive Community Arts Centre. The property to the west forms a 2 storey commercial building adjoining the street.

The site is accessed directly from Cambridge Road via a 7m wide driveway and a secondary access via a 2.3m right-of-way through the adjacent property to the east at 17 Cambridge Road. The right-of-way is situated between 2 heritage listed buildings.

3.2. The Proposal

Application is made to convert the use of the existing building into 6 visitor accommodation units. The units would each contain a bedroom, lounge area and bathroom. Units 2 and 6 would be provided with kitchenette facilities. Internal modifications are required to convert the lower level into 2 units and the upper level into 4 apartments.

A 6.5m² addition is proposed to the rear of the building to provide an en-suite for Unit 2. A new egress ramp and stair is also proposed at the rear of the building to provide external access to the upper level. A deck is proposed to be formed over the roof of the ground level facing Cambridge Road. The deck will be accessible from Unit 4.

Two guests would be accommodated within each unit.

The business is intended to be run remotely with a secure system in place for key collection/drop off.

Deliveries for the use are expected to include laundry and miscellaneous sundries delivered in a small van or medium sized truck. Laundry deliveries are expected 2-3 times a week with sundries delivered monthly, or as required. All deliveries would be undertaken between 9am to 5pm, Monday to Friday.

Other minor exterior works to the building include:

- removal of the existing sign and restoration to the original sandstone sign behind;
- restoration of the existing sandstone wall along the northern perimeter with the addition of a new privacy fence in the form of a wrought iron fence;
- new roller door to replace the existing opening facing Cambridge Road;
- existing concrete stair on the buildings eastern elevation modified to suit Australian Standards;
- new entry door to widened opening at stairs on the eastern elevation of the building;
- removal of windows to the existing rear extension and replacement with cement sheeting to match the existing built fabric and highlight windows on the southern elevation; and

- new sandstone coloured blockwork retaining wall to above garage for car parking levelling.

External lighting is proposed in the form of low level lighting to pathways at the front of the building, sensor lighting to the ramp and entry off the rear carpark and low level lighting to the rear carpark.

No signage is proposed as part of this application.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The use of the land for the purposes of “Visitor accommodation” is a discretionary use in the General Business Zone.

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Business Zone and the Road and Rail Assets Code, Parking and Access Code and Historic Heritage Code with the exception of the following.

General Business Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
21.3.1 A1	Hours of operation	<p>Hours of operation of a use within 50m of a residential zone must be within:</p> <p>(a) 6.00am to 10.00pm Mondays to Saturdays inclusive;</p> <p>(b) 7.00am to 9.00pm Sundays and Public Holidays.</p> <p>except for office and administrative tasks.</p>	<p>Does not comply - the proposed visitor accommodation use would be located 8m from the boundary with General Residential zoned land to the south at 7a Cambridge Road and 3 Petchey Street.</p> <p>The visitor accommodation use would operate 24 hours a day/7 days a week.</p>

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 21.3.1 as follows.

Performance Criteria	Proposal
<p><i>“P1 - Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent”.</i></p>	<p>The proposed visitor accommodation use is likely to result in less noise impacts than surrounding commercial uses given visitor accommodation will appear residential.</p> <p>The premises would have a maximum occupancy of 12 persons at any given time. Two of the accommodation units would be provided with kitchenette facilities, meaning guests will rely predominantly on eating out possibly in nearby establishments. Given guests are likely to be away from the premises during the day and the early evening, no unreasonable noise impacts are likely to result from the use of the land for short term stays.</p> <p>The proposed lighting arrangements would include low level lighting and sensor lighting to illuminate the pathways and car parking areas for passive surveillance reasons.</p>

	<p>The lighting would be in keeping with the intensity of lighting currently associated with the commercial premises lining Cambridge Road and would be baffled to prevent light glare into the adjoining properties to the south.</p> <p>Commercial vehicle deliveries would be confined to normal business hours which are consistent with surrounding day time business activity. No unreasonable noise impacts are expected to arise through commercial vehicle movements.</p>
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General Business Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
21.4.7 A1	Fencing	<p>Fencing must comply with all of the following:</p> <p>(a) fences, walls and gates of greater height than 1.5m must not be erected within 4.5m of the frontage;</p> <p>(b) fences along a frontage must be at least 50% transparent above a height of 1.2m;</p> <p>(c) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire.</p>	Does not comply – the proposed front fencing would have a maximum height of 1.65m above natural ground level therefore exceeds that prescribed under Clause (a).

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 21.4.7 as follows.

Performance Criteria	Proposal
<p><i>“P1 - Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in a residential zone which lies opposite or shares a common boundary with a site, having regard to all of the following:</i></p> <p><i>(a) the height of the fence;</i></p> <p><i>(b) the degree of transparency of the fence;</i></p> <p><i>(c) the location and extent of the fence;</i></p> <p><i>(d) the design of the fence;</i></p> <p><i>(e) the fence materials and construction;</i></p> <p><i>(f) the nature of the use;</i></p> <p><i>(g) the characteristics of the site, the streetscape and the locality, including fences;</i></p> <p><i>(h) any Desired Future Character Statements provided for the area”.</i></p>	<p>A 1.65m high galvanised front fence is proposed to extend above the sandstone wall lining Cambridge Road. The fence would offer near 100% transparency and would occupy approximately half of the length of the property frontage onto Cambridge Road.</p> <p>The fencing type would consist of powder coated aluminium with decorative posts and infills. Council’s Heritage Advisor has advised that the fence design will enhance the appearance of the site through better defining the boundaries of the site in a manner which is sympathetic to the historic values of the building.</p> <p>It is therefore considered that the fence design will enhance the streetscape, heritage values of the property and will not impact upon the amenity of nearby residential zoned properties.</p>

Parking and Access Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.1 A1	Number of Car Parking Spaces	Table E6.1 requires 1 space for each unit and 1 space for each manager’s residence.	<p>Does not comply – the site currently provides 4 carparks. The modified car parking layout will reduce the available car parking to 3 spaces.</p> <p>The proposal is for 6 units therefore requiring the provision of 6 car parking spaces.</p>

			<p>A total of 3 car parking spaces are proposed in the form of a carpark accommodating 2 spaces to the rear and a garage accessed directly from Cambridge Road. A parking shortfall of 3 spaces arises. No parking credit is available as parking has previously been provided on-site to provide for the required demand.</p> <p>No manager's residence is proposed.</p>
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The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.6.1 as follows:

Performance Criteria	Proposal
<p><i>“P1 - The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i></p> <p>(a) <i>car parking demand;</i></p>	<p>see below assessment</p>
	<p>Three car parks are proposed across the site including one fronting Cambridge Road and 2 to the rear (accessed via the right-of-way). The applicant seeks a waiver of the required 3 remaining spaces as there is insufficient area on the site to accommodate a greater number of car parking. While seeking a waiver, the applicant has indicated that they would accept a condition dealing with a financial payment in-lieu of any deficient on-site car parking if considered necessary.</p> <p>Given Bellerive is not located on the main arterial bus routes from the Hobart Airport to Hobart and separation from the City of Hobart, it is likely that visitors will be heavily dependent upon a vehicle for access to the site.</p>

	<p>Many tourists visiting Tasmania rely on self-drive itineraries to access various tourist attractions around the state therefore depend on car hire. It is therefore reasonable to assume car dependency will be high.</p> <p>In factoring in demand for parking, it is also necessary to consider the occupancy rate. The proposal would provide for small scale boutique accommodation within a desirable area therefore it is reasonable to assume a high occupancy rate during the peak tourist season.</p> <p>When factoring the expected occupancy rate and the dependency on vehicles to access the accommodation, it is considered that the demand for the full amount of car parking would arise, particularly during peak tourist season. Based on the demand, it is not considered appropriate to waive the 3 space shortfall without the consideration of a financial contribution in-lieu of the parking shortfall generated by the development. This will be discussed further below.</p>
<p><i>(b) the availability of on-street and public car parking in the locality;</i></p>	<p>A review of Council's parking restrictions within the vicinity of the subject site indicates Cambridge Road is subject to no standing, 30 minute and 2 hour restricted parking. A no standing zone extends along the eastern side of the Esplanade (extending to the south of the Waterfront Hotel) with unrestricted parking offered on the opposite side of the road. A no standing zone also extends along the western side of Petchey Street with unrestricted parking offered on the opposite side of the road.</p> <p>The previous Tribunal decision for 3 Clarence Street, Bellerive allowed for a significant car parking shortfall for the mixed-use development on the basis it was determined that there was ample supply of car parking within the immediate area and a frequent public transport network.</p>

	<p>The Tribunal decision was issued in 2011 and is now considered outdated by Council's Traffic Engineers. In view of changed circumstances in the area, including a number of new developments, in September 2011, Council adopted the City of Clarence Strategic Management and Car Parking in Activity Centres: Policy, Strategy and Action Plan 2011-2015 (Car Parking Strategy) to guide solutions for the management and provision of parking facilities within the area given parking pressures experienced within the area.</p> <p>The Car Parking Strategy indicates that the Tribunals approach is a flawed approach as new demand for on-street/public car parking cannot necessarily be absorbed within the capacity of the existing private parking supply. Further parking pressures are likely to be increased through the redevelopment of the Kangaroo Bay foreshore and the Bellerive Yacht Club overflow carpark.</p> <p>The Car Parking Strategy suggests that there is an adequate supply of Council public parking within Bellerive/Rosny Park to cater for short-term demand (3-5 years) provided that these areas are appropriately managed. Council's latest parking survey was carried out in early January 2015. The survey found that the off-street car parking along Cambridge Road had reached 75-78% occupancy with peak hour occupancy at 100%. Council's acceptable service level on a carpark close to a commercial area is generally 85%. The nearby Percy Street carpark is operating at 60% capacity.</p> <p>The parking restricted areas are 2 hours or less from 9am to 6pm Monday to Friday, which is unlikely to be suitable for guests.</p>
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	<p>Reliance on the parking within the unrestricted residential streets of the Esplanade or Petchey Street is unrealistic given the distance required to be travelled with luggage.</p> <p>The proposed use is likely to place the greatest pressure on the limited parking supply within Cambridge Road and surrounding streets during the late afternoon, evening and early morning. The peak parking demand extends through to 9pm each evening due to the number of restaurants operating along Cambridge Road. There is likely to be some overlap from when visitors arrive in the afternoon/early evening with the demand for car parking arising from restaurant patrons.</p> <p>The proposed parking shortfall generated by the proposed development is considered to exacerbate parking pressure in the area during peak times which is indicative of the lack of availability of parking in the area.</p>
<i>(c) the availability and frequency of public transport within a 400m walking distance of the site;</i>	<p>The site adjoins Cambridge Road with a bus stop located on the opposite side of the road. The bus service through Bellerive Village to the Rosny Park bus mall is not considered regular enough to provide the necessary connections to the Hobart Airport and Hobart City to alleviate visitor dependency on vehicles.</p> <p>There is therefore no evidence to support waiving the parking shortfall for on-site car parking in this regard.</p>
<i>(d) the availability and likely use of other modes of transport;</i>	<p>The other alternative modes of transport available to the site are walking, cycling and taxi services available along Bligh Street. Reliance on walking, cycling and taxi opportunities are unrealistic for visitors given the distances required to be travelled to the Hobart Airport, Hobart City and major tourist attractions.</p> <p>There is therefore no persuasive evidence to support the waiving of the parking shortfall on this basis.</p>

<p>(e) <i>the availability and suitability of alternative arrangements for car parking provision;</i></p>	<p>It is considered that there are no alternative parking options available in the area that would benefit the use of guests.</p> <p>The applicant has suggested consideration of the leasing of private car parking areas as an alternative arrangement. No formal arrangements for the identification and securing of these spaces have been detailed with the application.</p> <p>In any event this does not reduce the problem of lack of parking spaces as it would simply privatise some of those already present or remove spaces allocated to existing approved businesses.</p>
<p>(f) <i>any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i></p>	<p>The proposal will create a demand for car parking from the time visitor's check-in to their place of accommodation to the time they check-out (following day). Some short trips may be undertaken upon check-in; however, given the remote location of the site from tourist attractions visitors are likely to arrive at the end of the day when they are checking in for the evening. The opportunity for sharing of car parking spaces is therefore limited.</p>
<p>(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i></p>	<p>The building has been used formerly as offices since 1975. A total of 4 car parking spaces were required for the former use with the 4 spaces being provided on-site. There is therefore no credit available to the site.</p> <p>The proposal now seeks to re-design the carpark so that it complies with Australian Standards and provides for an accessible car parking space. The re-design of the carpark will result in the loss of one car parking space.</p> <p>There is therefore no credit available to apply to the proposed visitor accommodation use.</p>

(h) <i>any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i>	as per above
(i) <i>the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i>	<p>The Performance Criteria allows Council to consider the appropriateness of a financial contribution in-lieu of parking towards the costs of parking facilities where such facilities are planned.</p> <p>Council has previously sought to apply its cash-in-lieu policy over a number of years under the 2007 Scheme. However, this was tested in the case of the residential and commercial tenancies at 3 Clarence Street.</p> <p>Subsequent to this decision, Council has consistently required a financial contribution in-lieu of deficient car parking within both the Rosny Park and Bellerive areas in permits over recent years.</p> <p>Given the empirical evidence that the supply of car parking in the local area is at capacity, and that Council has consistently required cash-in-lieu for deficient car parking within with Bellerive Village area, it is considered appropriate for Council to apply a cash-in-lieu requirement in order to facilitate the development of further car parking facilities in the future. The applicant accepts the payment of a financial contribution amounting to 3 spaces. This issue is further considered under the assessment relating to E6.6.1 A2 below.</p>
(j) <i>any verified prior payment of a financial contribution in-lieu of parking for the land;</i>	not applicable
(k) <i>any relevant parking plan for the area adopted by Council;</i>	not applicable

<i>(1) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code”.</i>	The provision of additional on-site car parking is neither practical nor desirable as it would result in significant implications upon the heritage listed building occupying the site.
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Parking and Access Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.1 A2	Number of Car Parking Spaces.	No Acceptable Solution for cash-in-lieu payment.	Given there is no Acceptable Solution, consideration is automatically required under the corresponding Performance Criteria.

The proposed variation must be considered pursuant to the Performance Criteria (P2) of the Clause E6.6.1 as follows.

Performance Criteria	Proposal
<i>“P2 - Use and Development on land within the Activity Centres specified in Table E6.3 must make a cash-in-lieu payment for any deficient spaces at the rate specified in Table E6.3. Alternative arrangements may be made in accordance with any parking plan adopted by Council”.</i>	<p>The Performance Criteria only allows for alternative car parking arrangements (ie in this case the waiver of the cash-in-lieu payment) as per the requirements stipulated within a Council adopted parking plan. The applicant has requested Council consider waiving the requirement for 3 on-site car parking spaces and accepts a financial contribution may be required for the shortfall.</p> <p>The Clarence Interim Car Parking Plan provides that despite the car parking rate specified for a particular use within Table E6.1 of the Parking and Access Code, the maximum number of car spaces required shall be no more than would have been required for that use under the 2007 Scheme. The 2007 Scheme generates an identical demand for car parking (1 per apartment) as the Interim Planning Scheme for the proposed use.</p>

	<p>Given the demand for car parking, it is considered appropriate to request a cash-in-lieu payment for the parking deficit at the rate specified in Table E6.3 which amounts to \$10,000 per deficient space totalling \$30,000.</p> <p>This is consistent with recent decisions in respect of recent developments over a long period of time and recent parking survey data for the Bellerive Village area. In this case, cash-in-lieu payment can contribute to the Car Parking Reserve to assist in financing the development of car parking facilities in the area. Council has shown its commitment already by its previous redevelopment of the Percy Street carpark.</p>
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Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.1 A1	Demolition	No Acceptable Solution	Minor internal and external demolition works are proposed including the removal of the existing windows to the existing light weight extension at the rear for replacement with new cladding to match the existing.

The proposed variation can be supported pursuant to the Performance Criteria A1 of the Clause E13.7.1 for the following reason.

Performance Criteria	Proposal
<i>“P1 - Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;</i>	see below assessment

<i>(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</i>	Council's Heritage Advisor has assessed the proposal and has advised that the proposed internal and external works would be generally compatible with the external features of the existing building and will enable a wider public audience to appreciate the historic significance of the building on a continued basis.
<i>(b) there are no prudent and feasible alternatives;</i>	Council's Heritage Advisor has advised that the retention of the fireplace elements should be considered where impact upon the room configuration is less crucial. An advice clause has been included to this effect.
<i>(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;</i>	Chimney elements are proposed to be retained therefore retaining the important exterior structural features of the building.
<i>(d) significant fabric is documented before demolition".</i>	Council's Heritage Advisor has recommended that extant recording of demolished portions of the building be submitted to Council prior to any demolition works taking place. A condition of approval has been included to this effect.

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.2 A1	Buildings and Works other than Demolition	No Acceptable Solution	For works to a heritage place other than demolition, there is no Acceptable Solution therefore consideration must be had to the corresponding Performance Criteria.

The proposed variation can be supported pursuant to the Performance Criteria A1 of the Clause E13.7.2 for the following reason:

Performance Criteria	Proposal
<i>“P1 - Development must not result in any of the following:</i>	see below assessment
<i>(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</i>	<p>It is considered that the proposed works are generally compatible with the external features of the existing building. However, Council’s Heritage Advisor has recommended that the windows to the rear first floor en-suites be reconfigured into vertically proportioned elements similar to existing fenestration patterns. This will ensure a more compatible design response.</p> <p>In the interests of ensuring the heritage values of the place are maintained, Heritage Tasmania have provided a condition of approval requiring any external air handling units to be located in a way that minimises impacts to the heritage values of the place and for such infrastructure to be visually discreet.</p>
<i>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place”.</i>	It is considered that the proposal would not diminish the cultural heritage significance of the place as there would be no significant loss of external features. Important external features would be retained.

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.2 A2	Buildings and Works other than Demolition	No Acceptable Solution	For works to a heritage place other than demolition, there is no Acceptable Solution therefore consideration must be had to the corresponding Performance Criteria.

The proposed variation can be supported pursuant to the Performance Criteria A1 of the Clause E13.7.2 for the following reason.

Performance Criteria	Proposal
<i>“P2 - Development must be designed to be subservient and complementary to the place through characteristics including:</i>	see below assessment
<i>(a) scale and bulk, materials, built form and fenestration;</i>	The proposed external alterations would be located at the rear of the building and are considered generally complimentary on the basis amended plans are provided to address window orientation.
<i>(b) setback from frontage;</i>	No additions are proposed at the front of the building therefore this provision is not applicable to the assessment of this application.
<i>(c) siting with respect to buildings, structures and listed elements;</i>	No additions are proposed at the front of the building therefore this provision is not applicable to the assessment of this application.
<i>(d) using less dominant materials and colours”.</i>	Council’s Heritage Advisor is satisfied that the proposed additions to the rear of the premises would be subservient to the existing structure.

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.2 A3	Buildings and Works other than Demolition	No Acceptable Solution	For works to a heritage place other than demolition, there is no Acceptable Solution therefore consideration must be had to the corresponding Performance Criteria.

The proposed variation can be supported pursuant to the Performance Criteria A3 of the Clause E13.7.2 for the following reason.

Performance Criteria	Proposal
<i>“P3 - Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such”.</i>	It is considered that the materials, built form and fenestration of the proposed rear additions would be subservient to the dominant heritage characteristics of the site and the new features would be readily identifiable on the condition the en-suite windows are reoriented.

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.2 A4	Buildings and Works other than Demolition	No Acceptable Solution	For works to a heritage place other than demolition, there is no Acceptable Solution therefore consideration must be had to the corresponding Performance Criteria.

The proposed variation can be supported pursuant to the Performance Criteria A4 of the Clause E13.7.2 for the following reason.

Performance Criteria	Proposal
<i>“P4 - Extensions to existing buildings must not detract from the historic cultural heritage significance of the place”.</i>	Council’s Heritage Advisor is satisfied that the proposed additions would be compatible with the existing built form and fabric subject to the reconfiguration of the rear first floor en-suite windows to vertically proportioned elements similar to the existing fenestration patterns.

Historic Heritage Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.2 A5	Buildings and Works other than Demolition	New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	There is no photographic evidence to determine the original fencing type.

The proposed variation can be supported pursuant to the Performance Criteria A5 of the Clause E13.7.2 for the following reason.

Performance Criteria	Proposal
<i>“P5 – New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong”.</i>	It is considered that the proposed fencing and deck balustrade would be sympathetic in design in that the design would be commensurate with the style, period and characteristics of the existing building.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 2 representations were received. The following issues were raised by the representors:

5.1. Parking Impacts

Concern is raised in relation to the limited supply of car parking provided both on-site and within the general area. Specifically, concern is raised visitors will be inclined to park within the carpark servicing the Bellerive Community Arts Centre located at 17 Cambridge Road located at the entrance to the right-of-way servicing the subject site.

Concern is also raised over the width of the right-of-way and potential damage vehicles may cause to the adjacent heritage listed buildings due to the narrow width of the right-of-way and reduced overhead clearance.

The representor has suggested signage be installed at the entrance to the right-of-way imposing a vehicle size limit and speed limit and for deliveries and service vehicles to utilise exclusively the Cambridge Road access. Additional signage is also suggested for inclusion within the Bellerive Arts Centre carpark to clearly designate these spaces to Bellerive Arts Centre staff only.

The representor also suggests that any cash-in-lieu taken as part of the development be invested into the construction of additional parking spaces at the entrance of the right-of-way by extending the carpark for the Bellerive Arts Centre by excavating uphill into the road reservation embankment.

- **Comment**

The carpark allocated to the Bellerive Community Arts Centre is currently signed to restrict parking within the carpark to the Community Arts Centre staff only. The signage arrangements are considered adequate by Council's Development Engineer to prevent parking by non-staff members. Should management issues arise through the use of the carpark, Council's Asset Management Department would be willing to investigate the appropriateness of the installation of additional signage.

With respect to the right-of-way, Council's Development Engineer has considered that the width of the right-of-way is appropriate for the low traffic volumes and the low speed environment and that the potential for damage to the adjoining buildings is unlikely. However, it is considered that the entrance to the right-of-way adjacent to the Petchey Street carpark would benefit from the installation of bollards on either side of the entrance. A condition has been included to this effect.

Access is also provided direct from Cambridge Road to the subject site to serve as a visitor drop off zone and for service vehicle parking. Council's Development Engineer has considered it appropriate for the inclusion of a sign at the entrance to the right-of-way to alert visitors to the site of the limitations of the right-of-way. This condition has been discussed with Council's Heritage Advisor who has suggested that the signage must not be fixed to the historic building fabric of 17 Cambridge Road. A condition of approval is recommended to this effect.

The request for any cash-in-lieu funds to be invested into extending the existing Bellerive Arts Centre car park is not supported by Council's Development Engineer due to topographical and servicing constraints within the road reservation. It is also not considered appropriate to encourage commercial parking directly outside of residential properties.

The applicant and the Bellerive Arts Centre have been in discussion regarding vehicular access and parking arrangements and have come to an agreement in relation to the installation of signage alerting visitors to the access limitations and designation of the adjoining carpark for use by the Bellerive Community Centre. The conditions recommended are consistent with this agreement.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

In accordance with the Historic Cultural Heritage Act 1995, the application was also referred to the Tasmanian Heritage Council. The Tasmanian Heritage Council has issued a Notice of Heritage Decision subject to the following condition:

“All proposed external air handling units and their associated conduits must be located in a way that minimises impacts to the heritage values of the place and must be visually discreet. Details for the proposed location and installation of the new units must be submitted to Heritage Tasmania, and must be to the satisfaction of the Works Manager, prior to the commencement of building works”.

The details of the Notice of Heritage Decision, including the condition are included in the permit through Condition 9.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council’s adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

9. CONCLUSION

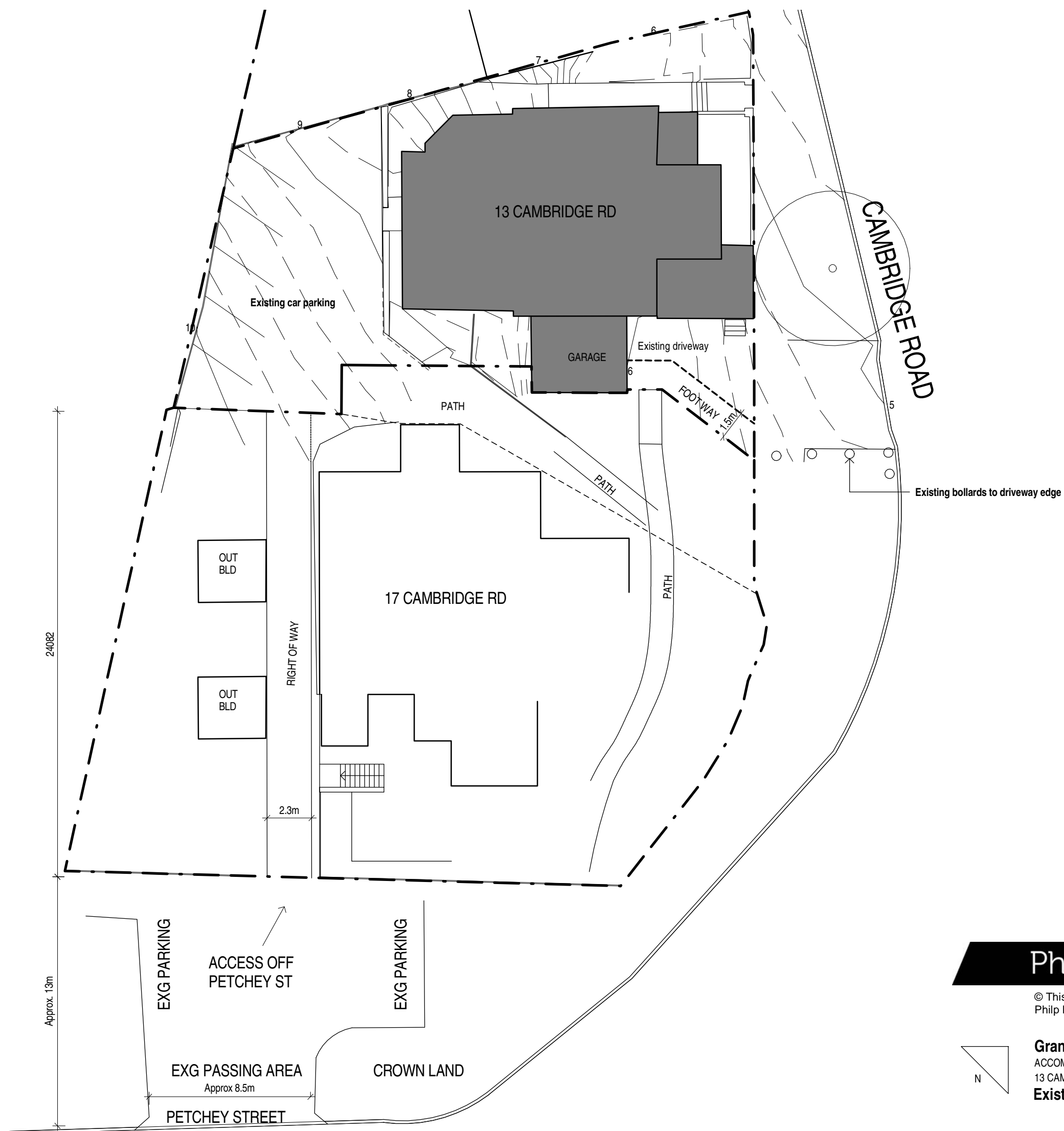
The proposal for alterations, front fence and change of use to visitor accommodation at 13 Cambridge Road, Bellerive (with access over 17 Cambridge Road) is considered to satisfy all relevant Acceptable Solutions and Performance Criteria of the Scheme and is accordingly recommended for conditional approval.

Attachments: 1. Location Plan (1)
2. Proposal Plan (9)
3. Site Photo (1)
4. Tasmanian Heritage Council decision (1)

Ross Lovell
MANAGER CITY PLANNING

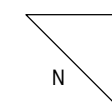


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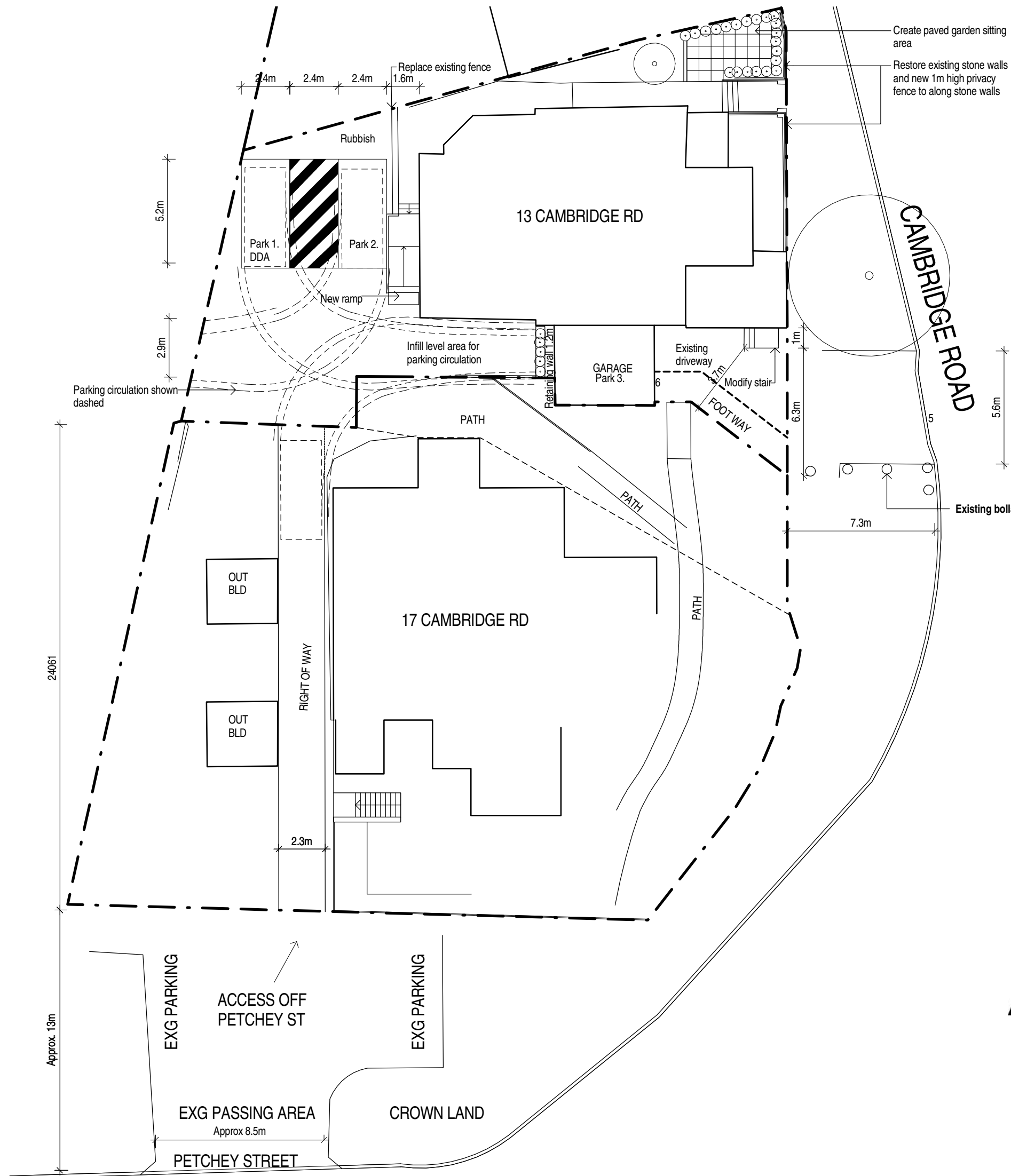
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Grandbanks
ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Existing Site Plan

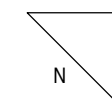
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1 : 200 @ A3
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REV B
DA01



PARKING		
	Required	Proposed
DDA Bed	1	1
Bedrooms	5	2
TOTAL	6	3

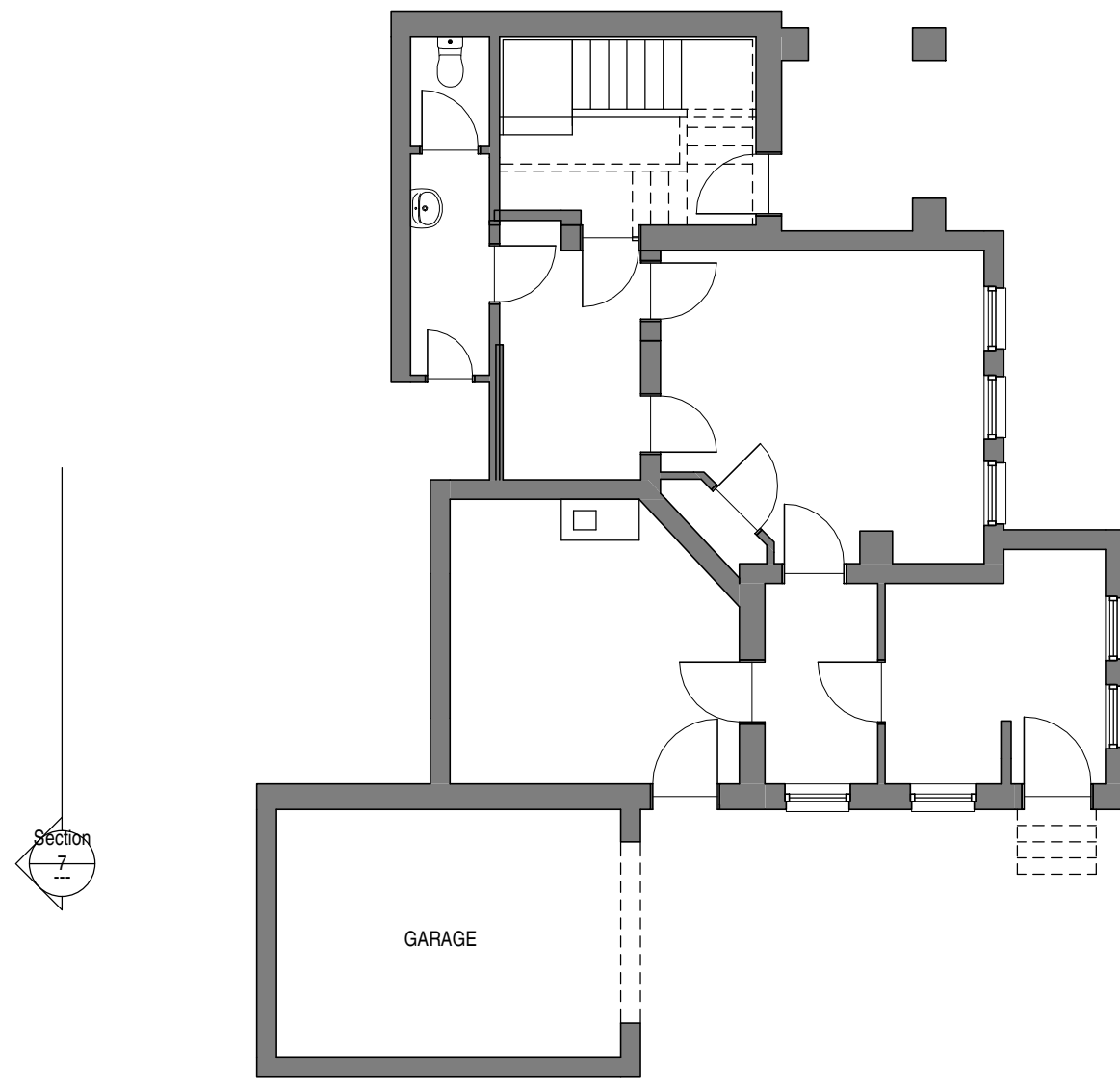
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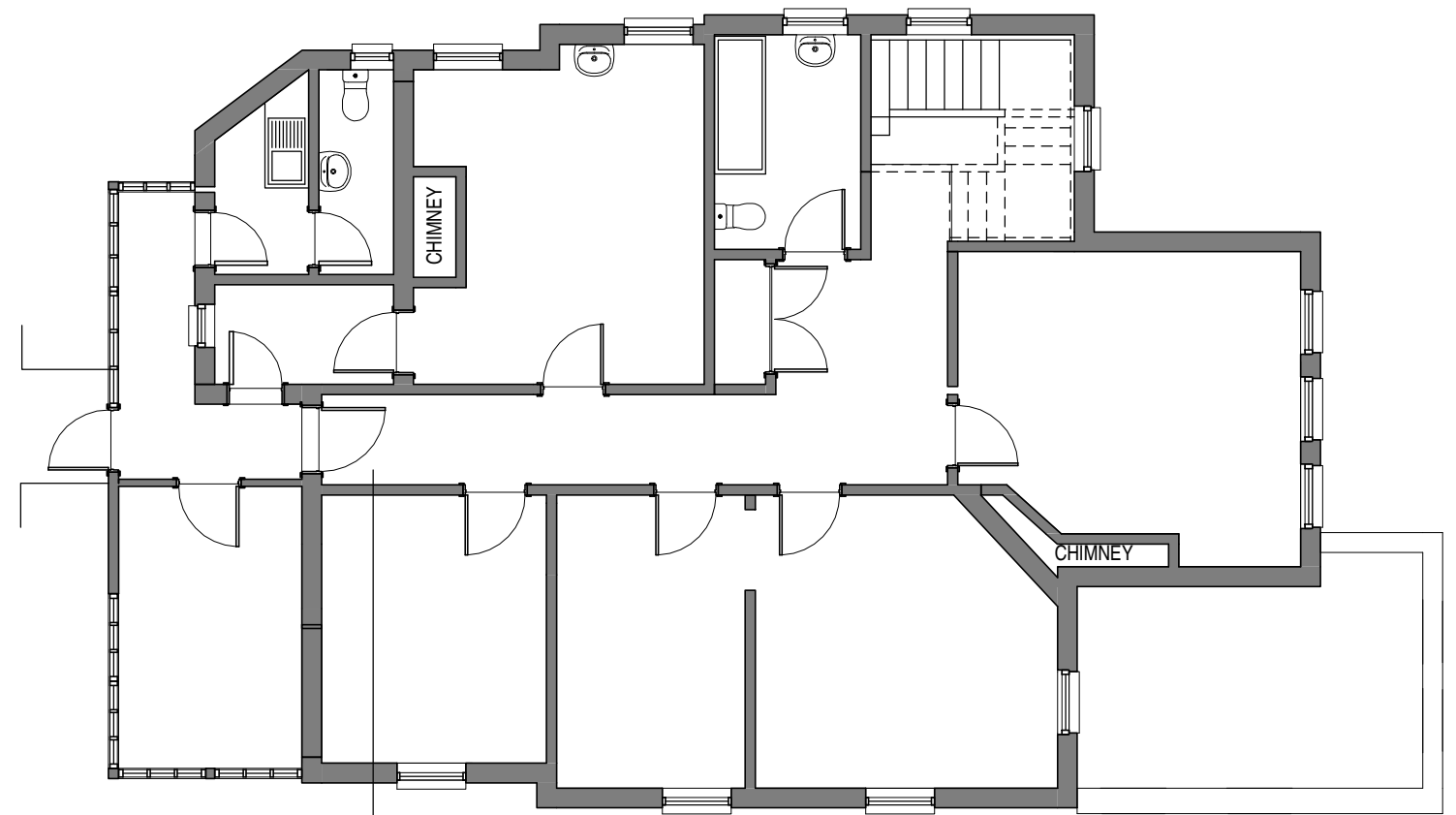


Grandbanks
 ACCOMMODATION
 13 CAMBRIDGE ROAD BELLERIVE
Site Plan & Parking

11.07.18
 1 : 200 @ A3
 001.17193
 REV B
DA02



1 GROUND FLOOR EXG
1 : 100



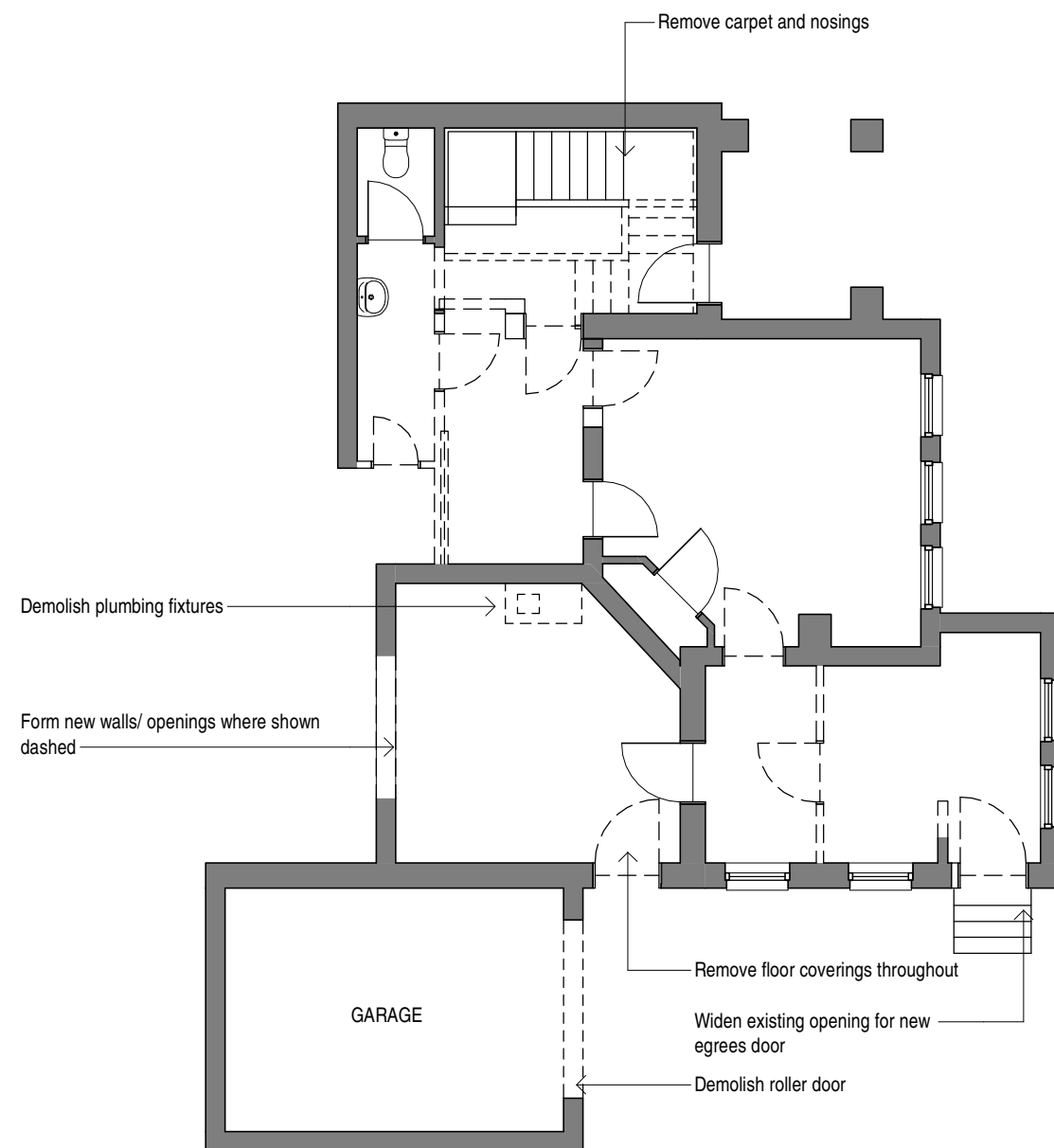
2 1ST FLOOR EXG
1 : 100

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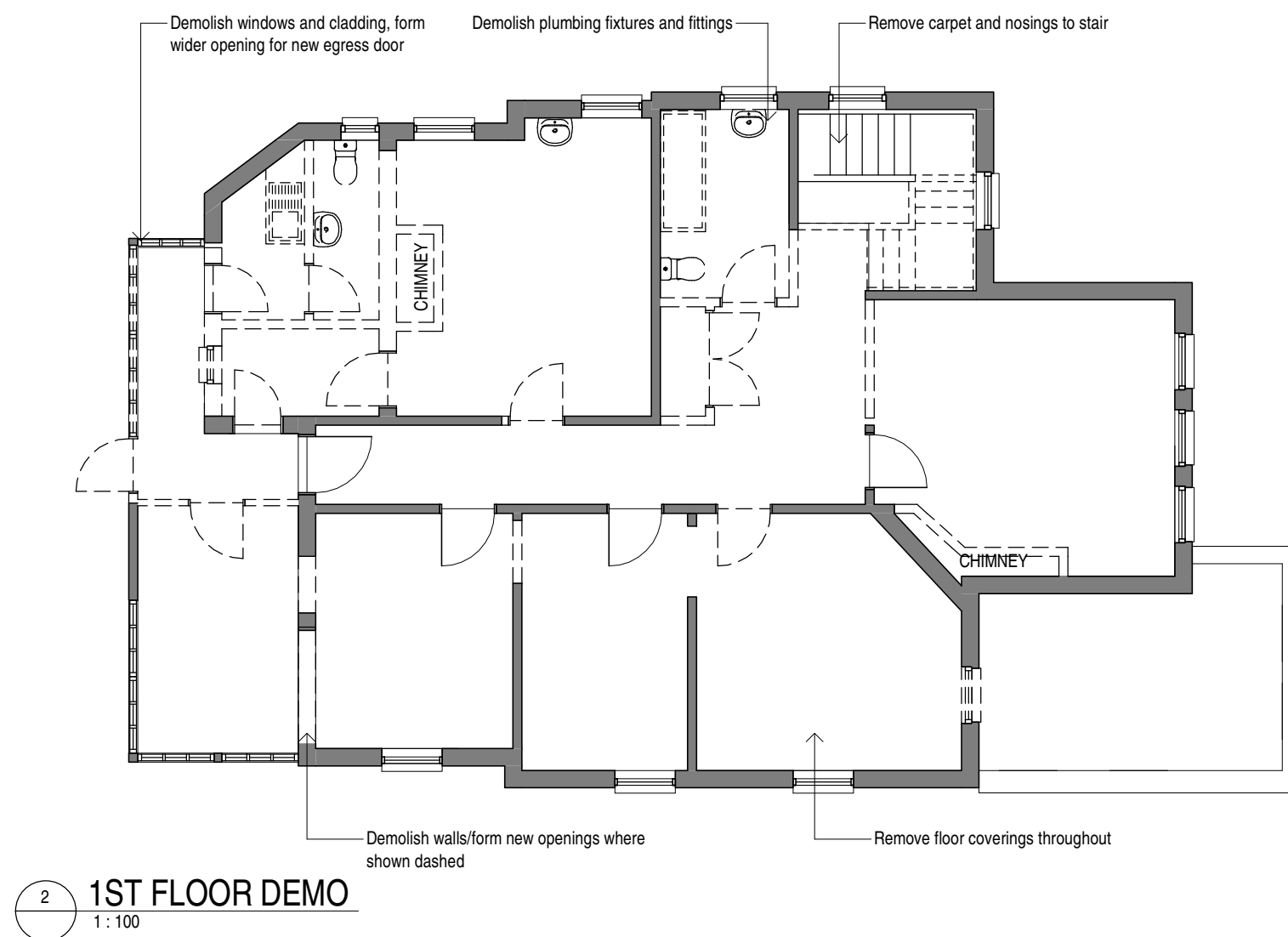
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Grandbanks
ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Existing Plans

11.07.18
1 : 100 @ A3
001.17193
REV B
DA03



1 **GROUND FLOOR DEMO**
1 : 100



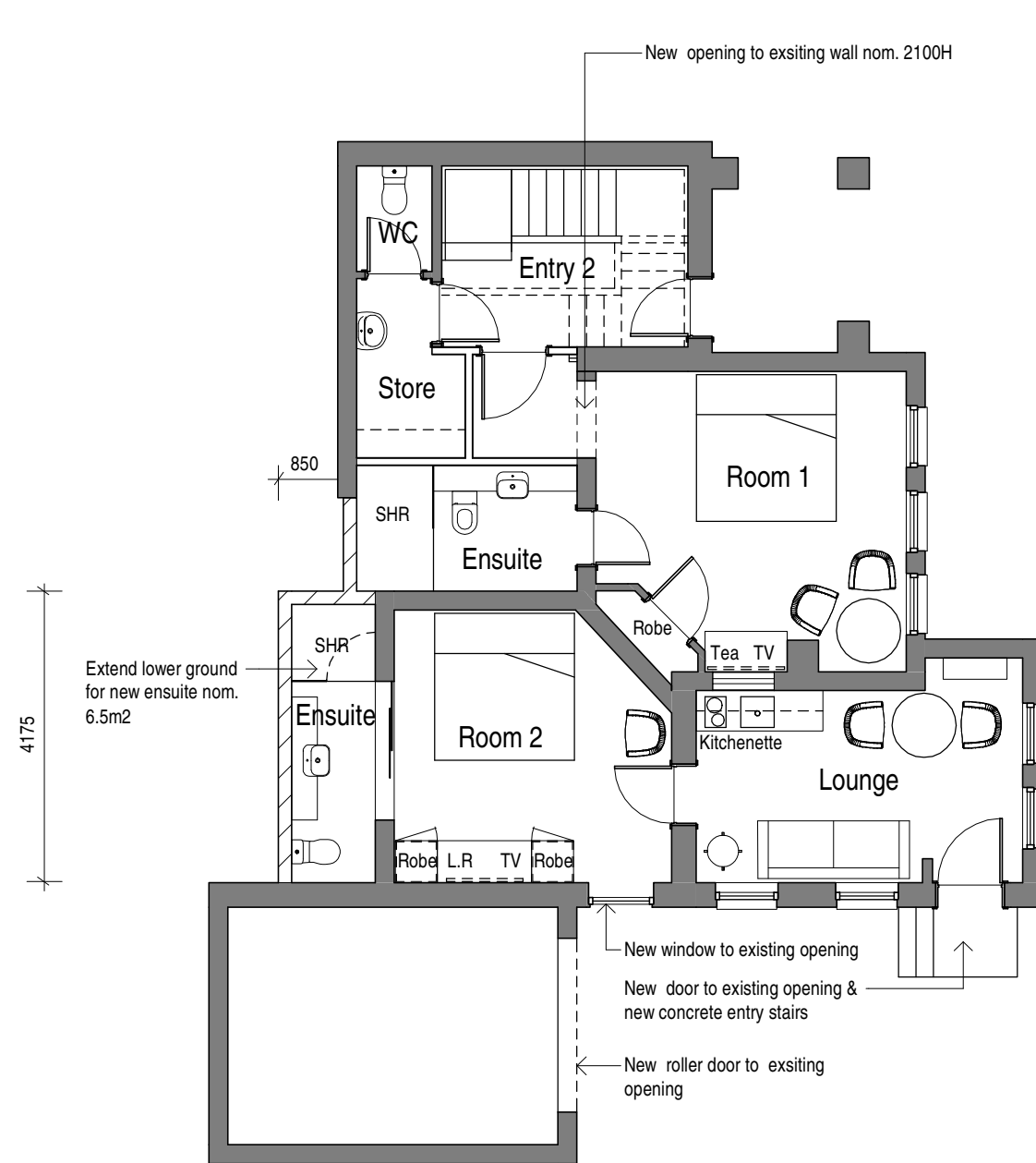
2 **1ST FLOOR DEMO**
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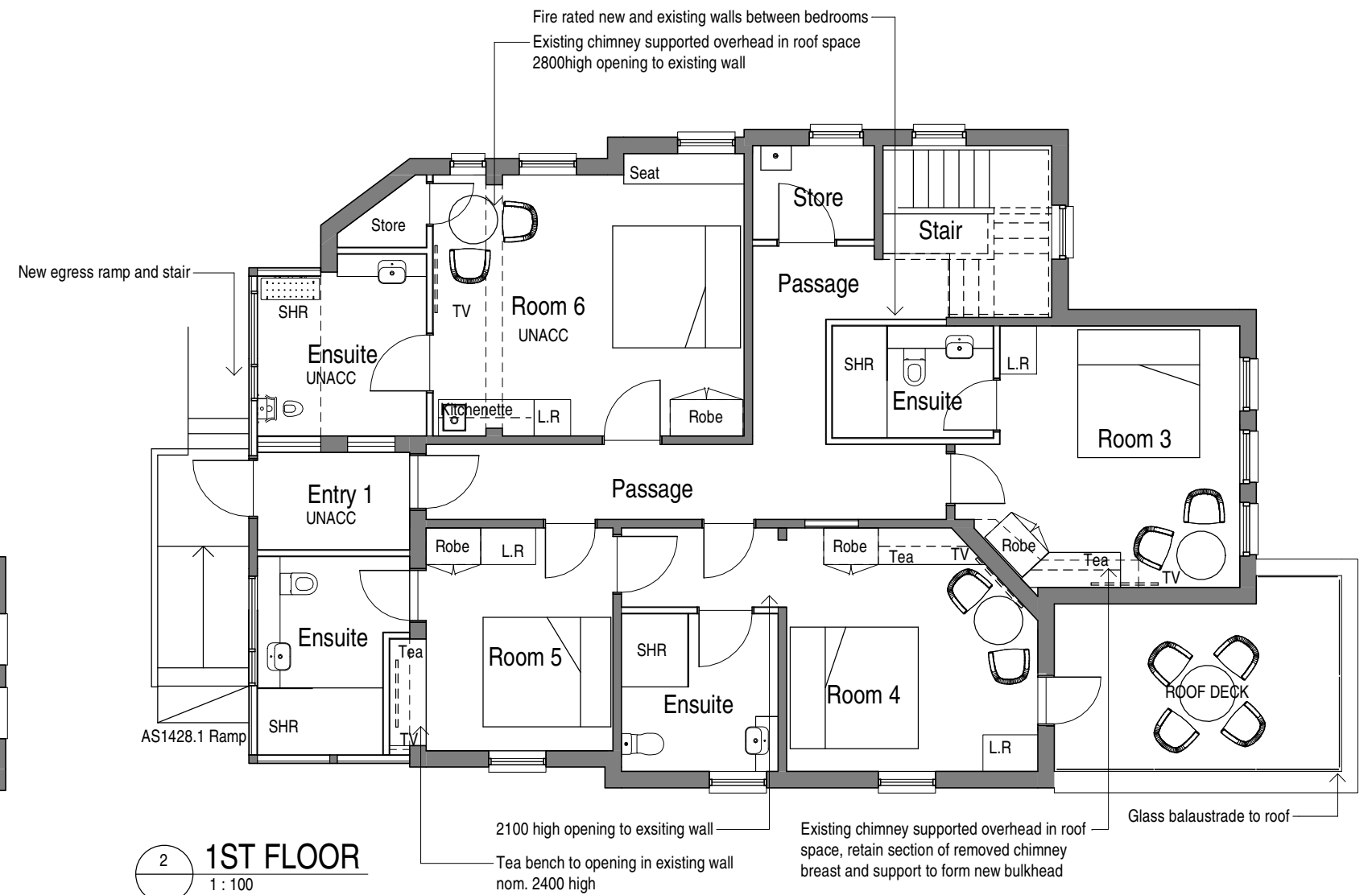
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Grandbanks
ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Demolition Plans

11.07.18
1 : 100 @ A3
001.17193
REV B
DA04



1 GROUND FLOOR
1 : 100



2 1ST FLOOR
1 : 100

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ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Proposed Plans

11.07.18
1 : 100 @ A3
001.17193
REV B
DA05



1 NORTH ELEVATION EXISTING
1 : 100



2 EAST ELEVATION EXISTING
1 : 100

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ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Existing Elevations

11.07.18
1 : 100 @ A3
001.17193
REV B
DA06



1 SOUTH ELEVATION EXISTING
1 : 100



2 WEST ELEVATION EXISTING
1 : 100

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Grandbanks
ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Existing Elevations

11.07.18
1 : 100 @ A3
001.17193
REV B
DA07



1 NORTH ELEVATION
1 : 100



2 EAST ELEVATION
1 : 100

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ACCOMMODATION
13 CAMBRIDGE ROAD BELLERIVE
Proposed Elevations

11.07.18
1 : 100 @ A3
001.17193
REV B
DA08



1 SOUTH ELEVATION
1 : 100



2 WEST ELEVATION
1 : 100

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13 CAMBRIDGE ROAD BELLERIVE
Proposed Elevations

11.07.18
1 : 100 @ A3
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REV B
DA09

13 Cambridge Road, Bellerive (with access over 17 Cambridge Road)



Photo 1: The subject site when viewed from Cambridge Road. Access is provided direct from Cambridge Road providing access to a garage.



Photo 2: The right of way access provided from Petchey Street. The right of way passes through the Bellerive Arts Centre car park.

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Level 3, 200 Collins St, Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: 2017/520
THC WORKS REF: 5471
REGISTERED PLACE NO: 0953
FILE NO: 10-04-76THC
APPLICANT: Philp Lighton Architects
DATE: 8 August 2018

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: Former Bellerive Police Station, 13 Cambridge Road, Bellerive.
Proposed Works: Adaptive reuse to provide six short-term accommodation units.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application 2017/520, advertised on 16/07/2018, subject to the following condition:

- I. All proposed external air handling units and their associated conduits must be located in a way that minimises impacts to the heritage values of the place and must be visually discreet. Details for the proposed location and installation of the new units must be submitted to Heritage Tasmania, and must be to the satisfaction of the Works Manager, prior to the commencement of building works.**

Reason for condition

To ensure that the installation of new services is sympathetic to the heritage values of the place.

Please ensure the details of this notice, including condition, are included in any permit issued, and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

Please contact Russell Dobie on 1300 850 332 if you require clarification of any matters contained in this notice.



Ian Boersma
Works Manager – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

11.3.6 DEVELOPMENT APPLICATION D-2017/505 - 15 DERWENT STREET, BELLERIVE - EXTENSION AND CONSOLIDATION OF USE AND OPERATIONAL RESTRICTIONS AT BELLERIVE OVAL (OVER-RIDING PREVIOUS PERMITS)

(File No D-2017/505)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to consider the application made for an extension and consolidation of use and operational restrictions at Bellerive Oval (over-riding previous permits) at 15 Derwent Street, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned Recreation and subject to the Coastal Erosion Hazard Area and Parking & Access Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which has been extended with the agreement of the applicant to expire on 22 August 2018.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 37 representations were received raising the following issues:

- lighting;
- extension of hours/increased usage;
- noise from the PA system/potential concerts systems/Nitro Circus;
- noise from crowd dispersion/traffic/buses/taxis etc;
- parking and traffic;
- BOTP;
- extraneous activity;
- litter and servicing;
- proximity to a large amount of residential homes;
- reduction in residential values;
- crowd/patron behaviour;
- availability of more suitable venues;

- support for a single permit/management plan;
- impact on park;
- the EPN measures should form the basis for the planning permit;
- location clarification required;
- justification of the PC required;
- better notification to residents;
- lack of compliance for non-sporting events;
- lack of operator consultation;
- what funds are being contributed by Council?;
- object to a jetty at Bellerive Beach;
- disagree with disabled car parking in South Street;
- lack of consultation by Council;
- withdraw of venue passes by TCA; and
- support for the proposal.

RECOMMENDATION:

- A. That the Development Application for extension and consolidation of use and operational restrictions at Bellerive Oval (over-riding previous permits) at 15 Derwent Street, Bellerive (CI Ref D-2017/505) be refused for the following reasons.
1. The Proposal is contrary to the provisions of the Clarence Interim Planning Scheme 2015, Clause 18.3.1(P1), because it has not been sufficiently demonstrated that the hours of operation of the use within 50m of the adjacent General Residential zone will not have an unreasonable impact upon residential amenity through commercial vehicle movements or noise that is unreasonable in timing, duration or extent.
 2. The Proposal is contrary to the provisions of the Clarence Interim Planning Scheme 2015, Clause 18.3.2(P1), because it has not been sufficiently demonstrated that the noise emissions measured at the boundary of the adjacent General Residential zone will not cause environmental harm within that zone.
 3. The Proposal is contrary to the provisions of the Clarence Interim Planning Scheme 2015, Clause 18.3.2(P2), because it has not been sufficiently demonstrated that external amplified loud speakers or music measured at the boundary of the adjacent General Residential zone will not cause environmental harm within that zone.
 4. The Proposal is contrary to the provisions of the Clarence Interim Planning Scheme 2015, Clause 18.3.3(P1), because it has not been sufficiently demonstrated that external lighting, other than flood lighting of sport and recreation facilities, within 50m of the General Residential zone will not adversely affect the amenity of adjoining residential areas, having regard to all of the following:

- (a) level of illumination and duration of lighting; and
 - (b) distance to habitable rooms in an adjacent dwelling.
- 5. The Proposal is contrary to the provisions of the Clarence Interim Planning Scheme 2015, Clause 18.3.4(P1), because it has not been sufficiently demonstrated that patron vehicles operating after 10.30pm will not unreasonably impact on the residential amenity of nearby land.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The site is the subject of a number of significant planning permits, including D-2012/330 (extensions and new grandstand), D-2008/407 (lighting), D-2008/223 (non-sporting events), D-2007/228 (indoor practice centre), and D-2000/113 (Bellerive Oval upgrade) which collectively have defined the transition of the ground as a local sporting venue to the home of the Tasmanian Cricket Association from 1987.

The Resource Management and Planning Appeal Tribunal (RMPAT) approved the major redevelopment of Bellerive Oval in 2000. The activities at Bellerive Oval were limited to:

- sporting fixtures during daylight hours;
- training and coaching clinics; and
- functions associated with sporting use of the oval, and by the TCA.

A “Bellerive Oval Transport Plan” (BOTP) was also required to be implemented to control the impacts of traffic and parking associated with major events.

In 2008, Council approved the extension of the use of the facilities at the oval to include a Community Building. Following a consent decision issued by RMPAT (April 2009), the approval allows for:

- non-sporting related activities involving more than 1500 people or noise generated exceeds 55dB(a) measured as an Leq over any 15 minute period at the nearest residential boundary is limited to a maximum of 6 functions per year;
- amplified commentary or music restricted to 10pm except for 1 pre-Christmas event per year which was limited to 11.30pm; and
- limitation of sound levels for non-sport related events to 65dB(A) at the nearest boundary of any residence.

Also in 2008, Council approved lighting for the oval which includes (but is not limited) to the following conditions:

- the number of sporting events using the lighting is limited to 20 events per year and must not extend beyond 10.30pm;
- lighting towers may not operate after 11pm/time limitations to venue activities;
- noise restrictions.

However, Council has received complaints for a number of years about the noise levels coming from events at Blundstone Arena eg One Day International cricket games.

Under the D-2012/330 permit, which was for the “development” of a new grandstand and other associated facilities, a number of the use conditions were transferred over to the new permit. Where this did not occur, the new permit included a condition (Condition 2) which clearly directed that the “use” must only be undertaken in accordance with the previous permit conditions. Notwithstanding, there was clearly some confusion as to how permit conditions operated.

On 28 March 2015, Cricket Tasmania held a “sporting” event at Blundstone Arena, called “Nitro Circus”. Nitro Circus events consist of motor-cross bike riders doing aerial acrobatics and performances. There was also music and announcements which were purported to be clearly heard a long way from the oval (eg outside Eastlands). Two noise consultants took readings on the day, one engaged by Cricket Tas and the other by Council. Both noise reports showed the noise levels far exceeded any previous permit conditions. Council received numerous complaints about the noise levels.

