

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 5 SEPTEMBER 2016

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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 Peers

2. CONFIRMATION OF MINUTES

(File No 10/03/01)

RECOMMENDATION:

That the Minutes of the Council Meeting held on 15 August 2016, 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
Audit Panel Review of Process for Performance Review	
Kangaroo Bay	
Tollard Drive Cycleway	
Transport Access Strategy	
Copping C Cell Board Appointments	22 August
Dysart Street – Proposed Rezoning and Subdivision	
Richmond Road Master Plan	
Winkleigh Place Car Park	
Property Matter – Lauderdale	29 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.

Questions on notice and their answers will be included in the minutes.

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 Reports for the periods ending 31 March 2016 and 30 June 2016 (refer Attachments 1 and 2).

Representative Reporting

RECOMMENDATION:

That the Southern Tasmanian Councils Authority Quarterly Reports to 31 March 2016 and 30 June 2016 be received.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representatives: Ald Jock Campbell
(Ald Peter Cusick, Deputy Representative)

Quarterly Reports

The Copping Refuse Disposal Site Joint Authority has distributed the Quarterly summary of its Meetings for the period ending 31 August 2016 (refer Attachment 3).

The Copping Refuse Disposal Site Joint Authority has also distributed its Quarterly Report for the period ending 30 June 2016.

In accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015 the Report will be tabled in Closed Meeting.

Representative Reporting

/ contd on Page 60...

Southern Tasmanian Councils Authority

Quarterly Report to Members

March 2016



Mayors from across the region at the launch of the STCA 2016 Federal Election Priorities

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

This report covers the three-month period ending 31st March 2016. This report with all previous quarterly reports is published on the Authority's website: www.stca.tas.gov.au

The Southern Tasmanian Councils Authority (STCA) commenced on 1st July 2006.

Photo credit: Brenton West

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QUARTERLY REPORT TO MEMBER COUNCILS MARCH 2016

REPORT SUMMARY

The Authority held Ordinary Board Meetings on 2nd March 2016

1. Peter Gutwein MP

Peter Gutwein MP, Minister for Planning and Local Government addressed the Board and took questions

2. SWSA/Regional Waste Group Update

The STCA Board endorsed a set of terms of reference, draft budget, subscription fees and a list of activities for the new regional waste group

3. STCA Economic Development Priority List

The Board an economic development priority list for use in the federal election campaign

4. STCA Infrastructure Priority List

The STCA Board endorsed the STCA Infrastructure Priority List

5. Motion – Chinese Buddhist Cultural Park

The STCA Board voted to offer in principle support to the Chinese Buddhist Cultural Park

6. STCA Special Projects Fund Guidelines

The Board endorsed guidelines to govern the STCA Special Projects Fund

7. STCA AGM

The Board resolved to change the date of the STCA AGM to be held in conjunction with the October Board meeting

8. Corporate Brand Review

The STCA Board endorsed a corporate brand review that resolved to cease using the “Think South” branding

9. Regional Dog Management

The Board endorsed a report to convene an officer working group on regional dog management

10. Local Government Reform

An update was presented on local government reform across southern Tasmania

11. CEO Report

The CEO presented his report to the Board

12. CEO KPI Development

The Board endorsed the CEO's KPIs for the 2016/17 financial year

13. Governance and Audit Committee

The STCA Board received a report from the Governance and Audit Committee

14. Employees

15. Finances

THE REPORT

1. Peter Gutwein MP, Minister for Planning and Local Government

Minister Peter Gutwein, the Treasurer, Minister for Planning and Local Government and Minister for Forestry joined the meeting to speak with the Board. The Minister provided an update on the local government reform process and how he welcomed the maturity of southern councils being engaged in this process. He also spoke about the review to the local government act and that this was designed to tidy up a few issues that had arisen in recent years. The Minister announced that a discussion paper will be released soon to guide the submission process to this review.

The Minister also spoke about the Single Statewide Planning Scheme process and how this reform was on track for implementation from the middle of 2017. The Minister touched on how he was currently framing the budget and that as a whole the southern economy was performing well. Although, like Tasmania, remained a little patchy in certain areas.

The Minister talked about the government's approach to the new sharing economy such as Uber and AirBnB. The issue of old forestry roads was raised and the Minister said a review was currently taking place through the Department of State Growth and Infrastructure Tasmania. The Minister thanked the group and everyone agreed it was important to maintain regular contact.

2. SWSA/Regional Waste Group Update

Over the past few months the Regional Waste Management Strategy Group, Chaired by Mayor Kerry Vincent and with nominated elected members and officers from member councils has been working on details of how the STCA would host a regional waste group from 1 July 2016.

The Working Group has developed, endorsed and recommend to the Board a set of Terms of Reference, schedule of activities and an associated budget with recommended council subscriptions.

This has been a significant undertaking of work with the CEO and Mayor Vincent personally meeting with a wide range of council officers and a elected representatives on a number of occasions.

The modest budget provides an opportunity to deliver practical regional projects that the group felt were important as well as starting to look at bigger strategic regional waste management issues.

The budget represents a saving of around \$100,000 from the last year of full subscription fees from all councils across southern Tasmania. In particular, duplication of rent, CEO costs, auditor general fees, accountancy fees etc are only being paid once through the STCA Budget.

The Terms of Reference, budget, set of activities and subscription fees were endorsed by the STCA Board and the next stage of the process involves the chair writing to all member councils outlining the STCA proposal to host the roles and functions of a regional