It was decided the noise from the event came under the definition of an “environmental nuisance” in EMPCA. An Environmental Protection Notice (EPN) can, in this instance, be used to “...vary existing planning permit conditions or restrictions of a permit; ...”, as per Section 44 (2) (d).

Council then engaged a market research company, Myriad Research, to undertake a questionnaire with neighbouring residents to determine what the nuisance was with events (for example was the issue with music, commentators or other sources?) and to find an acceptable level of noise for the community. Council’s noise consultant was also involved to analyse the data and determine a level that was suitable.

Once acceptable levels had been determined an EPN was drafted, Council officers began discussion with Cricket Tasmania to negotiate an agreed level of noise that was suitable. Discussions, however, were not successful and on 16 December 2016 the EPN was issued (refer to Attachment 3).

The EPN was appealed on the following grounds:

- “1. Tasmanian Cricket Association disputes any suggestion that environmental nuisance occurred due to noise from an outdoor event at Blundstone Arena on 28 March 2015 or that environmental nuisance is likely to occur from future events held at Blundstone Arena in accordance with existing permits.*
- 2. Variations of the conditions or restrictions of permits D-2012/330, D-2008/407, D-2008/223 and D-2000/113 are both unnecessary and unreasonably restrictive for the operation of the use which council has previously approved”.*

It was agreed, through RMPAT mediation, that a new development application would be lodged to bring all planning issues for events into one permit.

A new development application was subsequently lodged on 6 November 2017. Landowner (Council) consent to lodge the development application was provided and further information from the applicant was received on 18 May 2018.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Recreation under the Scheme.

2.2. The proposal is discretionary because of the “Community meeting and entertainment” use and because it does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – Recreation Zone; and
- Section E6.0 – Parking and Access Code.

2.4. Council’s assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is the Bellerive Oval (also known as the Blundstone Arena) and its surrounds, bounded by Derwent Street to the west, Church Street to the north, Beach Street to the east and Bellerive Beach to the south.

The Bellerive Oval complex is a sporting facility currently including a multi-purpose turf oval, practice wickets, indoor practice facilities and structures for spectator seating, facilities, administration and maintenance.

It is bounded on the southern side by formalised parkland and a children's playground and to the east by more parkland and an outdoor practice wicket area.

The surrounding land to the west, north and further to the east is predominantly residential.

3.2. The Proposal

The proponent has described the application as intending to consolidate all the use conditions of the current planning permits. No new development is proposed (Attachment 2).

Notwithstanding that consolidation, the applicant is also seeking approval to make a number of changes which effectively constitute an intensification of the current use. There is no succinct summary of the proposed changes in the applicant's documentation and various items of information can be found in different parts of the report, including the appendices. The applicant's proposal is summarised below.

Removal of the Distinction between Sporting and Non-sporting Events

To avoid confusion in categorising an event such as Nitro Circus, the applicant proposes to remove all distinctions between sporting and non-sporting events. However, this would also remove the current cap of 6 non-sporting events per year.

Hours of Operation

The applicant proposes the following hours of operation:

- 8am start (3 hours earlier for non-sporting events);
- 11pm finish for outdoor events (an additional 30 minutes);
- all outdoor activities to cease by 12am - crowd dispersal, pack up and clean (no increase); and

- all indoor functions to cease by 12am (an additional 30 minutes).

Currently the planning permits allow for:

- outdoor non-sporting events not involving amplified commentary or music may not start before 11am/no restriction for daylight sporting events;
- the current restrictions are a 10.30pm finish for sporting events involving amplified commentary; dismantle/pack up/clean operations to cease at 12am;
- non-sporting events must cease at 10pm with the exception of a single pre-Christmas event per year which is restricted to 11.30pm;
- function rooms for non-sport related functions must cease no later than 11:30pm.

Lighting

The applicant requests that, due to changes in broadcasting requirements, the current lighting limits are also extended:

- full illumination until 11pm (an increase of 30 minutes); and
- 25% illumination from 11pm to 12am (a net increase of 1 hour).

Currently the planning permits allow:

- full illumination until 10.30pm; and
- 50% illumination from 10.30pm until 11pm.

The current planning permits require outdoor events to finish at 10.30pm. The applicant is requesting the finishing time is extended by 30 minutes to cater for the demands of the television networks.

The applicant contends that the majority of televised matches are scheduled to run through to 10.40pm, but can still run over by a few minutes further. It is proposed that the lights are turned down from 100% to 25% by no later than 11.00pm and that the towers are turned off completely by 12.00am. This is to allow time for the crowd to disperse, rubbish to be collected and camera crews to pack gear from hazardous positions (eg height). Reportedly Tasmania Police have also requested on occasions for the lights to stay on to look for lost children or deal with other matters.

The applicant has sought to justify the increase in the following statement:

“Current permit conditions allow for 11pm finishing time for up to 20 events per year. In reality the network demands have resulted in finishing times of around 10.40 for play, and clean up and crowd dispersal till 12 (at reduced levels) And an extension of lighting time is therefore required for 100% till 11pm, and 25% till 12, for these specific events.

The inflexible nature of Cricket and AFL Broadcast matches are a complicated event to manage within our current planning permit.

Ultimately game schedules are controlled by the Broadcast partners, who have no interest in accommodating local time restrictions. For example, if the show “The Project” is on Channel 10 the broadcaster won’t start a BBL game until 7:40pm which means it is due to finish on or around 10:40pm. The broadcaster sells advertising nationally for that time slot and believes as they pay for the rights to show the sport they can stick to their timings based on their ratings. Similarly the AFL has outlined that if one of their Broadcast matches is delayed through a venue fault/requirement they have the right to penalise the venue starting at \$250,000.00 and heading to \$5,000,000.00 dependant on the delay and outcome. They can also penalise the venue and state by not allowing future fixtures to have matches and events. This again is due to contractual arrangements through TV Rights deals and the outcomes are only magnified where TV Rights have been sold overseas.

The venue management is therefore caught in a difficult balance of managing compliance with planning permit restrictions...”

Noise Controls

As discussed above, the applicant proposes to remove the distinction between sporting and non-sporting events. Instead it is proposed to create separate categories of noise limits, being those for “house PA events” and those for “external PA systems”.

The house PA system comprises fixed speakers distributed around the various sections of the ground and is controlled from the sound booth in the Southern stand. This system is used for BBL, AFL, national and international cricket and local sport events.

- criteria is 62 dBA Leq over 1 hour, with no Leq 10min above 67 dBA; and
- the noise criterion of 62 dBA is transferred to a level at the PA of 102 dBA.

The external PA system is for events where a sound system is brought in by the event organiser. It would include events such as music concerts, with the sound system most likely located on the oval rather than in the stands. The criteria are based on a points system where:

- 36 points are allocated per 3 years;
- one point is used for every 3 dB that is measured above 62 dBA, using the highest Leq1hr of the 3 locations;
- points accumulated for each hour of the event;
- if the event goes beyond 10pm a penalty for low frequency content may be applied to the measured level; 5dB added to the measured Leq dBA level if dBC – dBA > 15;

- there must be sufficient points available prior to event to cater for expected noise levels;
- if more than 36 points are used in the 3 year period, the points for the following period are reduced;
- points remaining after 3 years are not carried over to the next period; and
- Blundstone Arena may apply to the Clarence City Council Environmental Health Officer for dispensation to operate a non-compliant noise event. Such events would be approved at Council's discretion and be limited to 1 per annum.

Commercial and Patron Vehicle Movements

The applicant proposes only minimal changes to the traffic management plan, with an update to the venue reference to reflect the commercial name of the venue, "Blundstone Arena". The nature and intent of the transport management plan is maintained, with revisions and updates to reflect improvements and changes resulting from the prescribed reviews.

The reviews to the document include:

- inclusion of bus and taxi parking areas included in the Western Stand redevelopment;
- inclusion of Department of State Growth and Tasports within the steering committee, as required;
- update of name to reflect the current venue name, being "Blundstone Arena".

4. PLANNING ASSESSMENT**4.1. Determining Applications [Section 8.10]**

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act,*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the Recreation Zone and Parking and Access Code with the exception of the following.

Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.1	Hours of Operation	<p>Hours of operation of a use within 50m of a residential zone must be within:</p> <p>(a) 7.00am to 8.00pm Mondays to Fridays inclusive;</p> <p>(b) 8.00am to 6.00pm Saturdays;</p> <p>(c) 10.00am to 5.00pm Sundays and Public Holidays;</p> <p>except for office and administrative tasks.</p>	<ul style="list-style-type: none"> • 8am start (no allowance for Sundays /public holidays); • 11pm finish for outdoor events; • all outdoor activities to cease by 12am - crowd dispersal, pack up and clean; and • all indoor functions to cease by 12am.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 18.3.1 as follows.

Performance Criteria	Proposal
<p><i>“Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent”.</i></p>	<p>The applicant has provided insufficient information to justify the proposal against the performance criterion. The justification is solely reliant on the fact that the acceptable solution parameter of 50m from a residential zone does not cover the whole stadium. Notwithstanding that all egress movements for the stadium are through this area, numerous Tribunal decisions (such as Henry Design and Consulting v Clarence City Council & Ors [2017] TASRMPAT 45B) have clearly established the principle that an Acceptable Solution cannot be considered in determining compliance with a Performance Criterion. The applicant further considers that the other potential factors of noise and patron vehicle movements are addressed in the other development standards. It is therefore considered that the applicant has neither identified what a reasonable level of residential amenity for the area is nor the likely impact of the proposal. Conversely, in considering its EPN, Council has sought to identify and establish reasonable residential amenity and develop suitable controls accordingly. This is further discussed in response to the development standard for noise (below).</p>

Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.2	Noise	<p>Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <ul style="list-style-type: none"> (a) 55dB(A) (LAeq) between the hours of 7.00am to 7.00pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00pm and 7.00am; (c) 65dB(A) (LAm_{ax}) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>For house PA events the applicant proposes:</p> <ul style="list-style-type: none"> • 62 dBA Leq over 1 hour, with no Leq 10min above 67 dBA. <p>For external PA Systems The criteria is based on a points system where:</p> <ul style="list-style-type: none"> • 36 points are allocated per 3 years. • One point is used for every 3 dB that is measured above 62 dBA, using the highest Leq1hr of the three locations. • Points accumulated for each hour of the event. • If the event goes beyond 10pm a penalty for low frequency content may be applied to the measured level. 5dB added to the measured Leq dBA level if dBC – dBA > 15. • There must be sufficient points available prior to event to cater for expected noise levels. • If more than 36 points are used in the 3 year period, the points for the following period are reduced. • Points remaining after 3 years are not carried over to the next period.

			<p>The applicant further proposes that operator can apply for a dispensation to operate a non-compliant noise event. Such events would be approved at the Councils discretion and be limited to 1 per annum.</p> <p>There is no upper noise limit proposed in the noise management plan or for the annual non-compliant event.</p>
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The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 18.3.2 as follows.

Performance Criteria	Proposal
<p><i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone”.</i></p>	<p>The proponent’s submission repeats the definition of ‘Environmental harm’ under the Environmental Management Pollution Control Act 1994 (EMPCA), a short review of academic literature on the measurement of noise for statutory regulation, an irrelevant reference to the Tasmanian Work Health and Safety Regulations 2012, and some discussion of cost benefit analysis. At no point is there any analysis of what constitutes an environmental harm and whether this proposal does or does not fall within this category. The proposal would allow for no limits on at least one non-sporting event every three years (such as a music concert) and an expectation that one non-compliant event could be held each year. The applicant has therefore not demonstrated compliance with this performance criterion.</p> <p>EMPCA defines Environmental harm in section 5 as:</p> <p><u>(1) For the purposes of this Act, environmental harm is any adverse effect on the environment (of whatever degree or duration) and includes an environmental nuisance.</u></p>

	<p>(2) <i>For the purposes of this Act, the following provisions are to be applied in determining whether environmental harm is material environmental harm or serious environmental harm:</i></p> <p>(a) <i>environmental harm is to be treated as serious environmental harm if –</i></p> <p>(i) <i>it involves an actual adverse effect on the health or safety of human beings that is of a high impact or on a wide scale;</i> <i>or</i></p> <p>(ii) <i>it involves an actual adverse effect on the environment that is of a high impact or on a wide scale; or</i></p> <p>(iii) <i>it results in actual loss or property damage of an amount, or amounts in aggregate, exceeding ten times the threshold amount;</i></p> <p><u>(b) environmental harm is to be treated as material environmental harm if –</u></p> <p><u>(i) it consists of an environmental nuisance of a high impact or on a wide scale; or</u></p> <p>(ii) <i>it involves an actual adverse effect on the health or safety of human beings that is not negligible; or</i></p> <p>(iii) <i>it involves an actual adverse effect on the environment that is not negligible; or</i></p> <p>(iv) <i>it results in actual loss or property damage of an amount, or amounts in aggregate, exceeding the threshold amount.</i></p>
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	<p>Environmental nuisance is further defined as:</p> <p><i><u>(a) the emission, discharge, depositing or disturbance of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment;</u> and</i></p> <p><i>(b) any emission, discharge, depositing or disturbance specified in an environment protection policy to be an environmental nuisance;</i></p> <p>To identify what an environmental nuisance might be for the residents surrounding Blundstone Arena and to thereby determine the parameters of the EPN, Council undertook a face-to-face survey of residents within 100m of the boundary of the oval (approximately 80-100 residents). This survey was undertaken by an external social consultant (Myriad Research) on behalf of Council. Residents were asked a few short questions relating to the noise experience from events already held on site. From this information, Council's noise consultant, Peru Terts, was able to determine suitable controls which then formed the basis for the EPN.</p> <p>Whilst the proponent has sought to dispute the process and results of this exercise, in addressing this performance criterion, it has not adequately determined what environmental harm is in the locality or within the context of what is being proposed.</p>
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Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.2	Noise	External amplified loud speakers or music must not be used within 50m of a residential zone.	External amplified loud speakers will be used within 50m of a residential zone.

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 18.3.2 as follows.

Performance Criteria	Proposal
<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone”.</i>	For the reasons outlined above in Cl.18.3.2(P1), the applicant has not identified what constitutes an environmental harm and whether this proposal does or does not fall within that category. The applicant has therefore not demonstrated compliance with this performance criterion.

Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.3	External Lighting	External lighting, other than flood lighting of sport and recreation facilities, within 50m of a residential zone must comply with all of the following: (a) be turned off between 9.00 pm and 6.00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	The applicant contends that this standard does not apply because the floodlighting is used. However, it follows that other lighting around the venue is used after 9pm and that the floodlighting itself is being used at 25% of full power after the event is finished for crowd dispersal and packing up. Therefore the applicant has not demonstrated that the Acceptable Solution has been met.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 18.3.3 as follows.

Performance Criteria	Proposal
<i>“External lighting, other than flood lighting of sport and recreation facilities, within 50m of a residential zone must not adversely affect the amenity of adjoining residential areas^{RI}, having regard to all of the following: (a) level of illumination and duration of lighting; (b) distance to habitable rooms in an adjacent dwelling”.</i>	It may be that this performance criterion could be met; however, the applicant has not provided any information to confirm compliance. With the increased duration taken to pack up the duration is increased which will have some effect on the amenity of adjoining residences.

^{RI} Obtrusive light defined under AS 4282-1997-1.4.7 means: ...spill light which, because of quantitative, directional or spectral attributes in a given context, gives rise to annoyance, discomfort, distraction or a reduction in the ability to see essential information, eg. Signal lights.

Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.4	Commercial and Patron Vehicle Movements	<p>Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50m of a residential zone must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Mondays to Fridays inclusive;</p> <p>(b) 8.00am to 7.00pm Saturdays;</p> <p>(c) 10.00am to 6.00pm Sundays and Public Holidays.</p>	<p>The proponent contends that commercial vehicles such as garbage trucks and service delivery vehicles comply. However, it is unclear if this standard would also apply to other vehicles supporting an event, such as television equipment etc.</p> <p>Notwithstanding, this standard does apply to patron vehicles and this should apply to all forms of transport transferring patrons to and from an event. This would also include dedicated event buses.</p>

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 18.3.4 as follows.

Performance Criteria	Proposal
<p><i>“Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p><i>(a) the time and duration of commercial vehicle movements;</i></p> <p><i>(b) the number and frequency of commercial vehicle movements;</i></p> <p><i>(c) the size of commercial vehicles involved;</i></p> <p><i>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p> <p><i>(e) noise reducing structures between vehicle movement areas and dwellings;</i></p>	<p>Most of this performance criterion is approved under previous permits. However, the applicant is applying for events to be extended by an additional 30 minutes meaning vehicles such as cars and dedicated patron buses required by events must be considered against the following:</p> <p>(a) Time and duration – vehicles would now be operating 30 minutes later (after 11pm);</p> <p>(b) no changes;</p> <p>(c) no changes;</p> <p>(d) no changes;</p> <p>(e) no changes;</p> <p>(f) no changes;</p> <p>(g) no changes.</p>

<p>(f) <i>the level of traffic on the road;</i> (g) <i>the potential for conflicts with other traffic”.</i></p>	<p>Insufficient justification has been supplied by the applicant to demonstrate that patron vehicles operating a further 30 minutes later, after 11pm, would not cause an unreasonable adverse impact on residential amenity.</p>
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Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.4	Commercial and Patron Vehicle Movements	No Acceptable Solution.	BOTP (BATP – Blundstone Arena Transport Plan)

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 18.3.4 as follows.

Performance Criteria	Proposal
<p><i>“A traffic management plan must be provided for any event generating more than 3,000 persons. Such plan must provide for safe and efficient traffic management with local impacts minimised”.</i></p>	<p>In accordance with previous planning permits, it is considered that the BATP meets the performance criteria. Whilst there has often been specific criticism of the operation of the BOTP, the process allows for the continuing refinement of the plan in response to specific issues identified with each event. These issues are identified by the operator, Council and the community in conjunction with third party groups such as Tasmania Police.</p>

Recreation Zone

Clause	Standard	Acceptable Solution	Proposed
18.3.5	Discretionary Use	No Acceptable Solution.	Community meeting and entertainment is an existing but discretionary use.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 18.3.5 as follows.

Performance Criteria	Proposal
<i>“Discretionary use must complement and enhance the use of the land for recreational purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use”.</i>	Non-sporting events would be defined as Community meeting and Entertainment which would be a complementary use which would not have an adverse impact on the recreational use of the land.

Parking and Access Code

Clause	Standard	Acceptable Solution	Proposed
E6.6.1	Number of Car Parking Spaces	The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.	No additional patrons or additional parking spaces are proposed beyond that approved by planning permit D-2012/330.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause E6.6.1 as follows.

Performance Criteria	Proposal
<i>“The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following: (a) car parking demand; (b) the availability of on-street and public car parking in the locality; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision;</i>	Forty three parking spaces are proposed by the applicant with the variation supported by the BATP. Given that the BOTP has a proven track record; it is recommended that the criterion can be justified.

<p>(f) <i>any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i></p> <p>(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i></p> <p>(h) <i>any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i></p> <p>(i) <i>the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i></p> <p>(j) <i>any verified prior payment of a financial contribution in-lieu of parking for the land;</i></p> <p>(k) <i>any relevant parking plan for the area adopted by Council;</i></p> <p>(l) <i>the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code”.</i></p>	
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Parking and Access Code

Clause	Standard	Acceptable Solution	Proposed
E6.6.3	Number of Motorcycle Parking Spaces	The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	No additional spaces are proposed.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause E6.6.3 as follows.

Performance Criteria	Proposal
<p><i>“The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</i></p> <ul style="list-style-type: none"> <i>(a) motorcycle parking demand;</i> <i>(b) the availability of on-street and public motorcycle parking in the locality;</i> <i>(c) the availability and likely use of other modes of transport;</i> <i>(d) the availability and suitability of alternative arrangements for motorcycle parking provision”.</i> 	<p>Given that the BOTP has achieved satisfactory outcomes, it is recommended that the criterion can be justified.</p>

Parking and Access Code

Clause	Standard	Acceptable Solution	Proposed
E6.6.4	Number of Bicycle Parking Spaces	The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	No additional spaces are proposed.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause E6.6.4 as follows.

Performance Criteria	Proposal
<p><i>“The number of on-site bicycle parking spaces provided must have regard to all of the following:</i></p> <p><i>(a) the nature of the use and its operations;</i></p> <p><i>(b) the location of the use and its accessibility by cyclists;</i></p> <p><i>(c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site”.</i></p>	<p>Given that the BOTP has achieved satisfactory outcomes, it is recommended that the criterion can be justified.</p>

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 37 representations were received. The following issues were raised by the representors.

5.1. Lighting (29 representations)

- extension of lighting hours not accepted;
- unnecessary;
- no justification;
- reduced residential amenity;
- unable to sleep;
- restrictions should also apply to daytime use of the lights;
- non-sporting events should be excluded from using the floodlights;
- extending hours also assumes an extension of noise from PA systems;
- operator does not meet current conditions so cannot be trusted; and
- light spill unacceptable.

Comment

The issue is inextricably linked with the proposal to extend hours of usage. The proposal is compliant with the zone Acceptable Solution [cl.18.3.3(A1)] for floodlighting as it complies with Australian Standard AS 4282-1997 (which governs light spill) and therefore the application cannot be refused on this basis. The issue concerning current permit compliance is also linked to the applicant's request to extend operating times to cater for the television networks.

5.2. Extension of Hours/Increased Usage (12 representations)

- unnecessary;
- reduction of management efficiency;
- crowd dispersion;
- greater consideration of residents required;
- reduced residential amenity;
- loss of sleep;
- contrary to the Scheme;
- operator does not meet current conditions so cannot be trusted; and
- no justification for extending the use of the function rooms for non-sporting events from 11pm to 12am and for removing the restriction of 300 people for day – management should also move people on at the end of an event.

Comment

The concerns of the representors are noted. Notwithstanding, the issue must be considered against Performance Criterion [cl.18.3.1(P1)] which seeks to prevent an unreasonable impact on the residential amenity of land through commercial vehicle movements and noise. This has been considered in detail above.

5.3. Noise from the PA System/Potential Concerts/Nitro Circus (33 representations)

- current and future noise generation unacceptable;
- reduced residential amenity;
- proposed noise management plan (NMP) removes a level of transparency and is open to manipulation and interpretation compared to permit conditions;
- the NMP lacks certainty;
- current noise limits are already a breach of Tasmanian State EPA noise guidelines as they exceed the Acoustic environment indicator levels in Table 1 of the EPP (Noise);
- NMP has been inadequately tested, inadequate complaint process, third party PA speakers should be pointed away from the General Residential and the Open Space zones;
- no justification for allowing one event per year to have non-compliant sound levels;
- exceeds the levels required by the EPN;
- existing noise levels create unacceptable harm;
- the topography around the stadium creates a natural amphitheatre;
- additional monitoring points required;
- direct point of contact at the TCA is required;
- current breaches of planning permits not enforced;
- do not meet current conditions so cannot be trusted;
- complaints have been ignored or not recorded;
- should be an absolute maximum noise level;
- should be based on monitoring over a wider area;
- should be enforceable and enforced;

- provision of timely (real time) sound adjustment; and
- non-sporting events are the main source of negative impact.

Comment

Council has previously determined that sound generated by the operation of the venue has or could cause environmental harm and so methodically set about determining acceptable noise controls through an EPN process. Whilst it appears that the applicant's proposal for the House PA System follows similar parameters to those prescribed by the EPN, the proposals for the External PA System allows for a far greater exceedance with no upper limit currently proposed. For this reason, the proposal is considered to cause an environmental nuisance and cannot be supported.

5.4. Noise from Crowd Dispersion/Traffic/Buses/Taxis etc (7 representations)

- reduced residential amenity after games.

Comment

Whilst this is a current situation with valid planning permits in place and is subjective to those who might be experiencing such noise interference, any such issue is potentially exacerbated the later an event finishes. This sort of noise intrusion is difficult to measure and quantify in terms of its impact on an individual.

5.5. Parking and Traffic (28 representations)

- current traffic management is inconvenient to residents (parking over driveways - drop offs etc - unable to use own driveway);
- difficulty in accessing home;
- travelling;
- no access for emergency vehicles during events;
- gridlock;
- TIA is inadequate and an updated document should be required;
- insufficient car parking;

- deliveries are being undertaken prior to 7am;
- no consideration of wider impact (representor believes there is a ripple effect which extends to junctions as far away as Bastick Street and Rosny Hill Road); and
- specific issues identified with Douglas Street/pedestrian safety is at risk.

Comment

Whilst the current traffic management arrangements may cause some occasional inconvenience to residents, the changes proposed by this application will have little relevance in terms of traffic impact, except that events would now occur up to 30 minutes later. The number of patrons or number of events will not be increased and arrangements will remain much the same as they are now. Whilst some events may generate a wider impact on traffic flows, impacts tend to be resolved fairly quickly.

5.6. BOTP (7 representations)**The BOTP is Ineffective**

- failure;
- the plan should remain named Bellerive Oval Transport Plan, as recommended in the RMPAT 2000/164 decision as it relates to the impact on the suburb of Bellerive not on the Arena and the proposed change to BATP relates to a sponsorship deal, which could change;
- should remain available to the public;
- multiple community representatives required;
- complete review required; and
- too focused on patrons and not enough on residents (visitors etc).

Comment

The BOTP has been effective in resolving a variety of issues as they unfold. The aim of the BOTP is to be responsive to issues arising and to improve management on each event. Whilst the operation of the plan is considered essential the name, as long as it is recognisable to the local community, is less important and may reflect the commercial name of the Bellerive Oval which will be subject to sponsorship changes over time. The community representative is essential to the success of the BOTP, but the representor has not explained what gain would be achieved in having multiple community representatives.

5.7. Extraneous Activity (10 representations)

- fireworks, smoke etc;
- residents pets made anxious; and
- alarms sounding for extended periods at night.

Comment

Public firework displays are covered by the Explosives Regulations 2012 which is administered by Work Safe Tasmania. An issue in respect of alarms sounding for extended periods at night has now been resolved.

5.8. Litter and Servicing (16 representations)

- history of littering in local streets;
- noisy collection at 6am on Sunday mornings; and
- gas bottles being exchanged during the night.

Comment

Whilst there have been instances of littering in surrounding streets, the venue operator has remained responsive to cleaning up after the game or, if operating restrictions do not permit, the next day. There have also been instances of noisy collection of garbage and gas bottle exchanges which have been satisfactorily resolved.

5.9. Proximity to a Large Amount of Residential Homes (4 representations)

- all the other major sporting venues in Australia where AFL and big bash games are held are not so close to residential homes.

Comment

The venue has a number of planning permits dating back to 2001 which confer development and use rights. The issue of proximity to residential homes can only be considered in relation to an intensification of that use (specifically an extension of operating times and reduced noise controls).

5.10. Reduction in Residential Values (1 representation)

- reduction in residential values.

Comment

There is no evidence that this has occurred, nor is it a valid planning consideration.

5.11. Crowd/Patron Behaviour (9 representations)

- damage to property;
- consumption of alcohol;
- fights; and
- discharge of bodily substances.

Comment

Issues of social disorder are a matter for Tasmania Police.

5.12. Availability of More Suitable Venues (1 representations)

- the Derwent Entertainment Centre is a more suitable venue to hold concerts.

Comment

The availability of other venues is not a valid planning consideration.

5.13. Support for a Single Permit/Management Plan (1 representation)

- a single management plan is a positive step with greater levels of community engagement and a paid community representative.

Comment

Comments noted, however, there is no proposal before Council that would increase community engagement with the operator or for the payment of a community representative.

5.14. Impact on Park (1 representation)

- overshadowing and noise.

Comment

The applicant is not proposing any new buildings or structures and therefore overshadowing is not an issue. Noise is not considered to prevent anyone from using the park.

5.15. The EPN Measures should form the basis for the Planning Permit (2 representations)

- rather than “loosening” the requirements of the current permits, any further conditions should be as, or more, restrictive.

Comment

Council must consider the application before it and cannot impose conditions which would be more restrictive without the agreement of the proponent or it may be subject to a s59 appeal under the LUPA Act for failing to determine the application. The only other alternative is to refuse an application which does not comply with the Scheme use standards.

5.16. Location Clarification Required (1 representation)

The TCA proposes outdoor concerts and non-sporting events on the oval and other land. There is a lack of clarity in the DA as to whether this includes the activities on the remaining land of 15 Derwent Street ie the Bellerive Beach Park and including the 2 Triathlons and other events, which use third party PA systems and which impact negatively on the neighbourhood including the adjacent beach area.

Comment

The events referred to are independent of the venue operator.

5.17. Justification of the PC Required (1 representation)

- The application does not provide any explanation as to how the non-sporting and entertainment events “complement and enhance” and “support” the use of the land for recreational purposes (per cl.18.3.5 P1).

Comment

Non-sporting forms of entertainment would appear to be complementary uses that do not impact on the recreational use of the land.

5.18. Better Notification to Residents (1 representation)

- “The Mercury” as a method of notification is outdated; residents in a wide area should be notified directly of non-sporting events months in advance, calendar of events on TCAs website

Comment

The proposed method of notification reflects previous approvals. Comments noted.

5.19. Lack of Compliance for Non-sporting Events (1 representation)

- There is clear evidence that the current managers of the Oval are unable to ensure that nonsporting events comply with State planning standards. Allowing non-compliance within current permits, as at the Nitro Circus event, led to uses which caused environmental harm. The only approach that can ameliorate the impacts of the uses of the Oval on the General Residential and Open Space zones would be to reduce the number of non-sporting events at, in and around the Oval site.

Comment

Current permits allow for 6 non-sporting events per year. The actual number of events held every year is negligible. The only recent non-sporting event was the Nitro Circus event which led to the EPN process.

5.20. Lack of Operator Consultation (4 representations)

- TCA need to meet with residents on a regular basis; and
- have better dialogue.

Comment

Comments are noted and have been relayed to the operator.

5.21. What funds are being Contributed by Council? (1 representation)

- applicants refer to funding for the maintenance of the oval.

Comment

While this is not a matter which can be considered as part of the assessment of a planning application, Aldermen will be aware that the contribution towards ground maintenance for 2017/2018 was some \$470,200 and revenue derived under the lease agreement was \$252,000. This represents a net outlay to Council of \$218,200. This arrangement is the subject of the commercial lease agreement.

5.22. Object to a Jetty at Bellerive Beach (1 representation)

- too close to children's playground.

Comment

The applicant's TIA expresses support for a jetty at Bellerive Beach but does not propose one.

5.23. Disagree with Disabled Car Rarking in South Street (1 representation)

- reference in TIA defies logic.

Comment

The TIA was compiled in support of the 2012 development application and changes have occurred since that time. The applicant is not proposing to make any physical changes to the current operation of traffic management in this regard.

5.24. Lack of Consultation by Council (1 representation)

- lack of consultation will not assist Council in understanding the impact of the proposal on the local community.

Comment

The notification of the proposal was extended to include an addition week (3 weeks in total) and written notification was provided to over a thousand households, which is far greater than the requirements under the Act. Thirty seven representations were received and are to be considered by Council.

5.25. Withdraw of Venue Passes by TCA (1 representation)

- TCA previously recognised inconvenience of local residents and provided passes to events - a social impost cost should be a consideration in any Development Application involving expansion involving infrastructure the size of Bellerive Oval and that cost imposed on the applicant to ameliorate the resultant impost on most affected residents. Otherwise, those most affected residents could feel aggrieved and should insist on the original limitations imposed by Council.

Comment

The withdrawal of event passes is not a valid planning consideration.

5.26. Support for the Proposal (1 representation)

- One resident, who claimed to represent 3 other representors, supported the proposal, however, complained about refuse collection prior to 7am. Also complained that written request to discuss concerns was ignored by TCA.

Comment

This concern has been put to the TCA but a response has not been received to date.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

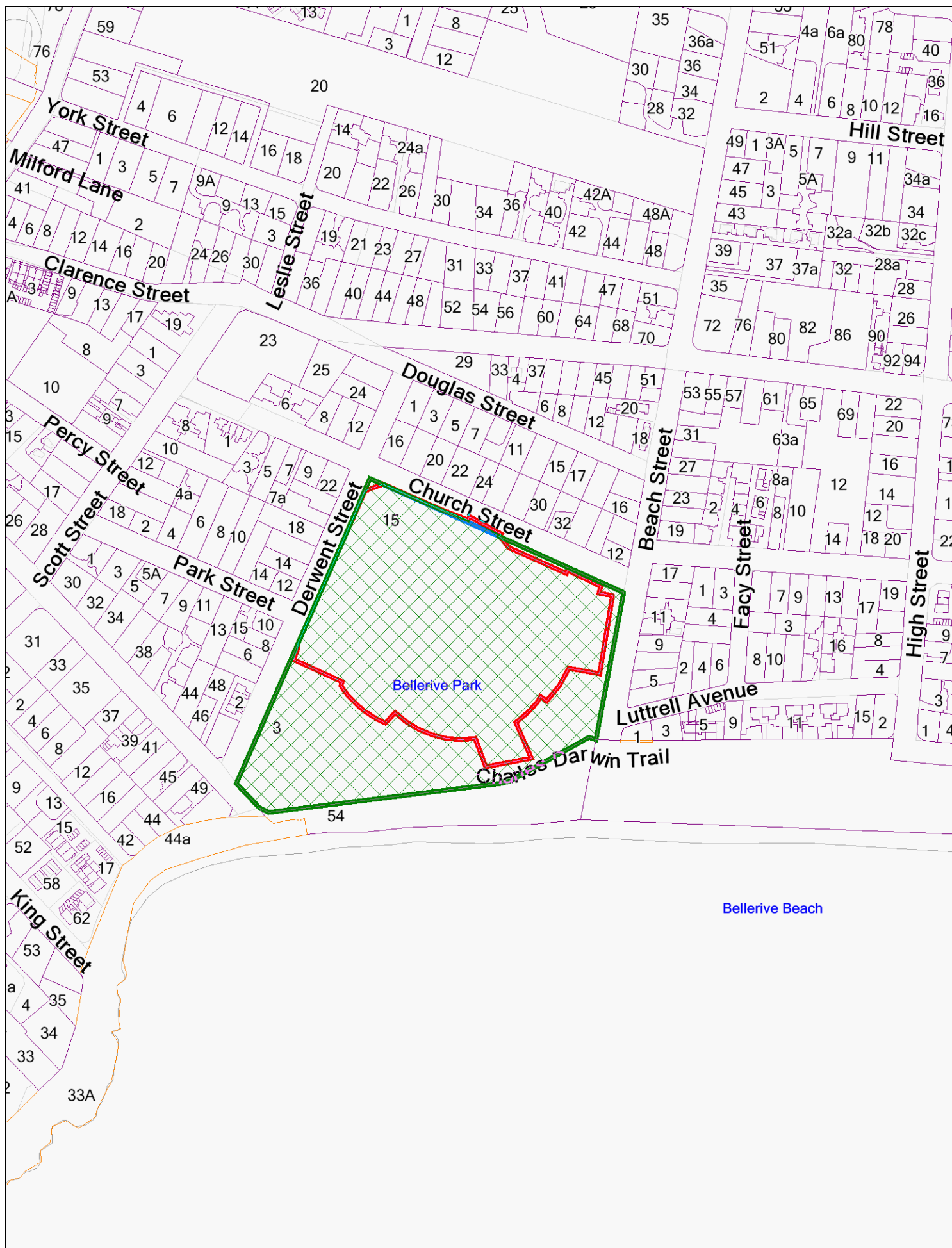
9. CONCLUSION

The proposal for an extension and consolidation of use and operational restrictions at Bellerive Oval (over-riding previous permits) at 15 Derwent Street, Bellerive is recommended for refusal as sufficient justification has not been provided to demonstrate compliance with Clauses 18.3.1(P1), 18.3.2(P1), 18.3.2(P2), 18.3.3(P1) and Clause 18.3.4(P1) of the Clarence Interim Planning Scheme 2015 in respect of hours of operation, noise emissions and lighting.

Attachments: 1. Location Plan (1)
2. Applicants Planning Report (98)
3. Environmental Protection Notice (11)
4. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.



BLUNDSTONE ARENA, BELLERIVE



BLUNDSTONE ARENA, 15 DERWENT STREET, BELLERIVE

Planning Application for Consolidated Uses permit

Last Updated - 16 October 2017

Author - Irene Duckett

Reviewed - Jen Welch

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1. INTRODUCTION

1.1 HISTORICAL CONTEXT

The site on which Blundstone Arena, Bellerive is located was first established as a suburban sports facility since 1914, with some accounts tracing football being played on the site in 1841. In 1913 the land was sold to Clarence City Council, formalising its use as a recreation ground, known as Bellerive Oval. A concrete wicket was replaced with turf wickets first laid in 1957.

The site became the home for the Tasmanian Cricket Association in 1987, with the TCA making a move from the historic Domain site in Hobart Municipality, to Clarence. In 1999, Federal Government funding of \$5 million, together with \$10 million raised by the TCA, and \$1 million from Clarence Council enabled significant upgrades to the facilities, commencing with indoor nets, followed in 2003 by **a new 6,000 seat southern grandstand, two members' buildings, indoor cricket nets and other improvements.** Lights were installed in 2009 to allow for televised day night games, at a cost of \$4.8 million, followed by the construction of the new Western Stand in 2015 at a cost of \$34 million. The site now has a crowd capacity of 19,500, and has hosted AFL games, Test matches, One day internationals, and domestic games, as well as housing 100 administrative staff for Cricket Tasmania and AFL.

The works represent significant infrastructure investment by the TCA, Council and Government. As a result of the international and national standard events now being hosted, the works also represent a significant contribution to the local, regional and state economy.



Figure 1 Bellerive Oval, 1946 (Source DPIPWE)

1.2 EXISTING REGULATORY FRAMEWORK

Multiple permits have been issued for use and development at Blundstone Arena. In summary, these include:

- The original permit for the Recreation Ground Complex was issued through the TASRMPT 164/2000.

¹ Wikipedia/wiki/Bellerive_Oval

- An application was made to the Clarence Council (D-2008/223) to allow variation to this permit, in the form of a permit allowing non-sporting events to be held on the site.
- This permit was issued by Clarence Council on the 11 August 2008, and subject to appeal, resulted in a consent memorandum 294/08P.
- In 2008 an application was made for the erection of new television standard lights, and the varying of the hours of operation beyond daylight hours. The planning permit D-2008/407, was issued by Council on the 25th November 2008.
- In 2013 permit D2012/330 was issued for the construction of the Western stand and associated works, increasing crowd capacity from 15,000 to 20,000.

These permits date back to 2000 and focus on protecting the amenity of the surrounding residential properties including conditions relating to development, traffic management and parking, hours of operation, management of sporting events, lighting, indoor and outdoor non-sport related events and noise. The result is a list of 95 conditions. Approximately 25 of the use related conditions are duplicated in some form, with later versions tending to increase in specificity.

Many of the conditions relating to construction, engineering and landscaping are obsolete. In order to clarify which conditions apply to the current approved uses of the site, this application proposes the consolidation of conditions under one permit. This will assist in ensuring compliance with the permit conditions and the protection of residential amenity in the surrounding area.

No new uses or development are proposed as part of the application.

2. PROPOSAL

2.1 PURPOSE OF APPLICATION

The various uses of the site are subject to various permits and restrictions, which are at best confusing and potentially contradictory. It is proposed to reconsider all existing uses in a new application, to allow one set of management plans to be developed to manage the coexistence of activities on the site, for which significant investment in infrastructure has been made, and the expectations and amenity of surrounding residential uses, ensuring responsible management of the interface between the facility and the surrounding area. The proposal provides an opportunity to review past experience in effective regulatory criteria, as well as reviewing current best practise in other sporting facilities, which find themselves managing similar land use conflicts.

This application assesses the current uses of the Blundstone Arena against the provisions of the *Clarence Interim Planning Scheme 2015* with the aim to consolidate the use conditions for the existing permits; D-2012/330, D-2008/233, D-2008/407, D-2000/113. Whilst some variation to conditions is proposed, no new uses or development are proposed as part of the application.

2.2 EXISTING USE AND DEVELOPMENT

2.2.1 SPORTS AND RECREATION

Currently, the stadium hosts the following domestic, international and AFL games:

- Sheffield Shield - 20 days of cricket with crowds of around 500 to 1,500 per day.
- One Day cricket - 4 days with crowds of 1,500 to 2,500 per day.
- Big Bash League - 4 days of cricket per season with crowds of up to 18,500 per day.
- These cricket leagues all have finals - Sheffield Shield over 5 days averaging up to 5,000 per day; One Day Cricket around 3,000; and Big Bash League one or two finals averaging up to 18,500 per game.
- Cricket Test matches are held three out of every four years. Matches last approximately five days typically have a total crowd of around 30,000 with approximately 3,000 to 7,000 people per day.
- The One Day or T20 International Cricket matches with Australia playing attracts crowds of up to 18,500, or with two non-Australian teams around 4,000 per day. Bellerive typically host one game featuring Australia each year and possibly another match not featuring Australia.
- There are occasional touring team cricket matches against either Tasmania or Australia A. Crowds for these are typically around 3,000 per day

- North Melbourne AFL matches occur three times a year with expected crowds of 15,000 people.
- Clarence Football Club in the State-wide League has nine matches per season with crowds of 1,000 to 2,500. AFL Tasmania Finals are also played at the venue and the crowds range between 4,000 to 8,000 and there are up to four weeks of finals.

The events that draw the largest crowds are the North Melbourne matches held three times a year, with a record attendance of 17,544 in 2015, the Big Bash League (18,148 people record for this event on January 10th 2016) and the One-Day Internationals with Australia playing (one game per year, 16,719 people record on Jan 11, 2013). Training activities also occur at the site however **these don't involve large crowds.**

Maintaining an international test status benefits the City of Clarence, the Hobart region and Tasmania. As well as providing an opportunity to watch cricket at the highest level, the test status of the ground promotes tourism, and promotes the City of Clarence, the Hobart region and Tasmania internationally. The installation of upgraded lighting in 2008 ensured that the grounds met the standard required for games for national and international telecast. The scheduling of these games is subject to network requirements, which at times requires a later finishing time.

Finish time is currently 10:30pm. The majority of matches are scheduled to run through to 10:40pm, however can run over by a few minutes on this. The lights are turned down from 100% to 25% by no later than 11:00pm and that the towers are turned off completely by 12:00am. This allows time for the crowd to disperse, rubbish to be collected to avoid blowing around, and camera crews to pack gear from hazardous positions (e.g. height). Tasmania Police have also requested on occasions for the lights to stay on to look for lost children or deal with other matters.

Current permit conditions allow for 11pm finishing time for up to 20 events per year. In reality the network demands have resulted in finishing times of around 10.40 for play, and clean up and crowd dispersal till 12 (at reduced levels) And an extension of lighting time is therefore required for 100% till 11pm, and 25% till 12, for these specific events.

The inflexible nature of Cricket and AFL Broadcast matches are a complicated event to manage within our current planning permit.

Ultimately game schedules are controlled by the Broadcast partners, who have no interest in accommodating local time restrictions. **For example, if the show "The Project" is on Channel 10 the broadcaster won't start a BBL game until 7:40pm** which means it is due to finish on or around 10:40pm. The broadcaster sells advertising nationally for that time slot and believes as they pay for the rights to show the sport they can stick to their timings based on their ratings. Similarly the AFL has outlined that if one of their Broadcast matches is delayed through a venue fault/requirement they have the right to penalise the venue starting at \$250,000.00 and heading to \$5,000,000.00 dependant on the delay and outcome. They can also penalise the venue and state by not allowing future fixtures to have matches and events. This again is due to contractual arrangements through TV Rights deals and the outcomes are only magnified where TV Rights have been sold overseas.

The venue management is therefore caught in a difficult balance of managing compliance with planning permit restrictions, the expectations of the State in relation to attracting and accommodating major televised games, and managing potential penalties and the flow on affects which include financial, reputational, forfeiture and also Breach of Government Contractual

arrangements. In maintaining this balance, the venue management gives consideration to all parties being residents, council, hirer, broadcaster, government and audience both at the ground and at home.

2.2.2 COMMUNITY MEETING AND ENTERTAINMENT

The facility at Blundstone Arena provides an opportunity to host non-sporting events that serve the community and provide revenue for the Tasmanian Cricket Association to further provide community services and sponsorship of community cricket programs such as:

- Junior Level Cricket Championships
- Female Championships Cricket / Girls Youth League
- Coaching Courses / Seminars
- Introductory Sports Programs
- Country Talent Camp

The income generated by hosting non-sporting related functions also contribute to the costs involved in maintaining the test match status of the Blundstone Arena. It is the Tasmanian Cricket **Association's responsibility to meet the costs of ongoing maintenance and infrastructure.** Although the City of Clarence contributes funds for the maintenance of the sporting oval, the Tasmanian Cricket Association is responsible for all oval upgrades and the maintenance of other infrastructure within the site boundaries.

Activities falling within the Community meeting and entertainment use class (as defined by the Clarence Interim Planning Scheme) include the following:

The Blundstone Arena Function Centre

The Blundstone Arena has a range of function rooms with varying capacities and facilities available for hire, offering food and beverage options for events, which may include gatherings such as corporate get-togethers and weddings.

The Western Stand Function Room offers attractive views over the playing area and seats 350 in a dining configuration, 600 for cocktail style events or as a theatre has a capacity of 300.

The Century Room has the capacity to seat 200 for dining or 300 for cocktail style events. A feature of this room is the partition allowing the room to be used for a variety of small or large functions.

Chairman's Lounge provides a high end seating area with capacity for 150 people for cocktail style events and 60 for dining. The adjoining Board Room, also of a very high standard, seats 16.

Library and Museum

The Cricket Museum is used to display sporting memorabilia for members of the general public and can be used for hosting cricket related events for up to 60 persons. Guided tours of the Museum are also available.

The Max Atwell Memorial Library has a collection of over 3000 books and is located adjacent to the Museum. Members of the public carrying out research and Cricket Tasmania Members are encouraged to use the facilities.

The opening hours for the Museum and Library are 10:00am-3pm (Tues, Wed, Thurs), with a small entry fee charged. Access to the library outside these hours is available upon request.

Cafe

The Hurricanes Café is open to the public for parts of the day and in the case of events, to ticket holders only. Opening hours Mon-Fri 7:30 am - 2:30 pm; Sat-Sun 8.00am - 2.00pm

Sports Arena

A restricted number of outdoor non-sport related events are permitted at the site and may include musical events, displays and exhibits. These would include events such as annual Christmas carols, concerts, expos, military tattoo, opera, Christmas Carols. Crowd expectations would be 5,000 to 18,500 with hours of operation up to 11:00pm. Such events would also be regulated by a Place of Public Assembly permit. Crowd dispersal and safe management practices, as well as packing up and cleaning activities would need to be accommodated on these events until 12.

3. THE SITE AND SURROUNDS

Blundstone Arena is located within a title owned by Clarence City Council, CT247738/1 occupying an area of 6.4ha. It is situated at 15 Derwent Street, Bellerive. Derwent Street borders the site to the west, Church Street to the north, Beach Street to the east and the Bellerive Beach Park and beach area to the south. The area leased to the Tasmanian Cricket Association, as shown on the accompanying site plan, does not include the park to the south west of the complex. A location plan showing the site and surrounding area is included below (see Figure 2).



Figure 2: Location plan showing title boundary (source: The LIST)

The Oval sits within a recreational precinct, which includes a playground and parkland to the south, and linkages to the Bellerive Beach foreshore and foreshore park. Beyond this, the surrounding land is predominantly used for residential purposes, as depicted in Figure 3.



Figure 3: Aerial view (source: The LIST)

4. APPRAISAL

The two use classes under which approval is being sought are Community Meeting and Entertainment, and Sports and Recreation. Community Meeting and Entertainment is a discretionary use, whilst Sports and Recreation is a permitted use in the Recreation Zones. Both however require consideration under the performance criteria of the relevant use standards.

8.10.2 In determining an application for a permit for a discretionary use the planning authority must, in addition to the matters referred to in subclause 8.10.1, have regard to:

- (a) the purpose of the applicable zone;*
- (b) any relevant local area objective or desired future character statement for the applicable zone;*
- (c) the purpose of any applicable code; and*
- (d) the purpose of any applicable specific area plan,*

but only insofar as each such purpose, local area objective or desired future character statement is relevant to the particular discretion being exercised.

The Zone Purpose Statement for the Recreation Zone is as follows:

18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.

The nature of the use in relation to each of these statements is discussed in detail below.

4.1 NOISE

The Zone Purpose Statement identifies that the zone is intended to provide for key community facilities and services. In this instance the sports facility is well established, and the subject of significant infrastructure funding at a Federal, State and Local level. The stadium accommodates international events, and is an establishment of state significance in economic and sporting terms.

Sports stadia, by their nature, attract noisy activities. This is somewhat exacerbated by the open nature of the facility, and the restricted ability to contain that noise. Whether for sporting or non-sporting events, the gathering of crowds creates in itself an atmosphere of exhilaration, with the collective crowd noise adding to the feeling of excitement as well as audible support for their teams. ***“The millions of fans that flock to stadiums across the world on game day can be described as somewhat of “next-level fans”. Instead of sitting at home on the couch and watching the teams they support on TV, they take the extra step and want to “live” in the atmosphere and be in the stadium on game day.”*** (Bhimani, 2015) The role of noise in crowd cohesion and exhilaration is evident with the adoption of additional noisemakers air horns, clappers and vuvuzelas. Music and commentary over the public address system are carefully designed to add to

the building excitement and crowd euphoria. For the 20,000 people attending such an event, noise is not a nuisance.

The planning scheme however, requires consideration of the following performance criteria:

17.3.2 P1 Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.

The measurement of noise for statutory regulation evolved from an analysis of dose-effect relationships (Schultz, 1978) based on community annoyance. The limitations of this form of regulations were identified as a) the reliance on complaints or annoyance in determining harm, the arbitrary nature of classification of annoyance, and thirdly, the prevalence of non-acoustic factors in determining community reaction to noise (Fidell, 2003). The International Commission on the Biological Effects of Noise have published guidelines to counter survey bias in determining the perception of noise nuisance in the community (Fields, 1997).

The actual noise level itself is responsible for 10-25% of an individual reaction to noise (Job, 1988), with the individual response to whether a noise can act as a stimulant or a stressor related to the noise source, onset of the noise, duration and characteristic of the sound, and whether noise exposure is voluntary or involuntary (Hede, 1982). The influence of fear on noise sensitivity was found in one study to produce a difference of up to 19 dB (Miedma, 1999), and visual unattractiveness of the noise source produced a noise annoyance variable of as much as 5 dba (Kastka, 1986) (Pederson, 2004).

Other important predictors of annoyance include the predictability and controllability of the noise, a general dislike of the environment and a feeling of misfeasance, that is, the authorities responsible for the noise are not taking sufficient care. Individuals differ in their self-reported sensitivity to noise, and those of higher sensitivity tend to report higher levels of annoyance in general. It is possible that noise annoyance is more common in people of higher socioeconomic position although the results are inconsistent (enHealth, 2004) (EPA Tasmania, 2013). In this instance, the existence of prescriptive noise standards can lead to greater distress in the community as they feel obliged to monitor compliance and report non-compliance.

It is acknowledged that some noise exposure results in adverse health impacts, which may range from annoyance to harm. It is important to recognise this distinction, and regulate to minimise annoyance and avoid harm. Identifying and correctly attributing noise as a cause of health impact requires analytical methods in addition to observational, to identify the strength of an association or possible causal link between a hazard and effect. There are many risks of errors, including bias (including selection of cases) and confounding (when an observed association between environmental factor and health impact is in fact due to a third independent factor, impacting on the increased risk of adverse health). Longitudinal epidemiological studies provide greater accuracy, however also run risks of environmental correlation of non-causal elements.

The standards applied by the Clarence Interim Planning Scheme refer to avoidance of environmental harm, which is defined by the Environmental Management Pollution Control Act 1994 (EMPCA) as:

5. Environmental harm

(1) For the purposes of this Act, environmental harm is any adverse effect on the environment (of whatever degree or duration) and includes an environmental nuisance.

(2) For the purposes of this Act, the following provisions are to be applied in determining whether environmental harm is material environmental harm or serious environmental harm:

(a) environmental harm is to be treated as serious environmental harm if -

- (i) it involves an actual adverse effect on the health or safety of human beings that is of a high impact or on a wide scale; or
- (ii) it involves an actual adverse effect on the environment that is of a high impact or on a wide scale; or
- (iii) it results in actual loss or property damage of an amount, or amounts in aggregate, exceeding ten times the threshold amount;

(b) environmental harm is to be treated as material environmental harm if -

- (i) it consists of an environmental nuisance of a high impact or on a wide scale; or
- (ii) it involves an actual adverse effect on the health or safety of human beings that is not negligible; or
- (iii) it involves an actual adverse effect on the environment that is not negligible; or
- (iv) it results in actual loss or property damage of an amount, or amounts in aggregate, exceeding the threshold amount.

(3) For the purposes of subsection (2), loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent or mitigate the environmental harm and to make good resulting environmental damage.

(4) For the purposes of subsection (2), threshold amount means \$5 000, or if a greater amount is prescribed by regulation, that amount.

(5) For the purposes of this Act, environmental harm is caused by pollution -

- (a) whether the harm is a direct or indirect result of the pollution; and
- (b) whether the harm results from the pollution alone or from the combined effects of the pollution and other factors.

Environmental nuisance means:

- (a) the emission, discharge, depositing or disturbance of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment; and
- (b) any emission, discharge, depositing or disturbance specified in an environment protection policy to be an environmental nuisance;

In relation to Noise, the Tasmanian Work Health and Safety Regulations 2012 stipulates 140 dBC pk for a one off event, and Leq 8hr 85 dBA for continuous noise, as constituting environmental harm².

The past experience of Blundstone Arena reflects that the level of negative community concern does not correlate to a dosage effects relationship (i.e. dba exposure), but rather an annoyance to the noise source. Whilst it is not reasonable to regulate activities at a venue of such scale, based on subjective standards of noise source annoyance, the proposed Noise Management Plan accompanying this application seeks to establish subjective noise measurement criteria which

² <https://www.legislation.tas.gov.au/view/html/inforce/current/sr-2012-122#GS56@EN>

provide a balance between the regional importance of the facility as reflected in the zone objectives, and the protection of residential amenity as required by the performance standard.

Blundstone Arena, Bellerive is not unique in the experience of pressure as investment in the facility grows within a closed in urban environment. Such conflict has been experienced and evaluated globally, through an economic benefit approach. Residents in close proximity to sports stadia often complain of impacts on reduced amenity, and consequential implications on reduced property value.

Studies have shown however, that stadia in fact increase residential land values in the immediate surrounding area, and up to 5 km away; as well as the indirect benefits to the wider city in terms of increased profile, prestige and perceptions of growth and success. (Davies, 2005) (Tu, 2005).

Whilst a cost benefit analysis of the full breadth of activities has not been undertake, a report commissioned by the Hobart City Council examined the broader cost benefit analysis of three North Melbourne AFL games played at Blundstone Arena, Bellerive in 2015, finding that the three-game deal in Hobart in 2015 generated \$43.7 million to the local economy (Institute of Project Management, 2015).

Therefore the evaluation of noise nuisance, against the fettering of broader economic impact needs to be carefully and thoughtfully balanced.

4.1.1 SENSITIVE RECEPTORS

With the oval surrounded by a predominantly urban environment, the sensitive receivers are residential dwellings. No commercial or industrial receivers are identified. Typically 3 locations have been chosen to represent the typical areas surrounding the oval and over the last 5 years of monitoring they have been refined and are presently located at:

A	20 Church Street.	6m from house façade and	140m from oval centre.
B	9 Beach Street.	Level with house façade and	180m from oval centre.
D	16 Derwent street	level with house façade and	145m from oval centre

Aside from noise from the oval, the main noises in the area are traffic noise and typical neighbourly residential noises. With the exception of Clarence Street approximately 100m north of the oval, the surrounding streets carry local urban traffic. Clarence Street is a major arterial road on the Eastern Shore and carries high traffic volumes comprising passenger cars through to small trucks.

4.1.2 HISTORIC DATA FOR PAST EVENTS

Intensive noise monitoring has been conducted around the oval since 2011 by Vipac / NVC. That data is summarised below and shows typical game and ambient noise levels.

		Noise Level, Leq15 dBA					
		Ambient Noise			Event Noise		
		Day	Eve	Night	min	max	avg
Beach st		51	48	43			
	BBL				48	60	55
	AFL				48	70	57
Church St		48	45	38			
	BBL				39	66	54
	ODI				45	64	51

	AFL				50	60	55
	Nitro Circus				56	74	70
Derwent St		51	47	40			
	BBL				54	64	57
	ODI				46	65	51
	AFL				54	70	57
	Nitro Circus				51	70	60

4.1.3 NOISE MANAGEMENT PLAN

The proposed Noise Management Plan (NMP) differentiates between the house PA and third party PA systems. The house PA can be regularly calibrated, and regulated with permanent noise monitors. Amplification can be regulated in real time by the sound desk operator, ensuring that prescribed noise levels are not exceeded.

Real time regulation is more difficult to achieve with external PA systems, and for this reason a point system has been recommended, in line with similar sporting facilities in Australia.

The NMP includes community liaison requiring a notification of residents in the surrounding area two weeks prior to an event, and reporting to Clarence City Council within two weeks after an event.

4.2 EXTERNAL LIGHTING

Night games and training has necessitated the installation of broadcast standard lighting, which has been designed to meet the requirements of AS 2560 - Sports Lighting, as related to professional level cricket, and in accordance with the requirements for colour television coverage of international and first class cricket. The design parameters take into account achieving minimum standards of horizontal illuminance, vertical illuminance, and uniformity, and maximising the control of any spill lighting.

Changes in broadcasting requirements have necessitated a variation to the operating hours at full illumination, to full no later than 11:00pm. For reasons outlined above (crowd dispersal and safe packing, it is proposed to retain 25% from 11:00pm-12:00pm.

4.3 VEHICLE MOVEMENTS

Under the current planning approval for the use of oval for sporting events, the TCA is required by condition of approval to establish and adhere to an approved traffic management plan for Major Events and International One-Day matches. For such fixtures, the TCA anticipates crowds of approximately 16,000. The current proposal will continue to be bound by this plan, which has been in operation since 2003, however it is proposed that in the plan be reviewed and updated as required.

The existing permit for the redeveloped cricket ground was approved subject to conditions regulating parking management. In Lesley E Graham v Clarence City Council & Tasmanian Cricket Association and CH & EA Jedamzik v Clarence City Council & Tasmanian Cricket Association [2000] (TASRMPAT 164) the tribunal concluded in relation to parking that:

The Tribunal considers that given a limitation to functions associated with cricket or football, the intrusion of additional night time parking accompanying such functions would be sufficiently infrequent to be reasonable in impact.

The tribunal imposed the following conditions in relation to parking and traffic:

14. A Bellerive Oval Transport Plan ("BOTP") is to be implemented prior to the next major event at the Oval (more than 6,000 people in attendance). The plan is to include the following elements:

(i) a committee established and convened by and to the satisfaction of the Clarence City Council providing for the involvement of, and the consultation with, Police, Clarence City Council, Tasmanian Cricket Association, State Emergency Services, the Metro and a representative of the residents in the area surrounding the Bellerive Oval. (Referred to as "the BOTP Committee")

(ii) the actions identified as the "Current Traffic Management Plan" in Part 6 of the report by JD Higgs dated 6th September 2000. (Exhibit "N")

(iii) all the recommendations listed in Parts 7 and 10 of the report by JD Higgs dated 6th September 2000. (Exhibit "N")

(iv) to consider a shuttle service from remote parking areas.

15. BOTP is to be reviewed by the BOTP Committee within one week of or as soon as practicable after any event of more than 3,000 people, to consider the performance of the BOTP at the event, refine the processes in place and determine any appropriate modifications.

16. The BOTP and the latest BOTP Committee decisions are kept up to date. A copy of minutes is to be provided to the Clarence City Council and is to be made available at all times for public viewing at the offices of the Council and the TCA office.

17. Provision is to be made for 40 on-site parking spaces. Each space, including disabled parking, is to be clearly marked on-site with adequate manoeuvring space being provided.

The BOTP has been successfully implemented, and maintained. The Traffic Impact Analysis (TIA) accompanying the application for the Western Stand extensions (Appendix F) provided analysis of the changes in the impact of traffic and parking. The BOTP has been implemented for extreme (> 6000 people) and relatively infrequent events. The range of events proposed as part of this application would be far more limited in effect, though greater in frequency.

In most circumstances, the TIA concludes that the traffic generated by non-sporting events, with up to 185 cars being generated at night, or 150 cars by day, can be accommodated on and surrounding the site, without impacting on the amenity of surrounding residents. For events generating higher demand than this, the authors have recommended the extension of the transport management plan to encapsulate these events.

The traffic management plan is proposed to be maintained, with an update to the venue reference to reflect the official name of the venue, 'Blundstone Arena'. As the application being made is a new Development Application, the previous determination of the Tribunal is not binding. Notwithstanding this, the nature and intent of the transport management plan is maintained, with revisions and updates to reflect improvements and changes resulting from the prescribed reviews.

The reviews to the document include:

- Inclusion of bus and taxi parking areas included in the Western Stand redevelopment;
- Inclusion of Department of State Growth and Tasports within the steering committee, as required;
- Update of name to reflect the current venue name, being 'Blundstone Arena'.

5. PLANNING SCHEME PROVISIONS

The subject site falls within the provisions of the *Clarence Interim Planning Scheme 2015*. The relevant provisions are addressed below.

5.1 ZONING

Blundstone Arena is located in the Recreation Zone as shown in Figure 3 below. The coastal area to the south is zoned Open Space with the surrounding red area zoned General Residential.

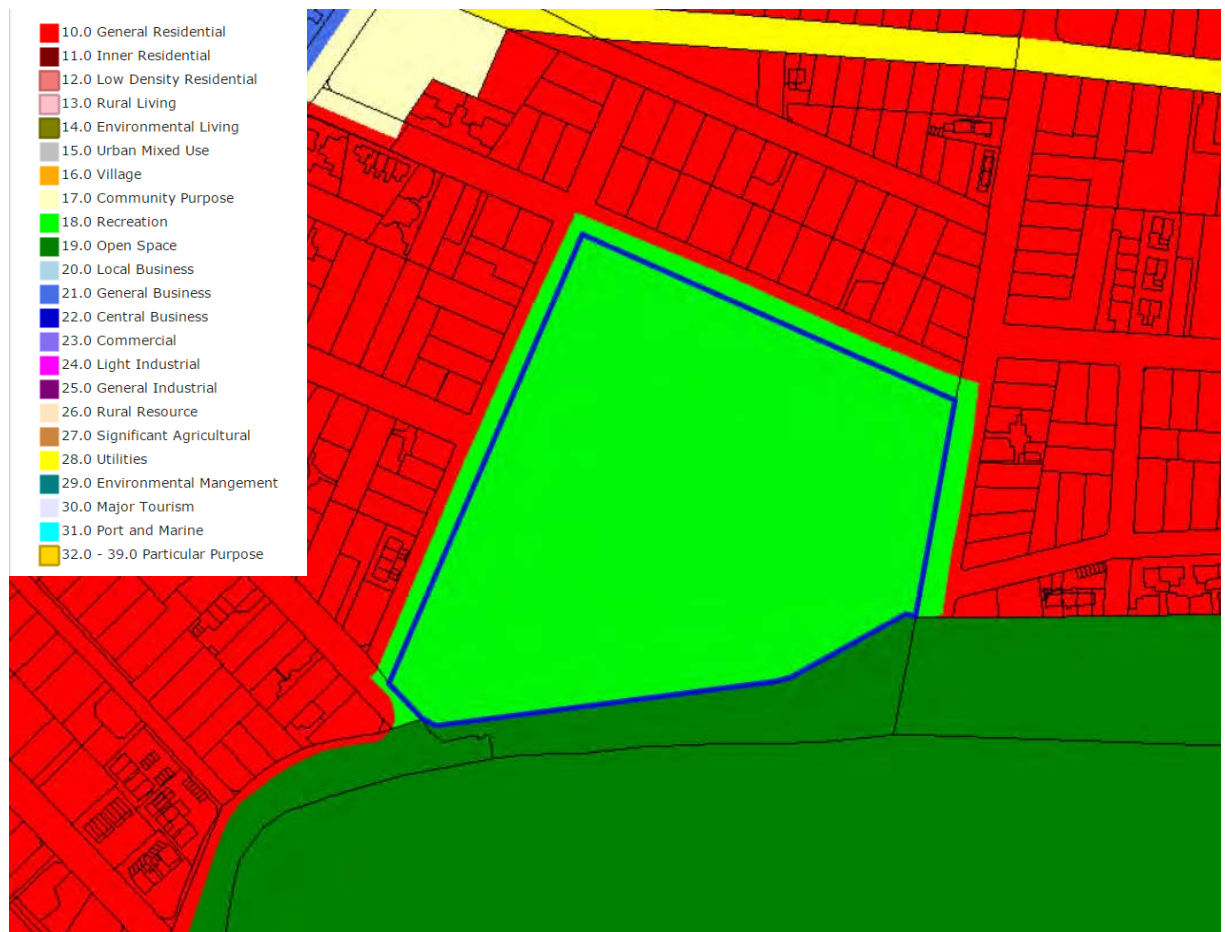


Figure 4: Zoning plan (source: The LIST)

The purpose of the Recreation Zone is:

18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.

18.1.1.2 To encourage open space networks that are linked through the provision of walking and cycle trails.

The recreational and other uses at the site are consistent with the purpose of the zone.

There are no Local Area Objectives or Desired Future Character Statements for this zone.

5.2 OVERLAYS

The lease area is subject to the Coastal Erosion Hazard Area, class low and medium, triggering the Coastal Erosion Hazard Code however this proposal is exempt from the provisions of the Code under E16.2.1.

Parts of the subject site are affected by the Coastal Inundation Hazard Area overlay and the Waterway and Coastal Protection Areas overlay, however the subject lease area is outside of these mapped areas and as such the application requirements and standards of the overlay are not applicable.

5.3 USE

Sporting Facilities

The category which best describes the use is Sports and Recreation, defined as:

use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, race course and sports ground.

This use category is permitted in the Recreation zone.

Non-sporting Facilities

The use classes categorising the non-sporting facilities are Community meeting and entertainment and Food services defined as outlined below;

Community meeting and entertainment


use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.

The Community meeting and entertainment use class is discretionary within the zone.

5.4 USE STANDARDS

18.3.1 Hours of Operation

Objective: To ensure that hours of operation near a residential zone do not result in unreasonable adverse impact on residential amenity.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p><i>A1 Hours of operation of a use within 50 m of a residential zone must be within:</i></p> <p><i>(a) 7.00 am to 8.00 pm Mondays to Fridays inclusive;</i></p> <p><i>(b) 8.00 am to 6.00 pm Saturdays;</i></p> <p><i>(c) 10.00 am to 5.00 pm Sundays and Public Holidays;</i></p> <p><i>except for office and administrative tasks.</i></p> <p><i>P1 Hours of operation of a use within 50 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</i></p>	<p>Whilst the majority of activity occurs within the prescribed times, there are events which will extend beyond these time frames.</p> <p>Hours of operation are proposed as:</p> <ul style="list-style-type: none"> • 8am start, • 11pm finish for outdoor events (major events limited in number) • 12pm cease all outdoor activities (allows for crowd dispersal, pack up and clean) • All indoor functions to cease by 12am. <p>Given the nature of sporting and public events, they are often held on weekends and public holidays. These events are therefore assessed under the performance criteria.</p> <p>The extent of the 50m zone of consideration is shown in figure 5 below. A small portion of the Hill, and northern portion of the oval fall within this setback, with the majority of the oval clear of the setback consideration.</p> <p>The internal function rooms fall within the 50m zone, and propose activity outside the prescribed AC hours of operation.</p> <p>Outdoor events will have impact in relation to that portion of activity located within the setback area, which is mostly crowd activity.</p>  <p>Figure 5 extent of 50m distance from Residential Zone</p> <p>Commercial vehicle movement: addressed in 18.3.4 below.</p> <p>Noise: regulation of noise is addressed in 18.3.2 below, in sec 4.1 above, and in the attached noise management</p>

	<p>plan.</p> <p>Other emissions: No other emissions which might impact on neighbouring amenity are anticipated.</p>
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18.3.2 Noise

<p><i>Objective: To ensure that noise emissions near a residential zone do not result in unreasonable adverse impact on residential amenity.</i></p>	
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p><i>A1 Noise emissions measured at the boundary of a residential zone must not exceed the following:</i></p> <p><i>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;</i></p> <p><i>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am;</i></p> <p><i>(c) 65dB(A) (LAm_{ax}) at any time.</i></p> <p><i>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</i></p> <p><i>Noise levels are to be averaged over a 15 minute time interval.</i></p> <p><i>P1 Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.</i></p>	<p>Noise levels will exceed the Acceptable solution, as events occurring after 7pm (day/night matches for example), will at times exceed 55dB(A) (LAeq), as the venue currently operates to the current permitted level of 62 dB(A).</p> <p>The proposed noise management plan adopts a methodology for ensuring noise levels do not cause environmental harm within the residential area, whilst providing a workable and achievable set of standards for the venue operator to adhere to.</p>
<p><i>A2 External amplified loud speakers or music must not be used within 50 m of a residential zone.</i></p> <p><i>P2 Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.</i></p>	<p>PA speakers are located within the 50m setback from the residential zone, albeit directed away from that residential area.</p> <p>There are, however no external third party speaker stacks in this location.</p>

18.3.3 External lighting

<p><i>Objective: To ensure that external lighting does not have unreasonable impact on residential amenity on land within a residential zone.</i></p>	
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p><i>A1 External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must</i></p>	<p>This provision does not apply.</p>
<p><i>A2 Flood lighting of sport and recreation</i></p>	<p>The floodlighting system is designed to meet</p>

<p>facilities within 200 m of a residential zone must not subject nearby residential lots to obtrusive light, as defined in AS 4282-1997-1.4.7.R1</p> <p>P2 Flood lighting of sport and recreation facilities within 200 m of a residential zone must satisfy all of the following:</p> <p>(a) be necessary for sport or recreational use;</p> <p>(b) not operate after 9.00 pm unless spill light does not unreasonably impact residential amenity of nearby land.</p>	<p>the requirements of AS 2560 - Sports Lighting, as related to professional level cricket, and in accordance with the requirements for colour television coverage of international and first class cricket. The design parameters take into account achieving minimum standards of horizontal illuminance, vertical illuminance, and uniformity, and maximising the control of any spill lighting.</p> <p>A range of switching levels are provided as a means of optimising illumination levels as appropriate to the actual ground activity (e.g. training, general access, non-televised at 25%, and televised at 100%).</p> <p>The flood lighting is necessary for sport and recreational use. The lights will at times operate after 9pm, with prescribed events requiring operation till 11pm, and reduced illumination for safety (crowd dispersal, dismantling equipment on scaffolding, and clean-up of outdoor litter) until 12.</p>
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18.3.3. R1 Obtrusive light defined under AS 4282-1997-1.4.7 means: **...spill light which, because of quantitative, directional or spectral attributes in a given context, gives rise to annoyance, discomfort, distraction or a reduction in the ability to see essential information, eg. Signal lights.**

18.3.4 Commercial and Patron Vehicle Movements

Objective: To ensure that commercial and patron vehicle movements not have unreasonable impact on residential amenity on land within a residential zone.	
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must be within the hours of:</p> <p>(a) 7.00 am to 9.00 pm Mondays to Fridays inclusive;</p> <p>(b) 8.00 am to 7.00 pm Saturdays;</p> <p>(c) 10.00 am to 6.00 pm Sundays and Public Holidays.</p> <p>P1 Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</p> <p>(a) the time and duration of commercial vehicle movements;</p> <p>(b) the number and frequency of commercial vehicle movements;</p> <p>(c) the size of commercial vehicles involved;</p> <p>(d) the ability of the site to accommodate commercial vehicle turning movements,</p>	<p>Patron vehicle movement to the site is restricted to the 40 parking spaces on site. Major events rely on parking off site, and are regulated by the Blundstone Arena Transport Plan (BATP).</p> <p>Commercial (garbage collection) will be necessary following major events. As most major sporting events occur on Sundays and Public Holidays, collection may occur between 7am and 9pm. Garbage collection will not occur after 9pm. The vehicles enter the site within the 50m setback zone, but the transfer of waste occurs outside the 50m residential setback.</p> <p>Commercial service deliveries will generally be within the prescribed time frames.</p>

<p>including the amount of reversing (including associated warning noise);</p> <p>(e) noise reducing structures between vehicle movement areas and dwellings;</p> <p>(f) the level of traffic on the road;</p> <p>(g) the potential for conflicts with other traffic.</p>	
<p>A2 No Acceptable Solution.</p> <p>P2 A traffic management plan must be provided for any event generating more than 3,000 persons. Such plan must provide for safe and efficient traffic management with local impacts minimised.</p>	<p>The Blundstone Arena Transport Plan (BATP), developed by the Clarence City Council and Tasmanian Cricket Association is implemented for events involving over 3000 people.</p> <p>Further details are included in the accompanying Traffic Impact Assessment and Traffic Management Report (Fisher, 2012).</p> <p>The report indicates the transport plan works well, with regular reviews resulting in changes ensuring its on-going operational success.</p>

No development is proposed as part of this application therefore section 18.4 *Development Standards for Buildings and Works* do not apply.

5.5 CODES

5.5.1 ROAD AND RAILWAY ASSETS CODE

This Code applies when a new vehicle crossing, junction or level crossing is proposed, or the intensity of use of an existing access increases or to use and development proposed within 50m of a Utilities zone as detailed in Clause E5.2.1. No change in use or development is proposed. These provisions do not apply to the application.

5.5.2 PARKING AND ACCESS CODE

E6.6 Use Standards

E6.6.1 Number of Car Parking Spaces

<p><i>Objective: To ensure that:</i></p> <p>(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.</p> <p>(b) a use or development does not detract from the amenity of users or the locality by:</p> <p>(i) preventing regular parking overspill;</p> <p>(ii) minimising the impact of car parking on heritage and local character.</p> <p>(c) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account:</p> <p>(i) the level of parking available on or outside of the land;</p> <p>(ii) the impact on the demand for and supply of car parking associated with approved but uncompleted uses and developments and the future occupation of vacant premises; and</p> <p>(iii) the access afforded by other modes of transport.</p> <p>(d) where car parking cannot be provided for onsite, a cash contribution toward the development of public parking facilities may be required.</p>	
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 The number of on-site car parking spaces	No changes are suggested to the current

<p>must be:</p> <p>(a) no less than the number specified in Table E6.1;</p> <p>except if:</p> <p>(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>P1 The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <p>(a) car parking demand;</p> <p>(b).....</p>	<p>approved development and therefore no increase in parking demand is proposed from what is presently experienced.</p> <p>The site is subject to the Blundstone Arena Transport Plan (BATP), developed in partnership with the Clarence City Council. The BATP has been included in all development permits and provides for parking and transport solutions for events with over 3000 people.</p> <p>The site provides 43 off-street parking spaces, (in excess of the 40 required by the existing development permits e.g. D-2000/113)</p> <p>The proposal complies with the Acceptable Solution.</p>
<p>A2 No Acceptable Solution.</p> <p>P2 Use and Development on land within the Activity Centres specified in Table E6.3 must make a cash in lieu payment for any deficient spaces at the rate specified in Table E6.3. Alternative arrangements may be made in accordance with any parking plan adopted by Council.</p>	<p>Council has adopted the Bellerive Oval Transport Plan (now proposed as Blundstone Arena Transport Plan), which includes a parking strategy for the site.</p> <p>The proposal complies with the Performance Criteria.</p>

E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

<p>Objective: To ensure that a use or development provides sufficient accessible car parking for people with a disability.</p>	
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Car parking spaces provided for people with a disability must:</p> <p>(a) satisfy the relevant provisions of the Building Code of Australia;</p> <p>(b) be incorporated into the overall car park design;</p> <p>(c) be located as close as practicable to the building entrance.</p> <p>P1 No Performance Criteria.</p>	<p>Disabled parking spaces are incorporated into the overall car park design and is compliant with the requirements of the Building Code of Australia and located adjacent to the main access, as accessed by the accompanying TIA (Fisher, 2012).</p> <p>The proposal complies with the Acceptable Solution.</p>

E6.6.4 Number of Motorcycle Parking Spaces

<p>Objective: To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.</p>	
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number).</p>	<p>No changes to the approved parking arrangements are proposed, which requires a minimum of 40 on-site spaces and does not specify a requirement for motorcycle parking spaces.</p>

<p>Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p> <p>P1 The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</p> <p>(a) motorcycle parking demand;</p> <p>(b) the availability of on-street and public motorcycle parking in the locality;</p> <p>(c) the availability and likely use of other modes of transport;</p> <p>(d) the availability and suitability of alternative arrangements for motorcycle parking provision.</p>	<p>The BOTP is triggered for larger events, providing for alternative transport options. In addition, the TIA (Fisher, 2012) reports on-street parking is sufficient to meet the needs of users of the site.</p>
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E6.6.4 Number of Bicycle Parking Spaces

<p><i>Objective: To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.</i></p>			
SCHEME REQUIREMENT	DEVELOPMENT RESPONSE		
<p>A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p>P1 The number of on-site bicycle parking spaces provided must have regard to all of the following:</p> <p>(a) the nature of the use and its operations;</p> <p>(b) the location of the use and its accessibility by cyclists;</p> <p>(c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.</p>	Use Class	Employee/resident bicycle parking requirement	Visitor/customer/student
	Community meeting and entertainment	1 for each 500m ² of floor area, class 1 or 2	4 plus 2 for each 200m ² of floor area, class 3
	Food services	1 for each 100m ² of floor area available to the public, class 1 or 2	1 for each 200m ² floor area after the 1 st 200m ² floor area (minimum 2), class 3
	Sports and recreation	No requirement	No requirement
	<p>The site has 5 bike hoops located outside the Northern Gate, with temporary staffed secure bike parking generally made available on event days. The available hoops are considered sufficient for the nature of the uses.</p>		

E6.7 Development Standards

The application applies to use only, with no changes proposed to the approved vehicular access, on-site manoeuvring or parking facilities. The development standards do not apply.

6. CONCLUSION

The proposal aims to consolidate all existing use permits (D-2012/330, D-2008/233, D-2008/407, and D-2000/113) for Blundstone Arena, and provide assessment against the current provisions of the *Clarence Interim Planning Scheme 2015*, superseding the regulation of use under those permits with one consistent and coherent set of management tools. No new uses or development are proposed as part of the application.

The four permits contain a total of 95 conditions. The issuing of multiple permits has resulted in the duplication of many conditions. For a number of the duplicated conditions, there is variance in the specific details resulting in ambiguity when interpreting which conditions apply to a particular use. A number of the conditions are no longer relevant as they pertain to the design, engineering and construction of the facility or have been amended as the result of appeals (TASRMPAT 164/2000, consent memorandum 294/08P).

The combination of the relevant conditions into one permit will assist in clarifying how the conditions relate to the approved uses and simplify the identification of the conditions which need to be complied with for new and non-traditional users of the site.

The noise management plan prepared for these activities seeks to regulate the most unpredictable and arguably contentious aspect of activities. The proximate location of residential uses to this infrastructure investment of state significance causes inevitable conflict between providing a facility to promote state sport and tourism; engage in economy promoting opportunities; and maintain consideration of proximate neighbours. Whilst those values are not interchangeable, some degree of flexibility has been adopted in the plan, adopting the model engaged by many similar sporting facilities elsewhere.

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APPENDIX A - TITLE

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 247738	FOLIO 1
EDITION 5	DATE OF ISSUE 07-Jun-2011

SEARCH DATE : 18-Oct-2017

SEARCH TIME : 09.05 AM

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Plan 247738

Derivation : Part of 39A-3R-20Ps. Gtd. to T. Ludbey

Prior CT 2685/25

SCHEDULE 1

38853 CLARENCE CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT rights of carriage way for the registered
proprietors for the time being of the land comprised
in Certificates of Title Volume 238 Folio 53 and
Volume 249 Folio 55 over all the streets or roads
shown on Plan No. 744

BURDENING EASEMENT a right of carriage way for the registered
proprietor for the time being of the land described
in Certificate of Title Volume 224 Folio 148 over
Derwent Street shown on Plan No. 59658

C966850 BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with
the benefit of a restriction as to user of land in
favour of Aurora Energy Pty Ltd over Electricity
Infrastructure Easements "A" & "B" shown on P.147738
(Subject to Provisions) Registered 07-Jun-2011 at
noon

C344022 LEASE to TASMANIAN CRICKET ASSOCIATION of a leasehold
estate in Lot 1 on Plan No.136457 portion of the said
land within described for a term of 45 years from
9-Oct-2001 Registered 04-Mar-2002 at 12.01 PM
Leasehold Title(s) issued: 136457/1

C542248 VARIATION of LEASE C344022 Registered 02-Jul-2004
at noon

UNREGISTERED DEALINGS AND NOTATIONS

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

E73807 LEASE to VODAFONE NETWORK PTY LTD of a leasehold
estate for the term of Ten (10) years from
30-June-2016 Lodged by CRICKET TASMANIA, 15 DERWENT
ST, BELLERIVE, TAS, 7018 on 12-Dec-2016 BP: E73807

K.15. 312

2685 25

ANNEXURE TO CERTIFICATE OF TITLE VOL.

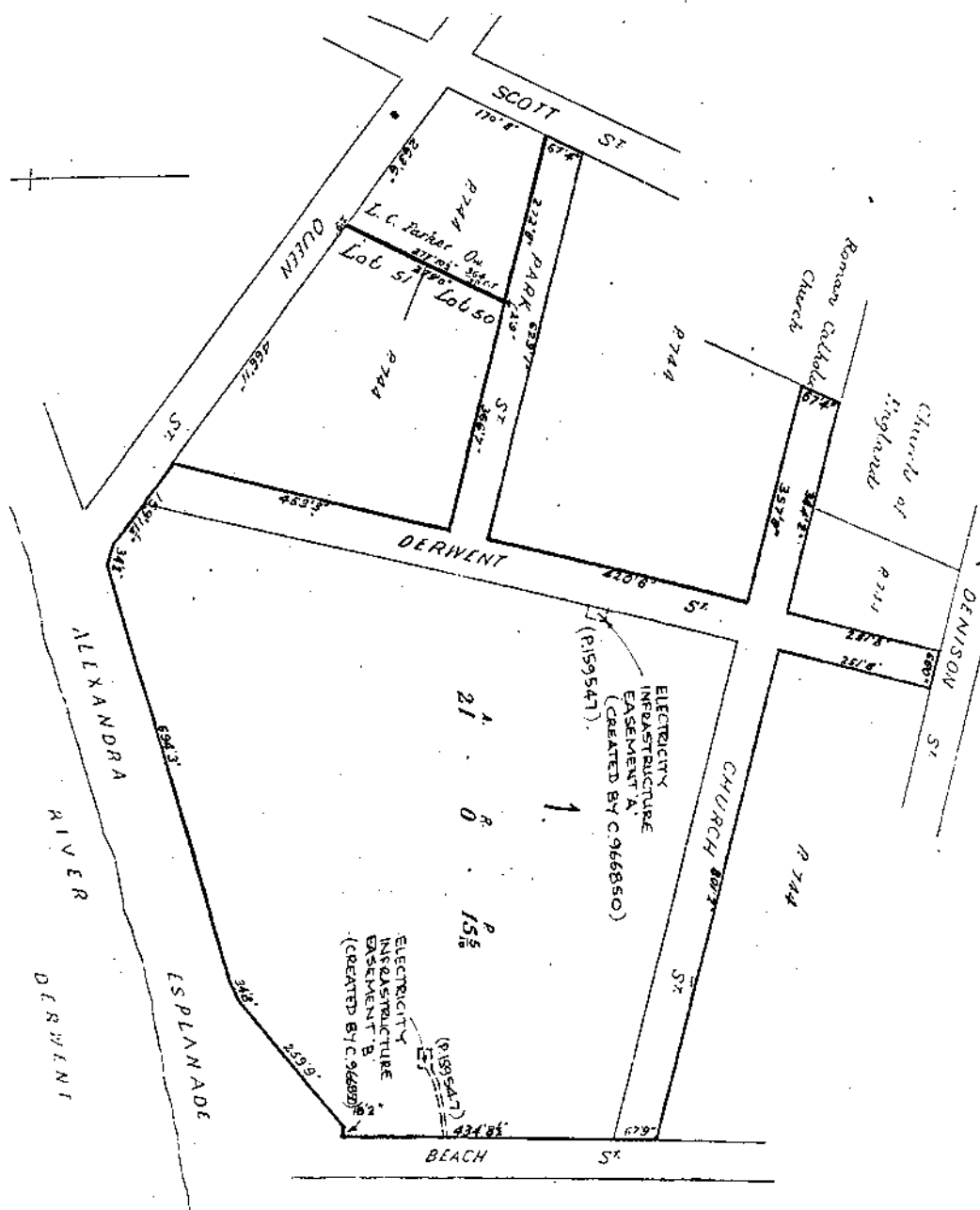
FOL.

REGISTERED NUMBER

247738

Recorder of Titles

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



APPENDIX B - RECOMMENDED PERMIT CONDITIONS

1. The use or development must only be in accordance with the endorsed plans and any permit conditions and must not be altered without consent of Council.
2. The venue operator may apply to Council for approval for special events outside these permit conditions.

Noise Management

3. All use and development is subject to the provisions of the Blundstone Arena Noise Management Plan, as approved by Council.
4. All Outdoor events involving amplified commentary or music must cease by 11.00pm, unless otherwise approved by Council.

Non sporting events

5. The total number of occasions for which the oval and other land may be used for outdoor concerts and non-sporting events, where more than 1500 persons are involved is limited to 4 per calendar year, and subject to the following:
6. the operator of the site must notify the Council 28 days prior to the date of this event.
7. The operator of the site is to give notice to the public, via the public notice section of **“the Mercury” newspaper** 14 days prior to the date of the event.
8. The use of function rooms for non-sport related functions must cease no later than 12:00pm.

Traffic & Pedestrian Movement

9. 40 car parking spaces must be provided on-site prior to the commencement of use. Each space, including disabled parking, must be clearly marked and used solely for parking purposes.
10. The venue operator must develop a security masterplan to industry standards in consultation with the Police in order to protect the amenity and safety of the area, with reference to **Australia’s Strategy for Protecting Crowded Places from Terrorism (ANZCTC)** or any subsequent legislation.
11. The venue operator must submit by 28 February annually to Council, a copy of a venue performance report in relation to the outdoor sporting events provided for by this Permit held during each calendar year. Such report is to address all aspects affecting neighborhood amenity, including noise impacts, traffic and car parking, litter control and public safety.
12. The Blundstone Arena Transport Plan (BATP) is to be implemented for each major event at the Oval (more than 6,000 people in attendance). The plan is to include the following elements:

13. a committee established and convened by and to the satisfaction of the Clarence City Council providing for the involvement of, and the consultation with, Police, Clarence City Council, Tasmanian Cricket Association, any other relevant agency as required, and a representative of the residents in the area surrounding the Blundstone Arena. (Referred to as "the BATP Committee")
14. BATP is to be reviewed by the BATP Committee annually or as required, to consider the performance of the BATP at the event, refine the processes in place and determine any appropriate modifications.
15. Following any event involving more than 1500 persons, the operator of the site is to remove any litter from Derwent Street, Park Street, Church Street, Douglas Street, Beach Street to the intersection with Clarence Street, Luttrell Avenue, Facy Street, South Street and Queen Street to the intersection with Scott Street and all public land between Derwent Street and High Street and dispose of the waste appropriately to the satisfaction of Council's **Group Manager Asset Management**.

Lighting

16. The maximum number of evening sporting events involving use of the lights at full illumination, is not to exceed 20 events in a single calendar year.
17. Light towers shall not be operated at more than 25% power after 11.00 pm. The light towers shall not be operated after 12.00 pm.
18. Lighting levels for evening training sessions will be in accordance with the training and match practice provisions of Table 1 of AS 2560.2.3-2007 Sports Lighting Part 2.3: Specific applications - Lighting for football (all codes).
19. Any temporary outdoor lighting associated with any outdoor non-sporting event must be located and baffled in accordance with Australian Standard AS 4282-1997 **"Control of Obtrusive Effects of Outdoor Lighting"** to ensure that it does not create a nuisance for residences.

APPENDIX C - NOISE MANAGEMENT PLAN

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INTRODUCTION

Open air events at Blundstone Arena have significant social value which needs to be balanced against the impact the event may have on the surrounding residents. The main events conducted over the past years at Blundstone have been cricket and AFL games with a single Nitro Circus event. At the time of writing, attendance at these events is on average as listed below and indicate the scale of the social value.

BBL games	17,000
AFL games	14,000
Nitro Circus	12,000

Associated with these events is the use of amplified voice or music that has the potential to be offensive to surrounding residents, and whilst some measures may be implemented to reduce this impact, large events may still be expected to cause noise levels that some view as offensive.

This noise management plan (NMP), has been developed with the intent of achieving a balance between these two aspects, i.e. allowing for events of social or cultural value, and providing fair protection of acoustic amenity for residents surrounding the arena. The NMP operates under the Blundstone Arena Development Application for consolidated uses.

The NMP identifies two types of event, those that use the in house PA system, and those that bring their own PA system. The former will typically be events with lower sound emissions while the latter are likely the louder events.

For each type of event the NMP addresses the following issues in determining a set of procedures to reasonably manage the event noise emissions:

- Event criteria - the level of the noise, when and how often it occurs.
- Noise monitoring strategy.
- Event management strategy.
- Community liaison.

If the management practices as detailed in this management plan are not implemented for an event it may be considered a breach of the DA.

An accompanying document¹ provides some background for various aspects of this NMP.

1 EVENT TYPES

1.1 HOUSE PA SYSTEM

The house PA system comprises fixed speakers distributed around the various sections of the ground, and is controlled from the sound booth in the Southern stand. This system is used for BBL, AFL, national and international cricket, and local sport events.

1.2 EXTERNAL PA SYSTEM – MAJOR EVENTS

These are events where a sound system is brought to the event by the event organiser. It would include events such as music concerts, with the sound system most likely located on the oval rather than in the stands.

¹ “Blundstone Arena NMP – Explanatory Notes”, NVC, 1 Sept 2017, Doc No. 5571

2 EVENT CRITERIA

2.1 EVENT TIMES

The DA defines time limits for events as:

- 8 am start;
- 11 pm finish for outdoor events;
- 12 pm cease all outdoor activities (allows for crowd dispersal, pack up and clean);
- All indoor functions to cease by 12pm.

2.2 NOISE LIMITS

- Noise limits apply only to the sound system noise, not crowd or other extraneous noise.
- Only noise measurements where the average wind speed for the measurement period is < 5 m/s be reported. The measurement period is 10 minutes.

For house PA events

- Criteria is 62 dBA Leq over 1 hour, with no Leq 10min above 67 dBA.
- The noise criteria of 62 dBA is transferred to a level at the PA of 102 dBA.

For external PA Systems

The criteria is based on a points system where:

- 36 points are allocated per 3 years.
- One point is used for every 3 dB that is measured above 62 dBA, using the highest Leq1hr of the three locations.
- Points accumulated for each hour of the event.
- If the event goes beyond 10PM a penalty for low frequency content may be applied to the measured level. 5dB added to the measured Leq dBA level if dBC – dBA > 15.
- There must be sufficient points available prior to event to cater for expected noise levels.
- If more than 36 points are used in the three year period, the points for the following period are reduced.
- Points remaining after three years are not carried over to the next period.

2.3 MONITORING LOCATIONS

The following three community locations are to be used to monitor community noise levels:

- 20 Church St.
- 9 Beach St.
- 16 Derwent St.

Additionally, a single location within the arena is to be used viz:

- For house PA events, 0.5m in front of a speaker in the southern stand adjacent to the sound booth.
- For external PA events at the mix desk.

2.4 MONITORING METHOD

Noise monitoring methods are to be in general accordance with Tasmanian Noise Measurements Procedure Manual, 2004.

Wind conditions to be monitored via a weather station at the Blundstone Arena.

Sound data monitored and archived is based on a 10 minute interval period and to include at a minimum the Leq in A and C weightings using a *Fast* time weighting.

House PA

- Monitoring of noise at the nominated PA speaker location.
- Recording of the PA feed from the mixing desk.

External PA

- Monitoring is at the three nominated community locations plus the mixing desk.
- Automated monitoring to start nominally 2 hours before the event and continue for the entire event.
- Measurements personally attended by suitably qualified person throughout the event.
- Attending person has 2 way radio contact with sound desk operator.

3 MANAGEMENT PROTOCOL

3.1 EVENT MANAGEMENT LIAISON

Ensure the manager of the event has a copy of the NMP, is fully aware of the noise limits it imposes, and that they believe the event may be conducted under those constraints. If exceedances are anticipated the event manager is to notify Blundstone Arena Management to establish sufficient points are available.

Similarly ensure the sound control staff have a copy of the NMP, are fully aware of the noise limits it imposes, and that they will adhere to those constraints.

3.2 PRE & POST EVENT ACTIVITIES

No noise limit per se applies to these activities, rather management practices are to be pursued that limit noise as much as reasonable / feasible from these activities.

3.3 COMMUNITY LIAISON

At least 2 weeks prior to an event conduct a mail out to residences within the area indicated in Figure 1 below. The mail out should describe the nature of the event, its date / time, and if pre event sound checks will be conducted. It should also include:

- Contact information for Blundstone Arena (Reception phone number, web address). Residents can use this to obtain information about the event.
- Explicitly state the phone number and email address that should be used to leave feedback about the event, and that the feedback should contain at a minimum the street they live in, a description of their issue, and if happy to do so, a means of contact so Blundstone Arena can follow up on the feedback.
- A dedicated email should be created for noise issues (eg. noise@blundstonearena.com.au). If the phone is used for feedback, reception must formally log the information.
- Clarence City Council to provide a log of community feedback they receive about the event.
- Blundstone Arena to keep a log of all the feedback they receive from residents and the council.



Figure 1: Residences for pre event mail out

3.4 EVENT NOISE

House PA

- Monitoring is performed by the sound desk operator.
- Ensure the PA sound meter and PA feed recorder are operating. They should be started once general use of the PA commences.
- The sound desk operator uses the displayed instantaneous noise of the PA to adjust the master volume appropriately to comply with the PA criteria of ≤ 102 dBA.
- On completion of the event the monitoring system is stopped.

Third Party PA – Major Event

- Determine the maximum community noise level targeted for this event. This level will be established by Blundstone management and based on what events they propose for the following year and how their event points are to be distributed amongst them.
- Perform measurements in the community during sound checks to establish the mix desk noise level corresponding to the targeted community level. Confirm with the sound engineer this is acceptable and will be adhered to during the event.
- During the event the noise monitoring person has 2 way radio contact with sound desk. The monitoring person advises the sound engineer if any changes to the sound are required to meet the targeted level.
- All monitoring is personally attended with the attending person moving amongst the three monitoring locations.

3.5 REPORTING

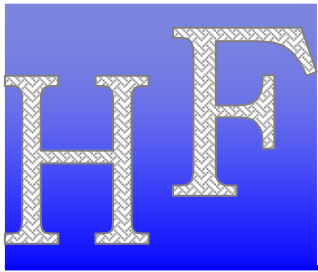
- An event summary report is submitted by Blundstone Arena to the Clarence City Council within 2 weeks of the event. The report is to provide:
 - The type of event and the noise criteria applying to it.
 - The time at which the event started and finished.
 - A summary of the noise monitoring conducted.
 - The Leq 10 minute levels at each monitored location throughout the event. In both A and C weighting.
 - The Leq 1 hour levels at each monitored location throughout the event. In both A and C weighting.
 - If the event met the noise criteria. If not, what measures were taken to reduce noise levels.

- The remaining event points available for future events, and the time frame over which they apply.
- Annually calibrate the in-house PA monitoring system. Conducted prior to the summer season of sport and performed by playing a sound track on the PA system and measuring the noise level at the PA location and at the three community locations. Define the PA noise level for which all three community locations are at or below the noise limit (62 dBA). Submit a letter summarising the results to Blundstone Arena for adoption in the coming 12 months.
- An annual event report. An acoustic consultant audits the monitoring conducted during the year and if required recommends modification of the NMP. The audit would include a review of the monitoring methods and equipment, the event reports and data interpretation, and the log of feedback from council and the community.
- Blundstone Arena and Clarence City Council review the annual report and determine what, if any, modifications are made to the NMP.

3.6 VARIATION FOR NON COMPLIANCE

Blundstone Arena may apply to the Clarence City Council Environmental Health Officer for dispensation to operate a non compliant noise event. Such events would be approved at the Councils discretion and be limited to 1 per annum.

APPENDIX D - TRAFFIC IMPACT ASSESSMENT



Howarth Fisher and Associates

ACN 119 043 051

Structural, Civil and Traffic Engineering

Structural and Civil Engineering

Traffic Engineering

Project Design and Management
Forensic Engineering and Structural Inspections
Research and Development Facilitators

Traffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits

Blundstone Arena

Traffic Impact Assessment and Traffic Management Report



Prepared for

Tasmanian Cricket Association

Date

September 2012

Prepared by

Joanne Fisher



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	Name	Signature	Date
Authorised by:	Joanne Fisher		28 th September 2012



1. Introduction

1.1 Client Details

This document has been prepared for the following:

Client Name: Tasmanian Cricket Association

Address: Bellerive Oval
15 Derwent Street
Bellerive 7018

Telephone: 03 62820400

Facsimile: 03 62443924

Client Contact: David Johnston and Stephen McMullen

1.2 Project Details

The report is undertaken for the Blundstone Arena site in Bellerive. A copy of the proposed development plans can be found at **Appendix A**.



2. Scope of Consultancy

The scope of consultancy involves the following:

- Attend project meeting
- Undertake site visit to assess options.
- Obtain background information and plans.
- Assess options for the new pedestrian access linking to the new stands and a bus lay-by facility.
- Run Autotrack to model swept paths of the buses.
- Assess trip generation rates.
- Provide assessment of public transport strategy options to minimize the impact on the surrounding road residential street network, (including but not limited to, car pooling, offsite parking, shuttle bus, ferry option).
- Assess bus-parking provision.
- Document findings in a report.

3. Location of the Development

Figure 1 shows the location of the proposed development in the context of the surrounding street network.



Figure 1: Location (source: Google Maps)



4. Existing Situation

4.1 Site Details

The Blundstone Arena site has street frontage onto Derwent Street, Church Street and Beach Street in Bellerive.

For some major events, Cricket Tasmania in conjunction with Tasmania Police and Clarence City Council often close some surrounding streets.

Derwent Street, Church Street and Beach Street are all Clarence Council owned roads.

4.2 Road Width

The existing road widths are measured as follows:

Derwent Street is typically 12 metres wide measured near roundabout. The road widens near the area of 60 degree parking to 9.8 metres wide with a further 5.2metres dedicated to angled parking.

Beach Street is typically 9.9 metres wide road with 5.65m long 90-degree angled car parks.

Church Street is typically 14.2 metres wide with tapering width at the roundabout.



Photograph 1: 60 Degree angled parking along Derwent Street



Photograph 2: Existing Parallel Parking along Derwent Street



Photograph 3: Angled Parking along Beach Street



Photograph 4: Parallel Parking along Church Street



4.3 Traffic Volumes

In order to establish peak hourly vehicle flows and hence an estimate of the daily vehicle flows, Howarth Fisher and Associates undertook a manual traffic volume count. Typically, the peak hourly flows represent approximately 10% of the daily traffic flow. Traffic counts were undertaken on Monday 7th May 2012 between 4.30pm and 5.30pm. Based on these counts the following traffic counts have been estimated:

Derwent Street – approximately 1010 vehicles per day (peak hourly flow of 101 vehicles).

Church Street – approximately 2150 vehicles per day (peak hourly flow of 215 vehicles).

Beach Street – not counted

4.4 Posted Speed Limits

Derwent Street, Church Street and Beach Street are all Council owned roads and are subject to the 50km/hr urban default speed limit.

4.5 Accident History

In line with standard traffic engineering practice the accident history for the past five years has been obtained from the Department of Infrastructure, Energy and Resources.

The details are as follows:

4.5.1 Derwent Street

There were nine accidents on Derwent Street over the past five years. Five of these accidents occurred at the intersection of Church Street and Derwent Street. Two accidents involved vehicles reversing into fixed objects or parked vehicle.

In terms of accident severity seven accidents were property damage only and two were minor accidents.

A roundabout was installed as a remedial treatment to address the accident history at the Derwent Street / Church Street intersection by Clarence City Council in 2010.



4.5.2 Church Street

There have been a total of ten accidents along Church Street over the past five years. Four of the accidents occurred at the intersection of Church Street and Derwent Street, four accidents involved parked vehicles, one involved a vehicle at the T intersection of Church Street and Scott Street and one accident involved a vehicle emerging from a driveway or lane.

In terms of severity six of the accidents were property damage only, three were minor and one was serious.

4.5.3 Beach Street

There were ten accidents along Beach Street over the past five years. Four accidents occurred at the traffic controlled intersection of Clarence Street and Beach Street. Five of the accidents were property damage only accidents, two were minor accidents, two had an accident severity defined as unknown and one was a minor accident.

4.6 Proposed Development

The proposed development comprises of the following elements:

- A new stand to accommodate four and a half thousand new seats and 500 corporate, players, media and others.
- Other facilities, such as toilets, amenities and catering facilities.
- An upgraded competitor and patron area to ICC standards in time for the World cup in 2015.
- New pedestrian entrance at the western end of the ground (near the indoor nets area) in the area indicated below:



Photograph showing the proposed location of the new access

- An basement car park providing a maximum fifteen car parking spaces with secure bus parking for players coach.
- A lift access from the basement level to the ground floor level for pedestrians.
- At grade parking for five vehicles.
- A total minimum on site parking provision of 40 spaces in line with the requirements of the permit condition. There is also scope to provide additional parking in the area of lease land from Clarence City Council on the eastern side of the ground.
- A copy of the development plans can be found at Appendix A of this report.



5. Assessment of Trip Generation

5.1 Existing Trip Rates

Cricket Tasmania has advised of the following number of events and approximate attendance levels.

5.1.1 Domestic Cricket

- Weet Bix Sheffield Shield - 20 days of cricket with crowds of around 500 to 1,500 per day.
- Ryobi Cup One Day cricket - 4 days with crowds of 1,500 to 2,500 per day.
- Big Bash League - 4 days per season with crowds of 8,000 to 12,000 per day.
- All these competitions have finals with Sheffield Shield over 5 days averaging 4,000 to 6,000 per day, Ryobi Cup one day around 3,000, Big Bash League one or two finals averaging 12,000 per game.

5.1.2 International Cricket

- Test matches, which last approximately five days typically, have a total crowd of around 30,000 with approximately 3,000 to 7,000 people per day. The Blundstone Arena hosts a Test match three out of every four years.
- The One-Day Internationals with Australia playing attracts crowds of 15,000 or with two non Australian teams around 4,000 per day. Bellerive typically host one game featuring Australia each year and possibly another match not featuring Australia.
- Blundstone Arena also host some touring team matches against either Tasmania or Australia A. Crowds for these are typically around 3,000 per day

5.1.3 AFL

- North Melbourne matches occur twice a year with expected crowds of 15,000 people.
- Clarence Football Club in the Statewide League has nine matches per season with crowds of 1,000 to 2,500. Finals are also played at the venue and the crowds range between 4,000 to 8,000 people.



5.2 Non sporting related functions

5.2.1 Venues

Bellerive Oval has a combination of function rooms and corporate area as outlined below:

- Century Room
- Premiership Room
- Museum
- Members area
- Chairman's Room
- Board Room

It would be highly unlikely that a seated event (dinner, conference or wedding) that would accommodate more than 300 people would be held concurrently with another event.

5.2.2 Evening Dinners and Receptions

For a patronage of 300 persons attending an evening dinner, wedding or similar a peak parking demand of around 75 cars is the maximum that would be likely. These cars could be accommodated on site and along the direct street frontage of the Bellerive Oval.

If 700 people were present the peak parking demand for another 175 cars would also be accommodated on and around the site. The utilisation of Bellerive Beach car park is not an option as there are time constraints, which preclude long term stays.

5.2.3 Outdoor Music Functions

The maximum envisaged patronage for an outdoor function is that associated with a concert or similar, to be conducted on the playing surface or alternatively on the e hill area so as not to damage the playing surface. A crowd can be accommodated at one side or end of the ground, within reasonable viewing distance of a stage located on the playing surface.



5.2.4 Trade Shows and Conferences (Daytime)

The transport plan can be deployed for a daytime, trade show conference or similar when parking demands are likely to exceed about 150 cars.

5.2.5 Overview of Parking Impacts

The impacts of parking associated with the uses proposed will depend upon the level of patronage, the type of function and the extent of management.

There are a minimum of 40 spaces¹ available on site, plus some additional parking on the land leased by Blundstone Arena from the Council which has the capacity to accommodate further spaces,) there is capacity along the street frontage for 80 light vehicles.) For evening events they may be scope to use the Bellerive Beach car park.

5.3 Proposed Trip Generation

Currently the ground can accommodate a crowd of 15,000. Capacity would increase to 20,000 with the new proposed stand and facilities. The new facilities would cater for bigger crowds for Australian Football League, Big Bash League and One Day Internationals.

The provision of this increase in capacity at Blundstone Arena would result in approximately one or two extra football matches at the ground per year. The increased capacity would therefore result in a minimal increase in the number of events.

¹ Based on which one of the two car parking options are approved by CCC



6. Assessment of Parking

6.1 Existing Situation

Currently there are 43 on site parking spaces available at the Blundstone Arena as shown in the photograph below.





Photographs showing some of the underutilised existing off street parking provision at the Blundstone Arena

With the exception of match days these off street parking appear to be generally underutilised.

There is also some parking on the area of land leased from Clarence City Council to the Blundstone Arena as indicated in the photograph below.



Photograph: Area of land leased from the Council to the Blundstone Arena

6.2 Parking Requirements

The RMPAT decision (point 54) requires the Blundstone Arena to have 40 on site car parking spaces, inside the ground, for staff and others on match days. A total minimum parking provision of 40 spaces has been provided on the site as a result of the proposed redevelopment, ensuring the parking provision can be met. A plan showing the new areas of car parking both in the new car park and the at - grade car park can be found at Appendix A.

Given the temporal nature of parking at the ground, it is not proposed to increase the on site parking provision because of the new stand. There are a maximum of 42 events at the ground per year. Of the 42 events the football events are typically 3 hour duration, while most of the cricket matches are typically 8 hours duration.

With the exception of days when sporting events occur at the Blundstone Arena (approximately 40 times per year,) the 43 off street parking spaces provided at the ground are underutilised.

6.3 Disabled Parking Requirement

In line with the requirements of the Building Code of Australia, one disabled parking spaces has been provided on site. This space is located adjacent to the main access located near the intersection of Church Street and Derwent Street.



The spaces are line with the requirements of AS2890.6:2009 *Off street parking for people with disabilities*.

The spaces are 2400mm wide by 5400mm long with a shared space on one side of the dedicated space as follows:

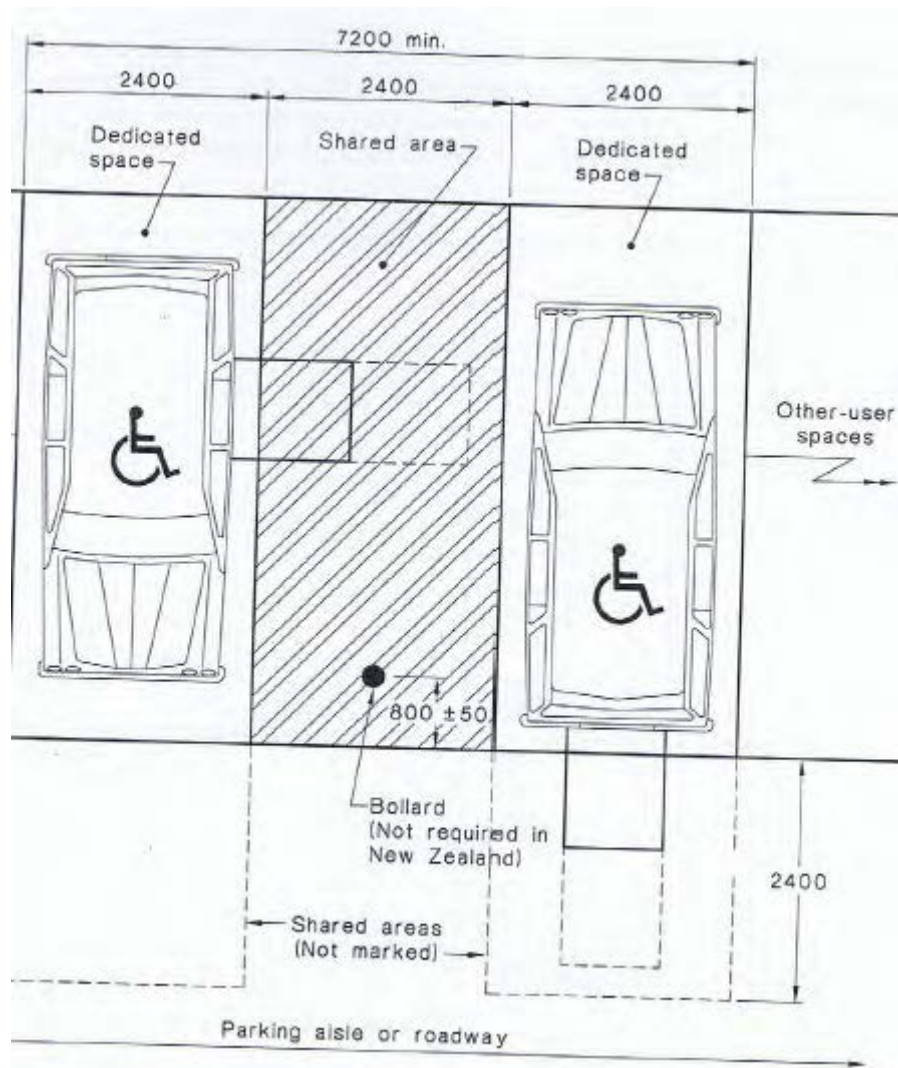
In Australia – 2400mm wide by 5400mm long.

It may be entirely on the left or entirely on the right of the dedicated space.

A shared area 2400mm long by 2400mm wide at one end of the dedicated space. It may be entirely at the front or entirely at the rear of the dedicated space.

The dedicated space and area shall be at the same level.

Bollards shall be provided in the positions shown in Figures 2.2 and 2.3. of AS2890.6





7. Assessment of Access Options

7.1 Existing Situation

Currently there are two accesses into the Blundstone Arena. One is located on at the intersection of Derwent Street and Church Street, the other at the corner of Derwent Street and Beach Road.

The main pedestrian access is located on the corner of Derwent Street and Church Street as indicated in the photograph below:



Photograph showing the main pedestrian access at the intersection of Church Street and Derwent Street.



Photograph showing the existing secondary pedestrian access at the intersection of Church Street and Beach Road

The location of the access and egress points can be found on the plan at **Appendix A**.

7.2 Proposed new access

As part of the new development there will be a new access into the new car park this will be located on Derwent Street. The access will make provision for vehicles and pedestrians. This new access will be in the vicinity of the new bus interchange located at the northern end of Derwent Street as well as possible additional bus stopping facilities on Park Street and Church Street. The proposed new access will reduce the concentration of pedestrian demand at the current main access located at the corner of Church Street and Derwent Street. Stairs and a lift will be provided to facilitate pedestrian movements. The access will be more conveniently located to the new stand as well as the public transport provision.

7.3 Car Park Compliance with the Australian Standard 2890.1

7.3.1 Parking layout

In line with clause 8.1.4a) of the Clarence City Council Planning Scheme,



the layout of car spaces and access lanes should be consistent with the requirements of this clause or a variation in accordance with Australian Standard AS2890.1 Parking Facilities, Part 1: Off street car parking,

The parking spaces are a minimum 2.4 m x 5.4 metres long with a minimum aisle width of 5.8metres, which complies with the requirements for user class 1A parking for residential, domestic and employee parking. In accordance with the requirements of the Australian Standard a turning end bay has been incorporated in to the design of the blind aisle.

As state in 2.4.2c) of AS2890.1: Off street parking - 2004 :

At blind aisles, the aisle shall be extended a minimum of 1 metre beyond the last parking space, as shown in figure 2.3 and the last space widened by at least 300mm if it is bounded by a wall or fence.

A turning end bay has been provided to enable vehicles to turn within the confines of the car park.

7.3.2 Vehicular access Width

The access complies with the requirements of AS2890.1: Off street parking 2004 in terms of width, the car park makes provision for 19 spaces and accesses onto a local road, providing for a class 1, 1A parking facility. This can be categorised as a class 1 car park requiring a combined entry and exit of 3m and 5.5 metres respectively. A 5.5 metre entry width has been proposed in this instance.

7.3.3 Access Driveway Locations

Two access locations have been proposed as shown in Appendix E of this report.

As stated in AS2890.1 at clause 3.2.3

To keep conflicts between the frontage road traffic and car park traffic to an acceptable minimum, the following requirements and recommendations apply:

- a) Driveway categories 1 and 2 (this is a category 1 car park) At Unsignalised intersections of sub arterial, collector, or local streets with each other or with an arterial road, access driveways in categories 1 and 2 shall not be located in the sections of kerb shown by heavy lines in figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalised intersections. Furthermore it shall not apply to any access driveway serving a*



property which would otherwise be denied access due to the physical impossibility of meeting the requirement.

Two access options are put forward for consideration. The advantages and disadvantages of each option are outlined in turn. This access makes provision for approximately 20 staff car parking spaces. Parking will be typically low turnover and therefore use of the access will be minimal in terms of trips both in and out of the car park per day. There is also a facility for servicing by small vans in the car park area as indicated on the plan. Vans are able to turn on site within the confines of the new car park.

- Option 1 – Clients Preferred option

This option has the following advantages:

- It enables the coaches on match days to reverse straight into the basement car park, providing secure, safe parking for players whilst they enter and leave the ground
- This option is safer for pedestrians as it provides for a bigger area for pedestrians to access and leave the ground near the new access.
- It provides further segregation between pedestrians and vehicles entering and exiting the car park.
- It provides additional on site car parking, as there is no requirement for vehicles entering through the roller door to undertake a chicane type movement.

This option has the following disadvantages:

- It is not offset by the full 6 metres from Park Street as required by AS2890.1.

- Option 2

This option has the following advantages:

- By shifting the parking spaces and access location this option fully complies with AS2890.1 by providing a 6 metre offset between the access and Park Street on the opposite side of the road.

This option has the following disadvantages:

- It does not provide a large safe pedestrian area near the steps and lifts onto Derwent Street.



- Pedestrian movements are less segregated from the vehicle accessing into and out of the car park as the access is in closer proximity to the new vehicular access.
- It does not enable coaches to enter the secure parking area and allow a safe parking for players whilst they enter and leave the ground.
- It leads to a loss of parking spaces, as vehicle cannot enter through the roller door without undertaking a chicane type movement.



8. Pedestrian Access

The proposed new stand is located on the western side of the Blundstone Arena. The objective of the new proposal is to provide good pedestrian access between the new stand and the main source of public transport. The TCA are keen to minimise the impact of private vehicles on the surrounding road network, which affects amenity for local residents. The TCA are keen to support the quality of both public transport facilities and pedestrian linkages thereby making these modes of transport more attractive and hence encouraging visitors to use them.

Options for pedestrian access to the new stand from the existing and proposed access have been assessed in turn below.

8.1 Access from the existing Derwent Street / Church Street entrance to the new stand

If the main pedestrian access were to be retained in its current existing location, notably at the existing Derwent Street / Church Street entrance the new stand would be located at least 200 metres away. The utilisation of the existing pedestrian access at the corner of Derwent Street and Church Street would require the 5000 pedestrians sitting in the new stand to walk through the car park. On match days this car park area operates at capacity, with team coaches, service vehicles and light vehicle using loading docks and car parking spaces. This is not the ideal pedestrian link for such a significant pedestrian flow.

One entrance would therefore act as the only access to approximately 66% percent of the Blundstone Arena's seating area. In the event of an evacuation, potentially approximately 10,000 people would be required to congregate at the intersection of Derwent Avenue and Church Street. This will also serve as the main point of access for the emergency service vehicles. In terms of safety the further reliance on this access for the additional 5000 visitors is not ideal.

The TCA are keen to encourage and facilitate access to the site by public transport to mitigate the impact of the demand for parking in the surrounding residential streets.

8.2 Gate Box Entry located at the Intersection of Beach Street and Church Street

The new stand is located at the opposite side of the ground to the entry gate Box 2 located in the vicinity of Beach Street and Church Street. The new stand



would be located at the opposite side of the ground to this access and would require spectators to walk three quarters of the way around the ground to access the stand.

This option is not ideal in terms of quality and convenience of the pedestrian linkages. There would be significant pedestrian demand especially when coupled with the pedestrian movements in the vicinity of the member's area. There is no capacity to walk internally in a clockwise direction to the new proposed stand.

There are limited opportunities to park buses along Beach Street with capacity for two buses as opposed to five buses along Derwent Street to be able to stop along the kerbside. The access does not have a high profile presence from the street and would need upgrading for it to cater for an additional 5000 visitors.

8.3 New Pedestrian Access Entry from Derwent Street

This option involves the construction of a new main pedestrian access at the western end of the ground, providing a connection near the indoor nets to the ground, as shown in the photograph below:



Photograph showing location of the new pedestrian and vehicular access from Derwent Street

The proposed access fulfils the objective of providing good and convenient pedestrian access between the new stand and associated facilities and the proposed location of the new bus interchange on Derwent Street, which will operate during match days.



A new access at this location will deal most effectively and efficiently with the new pedestrian demand (an additional 5000 people to the Blundstone Arena) to this stand. There is no potential conflict with pedestrians accessing the new stand and pedestrians are not required to walk through heavily utilised car parking, service vehicle and coach parking areas.

The proposed pedestrian link will improve the quality of pedestrian and public transport linkages.

In terms of ground security and evacuation procedures, this option also provides the TCA with an additional egress point and a nearby area of open space which would provide members of the public with a safe area to accumulate. This area reduces the potential conflicts, which would occur if visitors had to accumulate on Derwent Street itself.

This access can be linked to the proposed bus interchange facility, which is being proposed along Derwent Street during matches. The proposed bus interchange facility can provide the maximum capacity for buses to drop off and pick up in the area, maximising the number of people that may travel to the site by bus. By facilitating and encouraging convenient bus access to the site visitors are more likely to utilise buses and coaches as a means of transport to the ground. It is proposed that buses are situated on both sides of Derwent Street, in appropriate locations, which would not impact on residential accesses or intersection safety.

This option deals most effectively with the peak pedestrian demand, by the creation of a new dedicated access for pedestrians in the immediate vicinity of the new stand and in close proximity to the proposed bus interchange.

8.4 Bicycle Parking

Bicycle parking racks are provided at the main Church Street/ Derwent Street entrance. Cricket Tasmania will liaise with Council to seek to ensure that bicycle racks are installed near all gates at the ground. This will seek to encourage the utilisation of bicycle to the Blundstone Arena site and thereby reduce the dependence on cars.



9. Autotrack Paths

9.1 Players Coaches

Autotrack has been used to model the swept path of a reversing coach into the car park. This car park will only be used as a drop off and pick up facility for players coaches and remains a security requirement. In light of their being some reversing coach movements (four per game) a spotter will be required to manage the reversing movement to ensure safety is maintained to pedestrians walking along Church Street. A copy of the Autotrack paths can be found at Appendix D of this report.

9.2 Service Vehicles

There will be a requirement for service vehicles to enter the car park. Autotrack has been used to model the swept path of service vehicles into the site. A copy of a light van been modelled through the revised car park design. A copy of the Autotrack paths can be found at Appendix D of this report.

Other service provision will be undertaken into the delivery / servicing area near to the access on the corner of Derwent Street and Church Street.



10. Sustainable Transport Options

The TCA is keen to ensure that the parking demand associated with the proposed new stand are minimised. Whilst it is acknowledged that spectators will and do drive to the site by private car and park on street, a number of integrated traffic management options to minimise the amount and impact of car based trips and hence mitigate the impact of the new development on on-street parking demand are being considered.

A range of green transport strategies include:

10.1 Bus Interchange

- It is proposed that an increased number of buses/ coaches to the site will be used to provide transport for the additional numbers of visitors to the ground. A new bus interchange is proposed on Derwent Street to maximise the number of buses that can be used to transport spectators to the site. It is proposed that the bus interchange will be located in close proximity to the newly proposed pedestrian access at the western side of the ground as shown on the plan located at Appendix A. It is proposed that during match days some buses will utilise stops on Church Street and Park Street at appropriate locations, which would not impact on residential accesses or intersection safety.

10.2 Increased Publicity and Incentives for Bus Travel

- It is proposed to provide increasing publicity for bus travel to Blundstone Arena. Consideration will also be given to offering users of the public transport with some incentive to travel to the Blundstone Arena by bus, such as a reduction in ticket price or free drink voucher on production of a bus ticket. This will again assist in increasing the number of people arriving at the site by bus and minimising the number of people driving by car.

10.3 Trip End Control Measure

- Consideration can be given to implementing some form of trip end control such as cordoning off a wider section of residential streets from the ground for use by public transport and disabled persons access only. This will make it less convenient for people to drive as they will then be required to walk for a longer distance. By making it less convenient to drive and park close to Blundstone Arena it will



become more convenient to access the ground via public transport, bicycle, taxi, ferry or on foot.

10.4 Park and Ride Sites

- It is proposed to provide a number of park and ride sites from large car parking areas (including but not limited to the Domain, Kingston Park and Ride site, Rosny College, Derwent Entertainment Centre, Casino and Glenorchy). This would enable people to park in existing parking sites before transferring to bus and/ or coaches for the rest of their trip. This allows visitors to avoid the stress of driving to the ground and the associated problems of traffic congestion and finding convenient parking spaces.

10.5 Encourage Car Pooling

- It is proposed to secure some conveniently located parking in the vicinity of Blundstone Arena for people who car pool, i.e. with two or more people in the vehicle. By encouraging people to share car journeys we are able to traffic congestion and hence carbon emissions as well as reducing the need for car parking spaces. Spaces closer to the ground could be especially reserved for car poolers, providing an incentive in terms of convenience for people to travel to Blundstone Arena together.

10.6 Ferry Access from Brooke Street and the Casino to Bellerive

- The Tasmanian Cricket Association will support the provision of an increased ferry service to Bellerive Jetty during match days. Buses could operate to shuttle the spectators from the Bellerive Jetty to the ground. Ferry service could provide a fast and effective link from Brooke Street Pier and the Casino Jetty to provide a different mode of transport service to Bellerive. This would increase the catchment area of public transport to the site.

An optional shuttle bus at the Bellerive terminal could meet each ferry to take people to the ground or they could walk from the jetty to the Blundstone Arena. Additionally a taxi zone could be added to assist in the transfer of spectators between the Blundstone Arena and the Jetty.



10.7 Reconstructed Jetty at Bellerive Beach

- The TCA will support the provision of the reconstruction of a jetty, along Bellerive Beach. As indicated on the traffic management option plan located at Appendix B there is evidence of an old jetty on Bellerive Beach in close proximity to the ground. A newly constructed jetty coupled with a new ferry service link from the Brooke Street pier and the Casino would provide spectators with a convenient and attractive option to travel to the ground.
- Although the reconstruction of the jetty will not form part of the development application, the TCA are keen to support and work with Council / developers and operators for a jetty and ferry service to operate to Bellerive Beach in a similar location to the previous jetty site. This would provide an additional mode of transport to the ground from the City and provide an attractive option especially for tourists. The proposed jetty site is conveniently located to provide quick and easy pedestrian access from the jetty to the ground (especially coupled with the proposed western pedestrian access). This option would be subject to considerable public consultation and although supported in principle, it does not form part of this application.

10.8 Bus priority Measures at the Traffic Controlled Intersection of Bayfield Street/ Clarence Street

- It is propose that consideration be given to the provision of bus priority measures through the traffic controlled intersection of Clarence Street to give buses the priority, reducing bus travel times and increasing travel times to those who choose to drive. This again will make bus access to the Arena more attractive and encourage people to use bus transport as an alternate form of transport.
- Options which could be considered for further assessment include, but are not limited to, the implementation of a temporary bus lane on the approach and through Bellerive.
- The introduction of bus transponders could be considered at the traffic signals allowing buses to call up a green phase as they approach the traffic signals.



10.9 Bicycle Parking

- Bicycle parking facilities are also being provided on the site. This will provide safe secure parking facilities for cyclists who choose to ride to the ground. In an attempt to encourage access to the site by bicycle and to address the requirements, the proponent has proposed bicycle racks at the site. Bicycle access may be particularly attractive for short distance trips. The site is located in close proximity to local residential catchments, which could be potential generators of bicycle movements to the site. By promoting and facilitating cycling to the site we are encouraging a shift away from private cars to less environmentally damaging modes.

Clarence Council have a good network of bicycle facilities along the Bellerive Beach adjacent to the Blundstone Arena and through other parts of the municipality which provide a safe bicycle environment which users of the development site could potentially use. Again, this should lead to an increased proportion of non-car based movements to the development site.

10.10 Taxi Services

- Options such as negotiating a flat rate fee to and from the centre of Hobart to the ground with local taxi firms to encourage people to arrive at the site by taxi could also be considered. By providing convenient pick up and drop off facilities for taxi services close to the ground, there will be a reduced demand for local on street parking.

10.11 Flexible Bus Service

- It is also proposed that the TCA discuss options with local bus service operators such as those who operate the airporter service to offer more flexible destinations for pick up and drop off. This service could operate in a similar way to the airport bus service, which drops people off conveniently at a number of different hotels as opposed to one city destination. This would improve the quality and attractiveness of the service for patrons and would hopefully increase the utilisation of buses to the site.



10.12 Summary

A copy of the Draft Traffic Management Plan can be found at section 10 of this report, it incorporates a range of the traffic management initiatives that seek to reduce visitor dependence on the private car and the consequential impact on demand for on street parking in the surrounding residential streets.

Some of the options will involve negotiations between the TCA and local transport service operators to ensure that a range of transport options are available to visitors.

Whilst some of the options can be introduced easily in the short term, it is recognised that others such as the possible ferry service will have a longer lead time.

A series of measures have been proposed which should provide an attractive range of options for travel to the site, which minimise the use of private vehicle, and the consequent demand for on street parking in the surrounding residential streets.



11. Current Traffic Management Plan

Clarence City Council and the Tasmanian Cricket Association currently have a Bellerive Oval Transport Plan that operates for major events and also lesser events. A major event is typically where a crowd in excess of about 6000 people is expected, which in reality is only international cricket matches. A lesser event is where a crowd of between 3000 and 6500 is expected. The plan involves the following bodies:

- Police
- Clarence City Council
- Tasmanian Cricket Association
- State Emergency Services
- Metro (bus service operator).
- Local community representative.

When a major event is expected, a meeting of the above parties is convened to set out responsibilities.

The Transport Plan involves the following actions:

State Emergency Service personnel operate parking area to Alexandra Beach, South Street car park, Park Street, Derwent Street, Church Street and at Bellerive Beach.

SES personnel direct traffic towards appropriate car parking from the intersections of:

Derwent Street and Church Street

Derwent Street and Queen Street

Derwent Street and Park Street

Scott Street and Park Street

Derwent Street and Douglas Street

High Street and Alexandra Esplanade

Entrances to South Street car park from River Street and South Street.



In the streets where parking is limited notably, Church Street, Derwent Street and Park Street the SES and Police accept explanations for residents who require parking for specific purposes, such as, meals on wheels,

In the streets where parking is limited (Church Street, Derwent and Park Street), the SES and Police accept explanations from residents who require parking for specific purposes, e.g. meals on wheels, visiting nurse or delivery.

Church Street between Beach Street and Derwent Street is closed to parking except for buses and Police vehicles.

Park Street is closed to parking, by barriers and SES personnel, except for Tasmanian Cricket Association and staff members.

Derwent Street between Park Street and Church Street is closed to parking, except for taxis and vehicles which display a valid 'disabled' ticket.

Council places parking restriction signs in the post sleeves that are set into the footpaths or nature strips where parking is to be restricted. These streets are Leslie Street, York Street, Derwent Street, Church Street, Chapman Street and Victoria Esplanade.

At the end of the game, police are posted on point duty at the following intersections:

- Wentworth Street / Clarence Street
- Clarence Street / River Street
- South Street / River Street
- Church Street / Derwent Street
- Clarence Street/ Douglas Street and
- Clarence Street / Cambridge Road.

Police from these locations direct departing traffic to the east as much as is possible, towards the South Arm Highway. Signal controls at the intersections of Clarence Street with Cambridge Road and Wentworth Street are turned off, to allow manual override to increase capacity on major exit routes.

Metro buses schedule additional services to patrons to Church Street and at the end of the day large buses are waiting in Church Street to collect



patrons. A Metro supervisor with radio control is on site to arrange extra services as demand warrants.

Tasmanian Cricket Association advertise transport with ticket sales and match promotion, through newspapers and radio. The advertising promotes the use of the South Arm Highway, parking at South Street car park and the end of Beach Street, and it sets out the lack of parking in the Bellerive Bluff area.

The Transport Plan for events between 3000 and 6500 persons differs from the major events plan in that the parking demands do not require the use of the Alexandra Beach parking area.

It is understood that the Transport Plan operates well and is regularly reviewed and has been modified when necessary to ensure improvement efficiency and safety are maintained.²

²Proposed Planning Scheme Amendment and Development Application, 15 Derwent Street, Bellerive
TTM Consulting Pty Ltd



12. Conclusion and Recommendations

The TCA are proposing a number of measures to upgrade and provide facilities to improve the Blundstone Arena. As a result, an opportunity exists to address some of the issues, which present themselves during high capacity attendances in terms of transport, pedestrian access and parking.

The TCA are keen to work with Council and other transport operators to mitigate the impact of traffic and parking demand in the surrounding areas.

A range of traffic management options are outlined in more detail in section nine of this report. These include:

- Bus interchange facility,
- increased publicity and incentives to utilise public transport;
- trip end control measures;
- utilisation of park and ride sites;
- development of park and ride sites;
- ferry access from Brooke Street Pier and the Casino to Bellerive Boardwalk;
- reconstructed jetty at Bellerive Beach;
- bus priority measure;
- bicycle parking;
- improved taxi access and
- multi destination bus services similar to the airporter service.

It should be noted that the proposed improvements will not have a significant impact on the number of high attendance events at the ground, there will be scope for additional numbers at these events.

The TCA have considered a range of options to provide a convenient and improved pedestrian linkage and access to the new stand, which is located on the western side of the ground. The preferred option is one, which promotes safety for pedestrian and provides a convenient linkage to the proposed bus interchange area along Derwent Street.

A new access at this location will deal most effectively and efficiently with the new pedestrian demand (an additional 5000 people) to the new stand at Blundstone Arena. There is no potential conflict with pedestrians accessing



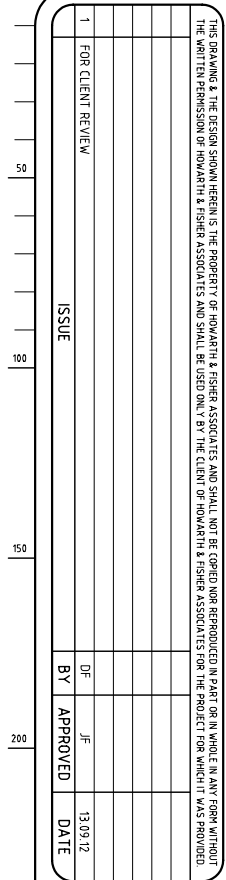
the new stand; pedestrians are not required to walk through heavily utilised car parking, service vehicle and coach parking areas.

This access is linked to the proposed bus interchange facility, which is to be located along Derwent Street during matches. The proposed bus interchange facility can provide the maximum capacity for buses to drop off and pick up in the area, maximising the number of people that may travel to the site by bus. By facilitating and encouraging convenient bus access to the site, visitors are more likely to utilise buses and coaches as a means of transport to the ground.

This option deals most effectively with the peak pedestrian demand, by the creation of a new access for pedestrians in the immediate vicinity of the new stand and in close proximity to the proposed bus interchange.



Appendix A – Proposed Development Ground and Basement Car Park Only



SERVICING

SERVICING

2 X SPACES
2400 X 5400

SERVICING

1 X DISABLED
SPACE 2400 X 5400
WITH 2400 X 5400
CLEAR ADJACENT
SPACE (WITH
BOLLARD)

13 X SPACES
2400 X 5400

REMOVE
BOLLARDS TO
ALLOW CAR
PARKING
SPACES

1 X SMALL CAR
SPACE
2400 X 5000

MINOR
MODIFICATION TO
GARDEN EDGE TO
ALLOW 5500
CIRCULATION
LANE

5 X SPACES
2400 X 5400

TOTAL SPACES
SHOWN = 22

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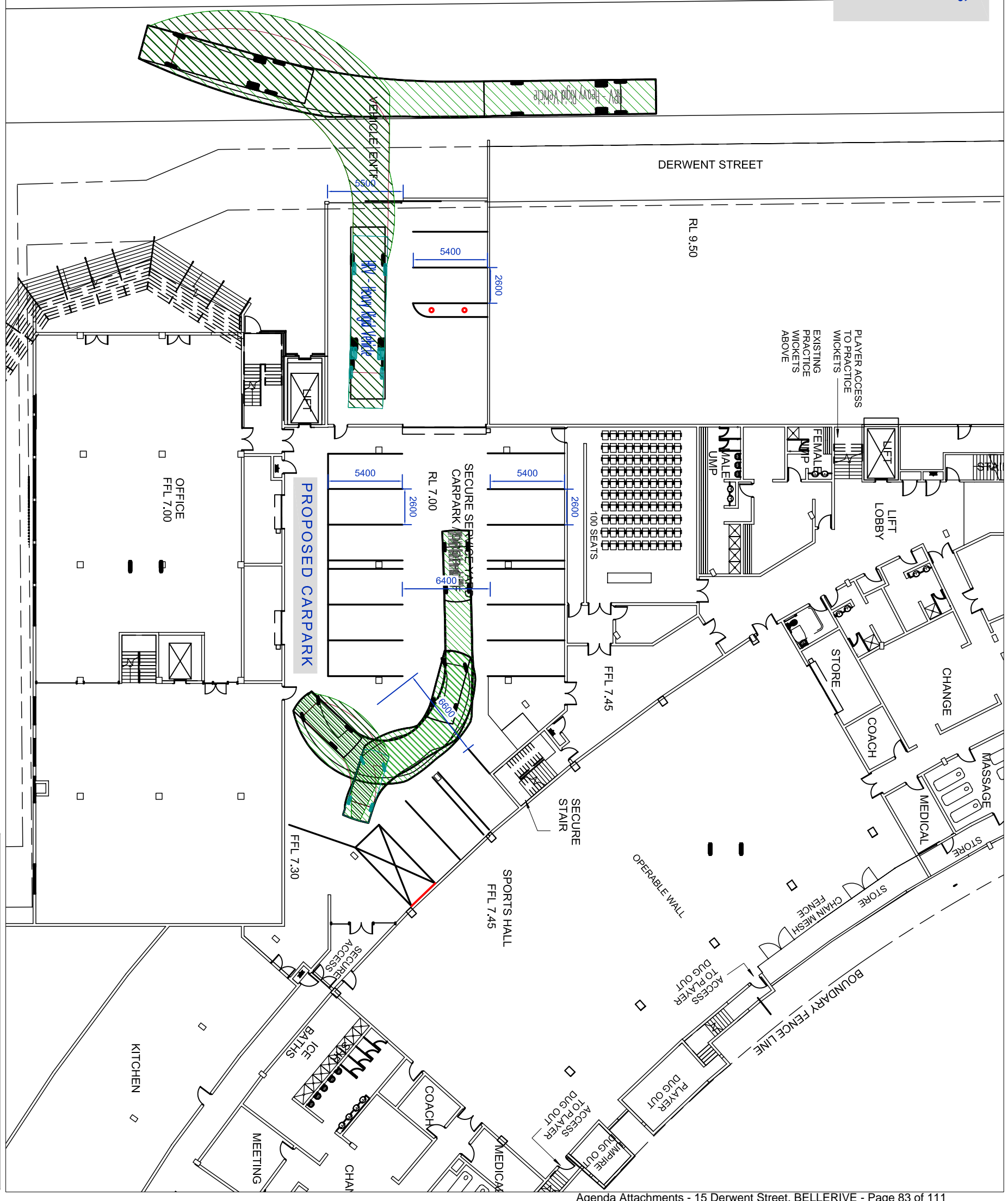
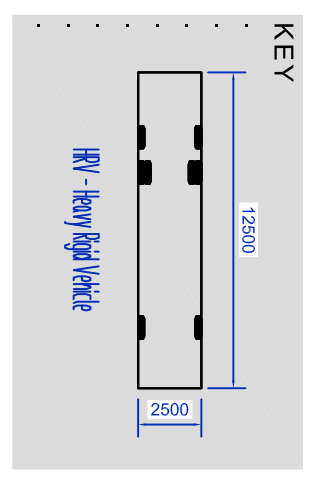
TASMANIAN CRICKET ASSOCIATION
BLUNDSTONE ARENA, CLARENCE
VEHICLE MOVEMENTS

ADDITIONAL PARKING ON-SITE

APPROVED BY: _____		DATE: _____ / _____ / _____
SCALES	1:300 @ A3	ISSUE: _____
DRAWN	DF	
DESIGN	JF	
PROJECT NO.	DRAWING NO.	
12/216	-D- P7	

CAR PARK DETAILS

- * VEHICLE PARKING MIN 2400 X 5400 SPACES
- * COLUMNS OFFSET PER AS2890.1 FIG 5.2
- * 12.5 M BUS TURNING PATH SHOWN
- * SMALL RIGID VEHICLE TURNING PATH
- * WITHIN CAR PARK FOR DELIVERIES
- * 1 X TURNING HEAD PROVIDED
- * TOTAL SPACES = 18



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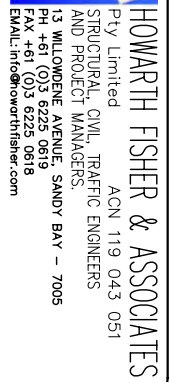
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<p>TASMANIAN CRICKET ASSOCIATION BLUNDSTONE ARENA, CLARENCE PROPOSED NEW STAND</p>	<p>CARPARK LAYOUT & 12.5 BUS PATH</p>
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APPROVED BY: _____		DATE: _____ / /
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PROJECT NO. 12J216	DOCUMENT IDENTIFICATION -D- P9	



Appendix B Proposed Traffic Management Options

[illegible]

APPROVED BY: -		DATE: / /
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Appendix C – Proposed Bus Interchange on Derwent Street

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TASMANIAN CRICKET ASSOCIATION
BLUNDSTONE ARENA, CLARENCE
PROPOSED NEW STAND
BUS AND DISABLED PARKING

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PROJECT NO.		DOCUMENT IDENTIFICATION	
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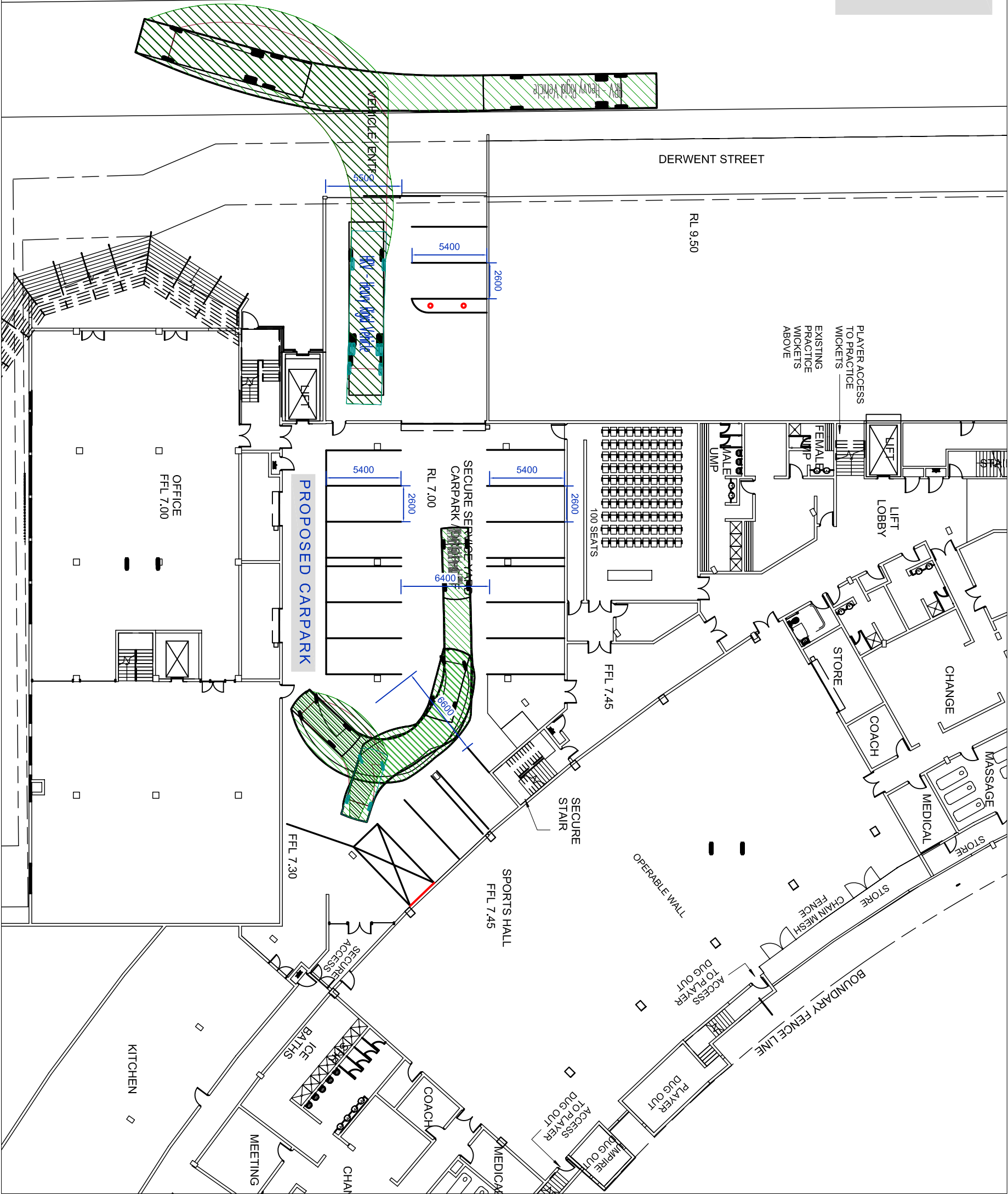




Appendix D – Autotrack Paths

CAR PARK DETAILS

- * VEHICLE PARKING MIN 2400 X 5400 SPACES
- * COLUMNS OFFSET PER AS2890.1 FIG 5.2
- * 12.5 M BUS TURNING PATH SHOWN
- * SMALL RIGID VEHICLE TURNING PATH
- WITHIN CAR PARK FOR DELIVERIES
- * 1 X TURNING HEAD PROVIDED
- * TOTAL SPACES = 18



Agenda Attachments - 15 Derwent Street, BELLERIVE - Page 89 of 111

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TASMANIAN CRICKET ASSOCIATION
BLUNDSTONE ARENA, CLARENCE
PROPOSED NEW STAND
MARK LAYOUT & 12.5 BUS

CARPARK LAYOUT & 12.5 BUS PATH

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Appendix D – Autotrack Paths



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TASMANIAN CRICKET ASSOCIATION
BLUNDSTONE ARENA, CLARENCE
VEHICLE MOVEMENTS

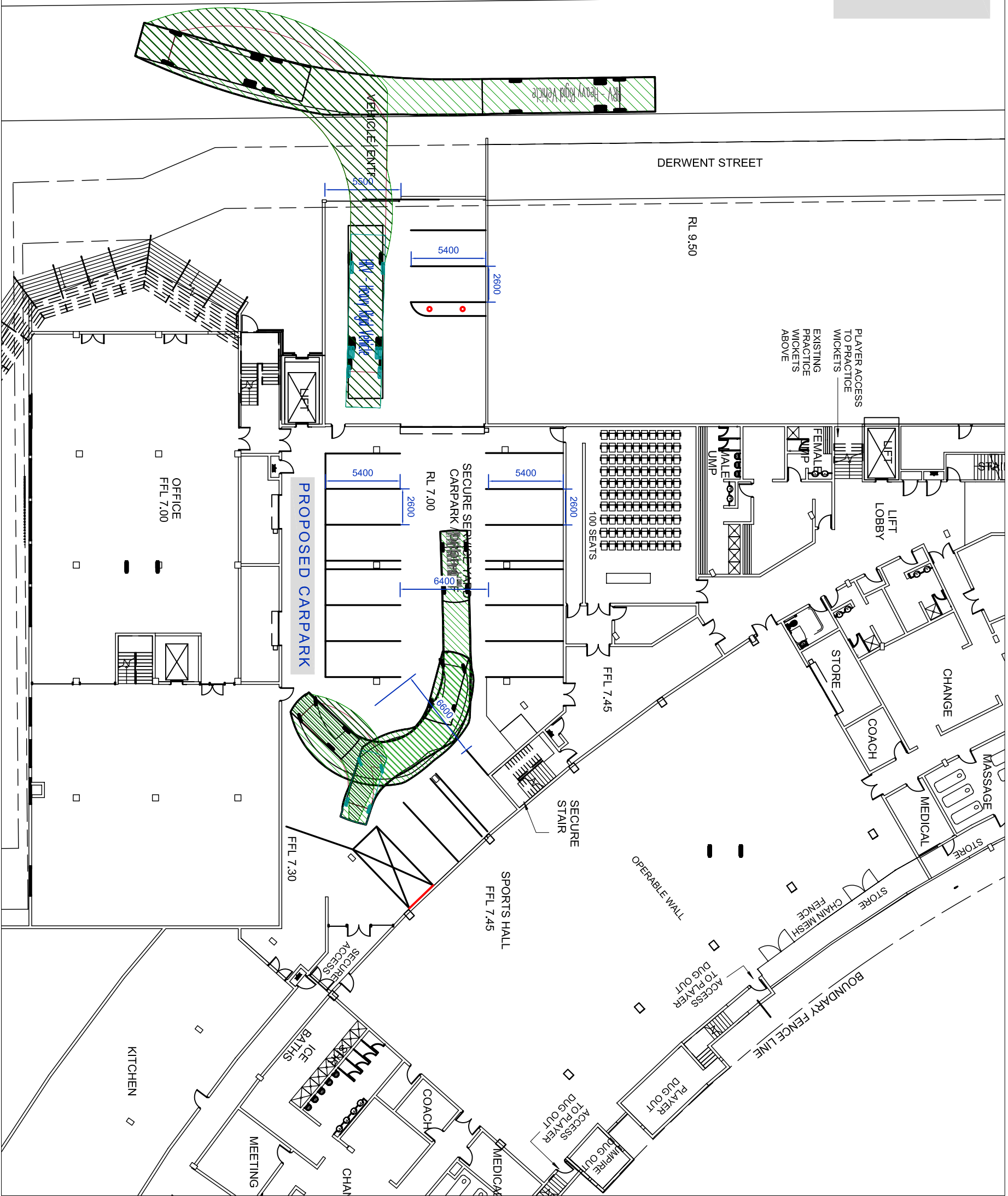
12.5 METRE BUS AUTOTRACK

APPROVED BY:--		DATE: / /	
SCALES	1:200 @ A3	ISSUE: /	
DRAWN	DF	1	
DESIGN	JF		
PROJECT NO	DOCUMENT IDENTIFICATION		DRAWING NO
12J216	-D-		P6

* VEHICLE PARKING MIN 2400 X 5400 SPACES
* COLUMNS OFFSET PER AS2890.1 FIG 5.2
* 12.5 M BUS TURNING PATH SHOWN
* SMALL RIGID VEHICLE TURNING PATH
* WITHIN CAR PARK FOR DELIVERIES
* 1 X TURNING HEAD PROVIDED
* TOTAL SPACES = 18

A diagram of a rectangular room. The width is labeled as 2500 and the length is labeled as 12500. The room is represented by a large rectangle with a black border. Inside, there are two rows of three black squares, representing seats or desks, arranged in a 2x3 grid.

HPV - Heavy Rigid Vehicle



Agenda Attachments - 15 Derwent Street, BELLERIVE - Page 92 of 111

PRELIMINARY - NOT FOR CONSTRUCTION

HOWARTH FISHER & ASSOCIATES

Pty Limited
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STRUCTURAL, CIVIL, TRAFFIC ENGINEERS
AND PROJECT MANAGERS.
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FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

TASMANIAN CRICKET ASSOCIATION
BLUNDSTONE ARENA, CLARENCE
PROPOSED NEW STAND

APPROVED BY:-		DATE / /
SCALES 1 : 300 @ A3		ISSUE: 1
DRAWN DF		
DESIGN JF		
PROJECT NO. 12J216	DOCUMENT IDENTIFICATION -D-	
		DRAWING NO. P9



HOWARTH FISHER & ASSOCIATES
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TASMANIAN CRICKET ASSOCIATION
BLUNDSTONE ARENA, CLARENCE
PROPOSED NEW STAND
CARPARK LAYOUT & 12.5 BUS

APPROVED BY:-		DATE / /
SCALES 1 : 300 @ A3		ISSUE: 1
DRAWN DF		
DESIGN JF		
PROJECT NO. 12J216	DOCUMENT IDENTIFICATION -D-	
		DRAWING NO. P9

DATE	220.09.12
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10



HOWARTH FISHER & ASSOCIATES
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12.5 CLASSIFICATION STANDARDS

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APPROVED
SCALES
DRAWN
DESIGN
PROJECT
12

1 : 30
DF
JF

00 @ A3

[illegible]

DATE: / /

ISSUE: 1

DRAWING NO. 09

0

on original

3A



17th May 2018

Bruce Gibbs
Senior Statutory Planner
Clarence City Council

By email: cityplanning@ccc.tas.gov.au

Dear Mr Gibbs

REQUEST FOR FURTHER INFORMATION - BELLERIVE OVAL - 15 DERWENT STREET,
BELLERIVE - DEVELOPMENT APPLICATION D-2017/505

I am writing in response to your letter of the 6 February 2018 requesting further information in regards to the extension and consolidation of use and operation restrictions at Bellerive Oval.

1. Proposed Noise Management Plan (NMP):

Event Times;

- Clarify the proposed time to cease all outdoor activities (in the proposal the time limit is 12pm (sic));

All outdoor events will cease by midnight (12.00am).

- Clarify if the change in event times refers to all functions or only functions where external parties are involved when telecasting TV transmission;

All functions

- Clarify if the proposed time for all indoor functions to cease (in the proposal the time limit is 12pm(sic));

All indoor events will cease by midnight (12.00am).

- Provide the justification behind not requiring a noise limit for pre and post activities.

The NMPM¹ at paragraph 30.2 notes that the noise to be monitored is that due to the concert (or event), **“...and are not to include times dominated by crowd noise, lulls between performances, arrival and departure of patrons and set up and removal of services and equipment.”**

¹ Noise Measurement Procedures Manual, Second Edition July 2008, Environment Division, Department of Environment, Parks, Heritage and the Arts

Noise Limits;

- *Do the noise limits proposed also apply to activities such as the dismantling of equipment (scaffolding etc)?;*

No noise limits apply to pre & post event activities, management practices are to be pursued that limit noise as much as reasonable/feasible, as per 3.2 of the NMP.

- *If noise limits are proposed to be restricted to 11pm, but the venue lights will still be on until 12pm, what provisions are there for restriction of use of loud speakers and sound amplification during the extended period?;*

Between 11pm and midnight (12am) the lights would only be on for clean up etc. the PA would not be required and therefore would be off.

- *Define the sound limit for third party public address systems, taking into consideration the point system proposed;*

At present no set limit, rather a set number points for 3 years. Provided sufficient points exist it could be as loud as you like. However, a not to exceed level could be included, so that the noise level could be anything up to that upper limit with anything above 62 dBA using up points.

- *Provide scientific evidence to support an increase in noise emissions of 5 dB(A) - from 62dB(A) to 67 dB(A) 10 minute Leq;*

To avoid the scenario of some quiet intervals followed by a much louder interval averaging out to be acceptable a limit on any one 10 minute interval is imposed, that limit being 62+5=67 dBA., 5 dB is chosen as it is a clearly noticeable change as per Bies & Hansen **“Engineering Noise Control Theory & Practice”**, 2003, 2.4.2.

- *provide scientific evidence to support a 12 dB(A) increase from the initial draft report stating 90 dB(A) as the maximum for the in-house microphone level, to the proposal of 102 dB(A);*

Initially the PA microphone was located at 1.1m from the speaker and the PA criteria was then 94 dBA. At a later date the microphone was moved to 0.5m from the speaker to further improve the signal to noise, and the PA criteria was then measured at 102 dBA.

A set of calibration measurements were performed around the arena where a soundtrack was repeatedly played through the sound system and the PA and community noise levels monitored. The PA level that caused 62 dBA or less at all three community monitors was then adopted as the PA criteria (102 dBA for the new microphone location).

- *define the term “maximum community noise level target”;*

Based on the point system and the events planned for the next 3 years, it can be determined what sound level the point system allows for each of those events within their allocated points. ‘Highest’ instead of ‘maximum’ may be a more appropriate term as it is an Leq.

For example, if 3 events were identified for the next 3 years, each of a similar type and duration (3 hrs), then a target level would be 74 dBA for each event. (36pts/3 events= 12 pts per event. 3hrs so 12/3=4 pts per hour, so 12dB above 62 dBA=74 dBA. This assumes no LF penalty).

- *provide information as to why Lmax Leq is not required to be reported on;*

Lmax is an instantaneous metric and is very difficult to define its cause in such a setting - a bird in nearby tree, crowd noise, or a car on Clarence Street all may cause it. It is therefore very difficult to enforce. As an example, the Sydney Opera House noise criteria reflect this in adopting

the Leq as “.. *the L10 and particularly the Lmax are prone to the influence of nearby extraneous noise...*”.

- *provide details of the proposed dB(C) noise level limits during events 10 minute Leq;*

If dBC - dBA \geq 15 then a 5 dB penalty added to the measured Leq. 15 comes from the Tasmanian Noise Measurement Procedures Manual.

- *define the sound limit for third party public address systems;*

Same as above.

- *provide evidence/examples of how a point system is to work, and how it is implemented for a similar facility in a similar setting in other jurisdictions;*

Major events are not as regular as smaller house PA events (to NVC knowledge 2 major events in last 10 years), but have the potential to generate more noise. To allow for effective management of such events a points system is to be used. This system has been in place in the ACT for management of outdoor concert noise for the last 15 years via its “**Outdoor Concert Noise EPP, 2001**”.

For Bellerive Oval the following system is proposed:

- One point used for every 3 dB above 62 dBA using the Leq1hr metric. 62 dBA is the already **established noise limit for the venue and 3 dB is a ‘just perceptible’ difference. Hence a point** is lost for each just perceptible increase in noise level above the limit.
- Points are accumulated for each hour of the event. By accumulating points for each hour the duration of the event is incorporated into the system.
- An annoyance factor with music can be its strong bass component. At night when such annoying character may cause issues with sleep, a bass noise penalty is applied, the penalty taken from the NMPM² viz: 5dB is added to measured Leq1hour if dBC - dBA > 15.

Example: 2015 Nitro Circus Data - Event start time: 1445 hrs - Event end time: 1729 hrs

Leq10min, dBA															
10 Derwent	57	58	63	63	61	62	62	62	51	51	61	63	63	62	64
20 Church	60	67	75	72	70	70	70	73	53	56	73	74	73	72	75
36 Church	54	58	64	64	62	62	63	65	61	60	64	65	64	62	65

Points Application Table

Leq1hr, dBA			
10 Derwent	61	60	63
20 Church	71	71	74
36 Church	62	63	64
Highest Leq	71	71	74
Points	3	3	4
Total Event points	10		

As detailed the total points accrued for the Nitro Circus event would be 10.

² P24 Tas Measurements Procedure Manual

Three such events could occur in 3 years therefore.

- *clarify whether it is proposed there be a maximum number of points that can be used in any one event.*

No.

Monitoring Locations;

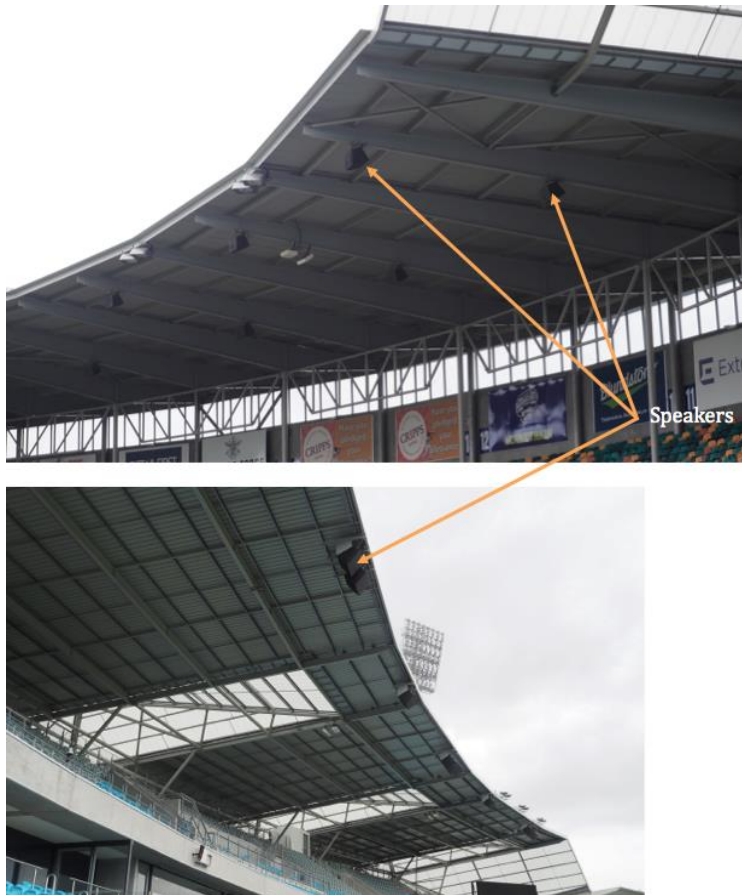
- *how is it intended to re-assess the noise monitoring locations regularly and vary the locations if they are found to be unsuitable?;*

Via the annual review of the NMP

- *provide a plan showing existing speakers and provide clarification as to which speakers are to be monitored. Provide information from a suitably qualified person that the monitoring of the proposed speakers will give the best indication of the effect of noise from Blundstone Arena on neighboring properties;*

Prior to the 2016/17 Big Bash League season, NVC conducted sound tests around the oval whereby a soundtrack was played through the PA system and the noise at the three community locations monitored. The soundtrack was played through each section of the oval sound system sequentially (southern stand, Ricky Ponting stand, NE, concourse) and showed the southern stand to control the noise levels at the three community locations. A speaker in the southern stand is then chosen to monitor the noise from the house PA system.

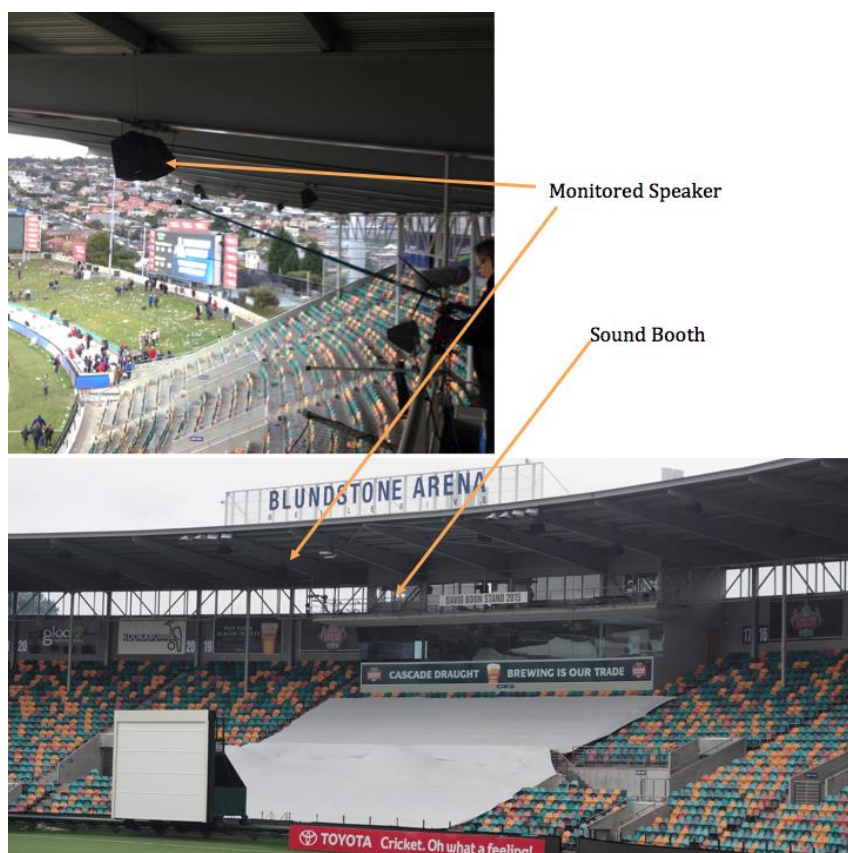
Photos below show the speakers in the southern and Ricky Ponting stands.



Monitoring Method;

- *Please provide a definition for the proposed “nominated speaker”.*

Directly in front of the sound booth on L4 of the southern stand, as shown in photos, below.



- *Provide a definition for a “suitably qualified person”*

Someone with an understanding of acoustics and the use and interpretation of sound level meters.

- *Provide further details on the calibration process for the in-house microphone, including how it is effected by weather conditions; is it permanently located near the speaker and exposed to the elements?.*

As per NMPM Calibrated by electronic calibrator periodically and evry two years at acredited laboratory. As per above photo it is protected from the weather. Long term it will be a semi permanent mounting.

Event Management Liaison

- *clarify whether you are proposing that there are maximum points that can be used in any one event;*

No

Pre and Post Event Activities

- *provide information as to the controls for proposed pre and post event activities (including but not limited to activities such as setting up, rehearsals, noise levels and allowable hours of operation);*

No noise limits apply to pre & post event activities, management practices are to be pursued that limit noise as much as reasonable/feasible, as per 3.2 of the NMP.

- *clarify how “management practices are to be pursued that would limit noise as much as reasonable/feasible from these activities”.*

Management practices are to be pursued through staff training (for full or part-time staff as applicable to their role) and induction procedures for external contractors.

Community Liaison

- *It is stated in the noise management plan that residents can leave a message or send an email regarding noise from an event. Please provide clarification as to whether a person will be taking the information directly and acting on it at the time (i.e. name and phone number?), or whether it will be used for post-event assessment.*

The contact information will be used for post-event assessment.

Event Noise

- *clarify what is meant by the “completion of the event”. (Does this refer to when the game/performance stops or when the public announcement finishes?);*

When the game/performance stops.

- *clarify is meant by the “targeted community noise level”;*

The level determined prior to the event as described in the above point regarding ‘maximum community noise level target’.

- *in relation to the third dot point, what authority does the monitoring person have authority to tell the sound desk staff to turn the sound levels down, and do the sound desk staff have the authority to turn it down, even if the event organiser (such as television production staff) disagree?*

I gather from Stephen the EPN trumps all and staff etc must comply with limit ??

Compliance with permit limitations can be included as part of agreements related to event operations and services, to ensure that obligations are imposed on operational staff for compliance to operating conditions.

Variation for non-compliance

- *provide a definition of a proposed “non-compliant noise event”.*

An event that does not meet the criteria set out in the NMP.

2. Other issues:

- *provide details and expected light emission levels from the proposed temporary lighting;*

Designed to be shielded to not impact beyond the site.

- *clarify the proposed time for operation of lights towers (in the proposal the time limit is 12pm (sic));*

Light tower operation is intended until midnight (12.00am).

- *what provisions are to be made by Cricket Tasmania to control behaviour of the public during crowd dispersal in the adjacent residential area for the proposed extended hours of operation of the facility?*

Security and traffic management staff will have a role in overseeing crowd behavior during dispersal and will be able to either deal with or report problem behavior as appropriate.

- *issues such as the timing or other restrictions for indoor practice centre, restrictions for mechanical plant noise emissions or restrictions on outdoor practice nets have been omitted from the application; please advise if this is intentional or if existing conditions are intended to be transferred accordingly;*

Condition 19 from D-2012/330 (& 27 of D-2000/113) - to be included

The management and administrators of the Indoor Practice Centre shall be responsible for ensuring that players leaving the centre neither cause disruption or nuisance to neighbouring residents through the slamming of car doors, raising of voices, revving of car engines or similar.

Condition 21 from D-2012/330 (& 24 of D-2000/113) - to be included

Noise emissions from all mechanical plant shall not exceed the background noise level by more than 5 dB(A).

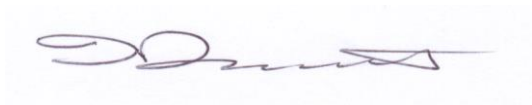
- *please clarify your understanding of what is are to be sporting and a non-sporting events in order to avoid future confusion over the categorisation of events like Nitro Circus.*

The application seeks to remove reference to sporting or non sporting to avoid the necessity of categorizing different types of events which may not sit clearly within one category or the other.

The current proposal therefore seeks to control the impacts through control of both the house PA or third party PA.

If you have any queries in relation to the application, please contact me on 6234 9281.

Yours faithfully



Irene Duckett FPIA, GAICD
Director
PLANNING TAS PTY LTD



Clarence... a brighter place

38 Bligh Street Rosny Park
Tasmania Australia
Address correspondence to:
General Manager
PO Box 96 Rosny Park 7018
Telephone (03) 6217 9500
Facsimile (03) 6245 8700
Dx: 70402
Email clarence@ccc.tas.gov.au
Website www.ccc.tas.gov.au

Enquiries: Ron Vanderwal
Your ref: D006-15
In reply please quote:

19 December 2016

The Director of Environmental Management
Environment Division
Department of Primary Industry, Parks, Water and Environment
134 Macquarie St
HOBART TAS 7000

Dear Sir,

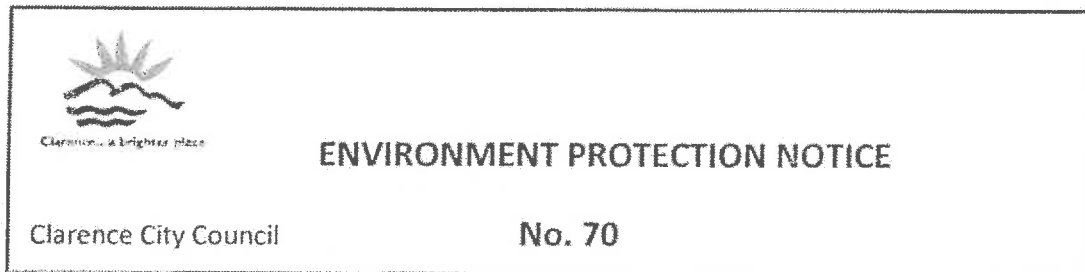
**ENVIRONMENT PROTECTION NOTICE NO. 70
CONDUCTING OR ALLOWING TO BE CONDUCTED AT THE
BLUNDSTONE ARENA ANY OUTDOOR EVENT WHICH
INVOLVES AMPLIFIED SOUND**

Please find enclosed an Environment Protection Notice that has been served on the operator of this business following complaints.

If you have any enquiries please contact me on 6217 9573.

Yours sincerely

Ron Vanderwal
SENIOR ENVIRONMENTAL HEALTH OFFICER



ISSUED TO: Tasmanian Cricket Association
 ABN 34 009 476 993
 15 Derwent St
 Bellerive Tas 7018

ENVIRONMENTALLY RELEVANT ACTIVITY: Conducting or allowing to be conducted at the Blundstone Arena any Outdoor Event which involves amplified sound.

I, Ronald Vanderwal, Senior Environmental Health Officer, Clarence City Council being satisfied in accordance with section 44(2)(a), (d) and (e) of the *Environmental Management and Pollution Control Act 1994* ("the Act") in relation to the above-named environmentally relevant activity issue this environment protection notice to the above-named person as the person responsible for the activity.

GROUNDS

This environment protection notice is issued on the grounds that:

1. Environmental nuisance due to noise caused by outdoor events is likely to be caused to nearby property occupiers if not managed appropriately. Environmental nuisance occurred due to noise from an outdoor event at Blundstone Arena on 28 March 2015 and the Blundstone Arena is likely to be the venue for future outdoor events
2. It is desirable to vary the conditions or restriction of permits D2012/330, D2008/407, D 2008/223 and D2000/113, as detailed in Attachment 1 to this notice to ensure the Arena is regulated in a consistent and certain manner such that environmental nuisance due to noise caused by outdoor events is not caused to neighbouring property occupiers.
3. It is necessary to secure compliance with the general environmental duty as an outdoor event on 28 March 2015, at the Blundstone Arena has caused environmental nuisance due to noise. Consistent and certain conditions are required in relation to noise caused by future outdoor events to ensure compliance with the general environmental duty.

DEFINITIONS

Unless the contrary appears, words and expressions used in this environment protection notice have the meaning given to them in Schedule 2, the Noise Measurement Procedures Manual Second Edition July 2008 (DEPHA) and the Act. If there is inconsistency between a definition in the Act or Noise Measurement Procedures Manual and a definition in this notice, the Act or Noise Measurement Procedures Manual definition prevails to the extent of the inconsistency.

REQUIREMENTS

In accordance with section 44(3) you, as the person to whom this notice is issued, are required to comply with the conditions contained in Schedule 1 of this notice. These conditions prevail over the terms of the permits to the extent of any inconsistency.

This notice takes effect on the date on which it is served upon you.

APPEAL RIGHTS

You are advised you may appeal to the Resource Management and Planning Appeal Tribunal against this notice, or against any requirement contained in it, within 14 days from the date on which the notice is served on you, by writing to:

The Chairperson
Resource Management and Planning Appeal Tribunal
GPO Box 2036
Hobart TAS 7001

Schedule 1

1 Sound limits for Blundstone Arena

- 1.1** Amplified Sound associated with any Outdoor Event at Blundstone Arena including sound checks and rehearsals, must not occur between 10.30pm and 10am, with the exception of a single, non-sporting pre-Christmas event per year, which may extend until 11.30pm.
- 1.2** The only equipment to be used within Blundstone Arena to produce Amplified Sound is to be the permanent fixed public address system as installed on site within Blundstone Arena from time to time. Additional temporary or portable amplification equipment is not to be installed or used during any Outdoor Event unless prior written approval is given by the Senior Environmental Health Officer. This requirement does not apply to loud hailer or the like when used for crowd control or emergency management.
- 1.3** Amplified sound associated with Outdoor Events at Blundstone Arena, measured at the locations specified in Attachment 1, is not to exceed:
 - a) 62 dB(A) measured as a Leq over any 10 minute observation period; and
 - b) 72 dB(C) measured as a Leq over any 10 minute observation period; and
 - c) a mean Lmax of 68dB(A) for public announcements measured over any 10 minute observation period;

2 Sound monitoring for Blundstone Arena

- 2.1** Sound monitoring of any Outdoor Event conducted at Blundstone Arena must be carried out during the Outdoor Event.
- 2.2** With effect from the date of this notice, monitoring is to be carried out at the following locations;
 - 20 Church Street (6 metres from house facade)
 - 9 Beach Street (3 metres from house facade)
 - 18 Derwent Street (level with house facade).
- 2.3** The Senior Environmental Health Officer may, at any time and in consultation with you, vary any of the locations specified in 2.2 or any substitute locations, if s/he is of the opinion that a location is or has become unsuitable as a monitoring point.
- 2.4** The sound monitoring must be conducted by a qualified acoustic consultant engaged by you at your cost or a person appropriately trained and under the direction of that consultant.
- 2.5** Within fourteen (14) days of any Outdoor Event your qualified acoustic consultant must provide to Council a report containing;
 - 2.5.1** A statement of the type of event and its start and finish time.
 - 2.5.2** A table showing sound levels achieved in the period between the start and finish time of the event at each of the required monitoring locations and evidence of the same in a form acceptable to the Senior Environmental Health Officer.

- 2.5.3 A statement as to whether or not the noise limits specified in this notice have been complied with.
- 2.5.4 In respect of any exceedance of those limits, details of action taken in respect of the same and any other information relevant to the cause of any exceedance.

- 2.6 All methods of measurement must be in accordance with the Tasmanian Noise Measurement Procedures Manual except where there is an inconsistency with the requirements of this notice, in which case, the requirements of this notice prevail.

3 Sound control for Blundstone Arena

- 3.1 You must ensure that during an Outdoor Event the person conducting sound monitoring can communicate directly and live with the Console Operator.
- 3.2 During an Outdoor Event the person conducting sound monitoring must immediately advise the Console Operator if the measured sound levels at any monitoring point exceed the permitted levels in clause 1.3 of this Notice.
- 3.3 If the Console Operator is advised that sound levels exceed the permitted level in clause 1.3, s/he must immediately take such action as is required to reduce sound levels so that this notice is complied with.

4 Control of sound from other activities associated with Outdoor Events

- 4.1 Any activities associated with an Outdoor Event including setting up, cleaning up, dismantling or packing must not occur between the hours of 11pm and 9am and must not be accompanied by amplified sound.

5 Dispensation

- 5.1 Upon application in writing by you, Council's Senior Environmental Health Officer may at any time grant dispensation from any requirement of this notice on such terms and conditions as s/he considers reasonable and appropriate. Such dispensation may be limited to a specific outdoor event or to outdoor events of a particular kind.

Schedule 2

Interpretation

In this Schedule 2:

Amplified Sound means sound produced by a sound amplification device and includes sound produced by the public address system installed at Blundstone Arena.

Blundstone Arena means the Bellerive Oval and Recreational Ground Complex at 15 Derwent Street, Bellerive.

Console Operator means the person at the sound mixing console (or sound desk), who is in control of the volume of amplified sound at Blundstone Arena.

dB(C) means the "C" weighted overall sound pressure level.

L_{eq} means the time average A-weighted and C-weighted sound pressure level, within the meaning given by Australian Standard AS1055.1, for a ten minute time interval.

L_{max} means the highest level of environmental sound occurring during the measurement time.

Noise Measurements Procedures Manual means the document so titled (second edition July 2008) issued by the Environment Division, Department of Environment, Parks, Heritage and the Arts as amended or substituted from time to time.

Outdoor Event means any public entertainment event including but not limited to concerts, live shows and sporting fixtures conducted at the Blundstone Arena otherwise than in a fully enclosed permanent structure.

The Permits means permits D2000/113, D 2008/223, D 2008/407 and D2012/330.

Date of notice: 16/Dec/2016

Signed:

AM RONALD VANDENWAL

SENIOR ENVIRONMENTAL HEALTH OFFICER,
CLARENCE CITY COUNCIL

Attachment 1

2012/230	Extensions to Grandstand, partial demolition and alterations to Blundstone Arena (Bellerive Oval). The proposal also specifies changes to the existing BOTP (Bellerive Oval Traffic Plan) which will modify parking and transport operations in the locality on event days.	
Application No.	Condition No.	Condition
D-2012/330	2	Notwithstanding Conditions 2 and 32 of the Development Permit in Application D-2000/113 dated 23 October 2000, the use or development must only be undertaken in accordance with the endorsed plans and any Permit conditions of D-2000/113, D-2008/223 and D-2008/407 unless superseded by this permit and must not be altered without the consent of Council. In particular, on-going requirements and restrictions applying to outdoor concerts and non-sporting events/functions, sound management, off-site waste management, advertising requirements, public order management, annual venue performance reporting, lighting and transport planning must be complied with.
D-2012/330	9	The venue operator must submit by 28 February annually to Council, a copy of a venue performance report in relation to the outdoor sporting events provided for by this Permit held during each calendar year. Such report is to address all aspects affecting neighbourhood amenity, including noise impacts, traffic and car parking, litter control and public safety.

D-2012/330	13	Noise levels for music associated with outdoor sporting events is not to exceed 65dB(A) measured as an Leq over any 15 minute observation period from locations to be agreed with Council's Senior Environmental Health Officer. Data collected in testing for this condition should be included in the annual venue performance report referred to in Conditions 9 and 10. A noise management plan from a suitably qualified person, demonstrating measures to achieve this level, must be submitted to Council's Senior Environmental Health Officer and approved prior to the evening events taking place.
D-2012/330	14	Any public address system is to be designed and maintained to ensure sounds emitted do not exceed 45dB(A) for more than 10% of any observation period of 15 minutes from locations to be agreed with Council's Senior Environmental Health Officer.
D-2012/330	15	The total number of occasions for which the oval and any other land may be used for outdoor concerts and non-sport related events, where either: (a) more than 1500 persons are involved; or (b) the noise levels generated exceed 55dB(A) measured as an Leq over any 15 minute period at the nearest residential boundary is limited to 6 per calendar year in aggregate. Where any concert and/or other non-sporting related event involving more than 1500 persons is to be held, the operator of the site must notify Council 28 days prior to the date of this event.

D-2008/407 Bellerive Oval Lighting		
Application No.	Condition No.	Condition
D-2008/407	6	Outdoor sporting events involving amplified commentary must cease at 10.30pm. This includes sound checks.
D-2008/407	7	Any activities involving the cleaning up, dismantling or packing of material following outdoor sporting events is to cease at midnight and may not resume until 9.00am.
D-2008/407	13	Noise levels for music associated with outdoor sporting events is not to exceed 55dB(A) measured as an Leq over any 15 minute observation period from the nearest boundary of any residence. Data collected in testing for this condition should be included in the annual venue performance report referred to in Condition 10. A noise management plan from a suitably qualified person, demonstrating measures to achieve this level, must be submitted to Council's Senior Environmental Health Officer and approved prior to the evening events taking place.
D-2008/407	14	Any public address system is to be designed and maintained to ensure sounds emitted do not exceed 55dB(A) for more than 10% of any observation period of 15 minutes from the nearest boundary of any residence.

D- 2008/223 Utilisation of existing facilities as Community Building		
Application No.	Condition No.	Condition
D- 2008/223	2	The total number of occasions for which the oval and any other land may be used for outdoor concerts and non-sport related events, where either: (a) more than 1500 persons are involved; or (b) the noise levels generated exceed 55dB(A) measured as an Leq over any 15 minute period at the nearest residential boundary; is limited to 6 per calendar year in aggregate. Where any concert and/or other non-sporting related event involving more than 1500 persons is to be held, the operator of the site must notify the Council 28 days prior to the date of this event.
D- 2008/223	5	Outdoor non-sport related events involving amplified commentary or music must not begin before 11am and must cease at 10pm, with the exception of a single pre-Christmas event per year, which shall be restricted to 11.30pm. This includes sound checks and support acts.
D- 2008/223	6	Any activities involving the cleaning up, dismantling or packing of material following outdoor non-sport related events is to cease at midnight and may not resume until 9.00am.

D-2008/223	7	Noise levels for non-sport related events is not to exceed 65dB(A) measured as an Leq over any 15 minute observation period from the nearest boundary of any residence. Data collected in testing for this condition should be included in the annual venue performance report referred to in Condition 13.
D-2008/223	8	Any public address system is to be designed and maintained to ensure sounds emitted do not exceed 45dB(A) for more than 10% of any observation period of 15 minutes from the nearest boundary of any residents.
D-2000/113	Bellerive Oval Upgrade	
Application No.	Condition No.	Condition
D-2000/113	2	All sporting competitions are to be restricted to daylight hours.
D-2000/113	21	The public address system is to be designed and maintained to ensure sounds emitted do not exceed 45 dB(A) for more than 10% of any observation period of 15 minutes from the nearest boundary of any residence.

15 Derwent Street, Bellerive



Photo 1: An aerial image of the subject site showing the surrounding development context.

11.4 CUSTOMER SERVICE

Nil Items.

11.5 ASSET MANAGEMENT**11.5.1 STORMWATER ASSET MANAGEMENT PLAN 2018**

(File No)

EXECUTIVE SUMMARY**PURPOSE**

To adopt Council's Stormwater Asset Management Plan 2018.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026 is relevant.

LEGISLATIVE REQUIREMENTS

The Local Government Act, 1993 is applicable with Section 70B being relevant for Council to prepare long-term strategic asset management plans.

CONSULTATION

The Stormwater Asset Management Plans have been developed according to the Institute of Public Works Engineering Australia (IPWEA) template adopted by the Local Government Association of Tasmania for all Tasmanian Councils.

FINANCIAL IMPLICATIONS

The financial implications to Council in adopting the Stormwater Asset Management Plan 2018 are reflected in Council's 10 Year Financial Plan.

RECOMMENDATION:

That Council adopts the Stormwater Asset Management Plan 2018, which is Attachment 1 to the Associated Report.

ASSOCIATED REPORT**1. BACKGROUND**

1.1. In May 2007, the Local Government and Planning Ministers' Council (LGPMC) adopted a set of 3 local government financial sustainability nationally consistent frameworks:

- Framework 1 – Criteria for assessing financial sustainability;
- Framework 2 – Asset Planning and Management; and
- Framework 3 – Financial Planning and reporting.

The national frameworks on asset planning and management and financial planning and reporting endorsed by LGPMC require Councils to adopt a longer-term approach to service delivery and funding.

- 1.2.** The guiding principles that underpin the development of a national asset management framework allow each State and Territory to consider and determine how the elements of the national framework will be accommodated and implemented. The guiding principles are that:

 - a nationally consistent approach to asset management should sit within the context of each State and Territory’s legislative and operating framework. States and Territories should be able to implement the elements of the asset management framework in accordance with their own particular circumstances which may include legislative reform, policies, programs or best practice guidance; and
 - the elements of a national framework should not limit States and Territories in their asset management programs. There may be additional elements that individual jurisdictions may wish to pursue.
- 1.3.** In Tasmania, LGAT sponsored a process for Councils to develop Asset Management Plans in accordance with the IPWEA template.
- 1.4.** A workshop session on the proposed Asset Management Strategy and Asset Management Plans was held with Council on 23 July 2018. The final version of the Stormwater Asset Management Plan 2018 accompanies this Agenda as Attachment 1.
- 1.5.** The final version of the Strategic Asset Management Plan 2018 will be presented to Council when the Buildings and Open Space Asset Management Plans are complete, following Council considering the Recreational Needs Analysis.

2. REPORT IN DETAIL

2.1. The Stormwater Asset Management Plan 2018 (SAMP) was prepared to assist Council to improve the way it delivers services from stormwater and drainage related infrastructure. These infrastructure assets have a replacement value of \$153.6M and comprise:

• pipes	396 kms
• pits/chambers	16,200
• pump stations	6
• gross pollutant traps (GPT)	16
• Water Sensitive Urban Design (WSUD)	8

2.2. Stormwater assets owned and maintained by Council provide a means of draining land to preserve the health and safety of the community. Unlike other asset classes, the age and condition of stormwater assets do not pose an immediate issue for Council in terms of renewal of assets due to their condition. However, changing regulatory standards over the years, plus the infilling of larger suburban blocks, means many piped catchments have insufficient capacity to cope with a current 1 in 20 Annual Return Interval rainfall event. Council Officers are undertaking a risk assessment of flooding of our urban catchments through the development of stormwater management plans in accordance with the Urban Drainage Act 2013.

2.3. The SAMP contains the following detail:

- levels of service – specifies the services and levels of service to be provided by Council;
- future demand – how this will impact on future service delivery and how this is to be met;
- life cycle management – how Council will manage its existing and future assets to provide defined levels of service;
- financial summary – what funds are required to provide the defined services;
- Asset Management practices;

- monitoring – how the plan will be monitored to ensure it is meeting Council's objectives; and
- Asset management improvement plan.

2.4. Adopting this SAMP will assist Council in meeting the requirements of national sustainability frameworks, Local Government Act 1993 and providing services needed by the community in a financially sustainable manner.

2.5. The actions resulting from the SAMP are:

- continue GIS mapping of our stormwater assets;
- preparation of a stormwater headworks plan;
- implement an inspection program and collect condition data on our stormwater assets;
- review useful lives of our stormwater assets; and
- develop a Risk Management Plan for stormwater infrastructure.

The majority of these matters will be considered as part of the normal budgetary cycle for future Annual Plans. Council has already adopted a Headworks Policy that can deal with the charging for upgrading asset capacity but Council officers are still developing the associated Headworks Development Plan which is the enabling document to give the head of power for the charging regime. Once developed, the Headworks Development Plan will be subject to consideration by Council through the Workshop and Council Agenda process.

2.6. The SAMP, if adopted and implemented in accordance with the Asset Management Strategy and 10 year financial plan will mean:

- Council is well placed to maintain current service levels over the next 10 years; and

- Council is able to fund current infrastructure life cycle costs at current levels of service and available revenue.

3. CONSULTATION

3.1. Community Consultation

Nil.

3.2. State/Local Government Protocol

The SAMP was developed according to the Institute of Public Works Engineering Australia (IPWEA) template adopted by the Local Government Association of Tasmania for all Tasmanian Councils.

3.3. Other

The SAMP was presented to Council's Audit Panel who noted viewing the AMP, and recommended the inclusion of an Executive Summary.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

- 4.1.** Council's Strategic Plan 2016-2026 – A Well-planned Liveable City has the following Asset Management Planning Strategy to:

“2.1 Develop and implement contemporary, funded, asset management plans that consider their impacts of environmental change for all Council assets.

- *Supporting plans:*
 - *Assets Management Strategy 2013;*
 - *Roads and Transport Asset Management Plan 2013; and*
 - *Stormwater Asset Management Plan 2013”.*

- 4.2.** Council's Strategic Plan 2016-2026 – A Well-planned Liveable City has the following Roads and transport Strategy to:

“2.4 Develop and implement traffic management plans to enhance connectivity and improve road safety.

- *Supporting plans:*
 - *Assets Management Strategy 2013;*

- *Roads and Transport Asset Management Plan 2013; and*
- *Stormwater Asset Management Plan 2013”.*

4.3. Council’s Strategic Plan 2016-2026 – A Well-planned Liveable City has the following Stormwater management Strategy to:

“2.4 Develop and implement stormwater management plans for the City.

- *Supporting plans:*
 - *Assets Management Strategy 2013;*
 - *Roads and Transport Asset Management Plan 2013; and*
 - *Stormwater Asset Management Plan 2013”.*

4.4. Council’s Strategic Plan 2016-2026 – Council’s Assets and Resources has the following Financial Planning Strategy:

- *Integration of financial and asset management strategies.*
- *Supporting plans:*
 - *Assets Management Strategy 2013;*
 - *Roads and Transport Asset Management Plan 2013;*
 - and*
 - *Stormwater Asset Management Plan 2013”.*

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

The Local Government Act, 1993 Section 70B requires Council to prepare long-term strategic asset management plans for the municipal area and to cover at least a 10 year period.

7. FINANCIAL IMPLICATIONS

The financial implications to Council in adopting the SAMP are reflected in Council’s 10 Year Financial Plan.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The Local Government Act 1993 and national frameworks on asset planning and management and financial planning and reporting endorsed by the Local Government and Planning Ministers' Council (LGPMC) require Councils to adopt a longer-term approach to service delivery. The SAMP is a key step in the above process and it is recommended that the document is adopted by Council.

Attachments: 1. Stormwater Asset Management Plan 2018 (59)

Ross Graham

GROUP MANAGER ENGINEERING SERVICES

Clarence City Council



Clarence... a brighter place

Stormwater



Asset Management Plan 2018



Scenario1 Version1

July 2018

CLARENCE CITY COUNCIL – STORMWATER ASSET MANAGEMENT PLAN (A1160300)

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Note: Scenario and Version (S&V) designations relate to the data used in construction of this Asset Management Plan. An explanation of how this information is utilised is included in section 5.7.

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1. EXECUTIVE SUMMARY

Context

Clarence City Council manages an expansive area of land on the eastern shore of the Derwent Estuary from South Arm in the south through to Richmond in the north and as far east as Hobart International Airport. Stormwater characteristics within Clarence are diverse from steep sloping catchments originating in the Meehan Range to flat inhabited townships close to the coastline and riverine flooding potential in Richmond from the Coal River.

Stormwater assets owned and maintained by Council provide a means of draining land to preserve the health and safety of the community. While the age and condition of stormwater assets do not pose an immediate issue for Council, many piped catchments have insufficient capacity to cope with a current 1 in 20 ARI rainfall event.

The Stormwater Service

The Stormwater network comprises:

- Pipes 396 km
- Pits/chambers 16,200 No.
- Pump stations 6 No.
- Gross Pollutant Traps (GPT) 16 No.
- Water Sensitive Urban Design (WSUD) 8 No.

As of 24 August 2017 these stormwater infrastructure assets have a replacement value of **\$153,673,100**.

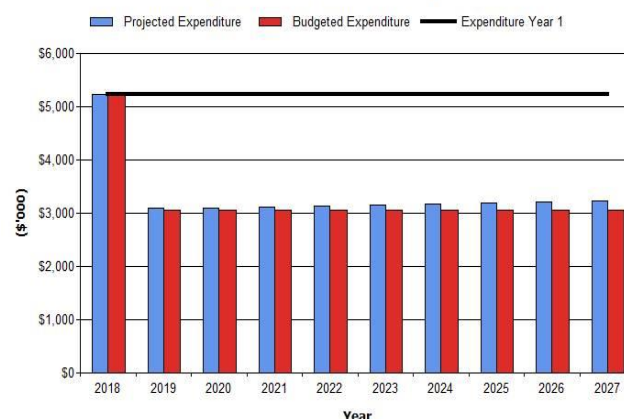
What does it Cost?

The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is **\$33,624,000** or **\$3,362,400** on average per year.

Estimated available funding for this period is **\$32,719,000** or **\$3,271,900** on average per year which is **97%** of the cost to provide the service. This is a funding shortfall of **\$91,000** on average per year. Projected expenditure required to provide services in the AM Plan compared with planned expenditure currently included in the 10 Year Financial Management Plan (Long Term Financial Plan) are shown in Figure 4, below.

Figure 4: Projected Operations and Maintenance Expenditure (From 5.3.3)

Clarence CC - Projected and Budget Expenditure for (Stormwater_S1_V1)



What we will do

We plan to provide stormwater services for the following:

- Operation, maintenance, renewal and upgrade of pipes, pits and chambers to meet service levels set by Council in annual budgets.
- Capacity upgrades in established suburbs within the 10 year planning period.
- Improve stormwater in low lying suburbs.
- Improve water quality outcomes from stormwater discharge to meet requirements of State environmental law.
- Prepare Stormwater Management Plans for the urban catchments to identify under capacities and flood risks.

What we cannot do

As part of a broader budgetary shortfall, Our present funding levels are insufficient to continue to provide existing services at current levels in the medium term therefore; Council cannot increase the pipe capacity of all catchments to current 1 in 20 ARI within the 10 year planning period.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. We have identified major risks as:

- System capacity,
- Pipe blockages, and
- Pipe collapse.

We will endeavour to manage these risks within available funding by:

- Prioritisation of upgrades, and
- Proactive pipe inspection/condition assessments.

Confidence Levels

This AM Plan is based on a medium level of confidence information.

The Next Steps

The actions resulting from this asset management plan are:

- Collate/interpret asset condition data,
- Reassess useful lives,
- Improve synergies between Asset Management and Finance,
- Further hydraulic modelling of urban piped catchments through stormwater catchment management plans to identify flood risks to the community,
- Subsidise capital requirements for upgrades through a stormwater headworks plan, and
- Collect data on pollution removal rates of GPTs and other WSUD devices to optimise maintenance costs.

Questions you may have

What is this plan about?

This asset management plan covers the infrastructure assets that serve the Clarence City Council community's stormwater needs. These assets include pipes, pits, access chambers, culverts and gross pollutants traps throughout the community area that enable people to invest in their properties with confidence.

What is an Asset Management Plan?

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

An asset management plan details information about infrastructure assets including actions required to provide an agreed level of service in the most cost effective manner. The plan defines the services to be provided, how the services are provided and what funds are required to provide the services.

Why is there a funding shortfall?

Most of the Council's stormwater network was constructed by developers and from government grants, often provided and accepted without consideration of ongoing operations, maintenance and replacement needs and future upstream growth of the community.

Many of these assets are approaching the later years of their life and require replacement, services from the

assets are decreasing and maintenance costs are increasing.

Our present funding levels are insufficient to continue to provide existing services at current levels in the medium term.

What options do we have?

Resolving the funding shortfall involves several steps:

1. Improving asset knowledge so that data accurately records the asset inventory, how assets are performing and when assets are not able to provide the required service levels,
2. Improving our efficiency in operating, maintaining, renewing and replacing existing assets to optimise life cycle costs,
3. Identifying and managing risks associated with providing services from infrastructure,
4. Making trade-offs between service levels and costs to ensure that the community receives the best return from infrastructure,
5. Identifying assets surplus to needs for disposal to make saving in future operations and maintenance costs,
6. Consulting with the community to ensure that stormwater services and costs meet community needs and are affordable,
7. Developing partnership with other bodies, where available to provide services,
8. Seeking additional funding from governments and other bodies to better reflect a 'whole of government' funding approach to infrastructure services.

What happens if we don't manage the shortfall?

It is likely that we will have to reduce service levels in some areas, unless new sources of revenue are found. For stormwater, the service level reduction may include acceptance of a lower design ARI for pipe and culvert capacities.



What can we do?

We can develop options, costs and priorities for future stormwater services, consult with the community to plan future services to match the community service needs with ability to pay for services, identify urban area flood risks and maximise community benefits against costs.

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service over a 20 year planning period.

The asset management plan follows the format for AM Plans recommended in Section 4.2.6 of the International Infrastructure Management Manual¹.

The asset management plan is to be read with Council's Asset Management Policy, Asset Management Strategy and the following associated planning documents:

- Clarence City Council Strategic Plan 2016 to 2026,
- Clarence City Council 10 Year Financial Management Plan (Long Term Financial Plan),
- Clarence City Council Annual Report 2016/2017,
- Clarence City Council Risk Management Policy 2013,
- Clarence City Council Strategic Asset Management Policy.

The infrastructure assets covered by this asset management plan are shown in Table 2.1. These assets are used to collect and carry land drainage and stormwater flows to a suitable discharge location and, to a growing extent, remove pollutants from the stormwater.

Table 2.1: Assets covered by this Plan

Asset category	Dimension	Replacement Value
Pipes/culverts	396 km	\$111,081,865
Pits/access chambers	16,200 No.	\$40,485,307
Gross Pollutant Traps	16 No.	\$506,590
Pump Stations	6 No.	\$309,490
Wetlands/WSUD/Detention Basin	8 No.	\$1,289,845
TOTAL		\$153,673,100

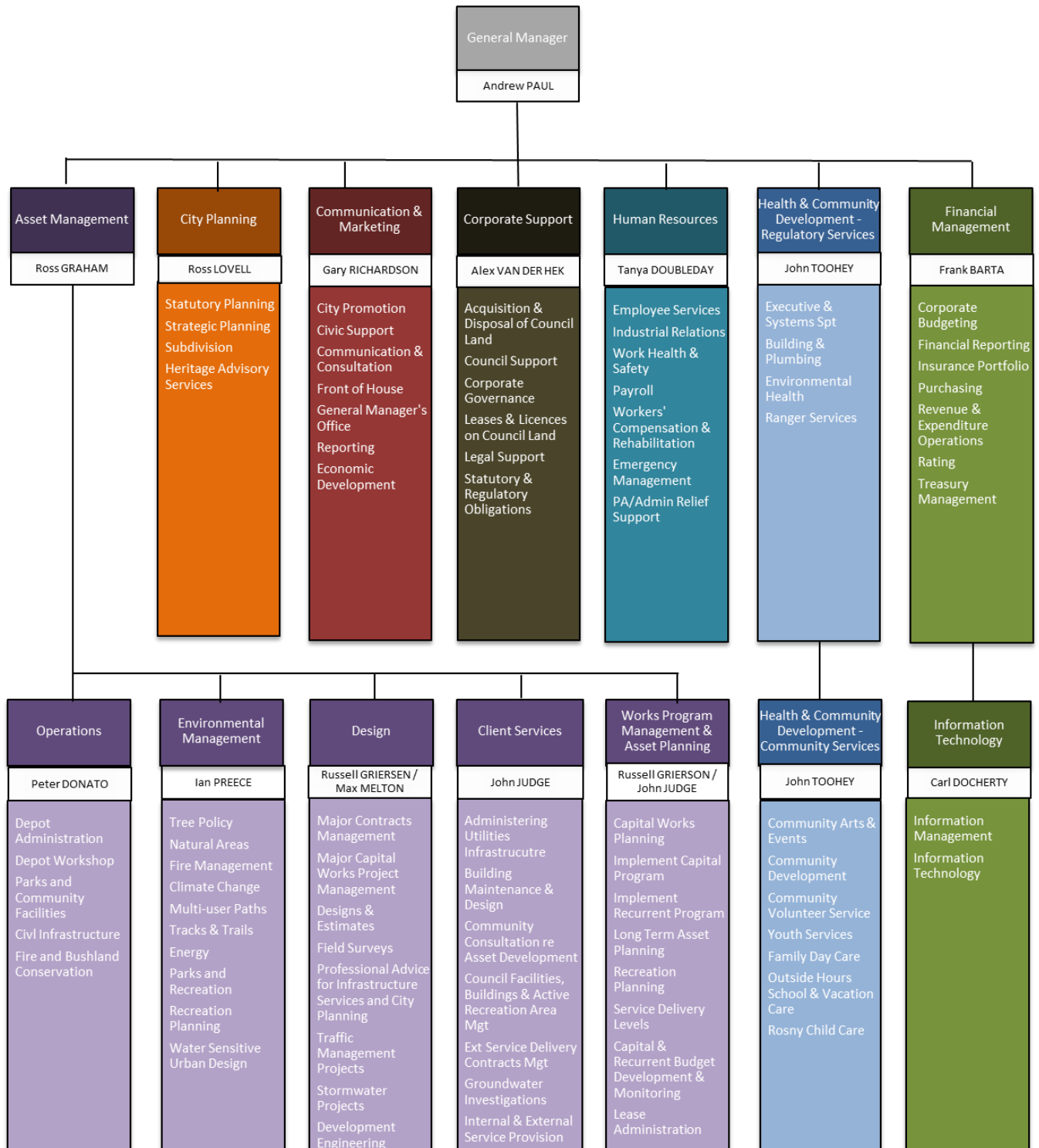
Key stakeholders in the preparation and implementation of this asset management plan are: Shown in Table 2.1.1.

Table 2.1.1: Key Stakeholders in the AM Plan

Key Stakeholder	Role in Asset Management Plan
Aldermen	<ul style="list-style-type: none"> • Represent needs of community/shareholders, • Allocate resources to meet Council's objectives in providing services while managing risks, • Ensure organisation is financially sustainable, • Accept trade-offs between levels of service and costs.
General Manager	To communicate to Council the service and financial implications arising from the asset management plan.
Group Manager Engineering Services	To determine and identify any implications of not meeting funding requirements identified in this AM Plan i.e. consequences of reducing levels of service.
Manager Finance and Information Management	To determine and identify any implications the AM Plan may have on Council's financial sustainability.

¹ IPWEA, 2011, Sec 4.2.6, *Example of an Asset Management Plan Structure*, pp 4 | 24 – 27.

Our organisational structure for service delivery from infrastructure assets is detailed below.



2.2 Goals and Objectives of Asset Management

Council exists to provide services to its community. Some of these services are provided by infrastructure assets. We have acquired infrastructure assets by 'purchase', by contract, construction by our staff and by donation of assets constructed by developers/organisations and others to meet increased levels of service.

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Having a long-term financial plan which identifies required, affordable expenditure and how it will be financed.²

2.3 Plan Framework

Key elements of the plan are

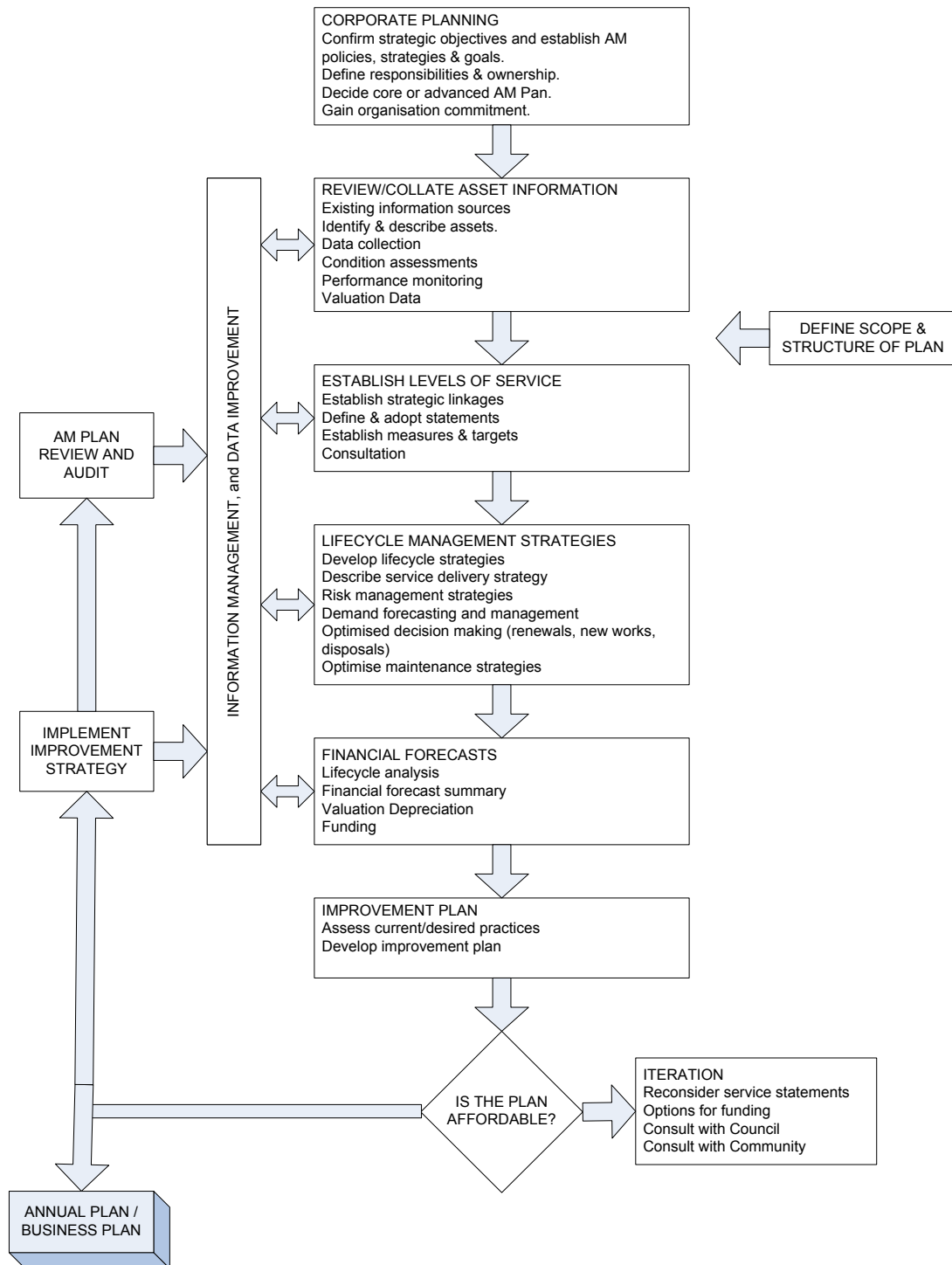
- Levels of service – specifies the services and levels of service to be provided by Council,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Life cycle management – how Council will manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices,
- Monitoring – how the plan will be monitored to ensure it is meeting organisation's objectives,
- Asset management improvement plan.

A road map for preparing an asset management plan is shown below.

² Based on IPWEA, 2011, IIMM, Sec 1.2 p 1|7.

Road Map for preparing an Asset Management Plan

Source: IPWEA, 2006, IIMM, Figure 1.5.1, p 1.11.



2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan over a 20 year planning period in accordance with the International Infrastructure Management Manual³. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels in a financially sustainable manner.

2.5 Community Consultation

While community feedback informs the Council's Level of Service quality assessment, no community consultation has been undertaken in the preparation of the Stormwater Asset Management Plan. Future revisions of the asset management plan may incorporate community consultation to assist in Council and the community matching the level of service needed by the community, service risks and consequences with the community's ability and willingness to pay for the service.

³ IPWEA, 2011, IIMM.

3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

We participate in the Service Quality Local Government Customer Satisfaction survey. This telephone survey polls a sample of residents on their level of satisfaction with Council's services. The most recent community satisfaction survey reported satisfaction levels for the following services

Table 3.1: Community Satisfaction Survey Levels

Performance Measure	2016	2014	2012	2010	2008	2006
% of respondents who consider that Council provides and maintains drainage is very important or important.	96	92	94	94	92	90
Performance in the provision and maintenance of drainage (% based on average score out of 10)	69	73	66	68	76	78

The 2006 and 2008 surveys also measured performance for drainage and sewerage, however as of 2008 sewer services are no longer maintained by Tasmanian councils.

Clarence City Council uses this information in developing its Strategic Plan and in allocation of resources in the budget.

3.2 Strategic and Corporate Goals

This asset management plan is prepared under the direction of the Council's vision, mission, goals and objectives.

Our vision is:

To make Clarence a Vibrant, Prosperous and Sustainable City.

Our mission is:

Responding to the changing needs of the community through a commitment to excellence in leadership, advocacy, innovative governance and service delivery.

Clarence City Council's goals and objectives and how these are addressed in this asset management plan are shown in the following table 3.2.

Table 3.2: Organisational Goals and how these are addressed in this Plan

Goal	Objective	How Goal and Objectives are addressed in AM Plan
Governance and leadership - To provide leadership and accessible, responsive, transparent and accountable governance of the City.	Internal operating systems - Ensure appropriate management of risk associated with Council's operations and activities.	The development of this stormwater asset management plan will inform Council of the consequences of its decisions and ensure that the provision and maintenance of the stormwater network is sustainable.
A people city – Clarence is a city which values diversity and encourages equity and inclusiveness, where people of all ages and abilities have the opportunity to improve their health and quality of life.	Community Safety and Well-being – Provide essential infrastructure to support, sustain and enhance community safety and social well-being. Public Spaces and Amenity - Develop and implement Asset Management Plans that respond to the identified needs of local communities.	The development of this Stormwater Asset Management Plan will help identify additional infrastructure needs and plan for the associated financial implications.
A well-planned liveable city - Clarence will be a well-planned liveable city with services and supporting infrastructure to meet current and future needs.	Establish and review a prioritised list of outstanding road transport and alternative transport issues for the City to facilitate the appropriate ranking of projects for capital works planning and funding.	The development of this stormwater asset management Plan will help identify additional infrastructure needs and plan for the associated financial implications.
Council's assets and resources- To efficiently and effectively manage Council's financial, human, and property resources to attain Council's strategic goals and meet statutory obligations.	Financial management – Maintain a financially sustainable organisation, Maintain Council in a sound financial position, Make affordable and equitable rates and charges, and have effective control of financial risk. Human resources management – Provide an equal opportunity workplace, foster an environment that encourages staff development and continuous learning to strengthen workforce capabilities.	The development of this stormwater asset management plan will inform funding decisions and ensure sustainable service delivery in the long term.
A prosperous city – Clarence will develop its economy, improve prosperity, and expand both the level and equity of personal opportunity within its communities.	Economic Development - Provide and plan for essential infrastructure to support economic development.	The development of this Stormwater Asset Management Plan will help identify additional infrastructure needs and plan for the associated financial implications.
An environmentally responsible city – Clarence is a city that values its natural environment and seeks to protect, manage, and enhance its natural assets for the long term environmental, social and economic benefit of the community.	Built Environment - Develop and implement strategic asset management plans for all Council asset classes.	The development of this Stormwater Asset Management Plan will directly address this objective.

3.3 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These legislative requirements are shown in Table 3.3.

Table 3.3: Legislative Requirements

Legislation	Requirement
Local Government Act	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Environmental Management and Pollution Control Act 1994	An Act to provide for the management and the control of pollution in the State, to repeal the Environmental Protection Act 1973. Provides for the protection of the environment.
Aboriginal Lands Act 1995	An Act to promote reconciliation with the Tasmanian Aboriginal community by granting to Aboriginal people certain parcels of land of historic or cultural significance.
Acts Interpretation Act 1931	An Act to provide certain rules for the interpretation of Acts of Parliament; to define certain terms commonly used therein; and to facilitate the shortening of their phraseology.
Crown Lands Act 1976	An Act to make fresh provisions with respect to the management, sale, and disposal of the lands of the Crown.
Land Acquisition Act 1993	An Act to make provision for the acquisition of land by the Crown, public and local authorities and promoters, to authorize the acquisition of land for undertakings of a public nature, to provide for matters incidental to, and consequential on, that acquisition, and to repeal the <u>Lands Clauses Act 1857</u> , the <u>Lands Resumption Act 1957</u> and the <u>Public Authorities' Land Acquisition Act 194.9</u> .
Land Use Planning and Approvals Act 1993	An Act to make provision for land use planning and approvals.
Nature Conservation Act 2002	An Act to make provision with respect to the conservation and protection of the fauna, flora and geological diversity of the State, to provide for the declaration of national parks and other reserved land and for related purposes.
Work Health and Safety Act 2012 Work Health and Safety Regulation 2012	The main object of this Act is to provide for a balanced and nationally consistent framework to secure the health and safety of workers and workplaces.
Other Acts/Policies	State Stormwater Strategy. State Policy on Water Quality Management. Telecommunication, Electricity and Gas Acts. Historic Cultural Heritage Act 1995. Council's Strategic Asset Management Policy and Strategic Funding and Finance Policy.
Urban Drainage Act 2013	An Act to provide for the management of urban drainage and stormwater systems infrastructure.

3.4 Community Levels of Service

Service levels are defined service levels in two terms, customer levels of service and technical levels of service.

Community Levels of Service measure how the community receives the service and whether Council is providing community value.

Community levels of service measures used in the asset management plan are:

Quality	How good is the service?
Function	Does it meet users' needs?
Capacity/Utilisation	Is the service over or under used?

Council's current and expected community service levels are detailed in Table 3.4.

Table 3.4: Community Level of Service

Service Attribute	Service Objective	Performance Measure Process	Current Performance	Expected position in 10 years based on current LTFP
COMMUNITY LEVELS OF SERVICE				
Quality	Provide efficient method of collection and disposal of storm water.	CCC Service Quality Biennial Report.	68%	>90%
	Organisational measure Confidence levels Medium.			
Function	Ensure stormwater system meets community expectations.	Customer requests relating to stormwater infrastructure.	10 per month (2016)	<5 per month
	Organisational measure Confidence levels Medium.			
Capacity/ Utilisation	Provide stormwater system that is low risk to the community.	Number of injuries or accidents reported to Council.	None reported (2017)	<5 pa
	Organisational measure Confidence levels Medium.			

Indications of desired levels of service are obtained from community consultation/engagement. The asset management planning process includes the development of 3 scenarios to develop levels of service that are financially sustainable. Council's knowledge of its stormwater network has not yet reached this level of maturity. As part of the ongoing rollout of OneCouncil, Council will be expanding its capacity to record and evaluate service level data to improve on areas where data is considered to be insufficient. These processes will be detailed in the 2022 version of the AMP, as it is too early in their development to comment on specific implementation details.

3.5 Technical Levels of Service

Supporting the community service levels are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that Council undertakes to best achieve the desired community outcomes and demonstrate effective organisational performance.

Technical service measures are linked to annual budgets covering:

- Operations – the regular activities to provide services such as cleansing, , inspections, clearing accumulated material etc.
- Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition (e.g. clearing blockages, overland flow path remediation, structure repairs),
- Renewal – the activities that return the service capability of an asset up to that which it had originally (e.g. pipeline replacement and building component replacement),
- Upgrade – the activities to provide a higher level of service (e.g. replacing a pipeline with a larger size, widening an overland flow path) or a new service that did not exist previously (e.g. constructing a new culvet).

Asset managers plan, implement and control technical service levels to influence the customer service levels.⁴

Table 3.5 shows the technical level of service expected to be provided under this AM Plan. The agreed sustainable position in the table documents the position agreed by the Council following community consultation and trade-off of service levels performance, costs and risk within resources available in the long-term financial plan.

Table 3.5: Technical Levels of Service

Key Performance Measure	Level of Service Objective	Performance Measure Process	Current Performance	Optimal Performance
TECHNICAL LEVELS OF SERVICE				
Condition	Periodic visual assessment to determine condition.	CCTV inspection of pipes Visual inspection of streams/open drains.	0.2% inspected	1% inspected pa 5yr stream maintenance/clearing cycle
Function	Ensure stormwater system has appropriate design capacity.	Number of properties experiencing inundation events.	Not measured	< 10 pa
Design Standard	Residential 20yr Commercial 50yr	Hydraulic modelling of stormwater network.	Preparing stormwater system Management plans with accordance to Urban Drainage Act 2013	90%

⁴ IPWEA, 2011, IIMM, p 2.22

4. FUTURE DEMAND

4.1 Demand Drivers

Drivers affecting demand are broader trends of change which may result in unavoidable increases in demand on Council's resources and time, impacting the overall Level of Service Council may be able to provide. .

4.2 Demand Forecast

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.3.

4.3 Demand Impact on Assets

The impact of demand drivers that may affect future service delivery and utilisation of assets are shown in Table 4.3.

Table 4.3: Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Land Use	Council's planning scheme maintains control of areas of future development. Urban in-fill development increasing peak runoff flow rates.	Re-zonings to facilitate new residential/industrial subdivisions. Increased urban in-fill development and increased residential population densities.	Increased peak runoff flow rates will exceed the capacity of existing infrastructure. Development upstream of existing populations will increase demand on existing infrastructure.
Population	55,175 (ABS Estimated resident population June 2016).	70,882 (Projected resident population June 2037 @ 1.2%).	Network expansion required to service growth.
Climate Change - State Stormwater Strategy	Adhoc adoption of WSUD principles.	Requirements for inclusion of WSUD principles in new subdivisions.	Specialised maintenance requirements. Preserving capacity of downstream infrastructure.
Climate Change - Australian Rainfall & Runoff revision	Design for current 1 in 20 ARI event.	Future 1 in 20 ARI event likely to be more intense.	Existing infrastructure fails to cope with updated technical level of service.
Sea Level Rise	Some low-lying, coastal assets inundated during storm surges.	Frequency and duration of inundation likely to increase.	Reduced capacity of stormwater outfalls that are subject to submergence.

4.4 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for Council to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures⁵. Examples of non-asset solutions include providing services from existing infrastructure such as aquatic centres and libraries that may be in another community area or public toilets provided in commercial premises.

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be evaluated with each future revision of this asset management plan.

Table 4.4: Demand Management Plan Summary

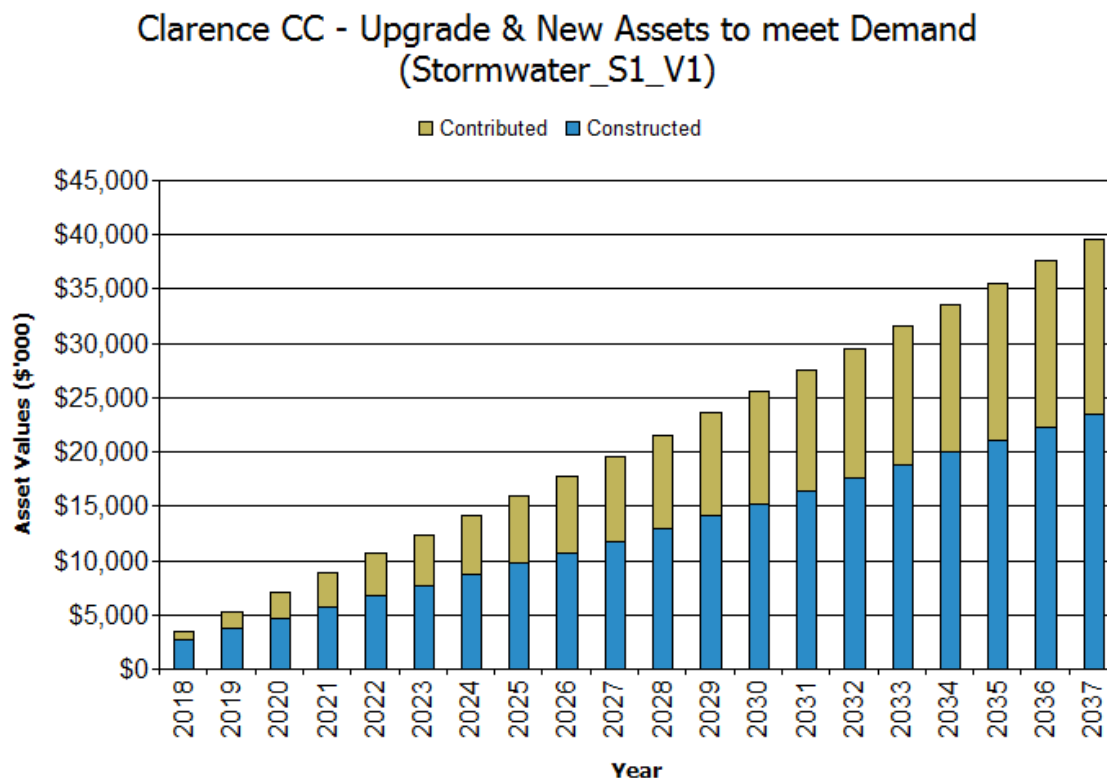
Demand Driver	Impact on Services	Demand Management Plan
Land Use	Increased peak runoff flow rates will exceed the capacity of existing infrastructure. Development upstream of existing populations will increase demand on existing infrastructure.	Encourage on-site detention and infiltration devices. Headworks policy to offset funding requirements for upgrades to downstream infrastructure. Standard present condition for large subdivisions/developments to design so that runoff quantity is no greater than predevelopment.
Population	Network expansion required to service growth.	Headworks policy to offset funding requirements for upgrades to downstream infrastructure.
Climate Change	Increased peak runoff flow rates will exceed the capacity of existing infrastructure.	Improve overland flowpaths where appropriate in lieu of increasing pipe capacities.
Sea Level Rise	Reduced capacity of stormwater outfalls that are subject to submergence.	Provide overland flowpaths where appropriate in lieu of increasing pipe capacities.

⁵ IPWEA, 2011, IIMM, Table 3.4.1, p 3|58.

4.5 Asset Programs to meet Demand

The new assets required to meet growth will be acquired free of cost from land developments and constructed/acquired by Council. New assets constructed/acquired by Council are discussed in Section 5.5. The cumulative value of new contributed and constructed asset values are summarised in Figure 1.

Figure 1: Upgrade and New Assets to meet Demand



Acquiring these new assets will commit Council to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs in Section 5.

Constant growth of 1.38% from contributed assets, which is equal to the average value of contributed assets since 2012/13, has been assumed for the purpose of this asset management plan. The actual growth of the stormwater asset stock from contributed assets will vary over time due to demand for/staging of new subdivisions etc.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while optimising life cycle costs.

5.1 Background Data

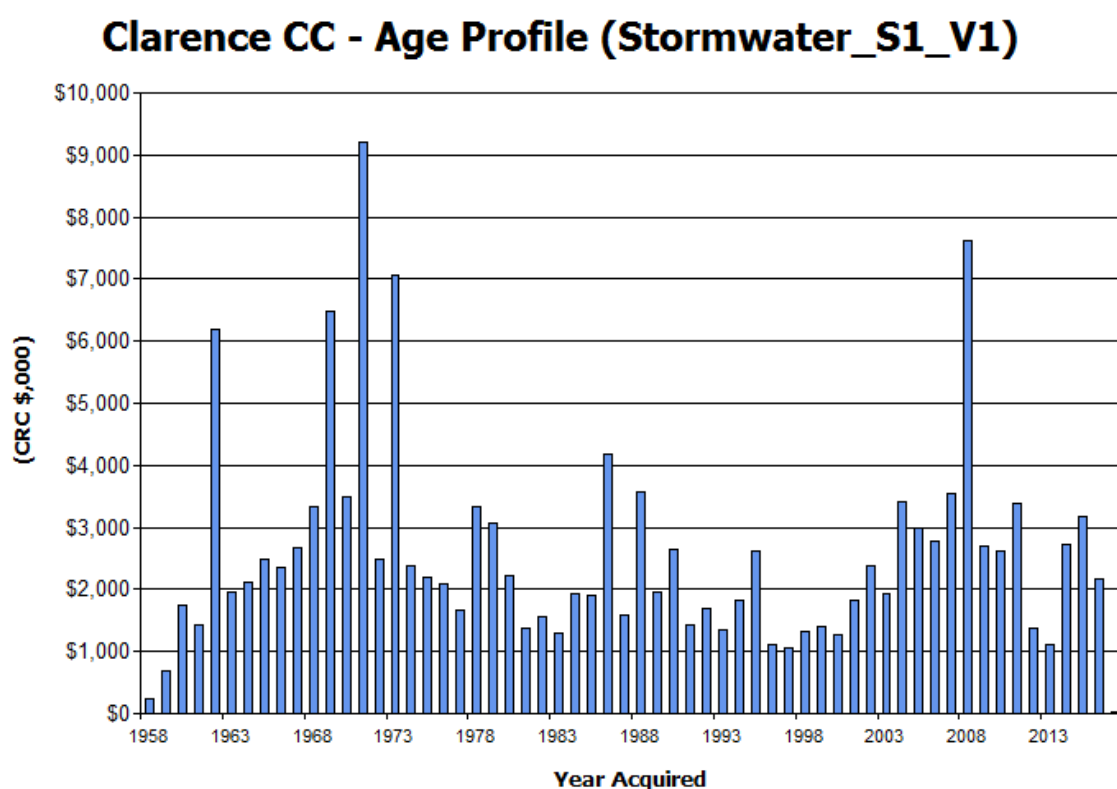
5.1.1 Physical parameters

The assets covered by this asset management plan are shown in Table 2.1.

The majority of Council's stormwater infrastructure is located within piped catchments constructed in the established suburbs of Bellerive, Howrah, Lindisfarne, Risdon Vale and Warrane in the 1960s and 1970s. Clarence also experienced increased subdivision activity from 2000 resulting in a substantial increase to the stormwater asset stock.

The age profile of the assets include in this Asset Management Plan is shown in Figure 2.

Figure 2: Asset Age Profile



5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2: Known Service Performance Deficiencies

Location	Service Deficiency
Bellerive, Howrah, Tranmere, Warrane	Hydraulic capacity of piped networks.
Cremorne, Lauderdale, Seven Mile Beach	Flat topography and high water tables impacting on subsurface discharge.
Mornington Industrial Park	Poor water quality outcomes.

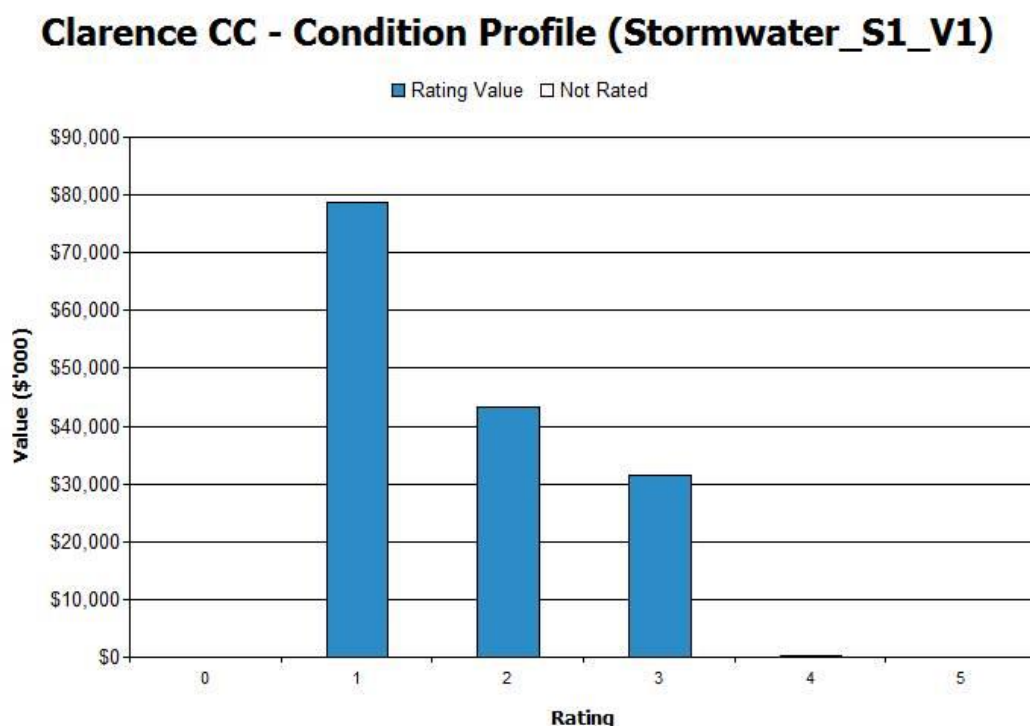
The above service deficiencies were identified through correspondence from the community and Council staff knowledge.

5.1.3 Asset condition

The condition of Council's stormwater infrastructure is not currently monitored. An annual inspection program of a sample of Council's stormwater assets is recommended to gauge the overall condition profile of the network.

A condition profile of Council's stormwater assets has been inferred using a typical deterioration curve based on the age profile of the assets. The theoretical condition profile of Council's stormwater assets is shown in Figure 3. As part of the ongoing rollout of OneCouncil, Council will seek to implement more comprehensive condition evaluation processes for its assets, to be implemented in the 2022 version of this document.

Figure 3: Asset Condition Profile



Condition is measured using a 1 – 5 grading system⁶ as detailed in Table 5.1.3.

Table 5.1.3: Simple Condition Grading Model

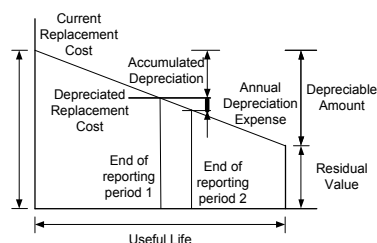
Condition Grading	Description of Condition
1	Very Good: only planned maintenance required
2	Good: minor maintenance required plus planned maintenance
3	Fair: significant maintenance required
4	Poor: significant renewal/rehabilitation required
5	Very Poor: physically unsound and/or beyond rehabilitation

⁶ IPWEA, 2011, IIMM, Sec 2.5.4, p 2 | 79.

5.1.4 Asset valuations

The value of assets recorded in the asset register as at 30 July 2017 covered by this asset management plan is shown below. Assets were last revalued at 30 July 2017. Assets are valued by averaging rates tendered by contractors for Council projects throughout the prior year. The projects are typically brown field.

Current Replacement Cost	\$153,673,000
Depreciable Amount	\$153,673,000
Depreciated Replacement Cost ⁷	\$90,527,000
Annual Depreciation Expense	\$1,281,000



Useful lives of stormwater assets is currently assumed to be 75 years. Anecdotal evidence from other councils suggest that the useful life of concrete pipes can be comfortably extended beyond 100 years. The useful lives will be reviewed as asset condition data is collected and interpreted.

Various ratios of asset consumption and expenditure have been prepared to help guide and gauge asset management performance and trends over time.

Rate of Annual Asset Consumption (Depreciation/Depreciable Amount)	0.8%
Rate of Annual Asset Renewal (Capital renewal exp/Depreciable amount)	0.7%
Rate of Annual Asset Upgrade/New (Capital upgrade exp/Depreciable amount)	1.8%
Rate of Annual Asset Upgrade/New (including contributed assets)	2.3%

In 2017/18 Council plans to renew assets at 81.2% of the rate they are being consumed and will be increasing its asset stock by 2.3% in the year.

5.2 Infrastructure Risk Management Plan

A formalised infrastructure risk management plan will be prepared with the next review of this plan. In the meantime, Council currently manages risk by undertaking regular inspections of public open space and the assets within. The resulting remediation action/programs are prioritised according to an assessed level of residual risk.

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a financial loss to Council. The risk assessment process identifies credible risks, the consequences and likelihood of the associated risk events occurring, the controls available to either eliminate or minimise the risks, and then evaluates the risks and develops a risk treatment plan.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action will be identified in a future developed Infrastructure Risk Management Plan, together with the estimated residual risk after the selected treatment plan is operational as presently summarised in Table 5.2.

⁷ Also reported as Written Down Current Replacement Cost (WDCRC).

Table 5.2: Critical Risks and Treatment Plans

Service or Asset at Risk	Risk Event	Consequence	Risk Controls	Likelihood	Residual Risk	Treatment Costs
Pipe	Blockage causing damage to third party.	H	CCTV inspection program.	Possible	L	\$144,000 pa
			Hydro jetting partial blockages.	Possible	L	\$87,000 pa
			Pit cleaning program.	Likely	M	\$55,000 pa
Pipe	Structural failure causing damage or injury.	H	CCTV inspection program.	Possible	L	\$144,000 pa
Pit	Blockage causing damage to third party.	H	Pit cleaning program.	Possible	L	\$55,000 pa
			Street sweeping program.	Possible	L	\$122,000 pa
Stormwater system failure	Road failure.	H	CCTV inspection program.	Possible	L	\$144,000 pa
			Open drain/stream maintenance program.	Possible	L	\$105,000 pa
Stormwater network inadequate capacity	Inundation of third party property.	H	Hydraulic modelling of catchments and prioritisation of upgrades.	Possible	L	\$250,000 pa

Note * The residual risk is the risk remaining after the selected risk treatment plan is operational.

5.3 Routine Operations and Maintenance Plan

Operations include regular activities to provide services such as public health, safety and amenity, e.g. cleansing, street sweeping, grass mowing and street lighting.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Operations and Maintenance Plan

Operations activities affect service levels including quality and function through street sweeping and overland flowpath maintenance frequency, intensity and spacing of street lights and cleaning frequency and opening hours of building and other facilities.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating, e.g. pipe repairs but excluding rehabilitation or renewal. Maintenance may be classified into reactive, planned and specific maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Reactive maintenance for Council's stormwater assets includes the following activities:

- Clearing of blocked pipes;
- Removal of debris from inlet pits/headwalls;
- Removal of debris from open drains/creeks.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Planned maintenance for Council's stormwater assets includes the following activities:

- CCTV inspection of pipe networks;
- Pit cleaning program;
- Open drain/creek clearing program;
- GPT cleaning.

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including pit relinings or pipe relinings, repainting, replacing air conditioning units, etc. This work falls below the capital/maintenance threshold but may require a specific budget allocation.

Specific maintenance for Council's stormwater assets includes the following activities:

- Wetland maintenance (e.g. replanting vegetation).

Actual past maintenance expenditure is shown in Table 5.3.1.

Table 5.3.1: Maintenance Expenditure Trends

Year	Maintenance Expenditure	
	Planned and Specific	Unplanned
2012/13	\$507,012	\$194,136
2013/14	\$444,469	\$207,196
2014/15	\$418,335	\$200,939
2015/16	\$436,322	\$197,950
2016/17	\$412,644	\$197,280

Planned maintenance work in 2016/17 was 67.7% of total maintenance expenditure. Industry figures propose 30-50% unplanned maintenance work is desirable. The council's Stormwater unplanned maintenance expenditure of 22.3% represents an effective Council works program in this area.

Maintenance expenditure levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. If expenditure levels are such that will result in a lesser level of service, the service risks will be identified and service consequences considered in the future Infrastructure Risk Management Plan.

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement. A Maintenance Response Levels of Service schedule is to be developed, as noted in Appendix A.

5.3.2 Operations and Maintenance Strategies

Council will operate and maintain assets to provide the defined level of service to approved budgets in the most cost-efficient manner. The operation and maintenance activities include:

- Scheduling operations activities to deliver the defined level of service in the most efficient manner,
- Undertaking maintenance activities through a planned maintenance system to reduce maintenance costs and improve maintenance outcomes. Undertake cost-benefit analysis to determine the most cost-effective split between planned and unplanned maintenance activities (50 – 70% planned desirable as measured by cost),
- Maintain a current infrastructure risk register for assets and present service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council,
- Review current and required skills base and implement workforce training and development to meet required operations and maintenance needs,
- Review asset utilisation to identify underutilised assets and appropriate remedies, and over utilised assets and customer demand management options,
- Maintain a current hierarchy of critical assets and required operations and maintenance activities,
- Develop and regularly review appropriate emergency response capability,

- Review management of operations and maintenance activities to ensure Council is obtaining best value for resources used.

Asset hierarchy

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy includes the asset class and component used for asset planning and financial reporting and service level hierarchy used for service planning and delivery.

Council's service hierarchy is shown in Table 5.3.2.

Table 5.3.2: Asset Service Hierarchy

Service Hierarchy	Service Level Objective
Pipes	Provide capacity to carry a 5% AEP runoff event.
Pits	Provide adequate inlet capacity and access for maintenance activities.
Pump stations	Provide storage and pumping capacity sufficient for upstream pipes to convey 1 in 20 ARI rainfall events.
Gross Pollutant Traps	To remove gross pollutants from 4 EY runoff event.
WSUD	To improve water quality outcomes, nominally a 80/45/45% reduction in Total Suspended Solids, Total Phosphorous and Total Nitrogen respectively.

Critical Assets

Critical assets are those assets which have a high consequence of failure but not necessarily a high likelihood of failure. By identifying critical assets and critical failure modes, organisations can target and refine investigative activities, maintenance plans and capital expenditure plans at the appropriate time.

Operations and maintenance activities may be targeted to mitigate critical assets failure and maintain service levels. These activities may include increased inspection frequency, higher maintenance intervention levels, etc. Critical assets failure modes and required operations and maintenance activities are detailed in Table 5.3.2.1.

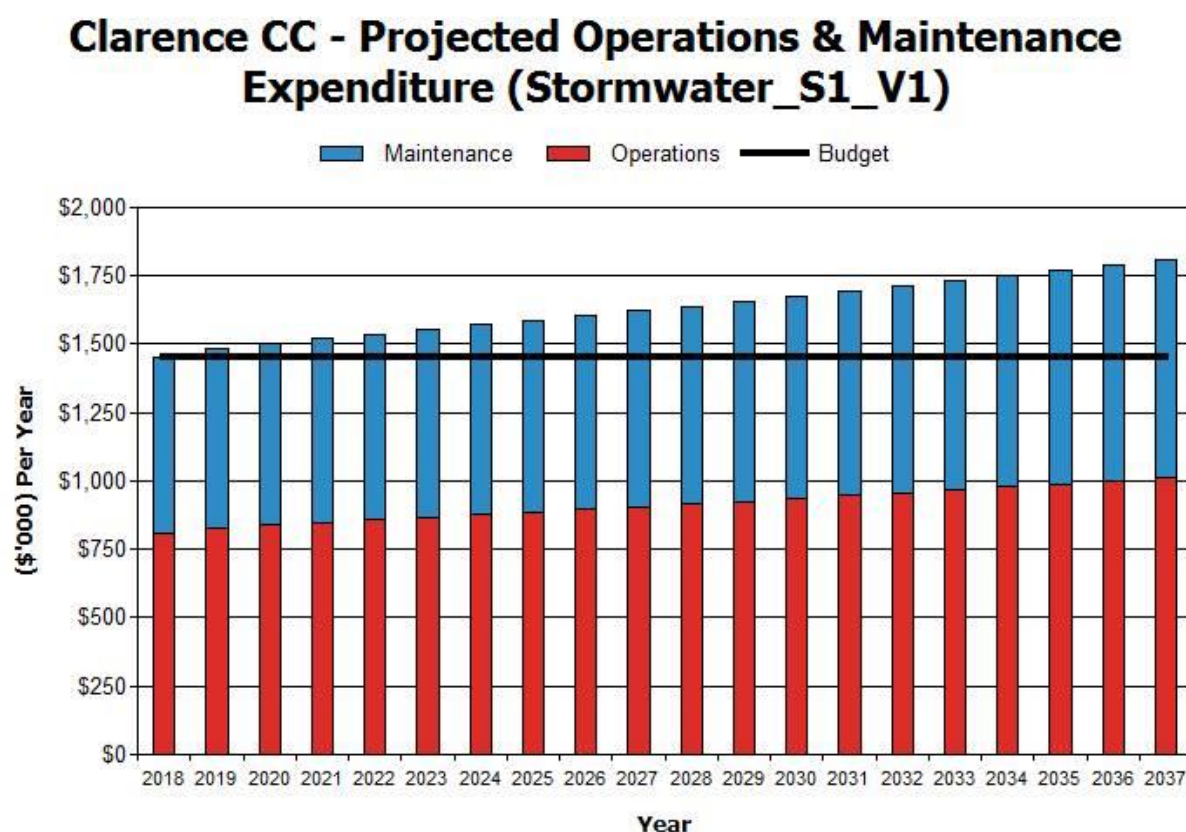
Table 5.3.2.1: Critical Assets and Service Level Objectives

Critical Assets	Critical Failure Mode	Operations & Maintenance Activities
Kangaroo Bay Rivulet – piped section	Blockage	Visual inspection (CCTV) annually
Howrah Road - culvert	Insufficient capacity	Keep free of blockages
Tranmere Road - culvert	Insufficient capacity	Keep free of blockages
Gross Pollutant Traps	Blockage	Monthly inspection/cleaned when required

5.3.3 Summary of future operations and maintenance expenditures

Future operations and maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Figure 4. Note that all costs are shown in current 2017 dollar values (i.e. real values).

Figure 4: Projected Operations and Maintenance Expenditure



Deferred maintenance, i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment and analysis in the infrastructure risk management plan.

Maintenance is funded from the operating budget where available. This is further discussed in Section 6.2.

5.4 Renewal/Replacement Plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original or lesser required service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

Council implements its asset management programs based on information collected about those assets, either from inspection or from community feedback. For existing assets, maintenance is prioritised primarily based on their evaluated condition from inspection, with priority given to assets which would present a risk to the public if they were not renewed or replaced, to assets with high utilisation and assets with a high level of necessity to the public.

5.4.1 Renewal plan

Assets requiring renewal/replacement are identified from one of three methods provided in the 'Expenditure Template'.

- Method 1 uses Asset Register data to project the renewal costs using acquisition year and useful life to determine the renewal year, or
- Method 2 uses capital renewal expenditure projections from external condition modelling systems (such as Pavement Management Systems), or
- Method 3 uses a combination of average *network renewals* plus *defect repairs* in the *Renewal Plan* and *Defect Repair Plan* worksheets on the 'Expenditure template'.

Method 1 was used to project renewal expenditure, however due to the long lives of stormwater assets there are very few assets due for replacement in the planning period. There will, however, be ongoing replacement of existing assets as they are upgraded to increase capacity. The capital expenditure of the replacement of these assets has been

split into renewal (the cost to replace the existing asset) and upgrade/new (the extra amount spent to increase the capacity of the asset). Therefore Method 3 was used for this asset management plan.

The useful lives of assets used to develop projected asset renewal expenditures are shown in Table 5.4.1. Asset useful lives were last reviewed on 30 July 2017.⁸

Table 5.4.1: Useful Lives of Assets

Asset (Sub)Category	Useful life
Pipes	75 years
Junction Boxes	75 years
Side Entry Pits	75 years
Headwalls	75 years
Grated Pits	75 years
Gross Pollutant Traps	75 years

5.4.2 Renewal and Replacement Strategies

Council will plan capital renewal and replacement projects to meet level of service objectives and minimise infrastructure service risks by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner,
- Undertaking project scoping for all capital renewal and replacement projects to identify:
 - the service delivery 'deficiency', present risk and optimum time for renewal/replacement,
 - the project objectives to rectify the deficiency,
 - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
 - and evaluate the options against evaluation criteria adopted by Council, and
 - select the best option to be included in capital renewal programs,
- Using 'low cost' renewal methods (cost of renewal is less than replacement) wherever possible,
- Maintain a current infrastructure risk register for assets and service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council,
- Review current and required skills base and implement workforce training and development to meet required construction and renewal needs,
- Maintain a current hierarchy of critical assets and capital renewal treatments and timings required ,
- Review management of capital renewal and replacement activities to ensure Council is obtaining best value for resources used.

Renewal ranking criteria

Asset renewal and replacement is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. roughness of a road).⁹

It is possible to get some indication of capital renewal and replacement priorities by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have a high utilisation and subsequent impact on users would be greatest,
- The total value represents the greatest net value to Council,
- Have the highest average age relative to their expected lives,
- Are identified in the AM Plan as key cost factors,

⁸ Clarence City Council, 2016, Annual Report, P 56

⁹ IPWEA, 2011, IIMM, Sec 3.4.4, p 3 | 60.

- Have high operational or maintenance costs, and
- Where replacement with modern equivalent assets would yield material savings.¹⁰

The ranking criteria used to determine priority of identified renewal and replacement proposals is detailed in Table 5.4.2.

Table 5.4.2: Renewal and Replacement Priority Ranking Criteria

Criteria	Weighting
Condition Rating (4 and 5)	30%
Risks – (residual high and/or extreme risks)	30%
Utilisation	20%
Public Need	20%
Total	100%

Renewal and replacement standards

Renewal work is carried out in accordance with the following Standards and Specifications.

- Clarence City Council: Technical Specification for Construction Works June 2008.
- Australian Rainfall & Runoff.
- Derwent Estuary Program: WSUD Engineering Procedures for Stormwater Management in Tasmania.

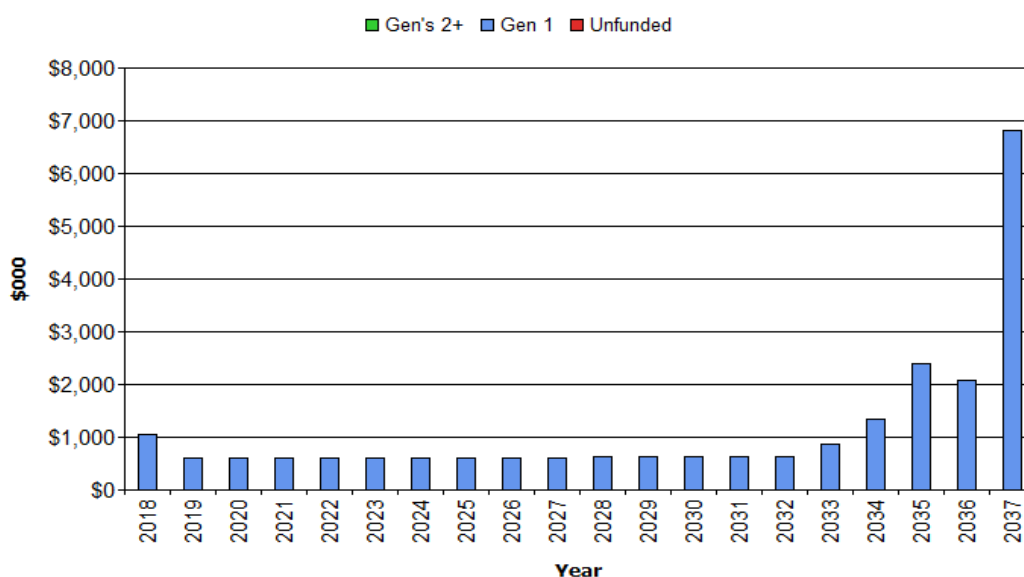
5.4.3 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time as the asset stock increases from growth. The expenditure is summarised in Figure 5. Note that all amounts are shown in real values, with 2037 value representing the projected expenditure beyond the current 20 year financial plan.

The projected capital renewal and replacement program is shown in Appendix B.

Figure 5: Projected Capital Renewal and Replacement Expenditure

Clarence CC - Projected Capital Renewal Expenditure (Stormwater_S1_V1)



¹⁰ Based on IPWEA, 2011, IIMM, Sec 3.4.5, p 3 | 66.

Deferred renewal and replacement, i.e. those assets identified for renewal and/or replacement and not scheduled in capital works programs are to be included in the risk analysis process in the risk management plan.

Renewals and replacement expenditure in Council's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to Council from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor/director or community requests, proposals identified by strategic plans or partnerships with other organisations. Priority is placed on assets which improve the level of service of the Council or the Council's existing assets. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.5.1.

Table 5.5.1: New Assets Priority Ranking Criteria

Criteria	Weighting
Flood risk	50%
Water quality objectives	35%
Co-ordination with other works i.e. Road reseals	15%
Total	100%

5.5.2 Capital Investment Strategies

Council will plan capital upgrade and new projects to meet level of service objectives by:

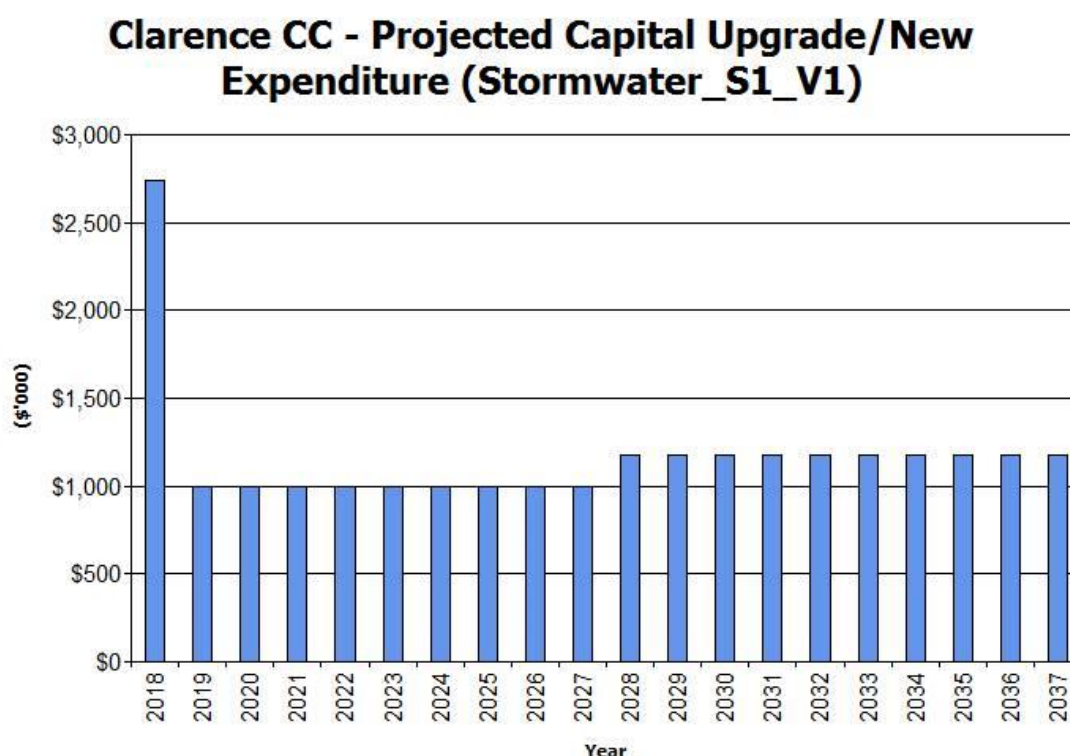
- Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner,
- Undertake project scoping for all capital upgrade/new projects to identify:
 - the service delivery 'deficiency', present risk and required timeline for delivery of the upgrade/new asset,
 - the project objectives to rectify the deficiency including value management for major projects,
 - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
 - management of risks associated with alternative options,
 - and evaluate the options against evaluation criteria adopted by Council, and
 - select the best option to be included in capital upgrade/new programs,
- Review current and required skills base and implement training and development to meet required construction and project management needs,
- Review management of capital project management activities to ensure Council is obtaining best value for resources used.

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

5.5.3 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures are summarised in Figure 6. The projected upgrade/new capital works program is shown in Appendix C. All amounts are shown in real values, with the 2018 figure representing the balance of carryover expenditure for ongoing projects.

Figure 6: Projected Capital Upgrade/New Asset Expenditure



Expenditure on new assets and services in Council's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2. In some cases, High capital expenditure in the current year reflects the presence of carryover construction from the previous financial year. Council does not currently review the influence of carryover funds on expenditure beyond the current financial year.

5.6 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6, together with estimated annual savings from not having to fund operations and maintenance of the assets. These assets will be further reinvestigated to determine the required levels of service and see what options are available for alternate service delivery, if any. Any revenue gained from asset disposals is accommodated in Council's long term financial plan.

Where cashflow projections from asset disposals are not available, these will be developed in future revisions of this asset management plan.

There are no stormwater assets currently identified for disposal, however, upgrading of undersized infrastructure will result in early retirement of some assets.

Table 5.6: Assets Identified for Disposal

Asset	Reason for Disposal	Timing	Disposal Expenditure	Operations & Maintenance Annual Savings
Stormwater	None Proposed	N/A	N/A	N/A

5.7 Service Consequences and Risks

Council has prioritised decisions made in adopting this AM Plan to obtain the optimum benefits from its available resources. Decisions were made based on the development of 3 scenarios of AM Plans.

Scenario 1 - What we would like to do based on asset register data.

Scenario 2 – What we should do with existing budgets and identifying level of service and risk consequences (i.e. what are the operations and maintenance and capital projects we are unable to do, what is the service and risk consequences associated with this position). This may require several versions of the AM Plan.

Scenario 3 – What we can do and be financially sustainable with AM Plans matching long-term financial plans.

The development of scenario 1 and scenario 2 AM Plans provides the tools for discussion with the Council and community on trade-offs between what we would like to do (scenario 1) and what we should be doing with existing budgets (scenario 2) by balancing changes in services and service levels with affordability and acceptance of the service and risk consequences of the trade-off position (scenario 3).

5.7.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Upgrade all stormwater systems;
- Replace all stormwater systems.

5.7.2 Service consequences

Operations and maintenance activities and capital projects that cannot be undertaken will maintain or create service consequences for users. These include:

- Flooding of properties and roads.

5.7.3 Risk consequences

The operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences for Council. These include:

- Legal;
- Property damage due to flooding;
- Insurance Claims;
- Media involvement.

These risks will be included in the Infrastructure Risk Management Plan currently under development, with risk management plans actions and expenditures included within projected expenditures.

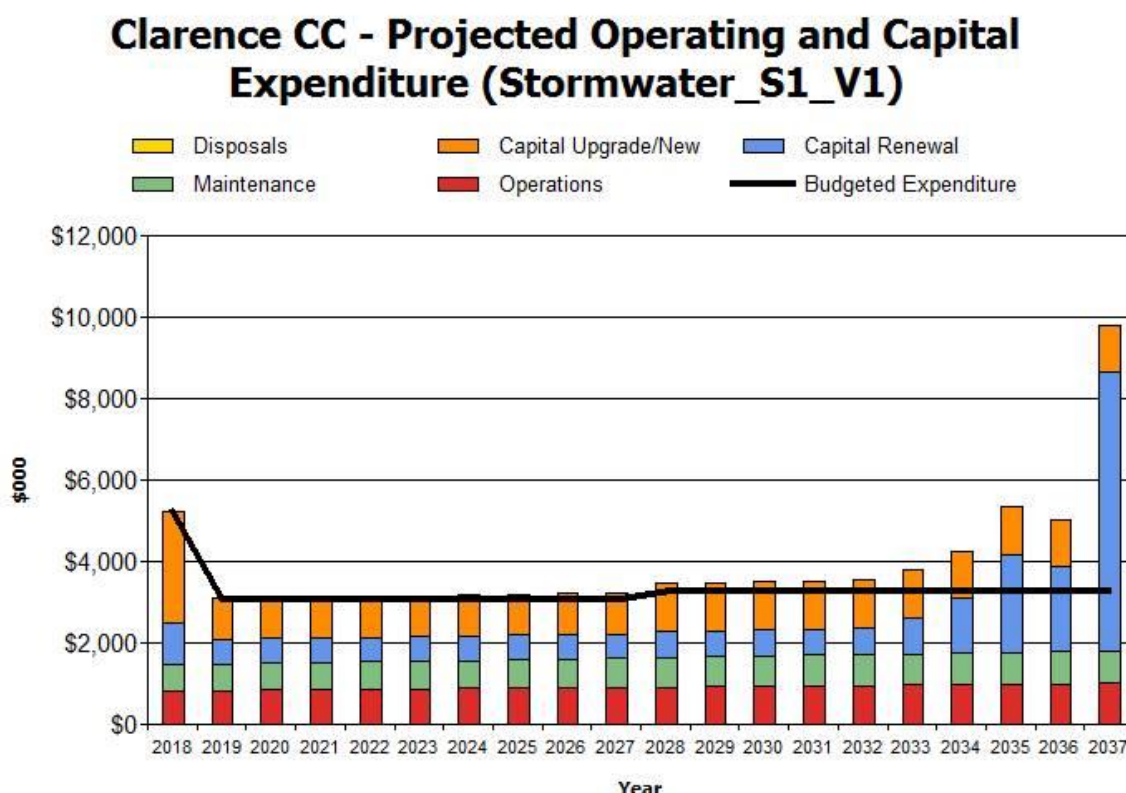
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Figure 7 for projected operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets). Note that all costs are shown in real values.

Figure 7: Projected Operating and Capital Expenditure



6.1.1 Sustainability of service delivery

There are four key indicators for service delivery sustainability that have been considered in the analysis of the services provided by this asset category, these being the asset renewal funding ratio, long term life cycle costs/expenditures and medium term projected/budgeted expenditures over 5 and 10 years of the planning period.

Asset Renewal Funding Ratio

Asset Renewal Funding Ratio¹¹ **100%**

The Asset Renewal Funding Ratio is the most important indicator and reveals that over the next 10 years, Council is forecasting that it will have **100%** of the funds required for the optimal renewal and replacement of its assets.

¹¹ AIFMG, 2012, Version 1.3, Financial Sustainability Indicator 4, Sec 2.6, p 2.16

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the asset life cycle. Life cycle costs include operations and maintenance expenditure and asset consumption (depreciation expense). The life cycle cost for the services covered in this asset management plan is \$2,825,000 per year (average operations and maintenance expenditure plus depreciation expense projected over 10 years). The Long Term Financial Plan (LTFP) was developed alongside the Asset Management Plans (AMP) using expenditure projections from the AMP's to underpin a 10 year sustainable funding model for the Council. These AMP projections are quantified in the LTFP in terms of asset value, planned and reactive maintenance expense, life cycle depreciation and asset replacement costs of each asset portfolio.

Life cycle costs can be compared to life cycle expenditure to give an initial indicator of affordability of projected service levels when considered with age profiles. Life cycle expenditure includes operations, maintenance and capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure over the 10 year planning period is **\$2,098,000** per year (average operations and maintenance plus capital renewal budgeted expenditure in LTFP over 10 years).

A shortfall between life cycle cost and life cycle expenditure is the life cycle gap. The life cycle gap for services covered by this asset management plan is **\$-727,000** per year (-ve = gap, +ve = surplus).

Life cycle expenditure is **74%** of life cycle costs.

The life cycle costs and life cycle expenditure comparison highlights any difference between present outlays and the average cost of providing the service over the long term. If the life cycle expenditure is less than that life cycle cost, it is most likely that outlays will need to be increased or cuts in services made in the future. Should Council endorse additional funding to meet the LTFP/AMP's then this needs to take into account staff resourcing, plant, materials and capital works required.

Knowing the extent and timing of any required increase in outlays and the service consequences if funding is not available will assist organisations in providing services to their communities in a financially sustainable manner. This is the purpose of the asset management plans and long term financial plan.

Medium term – 10 year financial planning period

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

These projected expenditures may be compared to budgeted expenditures in the 10 year period to identify any funding shortfall. In a core asset management plan, a gap is generally due to increasing asset renewals for ageing assets.

The projected operations, maintenance and capital renewal expenditure required over the 10 year planning period is **\$2,189,000** on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is **\$2,098,000** on average per year giving a 10 year funding shortfall of **\$-91,000** per year. This indicates that Council expects to have **96%** of the projected expenditures needed to provide the services documented in the asset management plan.

Medium Term – 5 year financial planning period

The projected operations, maintenance and capital renewal expenditure required over the first 5 years of the planning period is **\$2,189,000** on average per year.

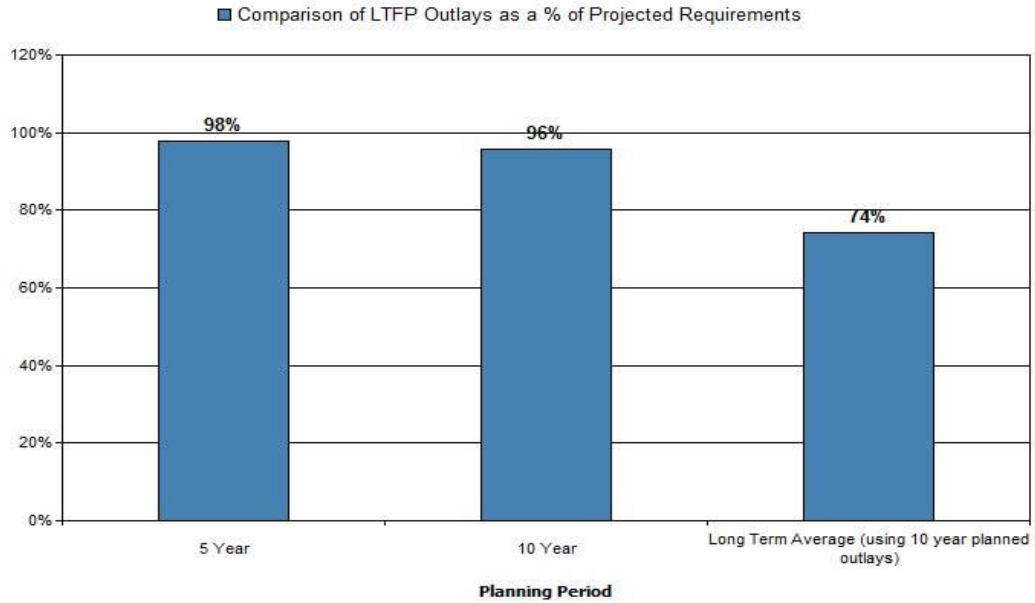
Estimated (budget) operations, maintenance and capital renewal funding is **\$2,142,000** on average per year giving a 5 year funding shortfall of **\$-47,000**. This indicates that Council expects to have **98%** of projected expenditures required to provide the services shown in this asset management plan.

Asset management financial indicators

Figure 7A shows the asset management financial indicators over the 10 year planning period and for the long term life cycle.

Figure 8: Asset Management Financial Indicators

Clarence CC - AM Financial Indicators (Stormwater_S1_V1)



Providing services from infrastructure in a sustainable manner requires the matching and managing of service levels, risks, projected expenditures and financing to achieve a financial indicator of approximately 1.0 for the first years of the asset management plan and ideally over the 10 year life of the Long Term Financial Plan.

Figure 8 shows the projected asset renewal and replacement expenditure over the 20 years of the AM Plan. The projected asset renewal and replacement expenditure is compared to renewal and replacement expenditure in the capital works program, which is accommodated in the long term financial plan

Figure 9: Projected and LTFP Budgeted Renewal Expenditure

Clarence CC - Projected & LTFP Budgeted Renewal Expenditure (Stormwater_S1_V1)

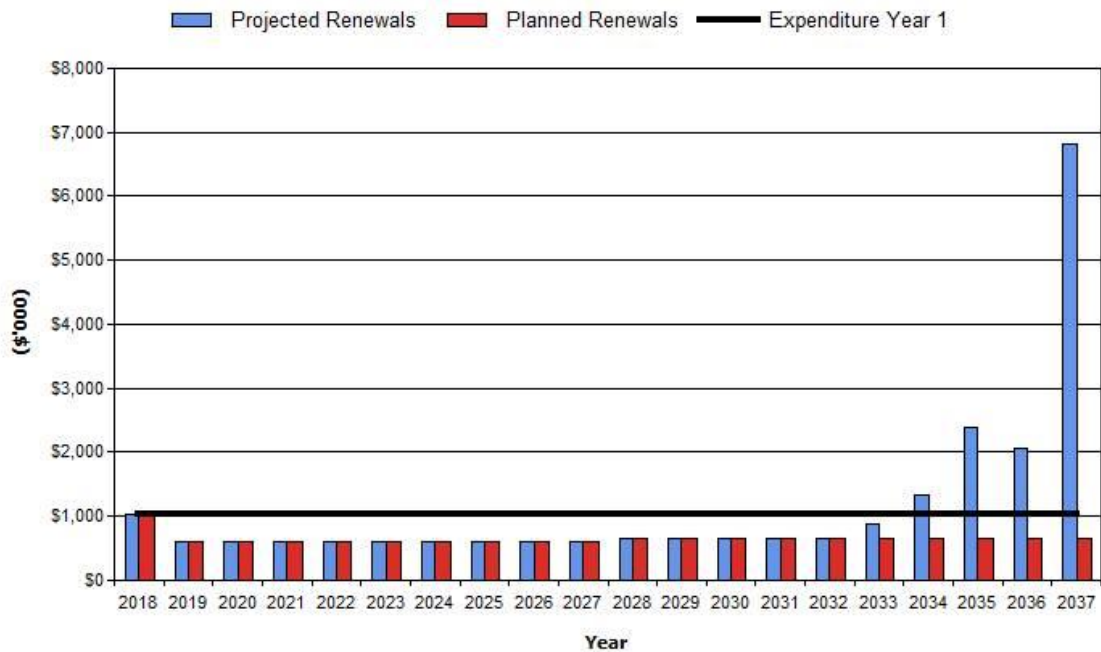


Table 6.1.1 shows the shortfall between projected renewal and replacement expenditures and expenditure accommodated in long term financial plan. Budget expenditures accommodated in the long term financial plan or extrapolated from current budgets are shown in Appendix D.

Table 6.1.1: Projected and LTFP Budgeted Renewals and Financing Shortfall

Year	Projected Renewals (\$000)	LTFP Renewal Budget (\$000)	Renewal Financing Shortfall (\$000) (-ve Gap, +ve Surplus)	Cumulative Shortfall (\$000) (-ve Gap, +ve Surplus)
2018	\$1,040	\$1,040	\$0	\$0
2019	\$600	\$600	\$0	\$0
2020	\$600	\$600	\$0	\$0
2021	\$600	\$600	\$0	\$0
2022	\$600	\$600	\$0	\$0
2023	\$600	\$600	\$0	\$0
2024	\$600	\$600	\$0	\$0
2025	\$600	\$600	\$0	\$0
2026	\$600	\$600	\$0	\$0
2027	\$600	\$600	\$0	\$0
2028	\$644	\$644	\$0	\$0
2029	\$644	\$644	\$0	\$0
2030	\$644	\$644	\$0	\$0
2031	\$644	\$644	\$0	\$0
2032	\$644	\$644	\$0	\$0
2033	\$878	\$644	\$-234	\$-234
2034	\$1,336	\$644	\$-692	\$-926
2035	\$2,391	\$644	\$-1,747	\$-2,673
2036	\$2,068	\$644	\$-1,424	\$-4,097
2037	\$6,826	\$644	\$-6,182	\$-10,278

Note: A negative shortfall indicates a financing gap, a positive shortfall indicates a surplus for that year.

6.1.2 Projected expenditures for long term financial plan

Table 6.1.2 shows the projected expenditures for the 10 year long term financial plan.

Expenditure projections are in 2017 real values.

Table 6.1.2: Projected Expenditures for Long Term Financial Plan (\$000)

Year	Operations (\$000)	Maintenance (\$000)	Projected Capital Renewal (\$000)	Capital Upgrade/ New (\$000)	Disposals (\$000)
2018	\$812	\$642	\$1,040	\$2,739	\$0
2019	\$831	\$657	\$600	\$1,000	\$0
2020	\$840	\$664	\$600	\$1,000	\$0
2021	\$849	\$671	\$600	\$1,000	\$0
2022	\$859	\$679	\$600	\$1,000	\$0
2023	\$868	\$686	\$600	\$1,000	\$0
2024	\$878	\$694	\$600	\$1,000	\$0
2025	\$887	\$701	\$600	\$1,000	\$0
2026	\$897	\$709	\$600	\$1,000	\$0
2027	\$906	\$716	\$600	\$1,000	\$0
2028	\$916	\$724	\$644	\$1,174	\$0
2029	\$926	\$732	\$644	\$1,174	\$0
2030	\$937	\$740	\$644	\$1,174	\$0
2031	\$947	\$749	\$644	\$1,174	\$0
2032	\$958	\$757	\$644	\$1,174	\$0
2033	\$968	\$765	\$1,522	\$1,174	\$0
2034	\$979	\$774	\$1,980	\$1,174	\$0
2035	\$989	\$782	\$3,035	\$1,174	\$0
2036	\$1,000	\$791	\$2,712	\$1,174	\$0
2037	\$1,011	\$799	\$7,470	\$1,174	\$0

Providing services in a sustainable manner will require matching of projected asset renewal and replacement expenditure to meet agreed service levels with **the corresponding** capital works program accommodated in the long term financial plan.

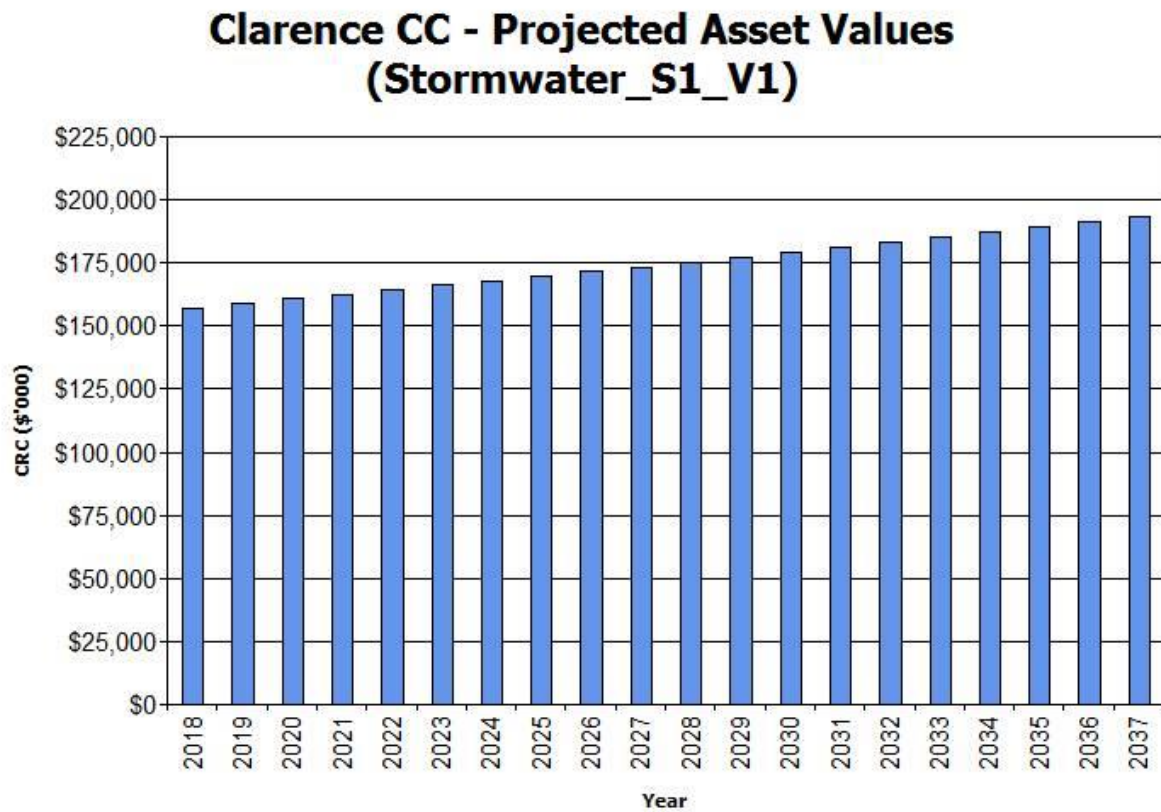
6.2 Funding Strategy

After reviewing service levels, as appropriate to ensure ongoing financial sustainability projected expenditures identified in Section 6.1.2 will be accommodated in the Council's 10 year long term financial plan.

6.3 Valuation Forecasts

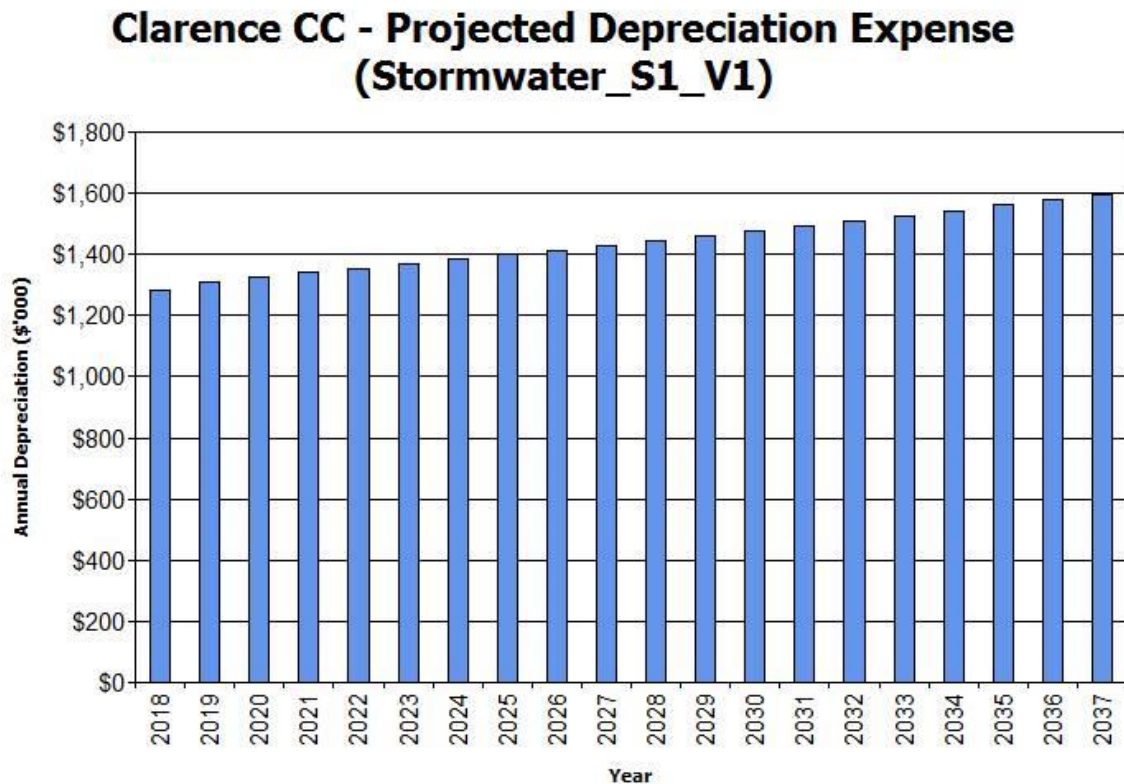
Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Figure 9 shows the projected replacement cost asset values over the planning period in real values.

Figure 10: Projected Asset Values



Depreciation expense values are forecast in line with asset values as shown in Figure 10.

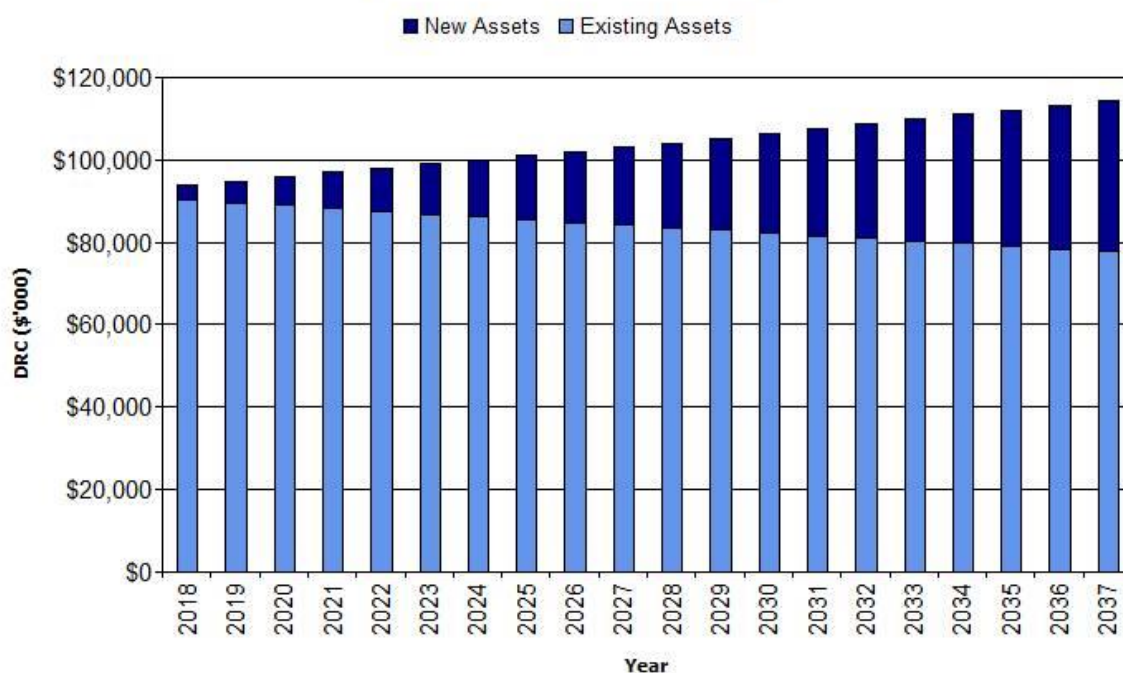
Figure 11: Projected Depreciation Expense



The depreciated replacement cost will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Figure 11. The depreciated replacement cost of contributed and new assets is shown in the darker colour and in the lighter colour for existing assets.

Figure 12: Projected Depreciated Replacement Cost

Clarence CC - Projected Depreciated Replacement Cost (Stormwater_S1_V1)



6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan and risks that these may change are shown in Table 6.4.

Table 6.4: Key Assumptions made in AM Plan and Risks of Change

Key Assumptions	Risks of Change to Assumptions
All expenditure is stated in 2017 dollars with no allowance for inflation.	Upgrade/new expenditure items will need ongoing review to ensure accuracy.
Unit rates for renewal are brownfield.	Negligible.
Renewal of underground assets is by excavation, removal and replacement rather than relining, being consistent with brownfield unit rates.	Negligible.
Useful life of existing assets being achieved.	Low risk. Current useful life estimate is conservative.
All pipes by type will deteriorate at the same rate regardless of environmental factors.	Low risk.
Budget carryovers represent where money is unexpended for the Annual Plan and carried over to the next financial year.	Very low risk of Council budget carryover procedure changing.

6.5 Forecast Reliability and Confidence

The expenditure and valuations projections in this AM Plan are based on best available data. Currency and accuracy of data is critical to effective asset and financial management. Data confidence is classified on a 5 level scale¹² in accordance with Table 6.5.

Table 6.5: Data Confidence Grading System

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$.
B Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm 10\%$.
C Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm 25\%$.
D Very Uncertain	Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy $\pm 40\%$.
E Unknown	None or very little data held.

The estimated confidence level for and reliability of data used in this AM Plan is shown in Table 6.5.1.

Table 6.5.1: Data Confidence Assessment for Data used in AM Plan

Data	Confidence Assessment	Comment
Demand drivers	Reliable	-
Growth projections	Reliable	Average of past years donated assets.
Operations expenditures	Reliable	-
Maintenance expenditures	Reliable	-
Projected Renewal exps. - Asset values	Reliable	Asset values derived from current tenders.
- Asset residual values	Reliable	Pipe/pit renewal assumes no residual value i.e. dig up and replace.
- Asset useful lives	Uncertain	Condition data to be collected / interpreted to review useful lives.
- Condition modelling	Unknown	Little condition data.
- Network renewals	Reliable	Age profile fairly complete
- Defect repairs	Uncertain	More inspections required.
Upgrade/New expenditures	Reliable	Based on hydraulic modelling of existing catchments with known capacity issues.
Disposal expenditures	Uncertain	Early renewals of assets requiring upgrade are assumed to be similar to current replacement cost with salvage values assumed to be negligible.

Over all data sources the data confidence is assessed as low to medium confidence level for data used in the preparation of this AM Plan.

¹² IPWEA, 2011, IIMM, Table 2.4.6, p 2|59.

7. PLAN IMPROVEMENT AND MONITORING

7.1 Status of Asset Management Practices

7.1.1 Accounting and financial systems

Council is currently implementing Technology One's OneCouncil system which will meet Council's Financial/Accounting IT requirements. OneCouncil is an integrated system used for all financial and accounting activities, including budget control, purchasing/debtors, invoicing/creditors, taxation and reporting. The system operates on a web browser platform with many employees across Council having regulated access on a needs basis. Finance Management generally operates the Finance modules of the system with other departments utilising it for purchasing tasks and for interrogation and reporting. Records are generally at a high level.

Accountabilities for financial systems

Manager Information and Finance Management is accountable for the finance system.

Accounting standards and regulations

As a State entity, the Audit Act 2008 require that following accounting principles be met:

- Unless otherwise required by any other written law, the financial statements are to be prepared in accordance with the accounting standards and other requirements issued by the Australian Accounting Standards Board.
- Revaluations of a class of assets normally occur at intervals of no greater than 5 years. However, a class of assets will be revalued at such time as there has been a significant movement in the current replacement cost of that asset class relative to the value disclosed in the financial statements. Market indices are applied as appropriate to reflect moderate market movements.

Capital/maintenance threshold

Thresholds determining the treatment of work undertaken on assets will vary according to the nature of the asset and relative scale/type of work undertaken. The judgement of qualified professionals will be obtained to determine the extent to which an activity represents maintenance (which retains the existing service potential of an asset and/or prevents untimely deterioration of the asset) or represents partial or full renewal of an asset. In any event, expenditure below \$10,000 will generally be treated as maintenance.

Required changes to accounting financial systems arising from this AM Plan

Following the adoption of this policy, a full revaluation of the asset class will be undertaken (within reasonable time frames) to reflect the asset unit costs and asset lives identified within this policy. This is to ensure appropriate valuations are maintained for financial accounting purposes, and to ensure consistency between asset accounting records and adopted Asset Management Plans.

7.1.2 Asset management system

The OneCouncil system also includes an asset management module, Enterprise asset Management (EAM).

OneCouncil will be used by Engineering Services staff for generating work orders, periodic maintenance scheduling, reporting and maintaining the asset register.

Linkage from asset management to financial system

OneCouncil is a fully integrated enterprise system.

Accountabilities for asset management system and data maintenance

Group Manager Engineering Services is accountable for the asset management system and data maintenance.

Required changes to asset management system arising from this AM Plan

Continual improvement, including the implementation of the Strategic Asset Management module (SAM).

7.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 7.2.

Table 7.2: Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Preparation of stormwater headworks plan.	Stormwater Engineer	Staff time, survey, modelling.	Within 3 years
2	GIS mapping of all assets.	Assets officer	Staff time, equipment	Ongoing
3	Implement an inspection program and collect condition data.	Asset Management	Staff time	Within 2 years
4	Review useful lives.	Asset Management	Staff time	Within 4 years
5	Develop a Risk Management Plan for stormwater infrastructure.	Asset Management	Staff time	Within 4 years

7.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget planning processes and amended to recognise any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The AM Plan will be updated annually to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values incorporated into Council's long term financial plan.

The AM Plan has a life of 4 years (Council election cycle) and is due for complete revision and updating in 2022, within one year of the next Council election.

7.4 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required projected expenditures identified in this asset management plan are incorporated into Council's long term financial plan,
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan,
- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the Council's Strategic Plan and associated plans,
- **The Asset Renewal Funding Ratio achieving the target of 1.0.**

8. REFERENCES

IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

IPWEA, 2008, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/namsplus.

IPWEA, 2009, 'Australian Infrastructure Financial Management Guidelines', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/AIFMG.

IPWEA, 2011, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

Clarence City Council, 'Strategic Plan 2016 – 2026',

Clarence City Council, 'Annual Plan and Budget'.

9. APPENDICES

Appendix A	Maintenance Response Levels of Service.
Appendix B	Projected 10 year Capital Renewal and Replacement Works Program.
Appendix C	Projected 10 year Capital Upgrade/New Works Program.
Appendix D	LTFP Budgeted Expenditures Accommodated in AM Plan.
Appendix E	Abbreviations.
Appendix F	Glossary.

Appendix A Maintenance Response Levels of Service

Service Hierarchy	Service Level Provided
Drains and Drainage	<ul style="list-style-type: none">- Respond to drainage emergencies within 24 hours (7 days a week)- Respond to all community seepage / drainage inquiries within 10 days.

Appendix B Projected 10 year Capital Renewal and Replacement Works Program

Clarence CC

Projected Capital Renewal Works Program - Stormwater_S1_V1

(\$000)

Year	Item	Description	Estimate
2018		Network Renewals	
	1	Carry over projects	\$605
	2	Renewal component of 17/18 projects	\$435
2018		Total	\$1,040

2019		Network Renewals	
	1	Estimated SW renewals	\$600
2019		Total	\$600

(\$000)

Year	Item	Description	Estimate
2020		Network Renewals	
	1	Estimated SW renewals	\$600
2020		Total	\$600

2021		Network Renewals	Estimate
	1	Estimated SW renewals	\$600
2021		Total	\$600

(\$000)

Year	Item	Description	Estimate
2022		Network Renewals	
	1	Estimated SW renewals	\$600
2022		Total	\$600

2023		Network Renewals	
	1	Estimated SW renewals	\$600
2023		Total	\$600

(\$000)

Year	Item	Description	Estimate
2024		Network Renewals	
	1	Estimated SW renewals	\$600
2024		Total	\$600

2025		Network Renewals	
	1	Estimated SW renewals	\$600
2025		Total	\$600

(\$000)

Year	Item	Description	Estimate
2026		Network Renewals	
	1	Estimated SW renewals	\$600
2026		Total	\$600

2027		Network Renewals	
	1	Estimated SW renewals	\$600
2027		Total	\$600

Appendix C Projected Upgrade/Exp/New 10 year Capital Works Program

Clarence CC

Projected Capital Upgrade/New Works Program - Stormwater_S1_V1

(\$000)

Year	Item	Description	Estimate
2018	1	Cambridge Oval Stormwater Harvesting Stage 2	\$270
	2	Construct SW pipe 10 Thoona St G.Bay	\$100
	3	Stormwater Upgrade - Bastick Street & Kellatie Road	\$105
	4	Ongoing Drainage Minor Construction and South Terrace Drain Construction	\$250
	5	Seven Mile Beach - Sub branch of Acton Creek , SW issues	\$100
	6	Stormwater Survey - Review of the Howrah Area	\$50
	7	Cremorne Drainage Improvements - design - stage 3	\$20
	8	Urban Drainage Act-Catchment Management Plan-Lindisfarne to Rosny, Geilston and Barilla Bay	\$250
	9	Carry over projects	\$1,594
2018		Total	\$2,739

(\$000)

Year	Item	Description	Estimate
2019	1	Wentworth Park east outfall	\$151
	2	Duntroon Drive, Rokeby	\$175
	3	Tranmere	\$130
	4	Minor construction	\$82
	5	Unallocated	\$462
2019		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2020	1	Tranmere outfalls	\$81
	2	Minor construction	\$82
	3	Unallocated	\$837
2020		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2021	1	Minor construction	\$82
	2	Unallocated	\$918
2021		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2022	1	Minor construction	\$82
	2	Unallocated	\$918
2022		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2023	1	Minor construction	\$82
	2	Unallocated	\$918
2023		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2024	1	Minor construction	\$82
	2	Unallocated	\$918
2024		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2025	1	Minor construction	\$82
	2	Unallocated	\$918
2025		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2026	1	Minor construction	\$82
	2	Unallocated	\$918
2026		Total	\$1,000

(\$000)

Year	Item	Description	Estimate
2027	1	Minor construction	\$82
	2	Unallocated	\$918
2027		Total	\$1,000

Appendix D Budgeted Expenditures Accommodated in LTFP

NAMS.PLUS3 Asset Management

Clarence CC

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Stormwater_S1_V1

Asset Management Plan

IPWEA

INSTITUTE OF PUBLIC WORKS
ENGINEERING AUSTRALASIA

JRA

First year of expenditure projections

2018

(financial yr ending)

Stormwater

Asset values at start of planning period

Current replacement cost

Depreciable amount

Depreciated replacement cost

Annual depreciation expense

Calc CRC from Asset Register

\$153,673 (000)

This is a check for you.

Operations and Maintenance Costs for New Assets

Additional operations costs

Additional maintenance

Additional depreciation

Planned renewal budget (information only)

% of asset value

0.53%

0.42%

0.83%

You may use these values calculated from your data or overwrite the links.

Existing %ages calculated from data in worksheet

0.53%

0.42%

0.83%

0.68%

of CRC (10 yr average)

of CRC (10 yr average)

of Dep Amt

of CRC (Year 1 comparison)

Planned Expenditures from LTFP

20 Year Expenditure Projections

Note: Enter all values in current

2018

values

Financial year ending	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Expenditure Outlays included in Long Term Financial Plan (in current \$ values)											Average of first 10 year Expenditure Outlays from LTFP									
Operations																				
Operations budget	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812	\$812
Management budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AM systems budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total operations																				
\$812 \$812																				
Maintenance																				
Reactive maintenance budget	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200
Planned maintenance budget	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442	\$442
Specific maintenance Items budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total maintenance																				
\$642 \$642																				
Capital																				
Planned renewal budget	\$1,040	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$644	\$644	\$644	\$644	\$644	\$644	\$644	\$644	\$644	\$644
Planned upgrade/new budget	\$2,739	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174
Non-growth contributed asset value																				
\$0 \$0																				
Asset Disposals																				
Est Cost to dispose of assets	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Carrying value (DRC) of disposed assets	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Additional Expenditure Outlays Requirements (e.g from Infrastructure Risk Management Plan)											Average of first 10 years Expenditure Outlays required from IRMP									
Additional Expenditure Outlays required and not included above	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Renewal																				
Capital Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
User Comments #2																				
Forecasts for Capital Renewal using Methods 2 & 3 (Form 2A & 2B) & Capital Upgrade (Form 2C)											Average of first 10 years Capital Renewal & Upgrade Forecasts									
Forecast Capital Renewal from Forms 2A & 2B	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Forecast Capital Upgrade from Form 2C	\$1,040	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$644	\$644	\$644	\$644	\$644	\$644	\$644	\$644	\$644	\$644
	\$2,739	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174	\$1,174

CLARENCE CITY COUNCIL – STORMWATER ASSET MANAGEMENT PLAN (A1160300)

Appendix E Abbreviations

AAAC	Average annual asset consumption
AM	Asset management
AM Plan	Asset management plan
ARI	Average recurrence interval
ASC	Annual service cost
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DRC	Depreciated replacement cost
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
LTFP	Long term financial plan
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SoA	State of the Assets
SS	Suspended solids
vph	Vehicles per hour
WDCRC	Written down current replacement cost

Appendix F Glossary

Annual service cost (ASC)

- 1) Reporting actual cost
The annual (accrual) cost of providing a service including operations, maintenance, depreciation, finance/opportunity and disposal costs less revenue.
- 2) For investment analysis and budgeting
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operations, maintenance, depreciation, finance/opportunity and disposal costs, less revenue.

Asset

A resource controlled by an entity as a result of past events and from which future economic benefits are expected to flow to the entity. Infrastructure assets are a sub-class of property, plant and equipment which are non-current assets with a life greater than 12 months and enable services to be provided.

Asset category

Sub-group of assets within a class hierarchy for financial reporting and management purposes.

Asset class

A group of assets having a similar nature or function in the operations of an entity, and which, for purposes of disclosure, is shown as a single item without supplementary disclosure.

Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset hierarchy

A framework for segmenting an asset base into appropriate classifications. The asset hierarchy can be based on asset function or asset type or a combination of the two.

Asset management (AM)

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Asset renewal funding ratio

The ratio of the net present value of asset renewal funding accommodated over a 10 year period in a long term financial plan relative to the net present value of projected capital renewal expenditures identified in an asset management plan for the same period [AIFMG Financial Sustainability Indicator No 8].

Average annual asset consumption (AAAC)*

The amount of an organisation's asset base consumed during a reporting period (generally a year). This may be calculated by dividing the depreciable amount by the useful life (or total future economic benefits/service potential) and totalled for each and every asset OR by dividing the carrying amount (depreciated replacement cost) by the remaining useful life (or remaining future economic benefits/service potential) and totalled for each and every asset in an asset category or class.

Borrowings

A borrowing or loan is a contractual obligation of the borrowing entity to deliver cash or another financial asset to the lending entity over a specified period of time or at a specified point in time, to cover both the initial capital provided and the cost of the interest incurred for providing this capital. A borrowing or loan provides the means for the borrowing entity to finance outlays (typically physical assets) when it has insufficient funds of its own to do so, and for the lending entity to make a financial return, normally in the form of interest revenue, on the funding provided.

Capital expenditure

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital expenditure - expansion

Expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is discretionary expenditure, which increases future operations and maintenance costs, because it increases Council's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure - new

Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operations and maintenance expenditure.

Capital expenditure - renewal

Expenditure on an existing asset or on replacing an existing asset, which returns the service capability of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it generally has no impact on revenue, but may reduce future operations and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.

Capital expenditure - upgrade

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operations and maintenance expenditure in the future because of the increase in Council's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility.

Capital funding

Funding to pay for capital expenditure.

Capital grants

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure

See capital expenditure definition.

Capitalisation threshold

The value of expenditure on non-current assets above which the expenditure is recognised as capital expenditure and below which the expenditure is charged as an expense in the year of acquisition.

Carrying amount

The amount at which an asset is recognised after deducting any accumulated depreciation /

amortisation and accumulated impairment losses thereon.

Class of assets

See asset class definition.

Component

Specific parts of an asset having independent physical or functional identity and having specific attributes such as different life expectancy, maintenance regimes, risk or criticality.

Core asset management

Asset management which relies primarily on the use of an asset register, maintenance management systems, job resource management, inventory control, condition assessment, simple risk assessment and defined levels of service, in order to establish alternative treatment options and long-term cashflow predictions. Priorities are usually established on the basis of financial return gained by carrying out the work (rather than detailed risk analysis and optimised decision-making).

Cost of an asset

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, including any costs necessary to place the asset into service. This includes one-off design and project management costs.

Critical assets

Assets for which the financial, business or service level consequences of failure are sufficiently severe to justify proactive inspection and rehabilitation. Critical assets have a lower threshold for action than non-critical assets.

Current replacement cost (CRC)

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Deferred maintenance

The shortfall in rehabilitation work undertaken relative to that required to maintain the service potential of an asset.

Depreciable amount

The cost of an asset, or other amount substituted for its cost, less its residual value.

Depreciated replacement cost (DRC)

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.

Depreciation / amortisation

The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life

See useful life definition.

Expenditure

The spending of money on goods and services. Expenditure includes recurrent and capital outlays.

Expenses

Decreases in economic benefits during the accounting period in the form of outflows or depletions of assets or increases in liabilities that result in decreases in equity, other than those relating to distributions to equity participants.

Fair value

The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Financing gap

A financing gap exists whenever an entity has insufficient capacity to finance asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current financing gap means service levels have already or are currently falling. A projected financing gap if not addressed will result in a future diminution of existing service levels.

Heritage asset

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss

The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets

Physical assets that contribute to meeting the needs of organisations or the need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no separate market value.

Investment property

Property held to earn rentals or for capital appreciation or both, rather than for:

- (a) use in the production or supply of goods or services or for administrative purposes; or
- (b) sale in the ordinary course of business.

Key performance indicator

A qualitative or quantitative measure of a service or activity used to compare actual performance against a standard or other target. Performance indicators commonly relate to statutory limits, safety, responsiveness, cost, comfort, asset performance, reliability, efficiency, environmental protection and customer satisfaction.

Level of service

The defined service quality for a particular service/activity against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental impact, acceptability and cost.

Life Cycle Cost *

1. **Total LCC** The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
2. **Average LCC** The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises average operations, maintenance expenditure plus asset consumption expense, represented by depreciation expense projected over 10 years. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure

The Life Cycle Expenditure (LCE) is the average operations, maintenance and capital renewal expenditure accommodated in the long term financial plan over 10 years. Life Cycle Expenditure may be compared to average Life Cycle Cost to give an initial indicator of affordability of projected service levels when considered with asset age profiles.

Loans / borrowings

See borrowings.

Maintenance

All actions necessary for retaining an asset as near as practicable to an appropriate service condition, including regular ongoing day-to-day work necessary to keep assets operating, eg road patching but excluding rehabilitation or renewal. It is operating expenditure required to ensure that the asset reaches its expected useful life.

- **Planned maintenance**

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

- **Reactive maintenance**

Unplanned repair work that is carried out in response to service requests and management/supervisory directions.

- **Specific maintenance**

Maintenance work to repair components or replace sub-components that need to be identified as a specific maintenance item in the maintenance budget.

- **Unplanned maintenance**

Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

Maintenance expenditure *

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality

The notion of materiality guides the margin of error acceptable, the degree of precision required and the extent of the disclosure required when preparing general purpose financial reports. Information is material if its omission, misstatement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial report or affect the discharge of accountability by the management or governing body of the entity.

Modern equivalent asset

Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and, improvements and efficiencies in production and installation techniques.

Net present value (NPV)

The value to Council of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from eg the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

Non-revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. Parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operations

Regular activities to provide services such as public health, safety and amenity, eg street sweeping, grass mowing and street lighting.

Operating expenditure

Recurrent expenditure, which is continuously required to provide a service. In common use the term typically includes, eg power, fuel, staff, plant equipment, on-costs and overheads but excludes maintenance and depreciation. Maintenance and depreciation is on the other hand included in operating expenses.

Operating expense

The gross outflow of economic benefits, being cash and non cash items, during the period arising in the course of ordinary activities of an entity when those outflows result in decreases in equity, other than decreases relating to distributions to equity participants.

Operating expenses

Recurrent expenses continuously required to provide a service, including power, fuel, staff, plant equipment, maintenance, depreciation, on-costs and overheads.

Operations, maintenance and renewal financing ratio

Ratio of estimated budget to projected expenditure for operations, maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

Operations, maintenance and renewal gap

Difference between budgeted expenditures in a long term financial plan (or estimated future budgets in absence of a long term financial plan) and projected expenditures for operations, maintenance and renewal of assets to achieve/maintain specified service levels, totalled over a defined time (e.g. 5, 10 and 15 years).

Pavement management system (PMS)

A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

PMS Score

A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption *

The ratio of annual asset consumption relative to the depreciable amount of the assets. It measures the amount of the consumable parts of assets that are consumed in a period (depreciation) expressed as a percentage of the depreciable amount.

Rate of annual asset renewal *

The ratio of asset renewal and replacement expenditure relative to depreciable amount for a period. It measures whether assets are being replaced at the rate they are wearing out with capital renewal expenditure expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade/new *

A measure of the rate at which assets are being upgraded and expanded per annum with capital upgrade/new expenditure expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Recoverable amount

The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operations and maintenance expenditure.

Recurrent funding

Funding to pay for recurrent expenditure.

Rehabilitation

See capital renewal expenditure definition above.

Remaining useful life

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining useful life is useful life.

Renewal

See capital renewal expenditure definition above.

Residual value

The estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life.

Revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment

A self-contained part or piece of an infrastructure asset.

Service potential

The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset. A measure of service potential is used in the not-for-profit sector/public sector to value assets, particularly those not producing a cash flow.

Service potential remaining

A measure of the future economic benefits remaining in assets. It may be expressed in dollar values (Fair Value) or as a percentage of total anticipated future economic benefits. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (Depreciated Replacement Cost/Depreciable Amount).

Specific Maintenance

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Strategic Longer-Term Plan

A plan covering the term of office of councillors (4 years minimum) reflecting the needs of the community for the foreseeable future. It brings together the detailed requirements in the Council's longer-term plans such as the asset management plan and the long-term financial plan. The plan is prepared in consultation with the community and details where the Council is at that point in time, where it wants to go, how it is going to get there, mechanisms for monitoring the achievement of the outcomes and how the plan will be resourced.

Sub-component

Smaller individual parts that make up a component part.

Useful life

Either:

- (a) the period over which an asset is expected to be available for use by an entity, or
- (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council.

Value in Use

The present value of future cash flows expected to be derived from an asset or cash generating unit. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate net cash inflows, where the entity would, if deprived

of the asset, replace its remaining future economic benefits.

Source: IPWEA, 2009, Glossary

Additional and modified glossary items shown *

11.5.2 ROADS AND TRANSPORT ASSET MANAGEMENT PLAN 2018

(File No)

EXECUTIVE SUMMARY**PURPOSE**

To adopt Council's Roads and Transport Asset Management Plan 2018.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026 is relevant.

LEGISLATIVE REQUIREMENTS

The Local Government Act, 1993 is applicable with Section 70B being relevant for Council to prepare long-term strategic asset management plans.

CONSULTATION

The Roads and Transport Asset Management Plans have been developed according to the Institute of Public Works Engineering Australia (IPWEA) template adopted by the Local Government Association of Tasmania for all Tasmanian Councils.

FINANCIAL IMPLICATIONS

The financial implications to Council in adopting the Roads and Transport Asset Management Plan 2018 will be reflected in Council's 10 Year Financial Plan.

RECOMMENDATION:

That Council adopts the Roads and Transport Asset Management Plan 2018, which is Attachment 1 to the Associated Report.

ASSOCIATED REPORT**1. BACKGROUND**

1.1. In May 2007, the Local Government and Planning Ministers' Council (LGPMC) adopted a set of 3 local government financial sustainability nationally consistent frameworks:

- Framework 1 – Criteria for assessing financial sustainability;
- Framework 2 – Asset Planning and Management; and
- Framework 3 – Financial Planning and reporting.

The national frameworks on asset planning and management and financial planning and reporting endorsed by LGPMC require councils to adopt a longer-term approach to service delivery and funding.

- 1.2.** The guiding principles that underpin the development of a national asset management framework allow each State and Territory to consider and determine how the elements of the national framework will be accommodated and implemented. The guiding principles are that:

 - a nationally consistent approach to asset management should sit within the context of each State and Territory’s legislative and operating framework. States and Territories should be able to implement the elements of the asset management framework in accordance with their own particular circumstances which may include legislative reform, policies, programs or best practice guidance; and
 - the elements of a national framework should not limit States and Territories in their asset management programs. There may be additional elements that individual jurisdictions may wish to pursue.
- 1.3.** In Tasmania, LGAT sponsored a process for Councils to develop Asset Management Plans in accordance with the IPWEA template.
- 1.4.** A workshop session on the proposed Asset Management Strategy and Asset Management Plans was held with Council on 23 July 2018. The final version of the Roads and Transport Asset Management Plan 2018 accompanies this Agenda as Attachment 1.
- 1.5.** The final version of the Strategic Asset Management Plan 2018 will be presented to Council when the Buildings and Open Space Asset Management Plans are complete, following Council considering the Recreational Needs Analysis.

2. REPORT IN DETAIL

2.1. The Roads and Transport Asset Management Plan 2018 (RTAMP) was prepared to assist Council to improve the way it delivers services from road associated infrastructure. These infrastructure assets have a replacement value of \$456.7M and comprise:

- sealed roads 403 kms
- unsealed roads 41.5 kms
- kerb and gutter 510 kms
- footpaths 328 kms
- bridges 27 No.
- carparks 65,241 m²
- cycleways 28 kms
- Local Area Traffic Management devices ie roundabouts etc.

2.2. The RTAMP contains the following detail:

- levels of service – specifies the services and levels of service to be provided by Council;
- future demand – how this will impact on future service delivery and how this is to be met;
- life cycle management – how Council will manage its existing and future assets to provide defined levels of service;
- financial summary – what funds are required to provide the defined services;
- Asset Management practices;
- monitoring – how the plan will be monitored to ensure it is meeting Council's objectives; and
- Asset Management improvement plan.

2.3. Adopting this RTAMP will assist Council in meeting the requirements of national sustainability frameworks, Local Government Act 1993 and providing services needed by the community in a financially sustainable manner.

2.4. The actions resulting from the RTAMP are:

- complete the asset register for footpath and kerb and gutter assets;
- prepare the road furniture asset register;
- review and revise road segments;
- prepare a Risk Management Plan for road and transport assets; and
- complete the OneCouncil SAM data entry to produce Asset Management data for first comparisons in 2019.

These matters will be considered as part of the normal budgetary cycle for future Annual Plans.

2.5. The Plan, if adopted and implemented in accordance with the Asset Management Strategy and 10 year financial plan will mean:

- Council is well placed to maintain current service levels over the next 10 years; and
- Council is able to fund current infrastructure life cycle costs at current levels of service and available revenue.

3. CONSULTATION

3.1. Community Consultation

Nil.

3.2. State/Local Government Protocol

The Roads and Transport Asset Management Plans have been developed according to the Institute of Public Works Engineering Australia (IPWEA) template adopted by the Local Government Association of Tasmania for all Tasmanian Councils. Also the RTAMP has been presented to Council's Audit Panel.

3.3. Other

The RTAMP was presented to Council's Audit Panel who noted viewing the AMP and recommended the inclusion of an Executive Summary.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. Council's Strategic Plan 2016-2026 – A Well-planned Liveable City has the following Asset Management Planning Strategy to:

“2.1 Develop and implement contemporary, funded, asset management plans that consider their impacts of environmental change for all Council assets.

- *Supporting plans:*
 - *Assets Management Strategy 2013;*
 - *Roads and Transport Asset Management Plan 2013; and*
 - *Stormwater Asset Management Plan 2013”.*

4.2. Council's Strategic Plan 2016-2026 – A Well-planned Liveable City has the following Roads and transport Strategy to:

“2.4 Develop and implement traffic management plans to enhance connectivity and improve road safety.

- *Supporting plans:*
 - *Assets Management Strategy 2013;*
 - *Roads and Transport Asset Management Plan 2013; and*
 - *Stormwater Asset Management Plan 2013”.*

4.3. Council's Strategic Plan 2016-2026 – Council's Assets and Resources has the following Financial Planning Strategy:

- “• *Integration of financial and asset management strategies.*
- *Supporting plans:*
 - *Assets Management Strategy 2013;*
 - *Roads and Transport Asset Management Plan 2013”.*

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

The Local Government Act, 1993 Section 70B requires Council to prepare long-term strategic asset management plans for the municipal area and to cover at least a 10 year period.

7. FINANCIAL IMPLICATIONS

The financial implications to Council in adopting the RTAMP will be reflected in Council's 10 Year Financial Plan.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The Local Government Act 1993 and national frameworks on asset planning and management and financial planning and reporting endorsed by the Local Government and Planning Ministers' Council (LGPMC) require Councils to adopt a longer-term approach to service delivery. The RTAMP is a key step in the above process and it is recommended that the document is adopted by Council.

Attachments: 1. Roads and Transport Asset Management Plan 2018 (59)

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

Clarence City Council





Roads and Transport

Asset Management Plan 2018



Scenario1 Version1

July 2018

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Note: Scenario and Version (S&V) designations relate to the data used in construction of this Asset Management Plan. An explanation of how this information is utilised is included in section 5.7.

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1. EXECUTIVE SUMMARY

Context

Clarence City Council manages an expansive area of land on the eastern shore of the Derwent Estuary from South Arm in the south through to Richmond in the north and as far east as Hobart International Airport. Road and transport assets owned and maintained by Council underpin the social and economic activity of the municipality. The age and condition of Council's road and transport assets are such that considerable capital is required to maintain the network in its current condition.

The Road and Transport Service

The road and transport network comprises:

- Sealed Roads 403 km
- Unsealed Roads 41.5 km
- Kerb and Gutter 510 km
- Footpaths 328 km
- Bridges 27 No.
- Carparks 65,241 m²
- Cycleways 28 km
- LATMs 2,050 No.

As of 24 August 2017, these infrastructure assets have a replacement value of **\$456,738,645**.

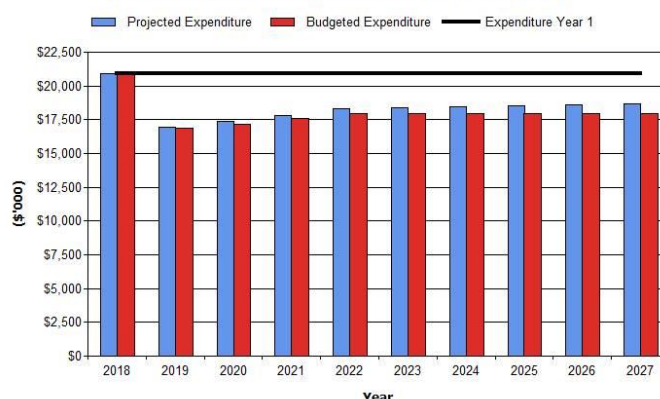
What does it Cost?

The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is **\$183,907,000** or **\$18,391,000** on average per year.

Estimated available funding for this period is **\$180,410,000** or **\$18,041,000** on average per year which is **98%** of the cost to provide the service. This is a funding shortfall of **\$350,000** on average per year. Projected expenditure required to provide services in the AM Plan compared with planned expenditure currently included in the 10 Year Financial Management Plan (Long Term Financial Plan) are shown in Figure 4, below.

Figure 4: Projected Operations and Maintenance Expenditure (From 5.3.3)

Clarence CC - Projected and Budget Expenditure for (Roads and Transport 2017/18_S1_V1)



What we will do

We plan to provide road and transport services for the following:

- Operation, maintenance, renewal and upgrade of roads, kerb and gutter, footpaths, bridges, cycleways and carparks to meet service levels set by Council in annual budgets.
- Construction of DDA facilities and expansion of rural footpaths within the 10 year planning period.

What we cannot do

Due to broad budgetary shortfall, We do not have enough funding to provide all services at the desired service levels or provide new services.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. We have identified major risks as:

- Structural bridge failures,
- Footpath trip hazards, and
- Injury to road users.

We will endeavour to manage these risks within available funding by:

- Maintenance activities identified by bridge inspections,
- Rectify priority 1-3 hazards from footpath audits, and
- Implement recommendations from road safety audits.

Confidence Levels

This AM Plan is based on medium level of confidence information.

The Next Steps

The actions resulting from this asset management plan are:

- Improve synergies between Asset Management and Finance,
- Revise road segments for condition modelling.

Questions you may have

What is this plan about?

This asset management plan covers the infrastructure assets that serve the Clarence City Council community's road and transport needs. These assets include roads, kerb and guttering, footpaths, bridges, cycleways and car parks throughout the community area that enable people to travel safely and efficiently throughout the City.

What is an Asset Management Plan?

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

Asset management plan details information about infrastructure assets including actions required to provide an agreed level of service in the most cost effective manner. The plan defines the services to be provided, how the services are provided and what funds are required to provide the services.

Why is there a funding shortfall?

Most of the Council's road and transport network was constructed by developers and from government grants, often provided and accepted without consideration of ongoing operations, maintenance and replacement needs.

Many of these assets are approaching the later years of their life and require replacement, services from the assets are decreasing and maintenance costs are increasing.

Our present funding levels are insufficient to continue to provide existing services at current levels in the medium term.

What options do we have?

Resolving the funding shortfall involves several steps:

1. Improving asset knowledge so that data accurately records the asset inventory, how assets are performing and when assets are not able to provide the required service levels,
2. Improving our efficiency in operating, maintaining, renewing and replacing existing assets to optimise life cycle costs,
3. Identifying and managing risks associated with providing services from infrastructure,
4. Making trade-offs between service levels and costs to ensure that the community receives the best return from infrastructure,
5. Identifying assets surplus to needs for disposal to make saving in future operations and maintenance costs,
6. Consulting with the community to ensure that road and transport services and costs meet community needs and are affordable,
7. Developing partnership with other bodies, where available to provide services,
8. Seeking additional funding from governments and other bodies to better reflect a 'whole of government' funding approach to infrastructure services.

What happens if we don't manage the shortfall?

It is likely that we will have to reduce service levels in some areas, unless new sources of revenue are found. For road and transport, the service level reduction may include rougher roads with higher maintenance costs, cracked footpaths and bridge load limiting/closures.

What can we do?

We can develop options, costs and priorities for future road and transport services, consult with the community to plan future services to match the community service needs with ability to pay for services and maximise community benefits against costs.

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service over a 20 year planning period.

The asset management plan follows the format for AM Plans recommended in Section 4.2.6 of the International Infrastructure Management Manual¹.

The asset management plan is to be read with Council's Asset Management Policy, Asset Management Strategy and the following associated planning documents:

- Clarence City Council Strategic Plan 2016 to 2026,
- Clarence City Council 10 Year Financial Management Plan (Long Term Financial Plan),,
- Clarence City Council Annual Report 2016/2017,
- Clarence City Council Risk Management Policy 2013,
- Clarence City Council Strategic Asset Management Policy.

This infrastructure assets covered by this asset management plan are shown in Table 2.1. These assets are used to provide the community to travel safely and efficiently throughout the City.

Table 2.1: Assets covered by this Plan

Asset category	Dimension	Replacement Value
Sealed Roads	403 km	\$306,077,890
Unsealed Roads	41.5 km	\$15,455,773
Kerb and Gutter	510 km	\$62,302,679
Footpaths	328 km	\$37,636,688
LATMs	2,050 units	\$21,388,715
Bridges	27 No.	\$5,530,902
Cycleways	28 km	\$3,708,448
Land Under Roads	9.26 km ²	\$1,410,622
Carparks	65,241 m ²	\$3226928
TOTAL		\$456,738,645

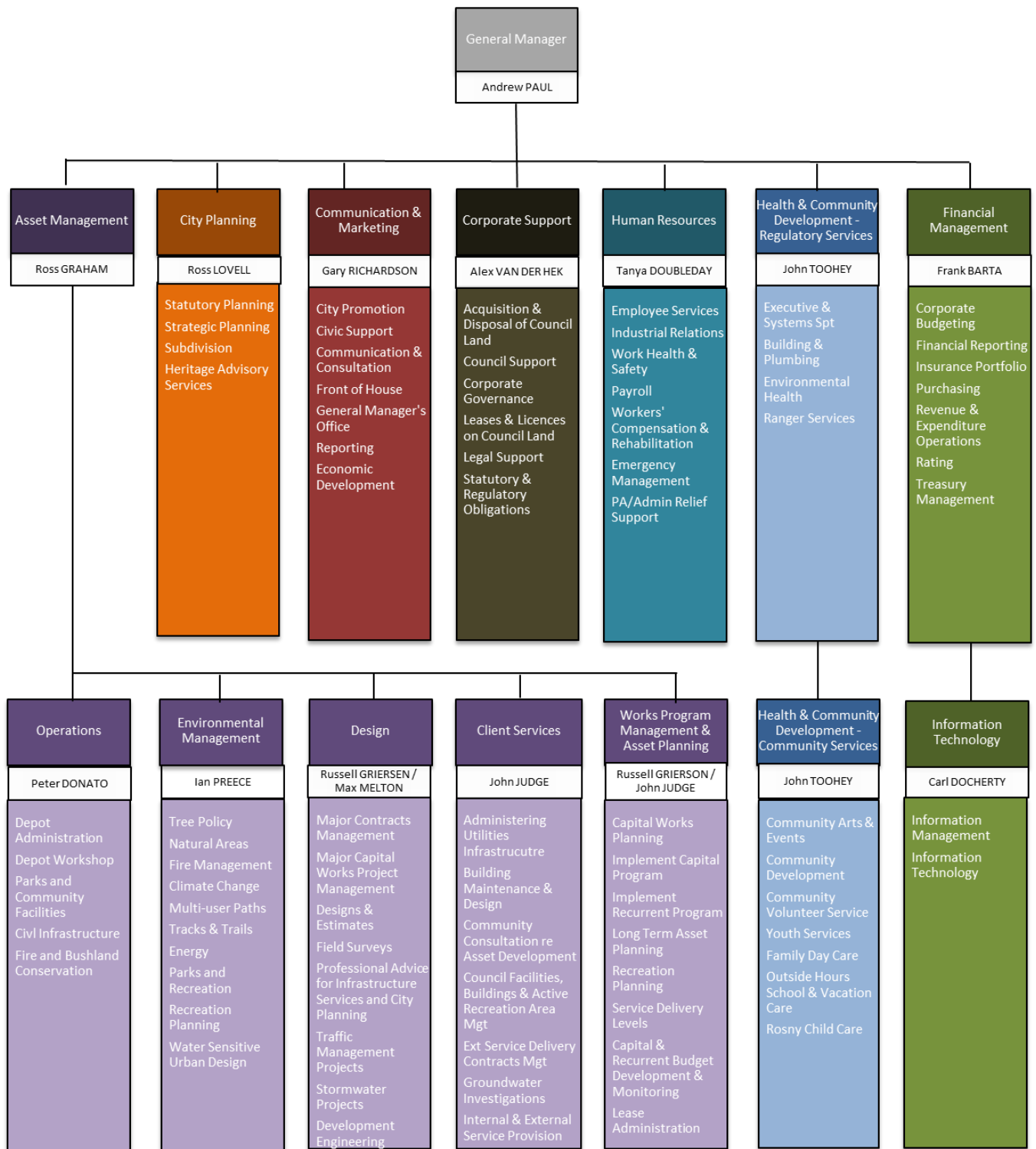
Key stakeholders in the preparation and implementation of this asset management plan are: Shown in Table 2.1.1.

Table 2.1.1: Key Stakeholders in the AM Plan

Key Stakeholder	Role in Asset Management Plan
Aldermen	<ul style="list-style-type: none"> • Represent needs of community/shareholders, • Allocate resources to meet Council's objectives in providing services while managing risks, • Ensure organisation is financially sustainable, • Accept trade-offs between levels of service and costs.
General Manager	To communicate to Council the service and financial implications arising from the Asset Management Plan
Group Manager Engineering Services	To determine and identify any implications of not meeting funding requirements identified in this AM Plan i.e. consequences of reducing levels of service.
Manager Finance and Information Management	To determine and identify any implications the AM Plan may have on Council's financial sustainability.

¹ IPWEA, 2011, Sec 4.2.6, *Example of an Asset Management Plan Structure*, pp 4 | 24 – 27.

Our organisational structure for service delivery from infrastructure assets is detailed below,



2.2 Goals and Objectives of Asset Management

Council exists to provide services to its community. Some of these services are provided by infrastructure assets. We have acquired infrastructure assets by 'purchase', by contract, construction by our staff and by donation of assets constructed by developers/organisations and others to meet increased levels of service.

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Having a long-term financial plan which identifies required, affordable expenditure and how it will be financed.²

2.3 Plan Framework

Key elements of the plan are:

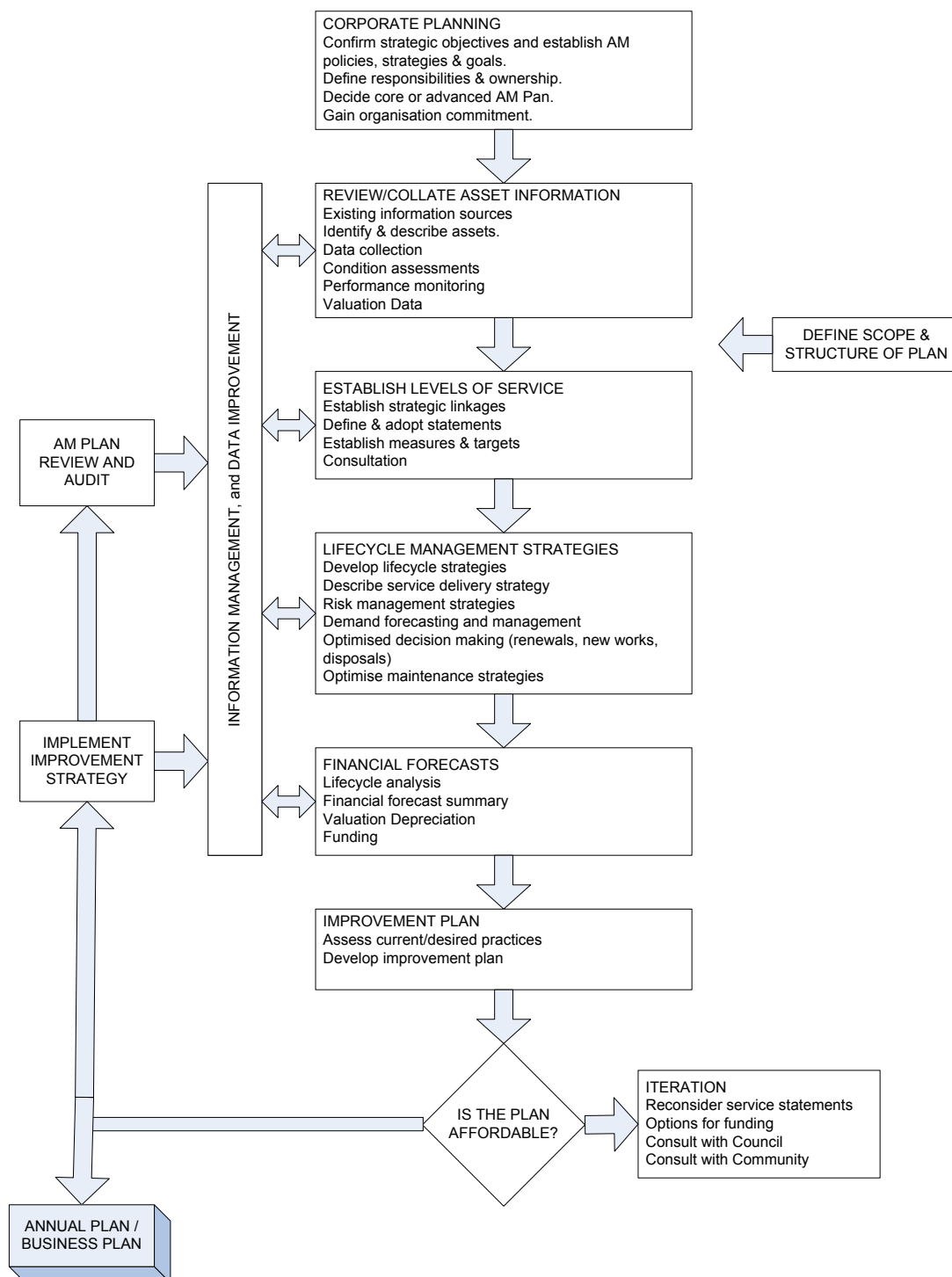
- Levels of service – specifies the services and levels of service to be provided by Council,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Life cycle management – how Council will manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices,
- Monitoring – how the plan will be monitored to ensure it is meeting organisation's objectives,
- Asset management improvement plan.

² Based on IPWEA, 2011, IIMM, Sec 1.2 p 1|7.

A road map for preparing an asset management plan is shown below.

Road Map for preparing an Asset Management Plan

Source: IPWEA, 2006, IIMM, Figure 1.5.1, p 1.11.



2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan over a 20 year planning period in accordance with the International Infrastructure Management Manual³. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels in a financially sustainable manner.

2.5 Community Consultation

No community consultation has been undertaken in the preparation of the Roads Asset Management Plan. Future revisions of the asset management plan may incorporate community consultation to assist in Council and the community matching the level of service needed by the community, service risks and consequences with the community's ability and willingness to pay for the service.

³ IPWEA, 2011, IIMM.

3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

Council engages a consultant to conduct the Clarence City Council Service Quality Biennial Report. The report compiles results from a telephone survey of Clarence residents which gauges the importance that the community places on a services provided by Council and the level of satisfaction with the delivery of those services. The most recent service quality survey covered two road and transport asset related questions, with reported satisfaction levels as follows:

Table 3.1: Community Satisfaction Survey Levels

Performance Measure	2016	2014	2012	2010	2008	2006
% of respondents who consider that Council provides and maintains roads, footpaths and cycleways is very important or important.	98	99	99	99	99	100
Performance in the provision and maintenance of roads, footpaths and cycleways (% based on average score out of 10)	62	60	54	55	59	59

Clarence City Council uses this information in developing its Strategic Plan and in allocation of resources in the budget.

3.2 Strategic and Corporate Goals

This asset management plan is prepared under the direction of the Council's vision, mission, goals and objectives.

Our vision is:

To make Clarence a Vibrant, Prosperous and Sustainable City.

Our mission is:

Responding to the changing needs of the community through a commitment to excellence in leadership, advocacy, innovative governance and service delivery.

Clarence City Council's goals and objectives and how these are addressed in this asset management plan are shown in the following Table 3.2.

Table 3.2: Organisational Goals and how these are addressed in this Plan

Goal	Objective	How Goal and Objectives are addressed in AM Plan
Governance and leadership - To provide leadership and accessible, responsive, transparent and accountable governance of the City.	Internal operating systems - Ensure appropriate management of risk associated with Council's operations and activities.	The development of this Road and Transport Asset Management Plan will inform Council of the consequences of its decisions and ensure that the provision and maintenance of the Road and Transport network is sustainable.
A people city – Clarence is a city which values diversity and encourages equity and inclusiveness, where people of all ages and abilities have the opportunity to improve their health and quality of life.	Community Safety and Well-being – Provide essential infrastructure to support, sustain and enhance community safety and social well-being. Public Spaces and Amenity - Develop and implement Asset Management Plans that respond to the identified needs of local communities.	The development of this Road and Transport Asset Management Plan will help identify additional infrastructure needs and plan for the associated financial implications.
A well-planned liveable city - Clarence will be a well-planned liveable city with services and supporting infrastructure to meet current and future needs.	Establish and review a prioritised list of outstanding road transport and alternative transport issues for the City to facilitate the appropriate ranking of projects for capital works planning and funding.	The development of this Road and Transport Asset Management Plan will help identify additional infrastructure needs and plan for the associated financial implications.
Council's assets and resources- To efficiently and effectively manage Council's financial, human, and property resources to attain Council's strategic goals and meet statutory obligations.	Financial management – Maintain a financially sustainable organisation, Maintain Council in a sound financial position, Make affordable and equitable rates and charges, and have effective control of financial risk. Human resources management – Provide an equal opportunity workplace, foster an environment that encourages staff development and continuous learning to strengthen workforce capabilities.	The development of this Road and Transport Asset Management Plan will inform funding decisions and ensure sustainable service delivery in the long term.
A prosperous city – Clarence will develop its economy, improve prosperity, and expand both the level and equity of personal opportunity within its communities.	Economic Development - Provide and plan for essential infrastructure to support economic development.	The development of this Road and Transport Asset Management Plan will help identify additional infrastructure needs and plan for the associated financial implications.
An environmentally responsible city – Clarence is a city that values its natural environment and seeks to protect, manage, and enhance its natural assets for the long term environmental, social and economic benefit of the community.	Built Environment - Develop and implement strategic asset management plans for all Council asset classes.	The development of this Road and Transport Asset Management Plan will directly address this objective.

3.3 Legislative Requirements

Council have to meet many legislative requirements including Australian and State legislation and State regulations. These legislative requirements are shown in Table 3.3.

Table 3.3: Legislative Requirements

Legislation	Requirement
Local Government Act	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Local Government (Highways) Act 1982	Sets out role, purpose, responsibilities and powers of local governments related to the provision and maintenance of a municipal road and transport network.
Land Acquisition Act 1993	An Act to make provision for the acquisition of land by the Crown, public and local authorities and promoters, to authorize the acquisition of land for undertakings of a public nature, to provide for matters incidental to, and consequential on, that acquisition, and to repeal the <u>Lands Clauses Act 1857</u> , the <u>Lands Resumption Act 1957</u> and the <u>Public Authorities' Land Acquisition Act 194.9</u> .
Land Use Planning and Approvals Act 1993	An Act to make provision for land use planning and approvals.
Work Health and Safety Act 2012	The main object of this Act is to provide for a balanced and nationally consistent framework to secure the health and safety of workers and workplaces.
Other Acts/Policies	Telecommunication, Electricity and Gas Acts. Dangerous Goods (Road Transport) Act 2010. Historic Cultural Heritage Act 1995. Heritage Act 2004.
Clarence City Council Local Highways Standard Requirements By-Law No2 of 2014	By-law made under Section 145 of the Local Government Act, 1993 for the purpose of prescribing standard requirements for the construction of local highways and crossings and the regulation of works in highways in the City of Clarence.

Council will exercise its duty of care to ensure public safety in accordance with the infrastructure risk management policy linked to this AM Plan. Management of risks is discussed in Section 5.2.

3.4 Current Levels of Service

In developing the 2001/02 to 2005/06 plan, the community was consulted through the use of focus groups, a phone survey and interviews with individual residents. The consultation process showed that of all transport assets the road network was by far the most important and that road surface, traffic flow and road width were the most important elements. The consultation process provided a clear definition of what is important to the community as a whole and focused asset planning on the key issues.

As a result of the community consultation three tiers of service levels were developed.

- Primary Service Levels - Relate to the elements of the road network that the community identified as the most important.
- Secondary Service Levels - Associated with those services which if not carried out could impact on the primary service levels.
- Tertiary Service Levels - All remaining transport services carried out by Council. The standard of tertiary service levels may impact on individuals or small groups of residents but should not adversely affect the community as a whole.

Primary Service Levels

Implement a road hierarchy to improve traffic flow and provide a road width 'fit for purpose' based on the following tables. The road hierarchy will be implemented as roads are reconstructed due to pavement failures. As such the hierarchy will take up to 50 years to fully implement. It should be noted that in some cases the reconstruction of a road segment may result in a reduction of pavement width and therefore reducing the lifecycle cost of that segment, while in other cases there may be an increase in pavement width and lifecycle costs. The parameters assigned to the road hierarchy comply with Clarence City Council Local Highways Standard Requirements By-Law, By-Law No.1 of 2004.

Broadly, the Council's Primary Service goals are to:

- Maintain a sealed surface on all roads where a seal already exists, and
- Provide a sealed surface on unsealed roads if it is economic to do so or if there are significant safety concerns.

Other primary targets for Urban, Industrial and Rural roads are shown in tables 3.4.1 and 3.4.2.

Table 3.4.1 Roads in Urban/ Commercial and Industrial Areas

	Cul-De-Sac	Residential Street	Collector Road	Sub-Arterial Road	Arterial Road
Target Maximum Speed km/hr	50	50	50	60	60(+)
Indicative Traffic Volume (vehicles per day)	0-500	0-1500	1000-3000	3000-8000	>8000
Carriageway Width m					
• Travel lane 2 off	3.0	3.0	3.0	3.0	3.5
• Parking lane 1 off	0	0	0	0	0
• Parking lane 2 off	0	0	2.0	2.0	2.3
• Bike lane 2 off	0	0	0	1.5	1.5
Total	6.0	6.0	10.0	13.0	15.6
Slow Points	No	No	No	No	No
Cyclists	Shared	Shared	Shared	Bike Lane	Bike Lane
Bus Route	No	No	No	Yes	Yes
Footpath	One side only	One side only	Both sides	Both sides	Both sides
Line Marking	No	No	Yes	Yes	Yes
Kerb & Guttering	Barrier	Barrier	Barrier	Barrier	Barrier

Table 3.4.2 Roads in Rural/ Rural Residential Areas

	Collector Road	Arterial Road
Target Maximum Speed km/hr	60 – 100	60 - 100
Indicative Traffic Volume (Vehicles per day)	0-2000	>2000
Carriageway Width m	6.0	7.0
Shoulder m	0.5 (unsealed)	0.5 (unsealed) 0.5 (sealed)
Sealed Surface	Yes	Yes
Line Marking	No	Yes

Sealing practices for differing types of roads in the hierarchy are shown in Table 3.4.3.

Table 3.4.3 Road Sealing Practice

Road Type	Sealing Practice	
	Primary Seal	Reseal
Cul-De-Sac	35mm Asphalt seal	Slurry seal

Residential Street	35mm Asphalt seal	Slurry seal
Collector Road	35mm Asphalt seal	Slurry seal
Sub Arterial Road	50mm Asphalt seal	AC overlay
Arterial Road	50mm Asphalt seal	AC overlay
Rural Roads	Spray seal	Spray seal

Arterial roads and major collectors will be identified for reconstruction/rehabilitation once the IRI (International Roughness Index) reaches a value of 7 for maximum speed $\leq 60\text{km/h}$ and 4 for maximum speed $\leq 100\text{km/h}$.

Secondary Levels of Service

Secondary levels of service are shown in the Table 3.6.

Table 3.6 Secondary Levels of Service

Activity	Level of Service	Current Performance
Sealed Road Pavement	<ul style="list-style-type: none"> Inspect, assess and respond to requests about potholes, edge breaks and cracks within 14 days of being reported. Pavement condition assessment every 3 years. 	<ul style="list-style-type: none"> Pothole requests responded to within 14 days.
Gravel Road Maintenance	<ul style="list-style-type: none"> Grade unsealed roads three times per year if required. 	<ul style="list-style-type: none"> Gravel roads graded three times per year.
Minor Works	<ul style="list-style-type: none"> Bridges inspected and repaired as required. Footpath audit conducted every three years, priority 1-3 hazards rectified. Storm damage repaired as required. 	<ul style="list-style-type: none"> Bridges inspected every 6 months. 20,240 priority 1-3 hazards identified (2014).

Tertiary Levels of Service

Tertiary service levels are shown in Table 3.7.

Table 3.7 Tertiary Levels of Service

Activity	Level of Service
Cleaning	<ul style="list-style-type: none"> Litter bins emptied twice a week (Richmond and CBD daily) All sealed urban roads swept at least once every 8-10 weeks.
Drainage	<ul style="list-style-type: none"> Customer requests attended to within 14 days
Footpaths, cycleways and Nature Strips	<ul style="list-style-type: none"> Footpaths inspected and repaired as required. Mow nature strips for the physically infirm twice annually.
Road Furniture	<ul style="list-style-type: none"> Inspected and repaired as required.
Weeds & Trees	<ul style="list-style-type: none"> Inspected and works carried out as required.
Street Lighting	<ul style="list-style-type: none"> Ensure TasNetwork meets its obligations.

3.5 Desired Levels of Service

Desired levels of service are those that Council wants to achieve beyond the current community and technical levels of service. Indicators of desired levels of service are obtained from community consultation/engagement. The asset management planning process includes the development of 2 or 3 scenarios to develop levels of service that are financially sustainable.

Assets not maintained by Council

There are a number of assets associated with the roadway for which Council is not the responsible maintenance authority. These include:

- Vehicle crossovers and driveways for that portion of a vehicle crossing, other than the footpath, located between the carriageway and the property boundary is the responsibility of the adjoining property owner to maintain.
- Nature strips and infill areas within urban areas which are those residual areas between the edge of the road or back of the kerb and the property boundary not occupied by the pathway and private road crossings. The responsibility for maintenance of grassed areas and footpath verges rests with the adjoining property owner.
- Single property stormwater drains that are constructed within the reserve from the property boundary to a discharge outlet in the kerb or into the drain. They are there to benefit the property and as such are the responsibility of the owner of the property being served to maintain.
- Private or illegal landscaping works on the road reserve that are not in accordance with any Council policy on such landscaping or have a potential of causing obstruction or injury/damage to pedestrian or traffic movement.
- Street lighting (Standard) – maintenance of all utility timber and concrete power poles is the responsibility of power companies however maintenance of decorative poles in streetscapes is a council responsibility. Council is responsible for the cost of operating the street lighting service on local road reserves and contributes to the cost of lighting on arterial roads.
- Bridges/culverts/overpasses – some may be maintained by other Departments and some by agreement with the adjoining Council.
- Private roads, driveways, laneways and car parks (Common Property) associated with private developments.
- Rail crossings and associated structures (bridges) are maintained by the Rail authority.
- Service Authority temporary/permanent reinstatements to the road and pathways and other road reserve assets organised by the authority directly.
- Service Authorities Assets - Utility assets such as service pits (communications, water, sewerage, gas, electricity).
- Crown and Service Authority Land/Easements – unless specified.

As part of the ongoing rollout of OneCouncil, Council will be expanding its capacity to record and evaluate service level data to improve on areas where data is considered to be insufficient. These processes will be detailed in the 2022 version of the AMP, as it is too early in their development to comment on specific implementation details.

4. FUTURE DEMAND

4.1 Demand Drivers

Drivers affecting demand are broader trends of change which may result in unavoidable increases in demand on Council's resources and time, impacting the overall Level of Service Council may be able to provide. .

Council engaged Connell Wagner in 2007 to develop a residential strategy for Clarence. The Clarence Residential Strategy⁴ identified strengths, weaknesses, opportunities and threats (SWOT) for a range of themes including Transport. The Transport SWOT is summarised in Table 4.1.

Table 4.1: Clarence Residential Strategy SWOT - Transport

Strengths	Weaknesses
Good arterial road system. Capacity for higher volumes on Bowen Bridge.	Lack of adequate public transport services. Increase in congestion on roads, and the Tasman Bridge Declining public transport usage rates. Dispersal of urban development across the municipality.
Opportunities	Threats
Provide for growth close to activity nodes, roads and public transport services.	Lack of local employment opportunities. Continued growth in the poorly serviced south eastern coastal areas of Rokeby, Howrah and Tranmere.

4.2 Demand Forecast

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.3.

4.3 Demand Impact on Assets

The impact of demand drivers that may affect future service delivery and utilisation of assets are shown in Table 4.3.

Table 4.3: Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Tree Change	Allotments currently disposed as primary production.	Subdivision of agricultural land into rural style living parcels.	Expectation of 'urban' quality roads. Increased rate revenue.
Sea Change	Undeveloped agricultural land comprising large allotments.	High demand for small coastal residential allotments.	Increased rate revenue Increased demand for high quality services including roads, street lighting and footpaths resulting in higher costs
Land Use	Council's planning scheme maintains control of areas of future development.	Re-zonings to facilitate new residential/industrial subdivisions.	Increased access to new subdivisions will create pressure to upgrade roads.
Population	55,175 (ABS Estimated resident population June 2016).	70,882 (Projected resident population June 2037 @ 1.2%).	Network expansion and increased usage of existing assets.
Demographics	Aging population.	Proportion of people aged over 60 to increase.	Greater need for safe pedestrian routes. Requirement to widen footpaths for mobility vehicles. Increased public transport (buses) patronage resulting in increased requests for footpaths servicing bus stops.

⁴ Clarence Residential Strategy, 2008, p25.

Increasing levels of service via legislative requirements	Disability Discrimination Act 1992, Disability Standards for Accessible Public Transport.	Higher standards for improved safety and amenity.	Higher levels of service may impact on the amount of maintenance and renewal able to be undertaken with allocated expenditure.
Climate Change	Mild dry spells.	Longer dry spells.	Increased maintenance costs to maintain service levels.
Rising fuel costs	Most trips made by private motor vehicle.	Increasing numbers using alternative transport i.e. walking, cycling etc.	More demand for alternative transport services i.e. dedicated cycle lanes. Park and ride demand for access to public transport.
Sea Level Rise	Some low-lying, coastal assets inundated during storm surges.	Frequency and duration of inundation likely to increase.	Increased deterioration of assets.
Technological Changes	Roads planned and designed based on current driving technology.	Potential availability of self-driving car technologies in the near future.	Potential demand for road network to accommodate self-driving cars.
Tourism	Cellar door sales, coach visits, major events.	Increase in events & tourism.	Increased parking demand. Construction of traffic calming devices/signage.

4.4 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for Council to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures⁵. Examples of non-asset solutions include providing services from existing infrastructure such as aquatic centres and libraries that may be in another community area or public toilets provided in commercial premises.

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be evaluated with each future revisions of this asset management plan.

Table 4.4: Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Population	Growth of new Greenfield sites.	Encourage higher resident population densities in existing suburbs. Develop long term road network improvement plans.
Lifestyle changes	Increased demand for urban services in former rural areas.	Charge developer contributions for road upgrades
Rising fuel costs	More demand for alternative services and access to public transport.	Provide carparks in partnership with DSG and Metro Tas for park and ride. Develop dedicated cycle routes.
Technology-driven changed requirements for roads	Increased cost of road upgrade and maintenance.	Accommodate any potential new/development in this area into long term planning as they arise.

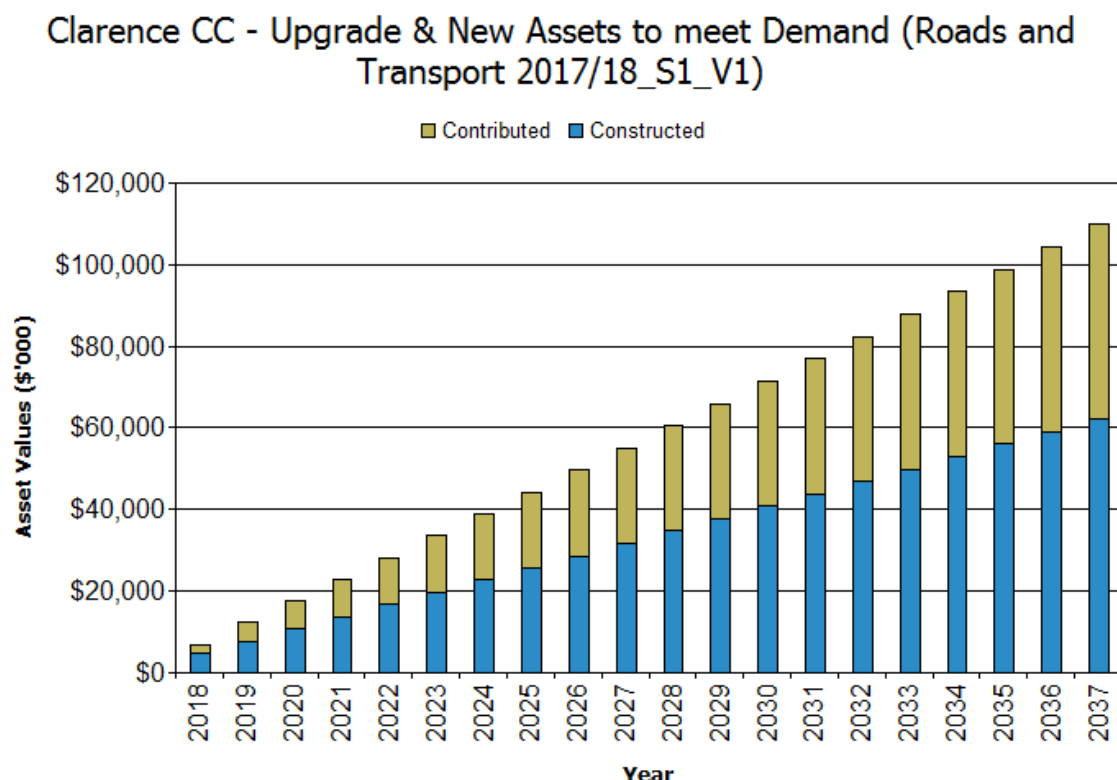
⁵ IPWEA, 2011, IIMM, Table 3.4.1, p 3|58.

Increased demand for roads trafficable by freight vehicles.	Increased cost of road upgrade and maintenance.	Industry engagement. Charge developer contributions for road upgrades. Long term utilisation planning.
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4.5 Asset Programs to meet Demand

The new assets required to meet growth will be acquired free of cost from land developments and constructed/acquired by Council. New assets constructed/acquired by Council are discussed in Section 5.5. The cumulative value of new contributed and constructed asset values are summarised in Figure 1.

Figure 1: Upgrade and New Assets to meet Demand



Acquiring these new assets will commit Council to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs in Section 5.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while optimising life cycle costs.

5.1 Background Data

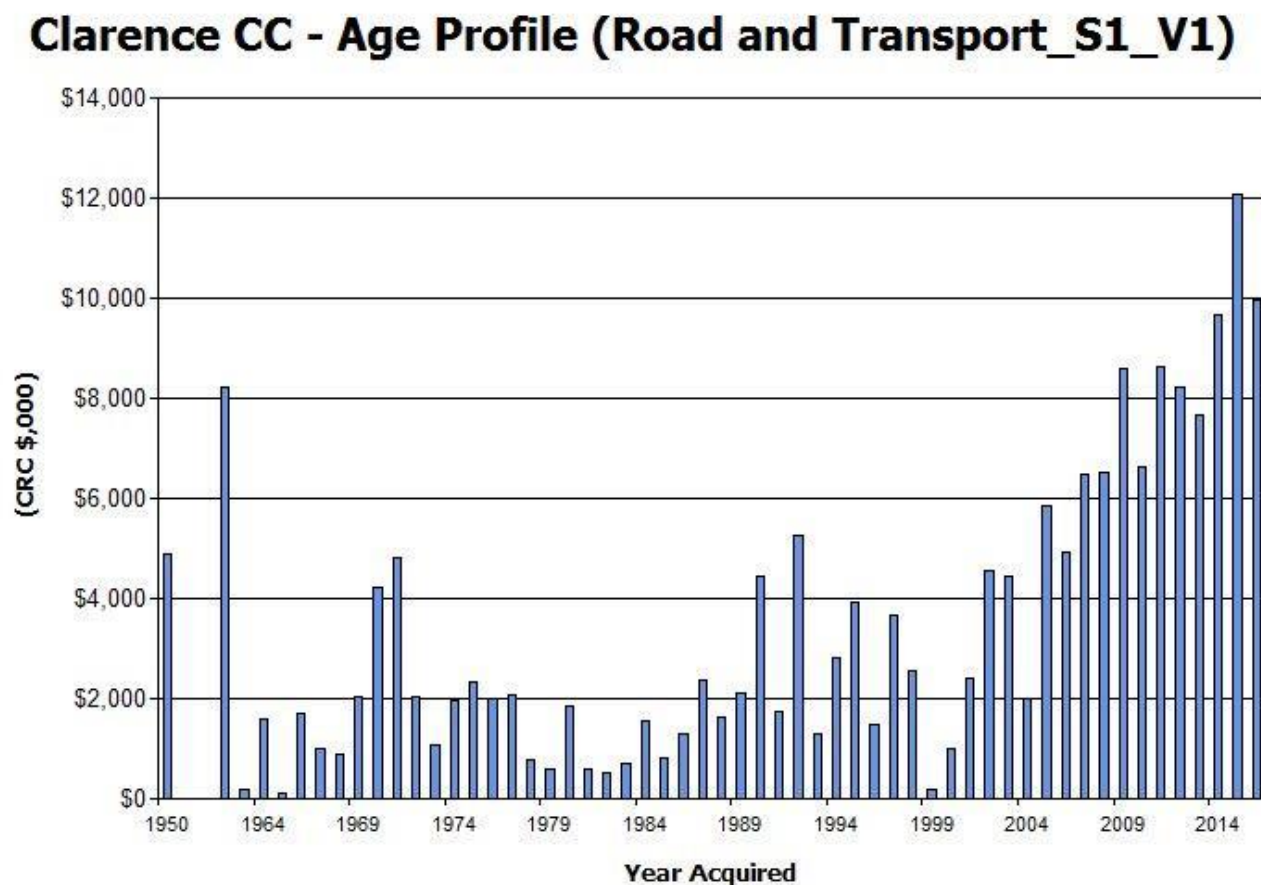
5.1.1 Physical parameters

The assets covered by this asset management plan are shown in Table 2.1.

The majority of Council's road and transport infrastructure is located within the established suburbs of Bellerive, Howrah, Lindisfarne, Risdon Vale and Warrane and was constructed in the 1960s and 1970s. Clarence also experienced increased subdivision activity from 2000 resulting in a substantial increase to the road and transport asset stock, particularly in Howrah, Tranmere and Oakdowns.

The age profile of the assets include in this AM Plan is shown in Figure 2.

Figure 2: Asset Age Profile



The Roads and Transport Asset Age Profile illustrates the gradual development of the Road and Transport network through to the mid-1990s. The increased activity since 2000 is evidence of increased subdivision activity in Howrah, Tranmere, Oakdowns and Glebe Hill and an increased effort to renew existing assets following the adoption of the 2001/02 to 2005/06 Road Asset Plan. The spikes in 1950 and 1962 include assets that had been constructed prior to 1950 plus roads inherited from Department of Main Roads and assets acquired as a result of the amalgamation with Richmond Council. These spikes also include assets of which the construction year is not known. The 2012 revision of

this document referenced an IT Anomaly, listing several decades worth of asset depreciation as one single asset⁶. This provided an inaccurate picture of Council asset ages and has now been corrected.

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2: Known Service Performance Deficiencies

Location	Service Deficiency
Acton Park	Excessive deterioration of rural roads Lack of pedestrian facilities
Pass Road	Condition Capacity
City wide	Many existing sealed roads were previously gravel roads with minimal pavement.

The above service deficiencies were identified from road condition surveys, staff knowledge and correspondence with the community.

5.1.3 Asset condition

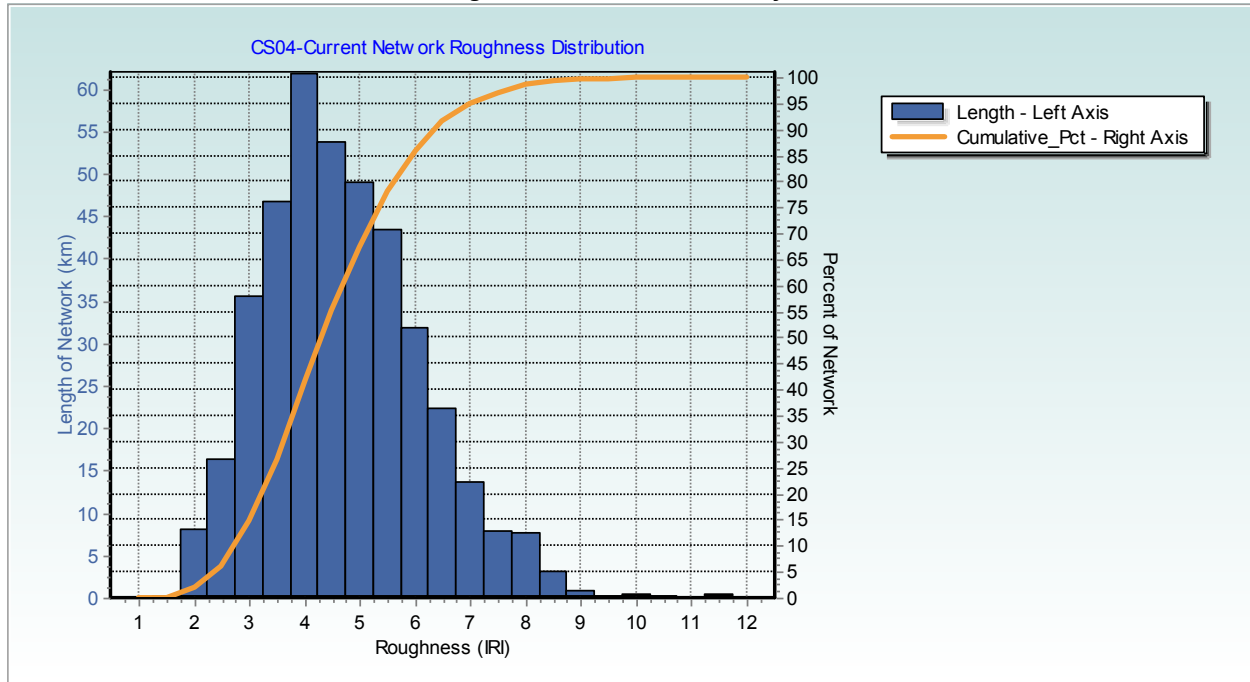
The condition of Council's roads is assessed by an automated pavement roughness survey performed by the Australian Road Research Board (ARRB). The dataset is uploaded to Council's HDM-4 pavement deterioration model which calculates on a 1-5 scale the roughness (International Roughness Index, IRI) and identifies road segments requiring reseal and/or reconstruction/rehabilitation. Roughness Curvature Values are taken from the Institute of Public Works Engineering Australasia (IPWEA) road condition scoring system, which takes into account the condition, age, profile and depth, cracking extent and severity, and drivability of sealed, rigid and unsealed roads. This value is broadly correlated with the serviceable life of the road material, however it also takes into account roads exhibiting signs of deterioration unusual for their service life.

The road network was surveyed in 2004, 2010 and again in 2014. The next survey is due in 2017/2018.

The condition profile of our assets is shown in Figure 3.

⁶ The background of this was that the Financial Asset registry was different to Asset Management's road asset inventory, so a one-off correction was applied to synchronise the two ledgers.

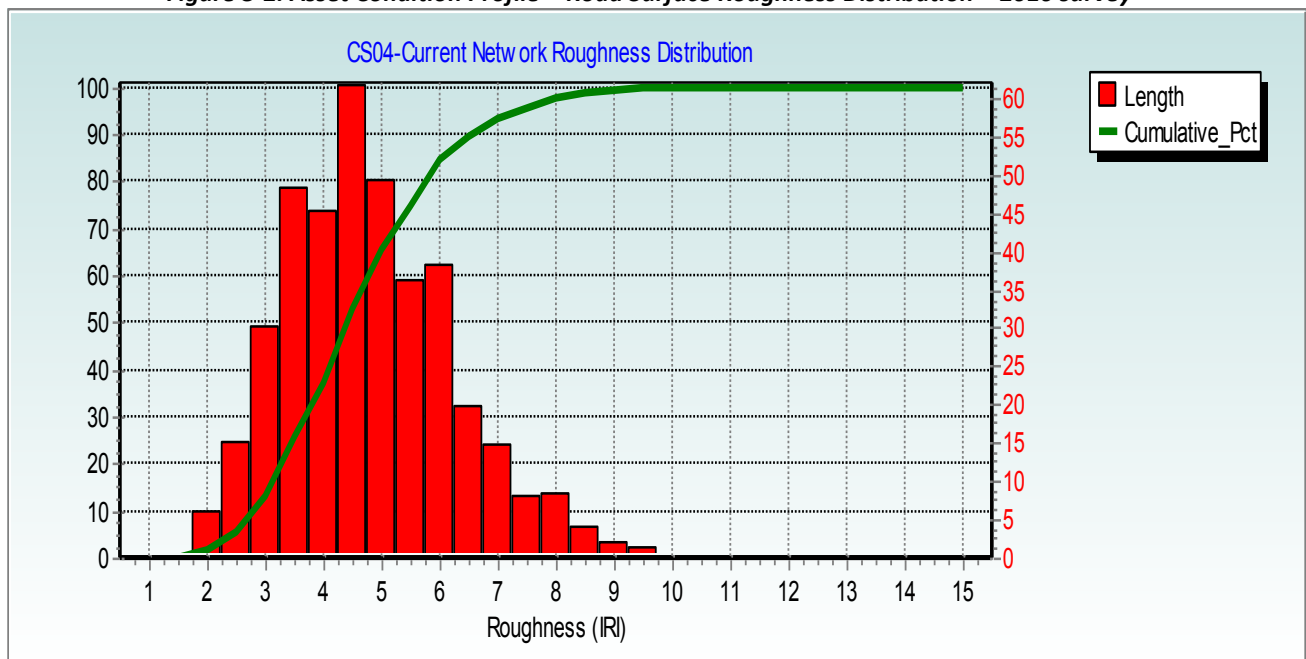
Figure 3: Asset Condition Profile



Council's HDM-4 model is programmed to identify road segments with $IRI \geq 7$ and $IRI \geq 4$, with maximum target speed limits of 60km/h and 100km/h respectively, for renewal works. The current network roughness distribution (2014 survey) shows that the 50th percentile for Council's roads is IRI 4. Approximately 5% of the road network exceeds IRI 7. This distribution is considered to be fair since the majority of Council's roads have a maximum speed limit of 60km/h or less.

A comparison of the 2014 survey results to 2010 shows a reduction of road segments exceeding IRI 7. However, significant rehabilitation is required to reduce the remaining proportion of the road network not meeting the service level.

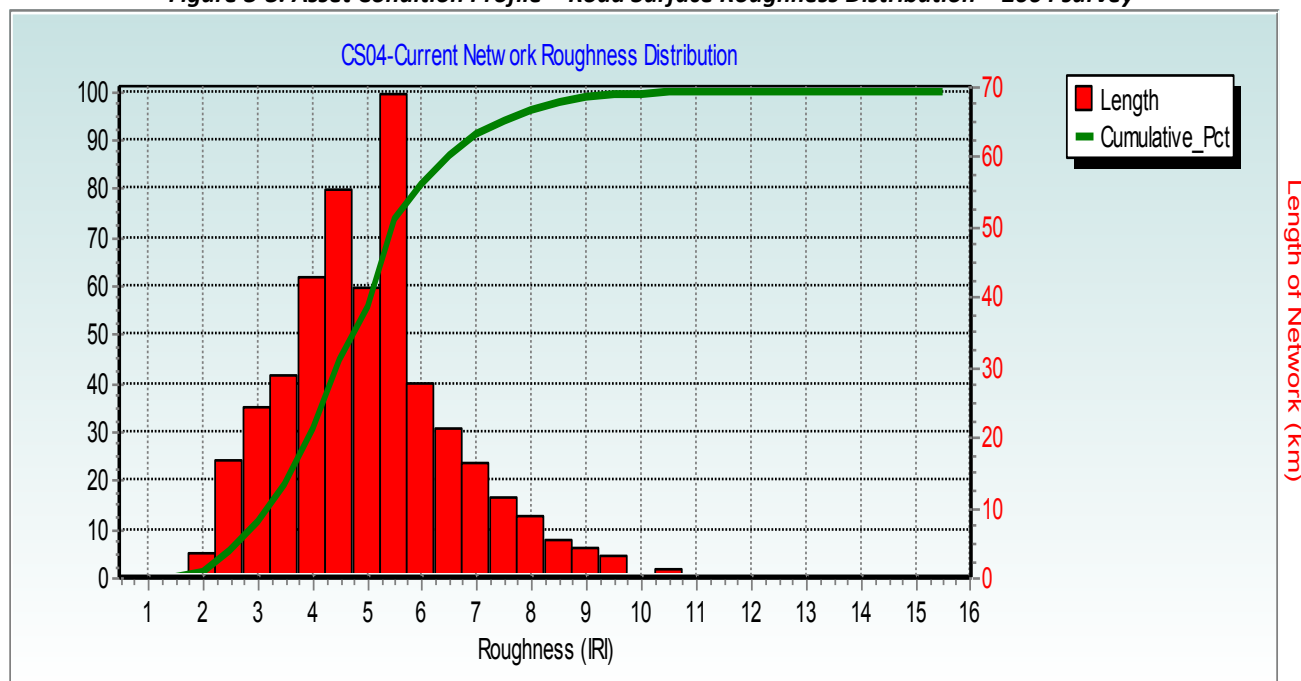
Figure 3-2. Asset Condition Profile – Road Surface Roughness Distribution – 2010 survey



The 2010 network roughness distribution shows that the 50th percentile for Council's roads is IRI 4.5. Approximately 7.5% of the road network exceeds IRI 7.

A comparison of the 2010 survey results to 2004 shows a reduction of road segments exceeding IRI 7 by 25%.

Figure 3-3. Asset Condition Profile – Road Surface Roughness Distribution – 2004 survey



Condition rating of other road and transport assets is not available, however the inspection regime for bridges and footpaths is summarised in Table 5.1.3.

Table 5.1.3: Inspection Regime – Bridges, Footpaths and Multiuser Paths

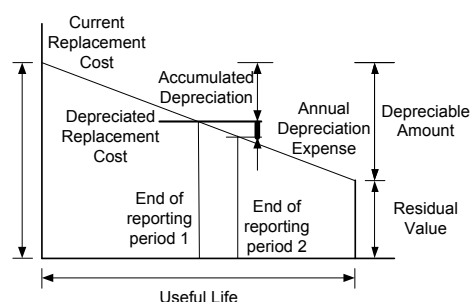
Asset Category	Inspection Frequency	Outcome
Bridges	6 months maintenance inspection.	Defects rated on a 1-6, 6 requiring immediate rectification.
Footpaths and Multiuser paths	Safety audit conducted every three years.	Council currently assigns \$1.2M to the renewal/rectification of footpath/cycleway/kerb and gutter defects annually.

As part of the ongoing rollout of OneCouncil, Council will seek to implement more comprehensive condition evaluation processes for its assets, to be implemented in the 2022 version of this document.

5.1.4 Asset valuations

The value of assets recorded in the asset register as at June 2017 covered by this asset management plan is shown below. Assets were last revalued at June 2017. Assets are valued at replacement cost greenfield.

Current Replacement Cost	\$456,739,000
Depreciable Amount	\$455,328,000
Depreciated Replacement Cost ⁷	\$237,988,000
Annual Depreciation Expense	\$8,814,000



⁷ Also reported as Written Down Current Replacement Cost (WDCRC).

Useful lives of these assets are currently assumed to be 30 years for road seal, 70 years for road pavement, 80 years for bridges and 20-60 years for footpaths. The useful lives will be reviewed as asset condition data is collected and interpreted.

Various ratios of asset consumption and expenditure have been prepared to help guide and gauge asset management performance and trends over time.

Rate of Annual Asset Consumption (Depreciation/Depreciable Amount)	1.9%
Rate of Annual Asset Renewal (Capital renewal exp/Depreciable amount)	2.2%
Rate of Annual Asset Upgrade/New (Capital upgrade exp/Depreciable amount)	1.0%
Rate of Annual Asset Upgrade/New (including contributed assets)	1.0%

In 2017/18 Council plans to renew assets at 112.6% of the rate they are being consumed and will be increasing its asset stock by 1.0% in the year.

5.2 Infrastructure Risk Management Plan

A formalised infrastructure risk management plan will be prepared with the next review of this plan. In the meantime, Council currently manages risk by undertaking regular inspections of public open space and the assets within. The resulting remediation action/programs are prioritised according to an assessed level of residual risk.

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a financial loss to Council. The risk assessment process identifies credible risks, the consequences and likelihood of the associated risk events occurring, the controls available to either eliminate or minimise the risks, and then evaluates the risks and develops a risk treatment plan.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the Infrastructure Risk Management Plan, together with the estimated residual risk after the selected treatment plan is operational are summarised in Table 5.2. These risks are reported to management and Council.

Table 5.2: Critical Risks and Treatment Plans

Service or Asset at Risk	Risk Event	Consequence	Risk Controls	Likelihood	Residual Risk
Roads					
Hazardous pavement Failure	Blockage causing damage to third party.	Moderate	HDM4 deterioration model updated with automated condition surveys every three years. Annual inspections to prioritise renewal works. Cyclic inspections to identify defects i.e. Potholes.	Possible	L
Public safety	Injury to users due to road function i.e. inadequate line marking, geometry etc.	High	Local area traffic management devices are installed in accordance with relevant standards. Road safety audits. Provision of street lighting.	Possible	M
Public safety	Collision with headwalls and other similar roadside hazards.	High	Road safety audit. Installation of guardrails.	Possible	M

Financial	Financial losses through poor management of road network.	High	HDM4 deterioration survey/modelling.	Possible	M
Accidents during/ after road works activities	Vehicle related accident caused by loose material being left on road surface. Note: this practice of leaving a certain amount of loose material for some time after treatment is necessary practice of spray seal application.	High	Relevant staff trained in work site traffic management. Recording of signage set up and retention of those records. Contractors required to implement traffic management treatments. Random inspections to ensure compliance.	Unlikely	M
Line marking of resealed areas	Pre-existing line markings not being replaced or not being replaced correctly following reseal works.	Moderate	Inspection of road segment prior to reseal. Reconcile with aerial photography.	Unlikely	L
Bridges					
Structural failure	Structural failure of bridge superstructure causing injury.	High	Annual bridge inspections.	Unlikely	M
Footpaths					
Trip hazards	Injury to users due to trip hazard.	High	Footpath audit conducted every three years, priority 1-3 hazards rectified.	Possible	M

Note * The residual risk is the risk remaining after the selected risk treatment plan is operational.

5.3 Routine Operations and Maintenance Plan

Operations include regular activities to provide services such as public health, safety and amenity, e.g. Cleansing, street sweeping, grass mowing and street lighting.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Operations and Maintenance Plan

Operations activities affect service levels including quality and function through street sweeping, line renewal frequency, and other road services.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating, e.g. road patching but excluding rehabilitation or renewal. Maintenance may be classified into reactive, planned and specific maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacing air conditioning units, etc. This work falls below the capital/maintenance threshold but may require a specific budget allocation.

Actual past maintenance expenditure is shown in Table 5.3.1.

Table 5.3.1: Maintenance Expenditure Trends

Year	Maintenance Expenditure	
	Planned and Specific	Unplanned
2012/13	\$2,904,350	\$848,910
2013/14	\$3,296,498	\$710,567
2014/15	\$3,148,616	\$814,351
2015/16	\$3,095,456	\$853,158
2016/17	\$3,004,818	\$855,198

Planned maintenance work is currently 77.8% of total maintenance expenditure. Industry figures propose 30-50% unplanned maintenance work is desirable. The council's Roads unplanned maintenance expenditure of 22.2% represents an effective Council works program in this area.

Maintenance expenditure levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. If expenditure levels are such that will result in a lesser level of service, the service risks will be identified and service consequences considered in the future Infrastructure Risk Management Plan.

Reactive maintenance is carried out in accordance with response levels of service detailed in Appendix A.

5.3.2 Operations and Maintenance Strategies

Council will operate and maintain assets to provide the defined level of service to approved budgets in the most cost-efficient manner. The operation and maintenance activities include:

- Scheduling operations activities to deliver the defined level of service in the most efficient manner,
- Undertaking maintenance activities through a planned maintenance system to reduce maintenance costs and improve maintenance outcomes. Undertake cost-benefit analysis to determine the most cost-effective split between planned and unplanned maintenance activities (50 – 70% planned desirable as measured by cost),
- Maintain a current infrastructure risk register for assets and present service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council,
- Review current and required skills base and implement workforce training and development to meet required operations and maintenance needs,
- Review asset utilisation to identify underutilised assets and appropriate remedies, and over utilised assets and customer demand management options,
- Maintain a current hierarchy of critical assets and required operations and maintenance activities,
- Develop and regularly review appropriate emergency response capability,
- Review management of operations and maintenance activities to ensure Council is obtaining best value for resources used.

Asset hierarchy

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy includes the asset class and component used for asset planning and financial reporting and service level hierarchy used for service planning and delivery.

Council's service hierarchy is shown in Table 5.3.2.

Table 5.3.2: Asset Service Hierarchy

Service Hierarchy	Service Level Objective
Bitumen Road (Sealed)	Collector
Bitumen Road (Sealed)	Major Local
Bitumen Road (Sealed)	Minor Local
Gravel Road (Unsealed)	Collector
Gravel Road (Unsealed)	Major Local
Gravel Road (Unsealed)	Minor Local

Critical Assets

Critical assets are those assets which have a high consequence of failure but not necessarily a high likelihood of failure. By identifying critical assets and critical failure modes, organisations can target and refine investigative activities, maintenance plans and capital expenditure plans at the appropriate time.

Operations and maintenance activities may be targeted to mitigate critical assets failure and maintain service levels. These activities may include increased inspection frequency, higher maintenance intervention levels, etc. Critical assets failure modes and required operations and maintenance activities are detailed in Table 5.3.2.1.

Table 5.3.2.1: Critical Assets and Service Level Objectives

Critical Assets	Critical Failure Mode	Operations & Maintenance Activities
No critical assets are identified in this Road and Transport AMP	N/A	N/A

Standards and specifications

Maintenance work is carried out in accordance with the following Standards and Specifications.

Institute of Public Works Engineering Australia (IPWEA) & Local Government Association Tasmania (LGAT),

- Tasmanian Standard Drawings (November 2013)

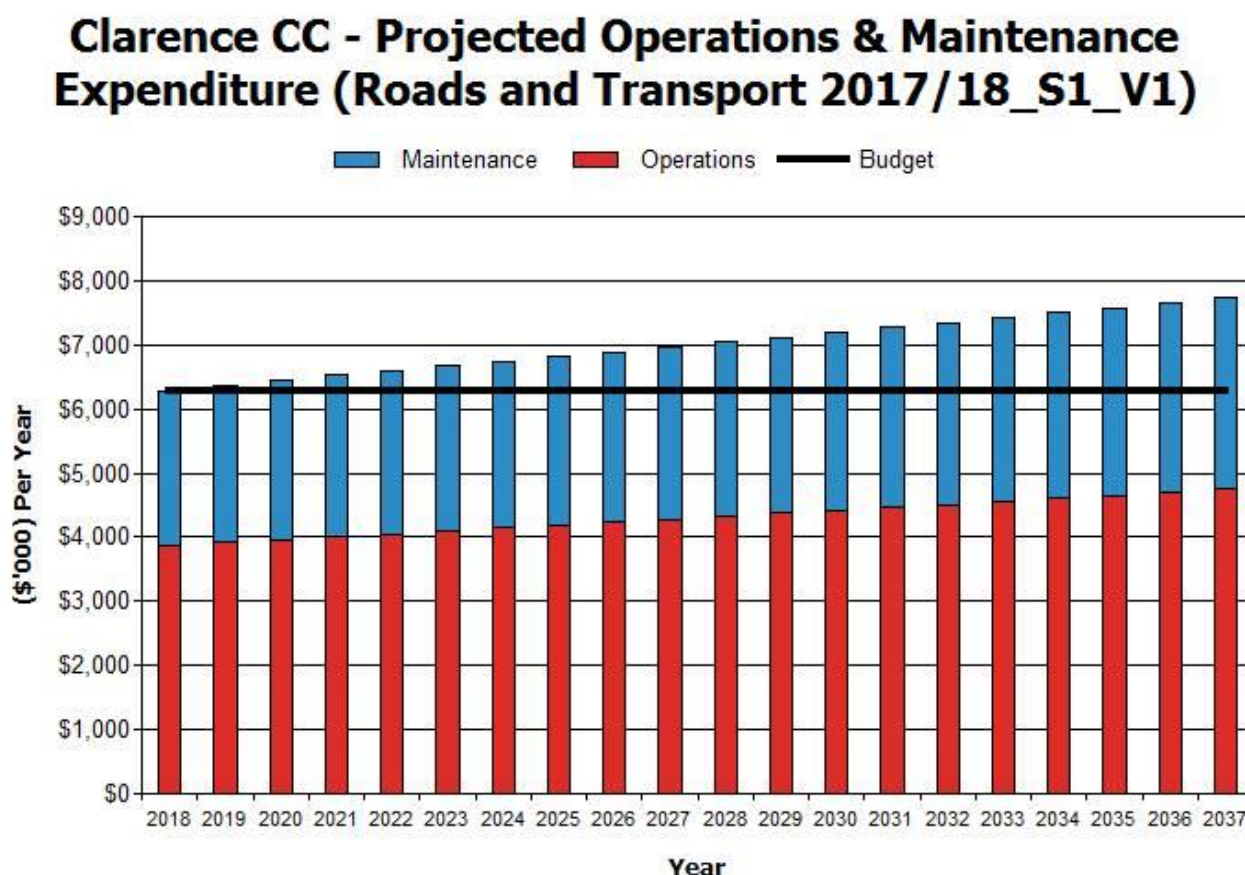
Clarence City Council

- Technical Specification for Construction Works (June 2008)

5.3.3 Summary of future operations and maintenance expenditures

Future operations and maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Figure 4. Note that all costs are shown in current 2017 dollar values (i.e. real values).

Figure 4: Projected Operations and Maintenance Expenditure



Deferred maintenance, i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment and analysis in the infrastructure risk management plan.

Maintenance is funded from the operating budget where available. This is further discussed in Section 6.2.

5.4 Renewal/Replacement Plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original or lesser required service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure. Council implements its asset management programs based on information collected about those assets, either from inspection or from community feedback. For existing assets, the HDM-4 road planning and analysis framework is used to evaluate the need to repair inspected roads, with priority given to roads of high importance to the road network or of advanced age.

5.4.1 Renewal plan

Assets requiring renewal/replacement are identified from one of three methods provided in the 'Expenditure Template'.

- Method 1 uses Asset Register data to project the renewal costs using acquisition year and useful life to determine the renewal year, or
- Method 2 uses capital renewal expenditure projections from external condition modelling systems (such as Pavement Management Systems), or
- Method 3 uses a combination of average *network renewals* plus *defect repairs* in the *Renewal Plan* and *Defect Repair Plan* worksheets on the 'Expenditure template'.

A combination of Methods 2 & 3 has been used in the preparation of this Road and Transport Asset management Plan. Road pavement and seal renewal projections are derived from condition modelling from Council's HDM-4 model, while renewal projections for other subcategories (i.e. footpaths) have been estimated using average network renewals.

The useful lives of assets used to develop projected asset renewal expenditures are shown in Table 5.4.1.

Table 5.4.1: Useful Lives of Assets

Asset (Sub)Category	Useful life
Road Pavement	70 years
Road Seal <ul style="list-style-type: none"> • Asphalt • Asphalt Overlay • Spray Seal • Slurry Seal 	30 years 25 years 15 years 13 years ⁸
Kerb & Gutter	60 years
Footpaths <ul style="list-style-type: none"> • Gravel • Paved • Sealed • Concrete 	10 years 25 years 25 years 60 years
LATM <ul style="list-style-type: none"> • Traffic Islands/Medians 	70 years
Bridges	80 years

5.4.2 Renewal and Replacement Strategies

Council will plan capital renewal and replacement projects to meet level of service objectives and minimise infrastructure service risks by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner,
- Undertaking project scoping for all capital renewal and replacement projects to identify:
 - the service delivery 'deficiency', present risk and optimum time for renewal/replacement,
 - the project objectives to rectify the deficiency,
 - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
 - and evaluate the options against evaluation criteria adopted by Council, and
 - select the best option to be included in capital renewal programs,
- Using 'low cost' renewal methods (cost of renewal is less than replacement) wherever possible,

⁸ Council commenced slurry seal surface work in 2007 as a means to increase the road service life before expensive road reconstruction is needed. Industry figures indicate the useful life of this treatment is 13 to 15 years. Council will evaluate the surface quality of older implementations as they reach the end of their stated serviceable life and consider whether the aged period needs amending.

- Maintain a current infrastructure risk register for assets and service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council,
- Review current and required skills base and implement workforce training and development to meet required construction and renewal needs,
- Maintain a current hierarchy of critical assets and capital renewal treatments and timings required,
- Review management of capital renewal and replacement activities to ensure Council is obtaining best value for resources used.

Renewal ranking criteria

Asset renewal and replacement is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. roughness of a road).⁹

It is possible to get some indication of capital renewal and replacement priorities by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have a high utilisation and subsequent impact on users would be greatest,
- The total value represents the greatest net value to Council,
- Have the highest average age relative to their expected lives,
- Are identified in the AM Plan as key cost factors,
- Have high operational or maintenance costs, and
- Where replacement with modern equivalent assets would yield material savings.¹⁰

The ranking criteria used to determine priority of identified sealed road renewal and replacement proposals is detailed in Table 5.4.2a and 5.4.2b.

Table 5.4.2a: Renewal and Replacement Priority Ranking Criteria - Reseal

Criteria	Weighting
Condition/Failure	50%
Hierarchy	20%
Bus route	20%
Age of seal	10%
Total	100%

Table 5.4.2b: Renewal and Replacement Priority Ranking Criteria – Pavement Rehabilitation

Criteria	Weighting
Condition/Failure	50%
Hierarchy	20%
Traffic	20%
Treatment cost	10%
Total	100%

Renewal and replacement standards

Renewal work is carried out in accordance with the following Standards and Specifications.

⁹ IPWEA, 2011, IIMM, Sec 3.4.4, p 3 | 60.

¹⁰ Based on IPWEA, 2011, IIMM, Sec 3.4.5, p 3 | 66.

Clarence City Council:

- Technical Specification for Construction Works June 2008;
- Local Highways Standard Requirements By-Law, By-Law No.2 of 2014.

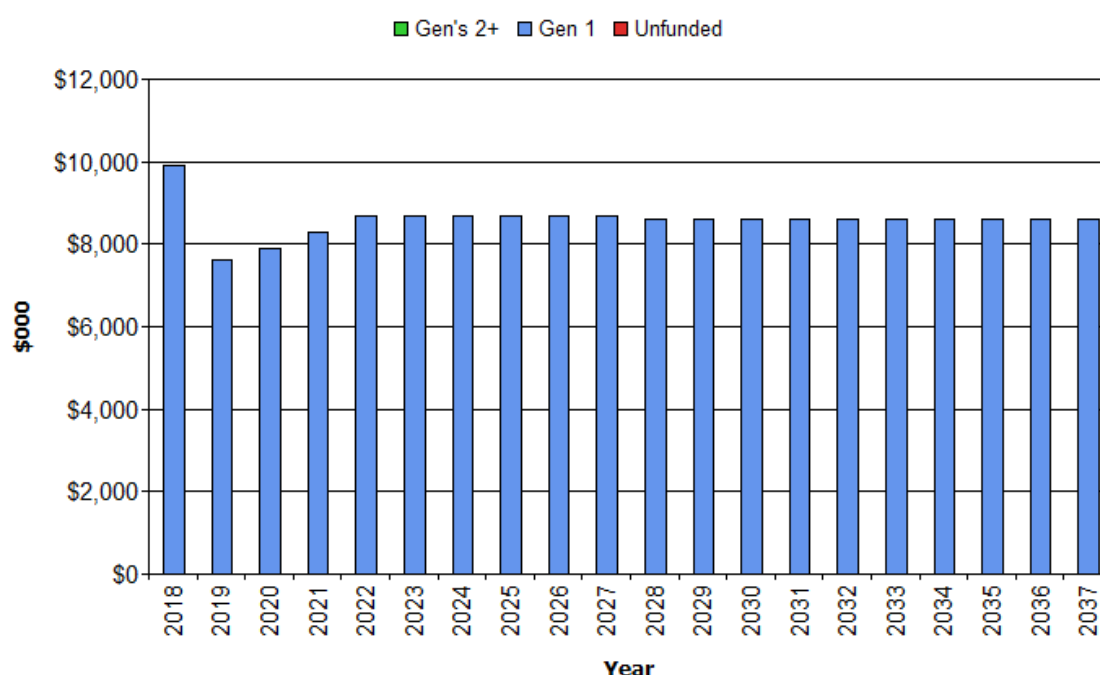
5.4.3 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time as the asset stock increases from growth. The expenditure is summarised in Figure 5. Note that all amounts are shown in real values.

The projected capital renewal and replacement program is shown in Appendix B.

Figure 5: Projected Capital Renewal and Replacement Expenditure

Clarence CC - Projected Capital Renewal Expenditure (Roads and Transport 2017/18_S1_V1)



Deferred renewal and replacement, i.e. those assets identified for renewal and/or replacement and not scheduled in capital works programs are to be included in the risk analysis process in the risk management policy.

Renewals and replacement expenditure in Council's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to Council from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor/director or community requests, proposals identified by strategic plans or partnerships with other organisations. For new Road and Transport assets, priority is placed on assets which are important additions to the road network or improve the ability of existing assets to meet Council's desired Level of Service Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed below.

Table 5.5.1: New Assets Priority Ranking Criteria

Criteria	Weighting
Function - Road Hierarchy	50%
Usage	50%
Total	100%

5.5.2 Capital Investment Strategies

Council will plan capital upgrade and new projects to meet level of service objectives by:

- Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner,
- Undertake project scoping for all capital upgrade/new projects to identify:
 - the service delivery 'deficiency', present risk and required timeline for delivery of the upgrade/new asset,
 - the project objectives to rectify the deficiency including value management for major projects,
 - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
 - management of risks associated with alternative options,
 - and evaluate the options against evaluation criteria adopted by Council, and
 - select the best option to be included in capital upgrade/new programs,
- Review current and required skills base and implement training and development to meet required construction and project management needs,
- Review management of capital project management activities to ensure Council is obtaining best value for resources used.

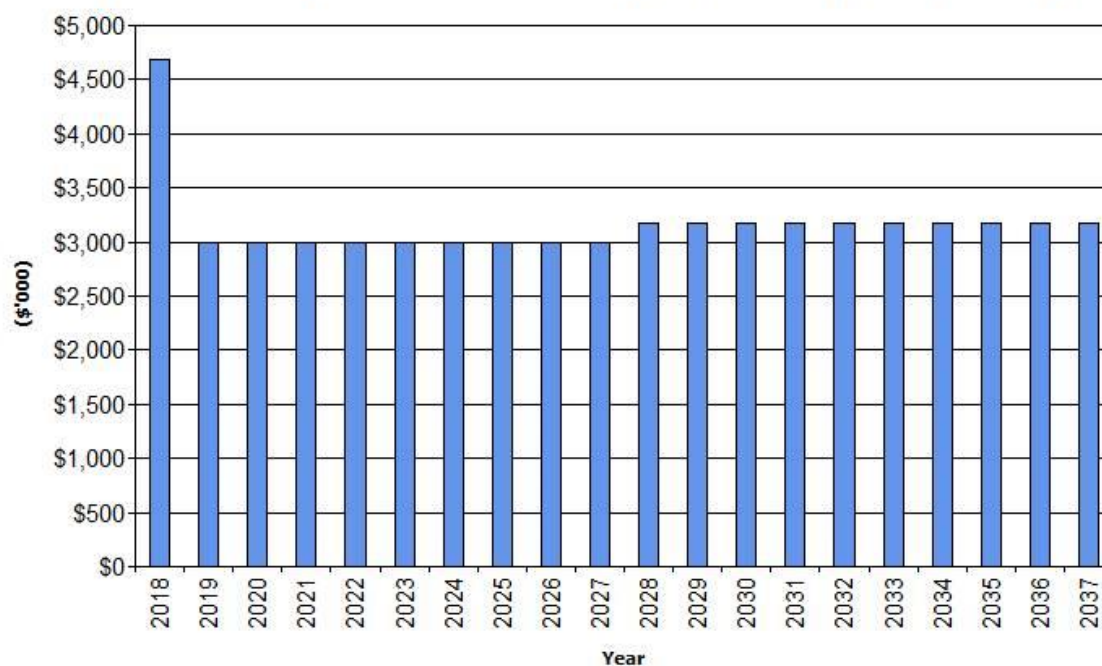
Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

5.5.3 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures are summarised in Figure 6. The projected upgrade/new capital works program is shown in Appendix C. All amounts are shown in real values.

Figure 6: Projected Capital Upgrade/New Asset Expenditure

Clarence CC - Projected Capital Upgrade/New Expenditure (Roads and Transport 2017/18_S1_V1)



Expenditure on new assets and services in Council's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2. In some cases, High capital expenditure in the current year reflects the presence of carryover construction from the previous financial year. Council does not currently review the influence of carryover funds on expenditure beyond the current financial year.

5.6 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6, together with estimated annual savings from not having to fund operations and maintenance of the assets. These assets will be further reinvestigated to determine the required levels of service and see what options are available for alternate service delivery, if any. Any revenue gained from asset disposals is accommodated in Council's long term financial plan.

Where cashflow projections from asset disposals are not available, these will be developed in future revisions of this asset management plan. There are no Roads and Transport assets currently identified for disposal.

Table 5.6: Assets Identified for Disposal

Asset	Reason for Disposal	Timing	Disposal Expenditure	Operations & Maintenance Annual Savings
Roads and Transport	None Proposed	N/A	N/A	N/A

5.7 Service Consequences and Risks

Council has prioritised decisions made in adopting this AM Plan to obtain the optimum benefits from its available resources. Decisions were made based on the development of 3 scenarios of AM Plans.

Scenario 1 - What we would like to do based on asset register data.

Scenario 2 – What we should do with existing budgets and identifying level of service and risk consequences (i.e. what are the operations and maintenance and capital projects we are unable to do, what is the service and risk consequences associated with this position). This may require several versions of the AM Plan.

Scenario 3 – What we can do and be financially sustainable with AM Plans matching long-term financial plans.

The development of scenario 1 and scenario 2 AM Plans provides the tools for discussion with the Council and community on trade-offs between what we would like to do (scenario 1) and what we should be doing with existing budgets (scenario 2) by balancing changes in services and service levels with affordability and acceptance of the service and risk consequences of the trade-off position (scenario 3).

5.7.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Bitumen Sealing of Rural Unsealed Roads – Capital Expense.
- Replace footpaths with priority hazards >3.

5.7.2 Service consequences

Operations and maintenance activities and capital projects that cannot be undertaken will maintain or create service consequences for users. These include:

- Rural residents that utilise unsealed roads may have some concern if their access road is not bitumen sealed.
- Some residents may have concerns with footpaths which have priority hazards >3.

5.7.3 Risk consequences

The operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences for Council. These include:

- Little consequences – road safety will be maintained.
- Dust may be of a concern to residents that live along unsealed rural roads.
- Some trip incidents to residents.

These risks will be included in the Infrastructure Risk Management Plan currently under development, with risk management plans, actions and expenditures included within projected expenditures.

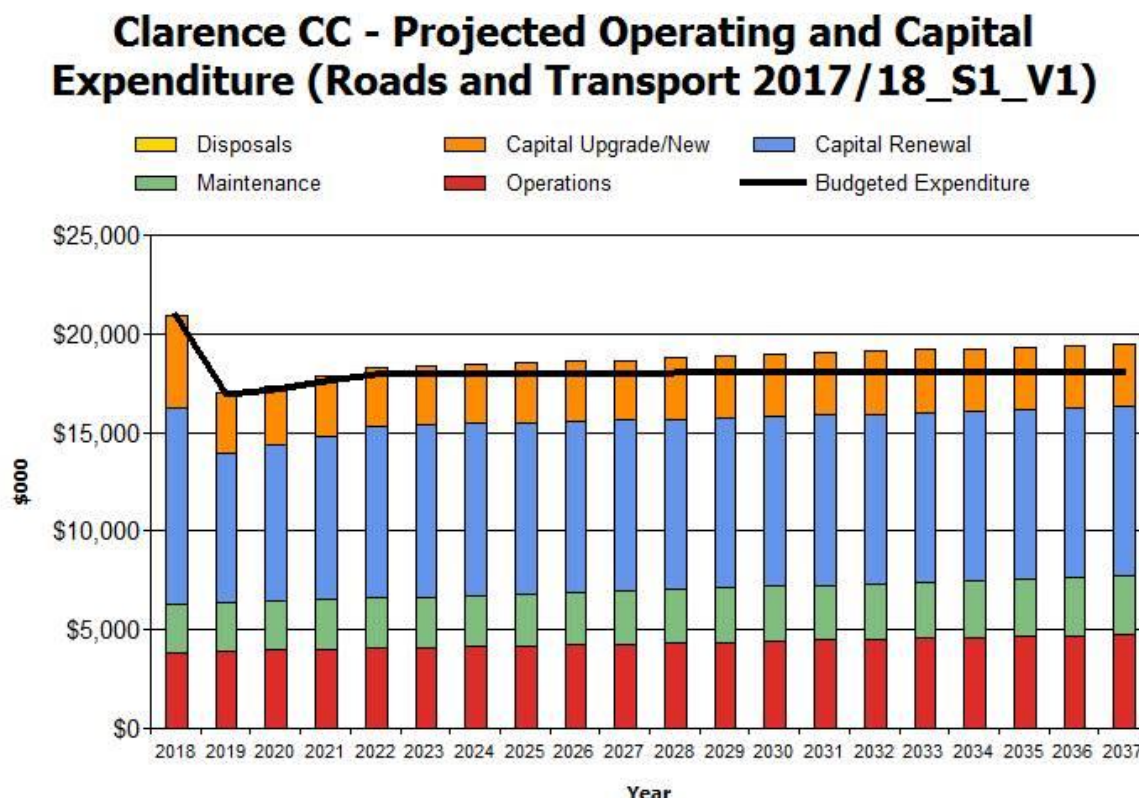
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Figure 7 for projected operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets). Note that all costs are shown in real values.

Figure 7: Projected Operating and Capital Expenditure



6.1.1 Sustainability of service delivery

There are four key indicators for service delivery sustainability that have been considered in the analysis of the services provided by this asset category, these being the asset renewal funding ratio, long term life cycle costs/expenditures and medium term projected/budgeted expenditures over 5 and 10 years of the planning period.

Asset Renewal Funding Ratio

Asset Renewal Funding Ratio¹¹ 100%

The Asset Renewal Funding Ratio is the most important indicator and reveals that over the next 10 years, Council is forecasting that it will have 89% of the funds required for the optimal renewal and replacement of its assets.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the asset life cycle. Life cycle costs include operations and maintenance expenditure and asset consumption (depreciation expense). The life cycle cost for the services covered in this asset management plan is \$15,444,000 per year (average

¹¹ AIFMG, 2012, Version 1.3, Financial Sustainability Indicator 4, Sec 2.6, p 2.16

operations and maintenance expenditure plus depreciation expense projected over 10 years). The Long Term Financial Plan (LTFP) was developed alongside the Asset Management Plans (AMP) using expenditure projections from the AMP's to underpin a 10 year sustainable funding model for the Council. These AMP projections are quantified in the LTFP in terms of asset value, planned and reactive maintenance expense, life cycle depreciation and asset replacement costs of each asset portfolio.

Life cycle costs can be compared to life cycle expenditure to give an initial indicator of affordability of projected service levels when considered with age profiles. Life cycle expenditure includes operations, maintenance and capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure over the 10 year planning period is \$14,873,000 per year (average operations and maintenance plus capital renewal budgeted expenditure in LTFP over 10 years).

A shortfall between life cycle cost and life cycle expenditure is the life cycle gap. The life cycle gap for services covered by this asset management plan is \$-571,000 per year (-ve = gap, +ve = surplus).

Life cycle expenditure is 96% of life cycle costs.

The life cycle costs and life cycle expenditure comparison highlights any difference between present outlays and the average cost of providing the service over the long term. If the life cycle expenditure is less than that life cycle cost, it is most likely that outlays will need to be increased or cuts in services made in the future. Should Council endorse additional funding to meet life cycle costs then this will need to take into account staff resourcing, plant, materials and capital works required to achieve this.

Knowing the extent and timing of any required increase in outlays and the service consequences if funding is not available will assist organisations in providing services to their communities in a financially sustainable manner. This is the purpose of the asset management plans and long term financial plan.

Medium term – 10 year financial planning period

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

These projected expenditures may be compared to budgeted expenditures in the 10 year period to identify any funding shortfall. In a core asset management plan, a gap is generally due to increasing asset renewals for ageing assets.

The projected operations, maintenance and capital renewal expenditure required over the 10 year planning period is \$15,222,000 on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is \$14,873,000 on average per year giving a 10 year funding shortfall of \$350,000 per year. This indicates that Council expects to have 98% of the projected expenditures needed to provide the services documented in the asset management plan.

Medium Term – 5 year financial planning period

The projected operations, maintenance and capital renewal expenditure required over the first 5 years of the planning period is \$14,929,000 on average per year.

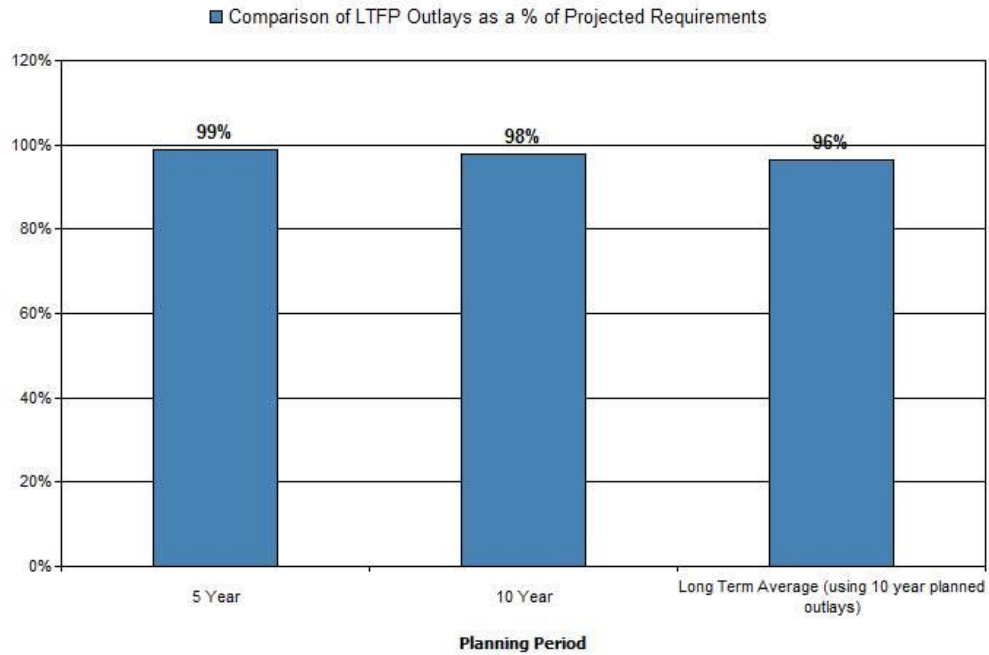
Estimated (budget) operations, maintenance and capital renewal funding is \$14,765,000 on average per year giving a 5 year funding shortfall of \$164,000 per year. This indicates that Council expects to have 99% of projected expenditures required to provide the services shown in this asset management plan.

Asset management financial indicators

Figure 7A shows the asset management financial indicators over the 10 year planning period and for the long term life cycle.

Figure 8: Asset Management Financial Indicators

Clarence CC - AM Financial Indicators (Roads and Transport 2017/18_S1_V1)



Providing services from infrastructure in a sustainable manner requires the matching and managing of service levels, risks, projected expenditures and financing to achieve a financial indicator of approximately 1.0 for the first years of the asset management plan and ideally over the 10 year life of the Long Term Financial Plan.

Figure 8 shows the projected asset renewal and replacement expenditure over the 20 years of the AM Plan. The projected asset renewal and replacement expenditure is compared to renewal and replacement expenditure in the capital works program, which is accommodated in the long term financial plan.

Figure 9: Projected and LTFP Budgeted Renewal Expenditure

Clarence CC - Projected & LTFP Budgeted Renewal Expenditure (Roads and Transport 2017/18_S1_V1)

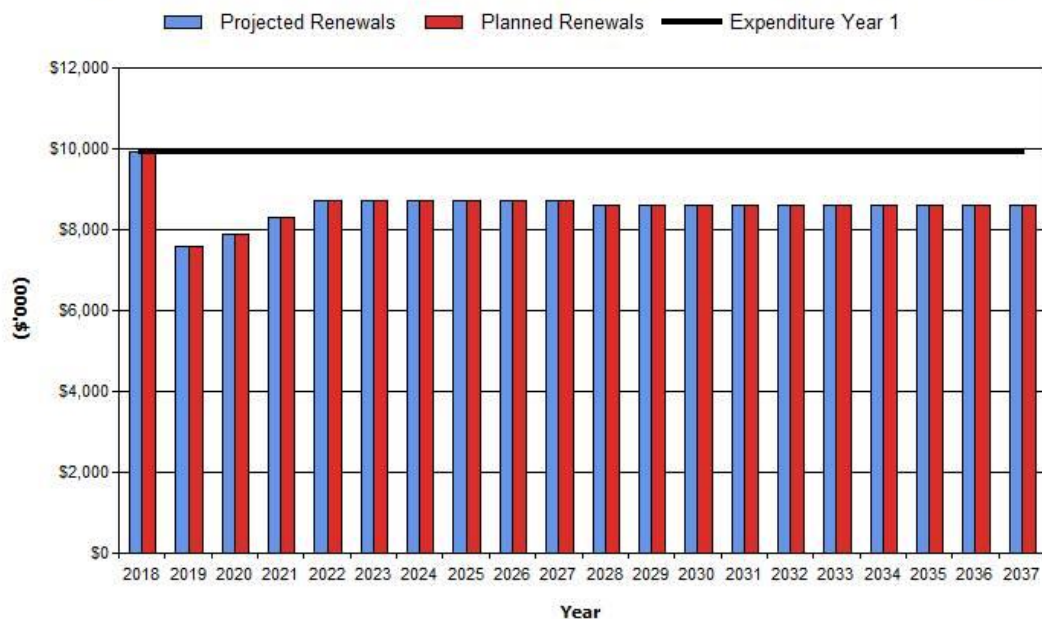


Table 6.1.1 shows the shortfall between projected renewal and replacement expenditures and expenditure accommodated in long term financial plan. Budget expenditures accommodated in the long term financial plan or extrapolated from current budgets are shown in Appendix D.

Table 6.1.1: Projected and LTFP Budgeted Renewals and Financing Shortfall

Year	Projected Renewals (\$000)	LTFP Renewal Budget (\$000)	Renewal Financing Shortfall (\$000) (-ve Gap, +ve Surplus)	Cumulative Shortfall (\$000) (-ve Gap, +ve Surplus)
2018	\$9,925	\$9,925	\$0	\$0
2019	\$7,600	\$7,600	\$0	\$0
2020	\$7,900	\$7,900	\$0	\$0
2021	\$8,300	\$8,300	\$0	\$0
2022	\$8,700	\$8,700	\$0	\$0
2023	\$8,700	\$8,700	\$0	\$0
2024	\$8,700	\$8,700	\$0	\$0
2025	\$8,700	\$8,700	\$0	\$0
2026	\$8,700	\$8,700	\$0	\$0
2027	\$8,700	\$8,700	\$0	\$0
2028	\$8,593	\$8,593	\$0	\$0
2029	\$8,593	\$8,593	\$0	\$0
2030	\$8,593	\$8,593	\$0	\$0
2031	\$8,593	\$8,593	\$0	\$0
2032	\$8,593	\$8,593	\$0	\$0
2033	\$8,593	\$8,593	\$0	\$0
2034	\$8,593	\$8,593	\$0	\$0
2035	\$8,593	\$8,593	\$0	\$0
2036	\$8,593	\$8,593	\$0	\$0
2037	\$8,593	\$8,593	\$0	\$0

Note: A negative shortfall indicates a financing gap, a positive shortfall indicates a surplus for that year.

For Council this implies that over the course of the modelling period Council will meet renewals as projected from upgrade requirements.

6.1.2 Projected expenditures for long term financial plan

Table 6.1.2 shows the projected expenditures for the 10 year long term financial plan.

Expenditure projections are in 2017 real values.

Table 6.1.2: Projected Expenditures for Long Term Financial Plan (\$000)

Year	Operations (\$000)	Maintenance (\$000)	Projected Capital Renewal (\$000)	Capital Upgrade/ New (\$000)	Disposals (\$000)
2018	\$3,860	\$2,420	\$9,925	\$4,685	\$0
2019	\$3,919	\$2,457	\$7,600	\$3,000	\$0
2020	\$3,964	\$2,485	\$7,900	\$3,000	\$0
2021	\$4,008	\$2,513	\$8,300	\$3,000	\$0
2022	\$4,053	\$2,541	\$8,700	\$3,000	\$0
2023	\$4,098	\$2,570	\$8,700	\$3,000	\$0
2024	\$4,144	\$2,598	\$8,700	\$3,000	\$0
2025	\$4,189	\$2,626	\$8,700	\$3,000	\$0
2026	\$4,234	\$2,655	\$8,700	\$3,000	\$0
2027	\$4,280	\$2,683	\$8,700	\$3,000	\$0
2028	\$4,325	\$2,712	\$8,593	\$3,169	\$0
2029	\$4,372	\$2,741	\$8,593	\$3,169	\$0
2030	\$4,419	\$2,771	\$8,593	\$3,169	\$0
2031	\$4,467	\$2,800	\$8,593	\$3,169	\$0
2032	\$4,514	\$2,830	\$8,593	\$3,169	\$0
2033	\$4,562	\$2,860	\$8,593	\$3,169	\$0
2034	\$4,609	\$2,890	\$8,593	\$3,169	\$0
2035	\$4,657	\$2,920	\$8,593	\$3,169	\$0
2036	\$4,705	\$2,949	\$8,593	\$3,169	\$0
2037	\$4,752	\$2,980	\$8,593	\$3,169	\$0

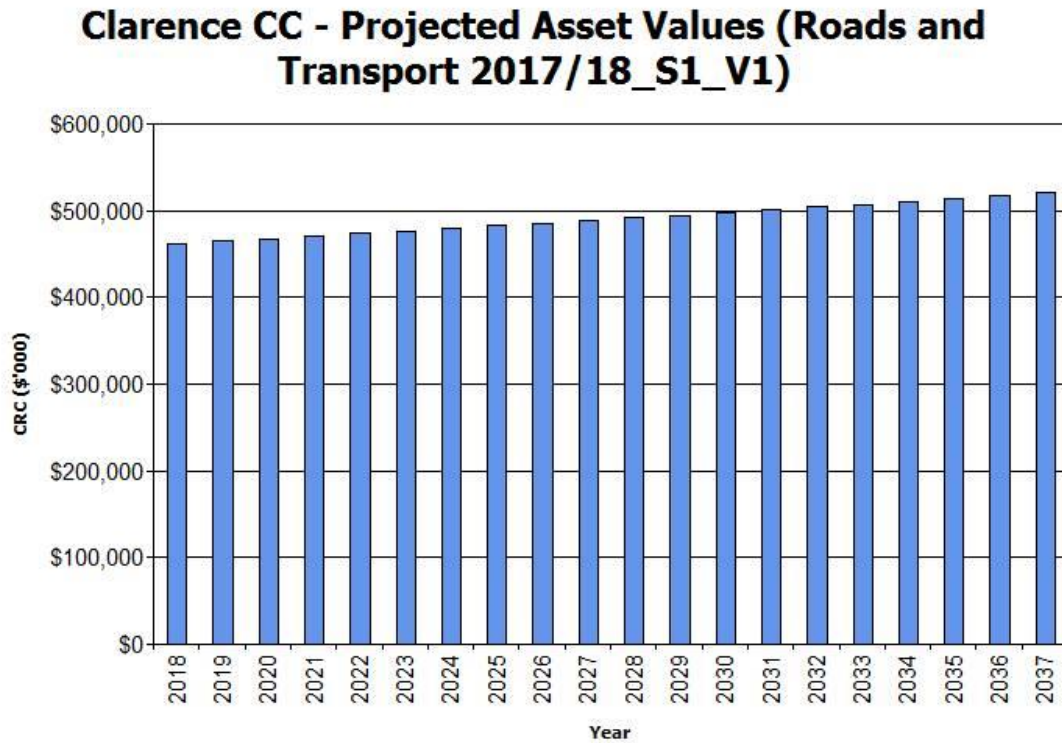
6.2 Funding Strategy

After reviewing service levels, as appropriate to ensure ongoing financial sustainability projected expenditures identified in Section 6.1.2 will be accommodated in the Council's 10 year long term financial plan.

6.3 Valuation Forecasts

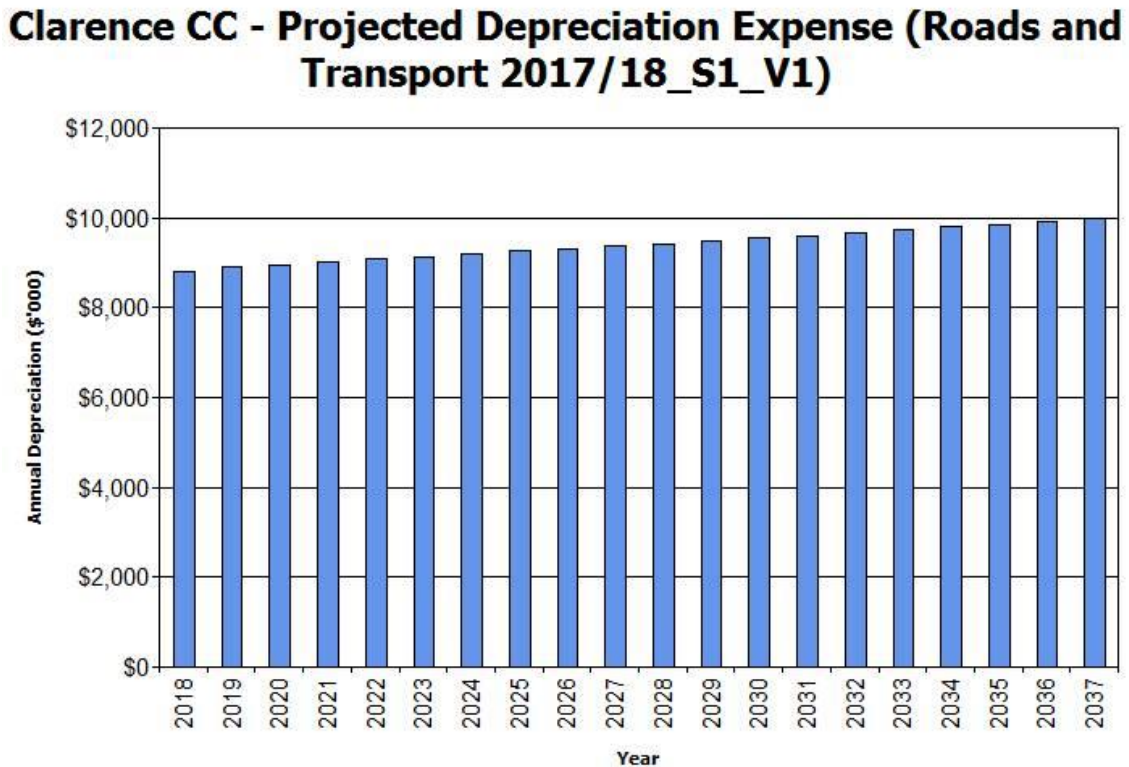
Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Figure 9 shows the projected replacement cost asset values over the planning period in real values.

Figure 10: Projected Asset Values



Depreciation expense values are forecast in line with asset values as shown in Figure 10.

Figure 11: Projected Depreciation Expense



The depreciated replacement cost will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Figure 11. The depreciated replacement cost of contributed and new assets is shown in the darker colour and in the lighter colour for existing assets.

Figure 12: Projected Depreciated Replacement Cost

Clarence CC - Projected Depreciated Replacement Cost (Roads and Transport 2017/18_S1_V1)



6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan and risks that these may change are shown in Table 6.4.

Table 6.4: Key Assumptions made in AM Plan and Risks of Change

Key Assumptions	Risks of Change to Assumptions
All expenditure is stated in 2017 dollars with no allowance for inflation.	Low risk
0.5% growth from asset contributions	Low chance of increase or decrease in operations and maintenance expenditure projections and projected asset values
Budget carryovers represent where money is unexpended for the Annual Plan and carried over to the next financial year.	Very low risk of Council budget carryover procedure changing.

6.5 Forecast Reliability and Confidence

The expenditure and valuations projections in this AM Plan are based on best available data. Currency and accuracy of data is critical to effective asset and financial management. Data confidence is classified on a 5 level scale¹² in accordance with Table 6.5.

¹² IPWEA, 2011, IIMM, Table 2.4.6, p 2|59.

Table 6.5: Data Confidence Grading System

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$.
B Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm 10\%$.
C Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm 25\%$.
D Very Uncertain	Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy $\pm 40\%$.
E Unknown	None or very little data held.

The estimated confidence level for and reliability of data used in this AM Plan is shown in Table 6.5.1.

Table 6.5.1: Data Confidence Assessment for Data used in AM Plan

Data	Confidence Assessment	Comment
Demand drivers	Reliable	-
Growth projections	Reliable	Average of past years donated assets.
Operations expenditures	Reliable	-
Maintenance expenditures	Reliable	-
Projected Renewal exps.	Reliable	Asset values derived from current tenders.
- Asset values	Reliable	-
- Asset residual values	Unknown	-
- Asset useful lives	Reliable	-
- Condition modelling	Reliable	Comprehensive road roughness survey. Revision of road segments required to improve the representation of the condition of the network.
- Network renewals	Uncertain	Finance asset register available only – Maximo asset register incomplete.
- Defect repairs	Reliable	Frequent inspections/audits – bridges and footpaths.
Upgrade/New expenditures	Uncertain	-
Disposal expenditures	Unknown	-

Over all data sources the data confidence is assessed as medium confidence level for data used in the preparation of this AM Plan.

7. PLAN IMPROVEMENT AND MONITORING

7.1 Status of Asset Management Practices

7.1.1 Accounting and financial systems

Council is currently implementing Technology One's OneCouncil system which will meet Council's Financial/Accounting IT requirements. OneCouncil is an integrated system used for all financial and accounting activities, including budget control, purchasing/debtors, invoicing/creditors, taxation and reporting. The system operates on a web browser platform with many employees across Council having regulated access on a needs basis. Finance Management generally operates the Finance modules of the system with other departments utilising it for purchasing tasks and for interrogation and reporting. Records are generally at a high level.

Accountabilities for financial systems

Manager Information and Finance Management is accountable for the finance system.

Accounting standards and regulations

As a State entity, the Audit Act 2008 requires that following accounting principles be met:

- Unless otherwise required by any other written law, the financial statements are to be prepared in accordance with the accounting standards and other requirements issued by the Australian Accounting Standards.
- Revaluations of a class of assets normally occur at intervals of no greater than 5 years. However, a class of assets will be revalued at such time as there has been a significant movement in the current replacement cost of that asset class relative to the value disclosed in the financial statements. Market indices are applied as appropriate to reflect moderate market movements.

Capital/maintenance threshold

Thresholds determining the treatment of work undertaken on assets will vary according to the nature of the asset and relative scale/type of work undertaken. The judgement of qualified professionals will be obtained to determine the extent to which an activity represents maintenance (which retains the existing service potential of an asset and/or prevents untimely deterioration of the asset) or represents partial or full renewal of an asset. In any event, expenditure below \$10,000 will generally be treated as maintenance.

Required changes to accounting financial systems arising from this AM Plan

Following the adoption of this policy, a full revaluation of the asset class will be undertaken (within reasonable time frames) to reflect the asset unit costs and asset lives identified within this policy. This is to ensure appropriate valuations are maintained for financial accounting purposes, and to ensure consistency between asset accounting records and adopted Asset Management Plans.

7.1.2 Asset management system

The OneCouncil system also includes an asset management module, Enterprise asset Management (EAM).

OneCouncil will be used by Engineering Services staff for generating work orders, periodic maintenance scheduling, reporting and maintaining the asset register.

Linkage from asset management to financial system

OneCouncil is a fully integrated enterprise system.

Accountabilities for asset management system and data maintenance

Group Manager Engineering Services is accountable for the asset management system and data maintenance.

Required changes to asset management system arising from this AM Plan

Continual improvement, including the implementation of the Strategic Asset Management module (SAM).

7.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 7.2.

Table 7.2: Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	Complete Asset register of footpath and gutter assets	Asset management	Staff time	12 months
2	Construct and complete road furniture register	Asset management	Staff time	4 years
3	Revise road segments	Traffic Engineer, assets officer	Staff time	4 years (partially ongoing)
4	Prepare Risk Management Plan for road and transport assets	Asset Management	Staff time	4 years
5	Complete OneCouncil SAM data entry to prepare 2022 review	Asset Management	Staff time	4 years

7.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget planning processes and amended to recognise any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The AM Plan will be updated annually to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values incorporated into Council's long term financial plan.

The AM Plan has a life of 4 years (Council election cycle) and is due for complete revision and updating within 1 year of each Council election.

7.4 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required projected expenditures identified in this asset management plan are incorporated into Council's long term financial plan,
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan,
- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the Council's Strategic Plan and associated plans,
- **The Asset Renewal Funding Ratio achieving the target of 1.0.**

8. REFERENCES

IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

IPWEA, 2008, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/namsplus.

IPWEA, 2009, 'Australian Infrastructure Financial Management Guidelines', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/AIFMG.

IPWEA, 2011, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

Clarence City Council, 'Strategic Plan 2016 – 2026',

Clarence City Council, 'Annual Plan and Budget'.

9. APPENDICES

Appendix A	Maintenance Response Levels of Service
Appendix B	Projected 10 year Capital Renewal and Replacement Works Program
Appendix C	Projected 10 year Capital Upgrade/New Works Program
Appendix D	LTFP Budgeted Expenditures Accommodated in AM Plan
Appendix E	Abbreviations
Appendix F	Glossary

Appendix A Maintenance Response Levels of Service

Table 3.6 Secondary Levels of Service

Activity	Level of Service
Sealed Road Pavement	<ul style="list-style-type: none"> Potholes, edge breaks, cracks repaired within 14 days of being reported. Rural road shoulders graded twice a year.
Gravel Road Maintenance	<ul style="list-style-type: none"> Roads graded quarterly (weather dependant).
Minor Works	<ul style="list-style-type: none"> Bridges inspected annually and repaired as required. Footpath audit conducted every three years, priority 1-3 hazards rectified. Storm damage repaired as required.
Cleaning	<ul style="list-style-type: none"> Litter bins emptied twice a week (Richmond and CBD daily) All sealed urban roads swept at least once every 6 weeks.
Drainage	<ul style="list-style-type: none"> Customer requests attended to within 14 days
Footpaths, cycleways and Nature Strips	<ul style="list-style-type: none"> Footpaths inspected annually and repaired as required. Mow nature strips in Richmond monthly. Mow nature strips for the physically infirm twice annually.
Road Furniture	<ul style="list-style-type: none"> Inspected annually and repaired as required.
Weeds & Trees	<ul style="list-style-type: none"> Inspected annually and works carried out as required.

Appendix B Projected 10 year Capital Renewal and Replacement Works Program

Clarence CC

Projected Capital Renewal Works Program - Road and Transport_S1_V1

(\$000)

Year	Item	Description	Estimate
2018		Network Renewals	
	1	Blackspot reduction - Gellibrand Drive / Rifle Range Rd	\$250
	2	Clarence Foreshore Trail between Tasman Bridge & Montagu Bay Park & from Simmons Park to Anzac Park - Stage 2	\$250
	3	Major Digouts / Reconstruction - Annual Program	\$2,000
	4	Footpath / Kerb & Gutter Renewal	\$1,250
	5	Road reseal program	\$2,500
	6	Kerb Replacement - Major Digouts Program	\$500
	7	Other Works	\$1,165
2018		Total	\$9,925

2019		Network Renewals	
	1	Estimated Roads & Transport renewals	\$7,600
2019		Total	\$7,600

(\$000)

Year	Item	Description	Estimate
2020		Network Renewals	
	1	Estimated Roads & Transport renewals	\$7,900
2020		Total	\$7,900

2021		Network Renewals	Estimate
	1	Estimated Roads & Transport renewals	\$8,300
2021		Total	\$8,300

(\$000)

Year	Item	Description	Estimate
2022		Network Renewals	
	1	Estimated Roads & Transport renewals	\$8,700
2022		Total	\$8,700

2023		Network Renewals	
	1	Estimated Roads & Transport renewals	\$8,700
2024		Total	\$8,700

(\$000)

2025		Network Renewals	
	1	Estimated Roads & Transport renewals	\$8,700
2025		Total	\$8,700

(\$000)

Year	Item	Description	Estimate
2026		Network Renewals	
	1	Estimated Roads & Transport renewals	\$8,700
2026		Total	\$8,700

2027		Network Renewals	
	1	Estimated Roads & Transport renewals	\$8,700
2027		Total	\$8,700

Appendix C Projected Upgrade/Exp/New 10 year Capital Works Program

Clarence CC

Projected Capital Upgrade/New Works Program - Road and Transport_S1_V1

(\$000)

Year	Item	Description	Estimate
2018	1	Carry over projects	\$850
	2	Upgrade component of 17/18 projects	\$675
		Construction of Bellerive public pier	\$1,350
		Kangaroo Bay Drive Car Park (Lot 4)	\$1,300
		Clarendon Vale Greenbelt - Pathway and Lighting - Mockridge Road to Marsden St	\$360
		Acton Road footpath between Estate Drive Roundabout and 904 Acton Rd	\$150
2018		Total	\$4,685

(\$000)

Year	Item	Description	Estimate
2019	1	Estimated Roads & Transport upgrades	\$3,000
2019		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2020	1	Estimated Roads & Transport upgrades	\$3,000
2020		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2021	1	Estimated Roads & Transport upgrades	\$3,000
2021		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2022	1	Estimated Roads & Transport upgrades	\$3,000
2022		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2023	1	Estimated Roads & Transport upgrades	\$3,000
2023		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2024	1	Estimated Roads & Transport upgrades	\$3,000
2024		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2025	1	Estimated Roads & Transport upgrades	\$3,000
2025		Total	\$3,000



(\$000)

Year	Item	Description	Estimate
2026	1	Estimated Roads & Transport upgrades	\$3,000
2026		Total	\$3,000

(\$000)

Year	Item	Description	Estimate
2027	1	Estimated Roads & Transport upgrades	\$3,000
2027		Total	\$3,000

Appendix D Budgeted Expenditures Accommodated in LTFP

NAMS.PLUS3 Asset Management Clarence CC																				
© Copyright. All rights reserved. The Institute of Public Works Engineering Australasia																				
Roads & Transport 2017/18_S1_V1										Asset Management Plan										
First year of expenditure projections 2018 (financial yr ending)										 										
Roads & Transport 2017/18 Asset values at start of planning period Current replacement cost \$456,739 (000) Depreciable amount \$455,328 (000) Depreciated replacement cost \$237,988 (000) Annual depreciation expense \$8,814 (000)										Operations and Maintenance Costs for New Assets Calc CRC from Asset Register This is a check for you. Additional operations costs 0.93% of asset value Additional maintenance 0.58% of asset value Additional depreciation 1.94% of asset value Planned renewal budget (information only) You may use these values calculated from your data or overwrite the links.										
Planned Expenditures from LTFP 20 Year Expenditure Projections Note: Enter all values in current 2018 values										Existing %ages calculated from data in worksheet 0.85% of CRC (10 yr average) 0.53% of CRC (10 yr average) 1.94% of Dep Amt 2.17% of CRC (Year 1 comparison)										
Financial year ending	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Expenditure Outlays included in Long Term Financial Plan (in current \$ values)										Average of first 10 year Expenditure Outlays from LTFP										
Operations																				
Operations budget	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860
Management budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AM systems budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total operations	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860	\$3,860
Maintenance																				
Reactive maintenance budget	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640	\$640
Planned maintenance budget	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780	\$1,780
Specific maintenance items budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total maintenance	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420	\$2,420
Capital																				
Planned renewal budget	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925	\$9,925
Planned upgrade/new budget	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685	\$4,685
Non-growth contributed asset value	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Disposals																				
Est Cost to dispose of assets	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Carrying value (DRC) of disposed assets	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Additional Expenditure Outlays Requirements (e.g from Infrastructure Risk Management Plan)										Average of first 10 years Expenditure Outlays required from IRMP										
Additional Expenditure Outlays required and not included above	2018 \$000	2019 \$000	2020 \$000	2021 \$000	2022 \$000	2023 \$000	2024 \$000	2025 \$000	2026 \$000	2027 \$000	2028 \$000	2029 \$000	2030 \$000	2031 \$000	2032 \$000	2033 \$000	2034 \$000	2035 \$000	2036 \$000	2037 \$000
Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Renewal	to be incorporated into Forms 2 & 2.1 (where Method 1 is used) OR Form 2B Defect Repairs (where Method 2 or 3 is used)																			
Capital Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
User Comments #2																				
Forecasts for Capital Renewal using Methods 2 & 3 (Form 2A & 2B) & Capital Upgrade (Form 2C)										Average of first 10 years Capital Renewal & Upgrade Forecasts										
Forecast Capital Renewal from Forms 2A & 2B	2018 \$000	2019 \$000	2020 \$000	2021 \$000	2022 \$000	2023 \$000	2024 \$000	2025 \$000	2026 \$000	2027 \$000	2028 \$000	2029 \$000	2030 \$000	2031 \$000	2032 \$000	2033 \$000	2034 \$000	2035 \$000	2036 \$000	2037 \$000
	\$9,925	\$7,600	\$7,900	\$8,300	\$8,700	\$8,700	\$8,700	\$8,700	\$8,700	\$8,700	\$8,593	\$8,593	\$8,593	\$8,593	\$8,593	\$8,593	\$8,593	\$8,593	\$8,593	\$8,593
Forecast Capital Upgrade from Form 2C	\$4,685	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,169	\$3,169	\$3,169	\$3,169	\$3,169	\$3,169	\$3,169	\$3,169	\$3,169	\$3,169

Appendix E Abbreviations

AAAC	Average annual asset consumption
AM	Asset management
AM Plan	Asset management plan
ARI	Average recurrence interval
ASC	Annual service cost
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DRC	Depreciated replacement cost
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
LTFP	Long term financial plan
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SoA	State of the Assets
SS	Suspended solids
vph	Vehicles per hour
WDCRC	Written down current replacement cost

Appendix F Glossary

Annual service cost (ASC)

- 1) Reporting actual cost
The annual (accrual) cost of providing a service including operations, maintenance, depreciation, finance/opportunity and disposal costs less revenue.
- 2) For investment analysis and budgeting
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operations, maintenance, depreciation, finance/opportunity and disposal costs, less revenue.

Asset

A resource controlled by an entity as a result of past events and from which future economic benefits are expected to flow to the entity. Infrastructure assets are a sub-class of property, plant and equipment which are non-current assets with a life greater than 12 months and enable services to be provided.

Asset category

Sub-group of assets within a class hierarchy for financial reporting and management purposes.

Asset class

A group of assets having a similar nature or function in the operations of an entity, and which, for purposes of disclosure, is shown as a single item without supplementary disclosure.

Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset hierarchy

A framework for segmenting an asset base into appropriate classifications. The asset hierarchy can be based on asset function or asset type or a combination of the two.

Asset management (AM)

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Asset renewal funding ratio

The ratio of the net present value of asset renewal funding accommodated over a 10 year period in a long term financial plan relative to the net present value of projected capital renewal expenditures identified in an asset management plan for the same period [AIFMG Financial Sustainability Indicator No 8].

Average annual asset consumption (AAAC)*

The amount of an organisation's asset base consumed during a reporting period (generally a year). This may be calculated by dividing the depreciable amount by the useful life (or total future economic benefits/service potential) and totalled for each and every asset OR by dividing the carrying amount (depreciated replacement cost) by the remaining useful life (or remaining future economic benefits/service potential) and totalled for each and every asset in an asset category or class.

Borrowings

A borrowing or loan is a contractual obligation of the borrowing entity to deliver cash or another financial asset to the lending entity over a specified period of time or at a specified point in time, to cover both the initial capital provided and the cost of the interest incurred for providing this capital. A borrowing or loan provides the means for the borrowing entity to finance outlays (typically physical assets) when it has insufficient funds of its own to do so, and for the lending entity to make a financial return, normally in the form of interest revenue, on the funding provided.

Capital expenditure

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital expenditure - expansion

Expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is discretionary expenditure, which increases future operations and maintenance costs, because it increases Council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure - new

Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operations and maintenance expenditure.

Capital expenditure - renewal

Expenditure on an existing asset or on replacing an existing asset, which returns the service capability of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it generally has no impact on revenue, but may reduce future operations and maintenance expenditure if completed at the optimum time, e.g. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.

Capital expenditure - upgrade

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operations and maintenance expenditure in the future because of the increase in Council's asset base, e.g.. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility.

Capital funding

Funding to pay for capital expenditure.

Capital grants

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure

See capital expenditure definition.

Capitalisation threshold

The value of expenditure on non-current assets above which the expenditure is recognised as capital expenditure and below which the expenditure is charged as an expense in the year of acquisition.

Carrying amount

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets

See asset class definition.

Component

Specific parts of an asset having independent physical or functional identity and having specific attributes such as different life expectancy, maintenance regimes, risk or criticality.

Core asset management

Asset management which relies primarily on the use of an asset register, maintenance management systems, job resource management, inventory control, condition assessment, simple risk assessment and defined levels of service, in order to establish alternative treatment options and long-term cashflow predictions. Priorities are usually established on the basis of financial return gained by carrying out the work (rather than detailed risk analysis and optimised decision-making).

Cost of an asset

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, including any costs necessary to place the asset into service. This includes one-off design and project management costs.

Critical assets

Assets for which the financial, business or service level consequences of failure are sufficiently severe to justify proactive inspection and rehabilitation. Critical assets have a lower threshold for action than non-critical assets.

Current replacement cost (CRC)

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Deferred maintenance

The shortfall in rehabilitation work undertaken relative to that required to maintain the service potential of an asset.

Depreciable amount

The cost of an asset, or other amount substituted for its cost, less its residual value.

Depreciated replacement cost (DRC)

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.

Depreciation / amortisation

The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life

See useful life definition.

Expenditure

The spending of money on goods and services. Expenditure includes recurrent and capital outlays.

Expenses

Decreases in economic benefits during the accounting period in the form of outflows or depletions of assets or increases in liabilities that result in decreases in equity, other than those relating to distributions to equity participants.

Fair value

The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Financing gap

A financing gap exists whenever an entity has insufficient capacity to finance asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current financing gap means service levels have already or are currently falling. A projected financing gap if not addressed will result in a future diminution of existing service levels.

Heritage asset

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss

The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets

Physical assets that contribute to meeting the needs of organisations or the need for access to major economic and social facilities and services, e.g.. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no separate market value.

Investment property

Property held to earn rentals or for capital appreciation or both, rather than for:

- (a) use in the production or supply of goods or services or for administrative purposes; or
- (b) sale in the ordinary course of business.

Key performance indicator

A qualitative or quantitative measure of a service or activity used to compare actual performance against a standard or other target. Performance indicators commonly relate to statutory limits, safety, responsiveness, cost, comfort, asset performance, reliability, efficiency, environmental protection and customer satisfaction.

Level of service

The defined service quality for a particular service/activity against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental impact, acceptability and cost.

Life Cycle Cost *

1. **Total LCC** The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
2. **Average LCC** The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises average operations, maintenance expenditure plus asset consumption expense, represented by depreciation expense projected over 10 years. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure

The Life Cycle Expenditure (LCE) is the average operations, maintenance and capital renewal expenditure accommodated in the long term financial plan over 10 years. Life Cycle Expenditure may be compared to average Life Cycle Cost to give an initial indicator of affordability of projected service levels when considered with asset age profiles.

Loans / borrowings

See borrowings.

Maintenance

All actions necessary for retaining an asset as near as practicable to an appropriate service condition, including regular ongoing day-to-day work necessary to keep assets operating, e.g. road patching but excluding rehabilitation or renewal. It is operating expenditure required to ensure that the asset reaches its expected useful life.

- **Planned maintenance**

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

- **Reactive maintenance**

Unplanned repair work that is carried out in response to service requests and management/supervisory directions.

- **Specific maintenance**

Maintenance work to repair components or replace sub-components that needs to be identified as a specific maintenance item in the maintenance budget.

- **Unplanned maintenance**

Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

Maintenance expenditure *

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality

The notion of materiality guides the margin of error acceptable, the degree of precision required and the extent of the disclosure required when preparing general purpose financial reports. Information is material if its omission, misstatement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial report or affect the discharge of accountability by the management or governing body of the entity.

Modern equivalent asset

Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and, improvements and efficiencies in production and installation techniques.

Net present value (NPV)

The value to Council of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from e.g. the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

Non-revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operations

Regular activities to provide services such as public health, safety and amenity, e.g. street sweeping, grass mowing and street lighting.

Operating expenditure

Recurrent expenditure, which is continuously required to provide a service. In common use the term typically includes, e.g. power, fuel, staff, plant equipment, on-costs and overheads but excludes maintenance and depreciation. Maintenance and depreciation is on the other hand included in operating expenses.

Operating expense

The gross outflow of economic benefits, being cash and non-cash items, during the period arising in the course of ordinary activities of an entity when those outflows result in decreases in equity, other than decreases relating to distributions to equity participants.

Operating expenses

Recurrent expenses continuously required to provide a service, including power, fuel, staff, plant equipment, maintenance, depreciation, on-costs and overheads.

Operations, maintenance and renewal financing ratio

Ratio of estimated budget to projected expenditure for operations, maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Operations, maintenance and renewal gap

Difference between budgeted expenditures in a long term financial plan (or estimated future budgets in absence of a long term financial plan) and projected expenditures for operations, maintenance and renewal of assets to achieve/maintain specified service levels, totalled over a defined time (e.g. 5, 10 and 15 years).

Pavement management system (PMS)

A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

PMS Score

A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption *

The ratio of annual asset consumption relative to the depreciable amount of the assets. It measures the amount of the consumable parts of assets that are consumed in a period (depreciation) expressed as a percentage of the depreciable amount.

Rate of annual asset renewal *

The ratio of asset renewal and replacement expenditure relative to depreciable amount for a period. It measures whether assets are being replaced at the rate they are wearing out with capital renewal expenditure expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade/new *

A measure of the rate at which assets are being upgraded and expanded per annum with capital upgrade/new expenditure expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Recoverable amount

The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operations and maintenance expenditure.

Recurrent funding

Funding to pay for recurrent expenditure.

Rehabilitation

See capital renewal expenditure definition above.

Remaining useful life

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining useful life is useful life.

Renewal

See capital renewal expenditure definition above.

Residual value

The estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life.

Revenue generating investments

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment

A self-contained part or piece of an infrastructure asset.

Service potential

The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset. A measure of service potential is used in the not-for-profit sector/public sector to value assets, particularly those not producing a cash flow.

Service potential remaining

A measure of the future economic benefits remaining in assets. It may be expressed in dollar values (Fair Value) or as a percentage of total anticipated future economic benefits. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (Depreciated Replacement Cost/Depreciable Amount).

Source: IPWEA, 2009, Glossary

Additional and modified glossary items shown *

Specific Maintenance

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Strategic Longer-Term Plan

A plan covering the term of office of councillors (4 years minimum) reflecting the needs of the community for the foreseeable future. It brings together the detailed requirements in the Council's longer-term plans such as the asset management plan and the long-term financial plan. The plan is prepared in consultation with the community and details where the Council is at that point in time, where it wants to go, how it is going to get there, mechanisms for monitoring the achievement of the outcomes and how the plan will be resourced.

Sub-component

Smaller individual parts that make up a component part.

Useful life

Either:

- (a) the period over which an asset is expected to be available for use by an entity, or
- (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council.

Value in Use

The present value of future cash flows expected to be derived from an asset or cash generating unit. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate net cash inflows, where the entity would, if deprived of the asset, replace its remaining future economic benefits.

11.6 FINANCIAL MANAGEMENT

Nil Items.

11.7 GOVERNANCE**11.7.1 ROSNY HILL DEVELOPMENT PUBLIC MEETING – FURTHER REPORT**

(File No A008-12A)

EXECUTIVE SUMMARY**PURPOSE**

To provide advice detailing any further actions that could be taken in respect to each motion passed at the Rosny Hill development public meeting held on 17 July 2018 or in respect to the development application more generally.

RELATION TO EXISTING POLICY/PLANS

The Rosny Hill Nature Recreation Area is subject to the Rosny Hill Nature Recreation Area Management Strategy (August 2011).

LEGISLATIVE REQUIREMENTS

The Rosny Hill Nature Recreation Area (RHNRA) is subject to the requirements of the *National Parks and Reserves Management Act 2002* (Tas).

CONSULTATION

This report arises from the public meeting held on 17 July 2018 and the Council Meeting held on 30 July 2018.

FINANCIAL IMPLICATIONS

Not applicable.

RECOMMENDATION:

That Council:

- A. Notes that a review of a revised draft Community Consultation Policy is to be submitted to Council shortly for consideration.
- B. Notes the decision to implement online engagement and consultation tools.
- C. Notes the pending report requested by the Audit Panel reviewing community engagement practices, expected to be circulated to Aldermen following consideration by the Audit Panel in late September 2018.

ROSNY HILL DEVELOPMENT PUBLIC MEETING – FURTHER REPORT /contd...

ASSOCIATED REPORT**1. BACKGROUND**

Council conducted a public meeting in respect to the proposed Rosny Hill development on 17 July 2018. The public meeting was held in accordance with Division 1 of Part 6 of the *Local Government Act 1993* (Tas) (**Act**). Council has requested advice detailing any further actions that could be taken in respect to each motion passed at the Rosny Hill development public meeting held on 17 July 2018 or in respect to the development application more generally.

2. REPORT IN DETAIL

2.1. At its Meeting on 18 June 2018, Council considered a petition seeking a public meeting in relation to the proposed Rosny Hill development. The petition complied with the requirements of the Act.

2.2. The public meeting was advertised in accordance with the Act requirements and was held at 7.00pm on 17 July 2018 at the Rosny Bowls Club.

2.3. The public meeting passed 4 motions. The motions were:

- “1. That the Clarence City Council revokes its preferred development agreement with Hunter Developments.*
- 2. That Clarence City Council initiates a further tender (EOI) process for potential development on Rosny Hill on a scale and of a size appropriate to the site and its recreation, conservation and community values.*
- 3. That the Clarence City Council set up an appropriately constituted Community Consultation Unit within the council structure, adequately resourced and supported, so as to return confidence and transparency to relations between the council and its community.*

4. *That Council, at its next meeting, advise the General Manager to not give landowner consent for Hunter Developments and the General Manager write to the state government asking that it does not grant land owner consent”.*

2.4. Council, at its Meeting held on 30 July 2018, passed the following relevant resolutions:

A. ...

B. ...

C. *Requests a report be provided to the next meeting of Council detailing any further actions including but not limited to:*

- *Legal implications;*
- *Resource implications;*
- *Structural implications;*
- *Community implications;*

that could be taken in respect to each motion or in respect to the development application more generally.

D. *That Council write to the Premier and Minister for Parks asking for clarification in writing as to who provides landowner consent to a development application being lodged with Council”.*

Public Meeting – Motion 1

2.5. Motion 1 was discussed as part of the report included with Council’s 30 July 2018 Meeting Agenda. That report provided:

“In respect to Motion 1 above, at its Meeting of 18 June 2018 Council determined:

- A. *That Council notes that its Preferred Developer Agreement with Hunter Developments Pty Ltd for Rosny Hill has no further role to play in respect to that development and is therefore concluded. [emphasis added]*

Consequently, in respect to Motion 1, there is no further action available to Council”.

2.6. In respect to “Resolution C” from Council’s 30 July 2018 Meeting, it is confirmed that there is no further action available to be taken in respect to the Preferred Developer Agreement.

Public Meeting – Motion 2

- 2.7.** Motion 2 sought that Council initiate a further EOI process in respect to Rosny Hill, according to specified terms. That motion was discussed as part of the report included with Council’s 30 July 2018 Meeting Agenda. That report provided:

“In respect to Motion 2, a development application has been lodged in respect to the Rosny Hill Nature Recreation Area (RHNRA). Until the development application has been dealt with in accordance with the Land Use Planning and Approvals Act 1993 (Tas) (LUPAA), is discontinued or withdrawn, it is not possible for Council to commence a further EOI process in respect to the RHNRA. [emphasis added]”.

- 2.8.** It is relevant to note that the word “possible” in the above quote should properly read “appropriate”.
- 2.9.** In respect to “Resolution C” from Council’s 30 July 2018 Meeting, it is confirmed that there is no further action available to be taken in respect to Motion 2 unless or until Hunter Developments withdraws its development application, or the development application is refused (should that be the decision of Council sitting as a planning authority). Should that occur, Council may then consider whether a new EOI process should be undertaken. Should that circumstance arise, it is recommended that Council seek legal advice regarding its options, which may be subject to the particular circumstances prevalent at that time.

Public Meeting – Motion 3

- 2.10.** Motion 3 sought the establishment of a “Community Consultation Unit” within the Council structure, adequately resourced and supported. The motion does not recognise the various community consultation roles undertaken by Council or processes currently in place. These are important considerations impacting the motion.

- 2.11.** At the highest level, community consultation can be identified as “statutory consultation” and “non-statutory consultation”. Statutory consultation arises as a consequence of a statutory requirement to consult. For example, the statutory requirement for a Council to undertake a consultation process in respect to a development application. Council must comply with the statutory process in terms of advertising, timeframes and its consideration of respondent submissions. Council cannot conduct statutory consultation in a manner that is inconsistent with legislation or in a way that suggests bias.
- 2.12.** Non-statutory consultation occurs in a much more fluid manner. Council regularly consults in respect to new policies, by-laws, plans, events and other activities. Consultation may take many forms including advertising of relevant issues, information sessions, community meetings, seeking written responses, focus groups, etc. Council also consults via its website, provides information to the community via its Facebook page and via advertising and articles in the Eastern Shore Sun.
- 2.13.** Council has been engaged in a review and development process to improve the consistency of its community consultation practices. This process has included:
- A draft Community Planning and Development (CPD) Framework which was completed in late 2017. The CPD Framework aims to improve the approach to community planning and development through the key themes of people, planning, resourcing and delivery. These themes will be central to more thorough community consultation planning, and used in conjunction with the Community Consultation Policy.
 - A review of the 2010 Community Participation Policy has been undertaken and a revised draft of the policy is to be submitted to Council shortly for consideration.
 - As part of a revised Community Consultation Policy online consultation and community engagement tools are also being developed.

2.14. In addition to the work outlined above, Council's Audit Panel has commissioned a review of Council's approach to and practices in conducting engagement with its community. The report will be provided to the Audit Panel at its September 2018 meeting. Following the Audit Panel's consideration Council will be advised in the usual way.

2.15. In respect to Motion 3 and in accordance with Council "Resolution C" (as set out above); the following advice is provided.

- **Legal Implication**

Council undertakes a wide range of consultation activities. Consultation relevant to planning applications must be undertaken in accordance with the *Land Use Planning and Approvals Act 1993* requirements. Council has well established processes for advertising and consulting in respect to planning applications. Other consultation activities do not present an appreciable legal risk.

- **Resource Implications**

Council has developed the CPD Framework and Community Consultation Policy which now requires final approval. The CPD Framework and Policy do not require additional resourcing at this time. Funding has been included within the FY2018/19 budget for online consultation and engagement tools. Several staff have significant community consultation elements as part of their position requirements.

- **Structural Implications**

Within the organisation project officers and their managers are responsible for co-ordinating community consultation activities relevant to their projects. The CPD Framework and Policy will overlay a co-ordination element to streamline consultation activities and improve consistency, timeliness and communication. The wide-ranging nature of Council's consultation activities suggest that establishment of a "Community Consultation Unit" is not necessary at this time.

The work undertaken to date is based on the establishment of a centrally co-ordinated “core” of staff with appropriate skills, drawn from a range of Council operating areas that can advise and guide project officers and managers in respect to specific consultation activities, using a variety of consultation tools. This remains the recommended approach.

- **Community Implications**

The CPD Framework and Policy, coupled with improved online tools, will assist Council to improve its community consultation activities.

2.16. Considering the comments above, it is suggested that Council:

- review the CPD Framework and Community Consultation Policy with the aim of approving both in the near future;
- note the decision to further develop online consultation and engagement tools; and
- note the pending report from the Audit Panel reviewing community engagement practices, expected to be circulated to Aldermen following consideration by the Audit Panel in September 2018.

Public meeting – Motion 4

2.17. Motion 4 was discussed as part of the agenda report included with Council’s 30 July 2018 Meeting Agenda. That report provided:

“In respect to Motion 4, the motion is inconsistent with the requirements of section 52(1B) of LUPAA. The General Manager, when exercising his function under s.52(1B) is not acting as a delegate of the Council, nor is there any statutory power available to the Council under LUPAA or any other legislation permitting the Council to direct the General Manager. At best, the Council can encourage the General Manager to seek independent advice prior to exercising his discretion and/or making a decision. It is important to note that any attempt by the Council to direct the General Manager would potentially give cause to the subsequent decision of the General Manager to be subject to judicial review. Detailed legal advice in this regard is provided under separate cover to Aldermen”.

- 2.18.** The General Manager has sought, and is awaiting, independent legal advice regarding the decision he is required to make in accordance with s.52(1B) of LUPAA.

Further Actions in Respect to the Development Application

- 2.19.** Council requested advice indicating whether there was any further action that could be taken in respect to the development application more generally.
- 2.20.** Council has previously been advised that the General Manager of Parks and Wildlife has indicated that he is not required to provide consent in respect to the development application on the basis that he considers this to be a responsibility of Council as the Management Authority. In accordance with “Resolution D” above, the Acting Mayor has written to the Premier seeking his view on the issue of consent.
- 2.21.** The General Manager is awaiting legal advice regarding his obligation to provide consent in accordance with s.52(1B) of LUPAA. As previously indicated, this consent is a matter for the General Manager and not a matter for Council.
- 2.22.** Short of Hunter Developments determining to withdraw the development application (which is a matter for them alone), there is nothing more that Council can do in respect to the development application. Should the development application obtain the necessary consent(s) and become valid, it will be a matter for Council to consider the application in the usual way, sitting as a planning authority.

Council Resolution D

- 2.23.** At its Meeting of 30 July 2018, Council resolved:

“That Council write to the Premier and Minister for Parks asking for clarification in writing as to who provides landowner consent to a development application being lodged with Council”.

- 2.24.** The Acting Mayor wrote to the Premier on 3 August 2018. To date, a response from the Premier has not been received.

3. CONSULTATION

3.1. Community Consultation

Not applicable.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The proposed Rosny Hill development must be considered in accordance with the requirements of LUPAA and the *National Parks and Reserves Management Act 2002* (Tas). The Rosny Hill Nature Recreation Area Management Strategy (August 2011) must also be considered.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

See legal advice provided under separate cover.

7. FINANCIAL IMPLICATIONS

Not applicable.

8. ANY OTHER UNIQUE ISSUES

Not applicable.

9. CONCLUSION

Council has sought further advice regarding the motions passed at the public meeting held on 17 July 2018 in respect to the proposed Rosny Hill development. With the exception of Motion 3 passed at the public meeting, there are either no or very limited opportunities for further action by Council. In respect to Motion 3, Council has well-established community consultation mechanisms in place and continues to develop those mechanisms. From this perspective establishment of a “Community Consultation Unit” is not recommended on the basis that such a unit will not contribute to a substantive change to consultation methods or outcomes.

Attachments: Nil

Andrew Paul
GENERAL MANAGER

11.7.2 CLARENCE COASTAL POLICY - FUNDING

(File No)

EXECUTIVE SUMMARY**PURPOSE**

To amend the Annual Estimates to reflect expenditure required to prepare a Clarence Coastal Policy, as Council adopted at its Meeting of 18 June 2018.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026 is relevant.

LEGISLATIVE REQUIREMENTS

There is no Legislative requirement on this matter.

CONSULTATION

Community consultation will be one of the key elements in developing the Coastal Policy.

FINANCIAL IMPLICATIONS

Funds are available from within the Environmental Programme to be transferred from Bambra Reef trial groyne project which is on hold.

RECOMMENDATION:

That Council's adopted Estimates be amended such that an amount of \$35,000 be transferred from the Bambra Reef trial groyne design project and be applied to the proposed development of the draft Clarence Coastal Policy within the Environmental Programme.

NB: A decision on this Item requires an Absolute Majority of Council.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council, at its Meeting of 18 June 2018 considered a report associated with dune replenishment works at Roches Beach. This followed further erosion of a northern section of Roches Beach, Lauderdale.
- 1.2.** The report noted, Council does not have a policy framework to assess protection works along its Coastline and therefore it is appropriate for Council to establish a Coastal Policy which considers the legal, financial and other responsibilities for managing adaptation works along Council's Coastline.

1.3. Council, at its Meeting of 18 June 2018 resolved:

- “A. That Council authorises the General Manager to undertake sand replenishment, for public safety purposes, of the Northern dunes at Roches Beach on Crown Land at an estimated cost of \$5,000.*
- B. That Council authorise the General Manager to prepare a draft Clarence Coastal Policy as reported to present at a future Council Workshop.*
- C. That Council authorises the General Manager to place on hold the work to seek necessary regulatory approvals and design for the proposed trial groyne at Bambra Reef, Lauderdale.*
- D. That Council authorises the General Manager to write to the Lauderdale community outlining Council’s current status on coastal adaptation plans for Roches Beach”.*

1.4. This report considers the financial funding required in order to prepare the Clarence Coastal Policy.

2. REPORT IN DETAIL

- 2.1.** The University of New South Wales – Water Research Laboratory and SGS prepared the 2009 Climate change impacts on Clarence coastal areas – Final Report. The purpose of this study was to provide an integrated assessment of climate change risks on Clarence’s coastal areas.
- 2.2.** The report provides a framework to responding to climate change risks and identifies various roles and responsibilities of Council, State Government, Federal Government, individuals and the community. Considering the large body of work the consultants completed with this study, it was considered appropriate to discuss with the consultants the proposed scope to develop a Coastal Policy.

- 2.3.** SGS advised in order to develop a Coastal Policy experts in the field need to be consulted, then undertake a review of national best practice, draft the policy, liaise with Council, develop a communications strategy, undertake community workshop(s) and further report to Council. The budget funds in order to undertake this work are \$35,000.
- 2.4.** Clarence has been recognised by peers and the Community for the development of 2009 Climate change impacts on Clarence coastal areas – Final Report. It is appropriate to undertake development of a coastal policy in a similar considered manner.

3. CONSULTATION

3.1. Community Consultation

Community consultation will be a key element of the development of the draft Clarence Coastal Policy.

3.2. State/Local Government Protocol

Crown Land Services and other State Departments will be included in the stakeholder consultation.

3.3. Other

Southern Tasmanian Council's Authority (STCA) is undertaking a number of climate change related projects and they will be included in the stakeholder consultation.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2016-2026 under "An environmentally responsible city" has the following Strategies to:

"Developing climate change strategy adaption and mitigation action plans to meet the agreed response to climate change impact".

"Ensuring the community is well informed of potential impacts, particularly coastal communities".

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Legal input to the policy framework will be necessary.

7. FINANCIAL IMPLICATIONS

7.1. Enquiries have determined a budget of \$35,000 is required in order to develop a draft Coastal Policy and consult with the community.

7.2. As of 30 June 2018, \$631,000 of funds is in the Environmental programme for the Bambra Reef trial groyne design project. Council's decision of 18 June 2018 placed this project on hold and therefore it is reasonable to transfer \$35,000 of funds to develop the draft Coastal Policy.

7.3. In order to change the estimates this Agenda Item requires an absolute majority of Council.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. Council, at its Meeting of 18 June 2018 adopted to develop a draft Clarence Coastal Policy and to place the Bambra Reef trial groyne design project on hold.

9.2. A budget of \$35,000 of funds is required to develop a draft Coastal Policy and therefore it is considered reasonable to transfer existing funds from the Bambra Reef trial groyne design project on hold, to a new project to develop the policy.

Attachments: Nil.

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

12. ALDERMEN'S QUESTION TIME

An Alderman may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

12.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, an Alderman may give written notice to the General Manager of a question in respect of which the Alderman seeks an answer at the meeting).

Nil.

12.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

12.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

12.4 QUESTIONS WITHOUT NOTICE

An Alderman may ask a Question without Notice of the Chairman or another Alderman or the General Manager. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will not be recorded in the minutes.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, an Alderman or the General Manager may decline to answer a question without notice.

13. CLOSED MEETING

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

13.1 APPLICATIONS FOR LEAVE OF ABSENCE

13.2 PROPERTY MATTER – CAMBRIDGE

13.3 PROPERTY MATTER – ROSNY PARK

13.4 TENDER T1235-18 ANNUAL RESEAL HARDWASTE COLLECTION 2018

13.5 APPOINTMENT OF ACTING GENERAL MANAGER

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- personnel matters;
- commercial information of a confidential nature;
- contracts and tenders for the supply of goods and services;
- proposals to acquire land or an interest in land or for the disposal of land; and
- applications by Aldermen for a Leave of Absence.

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.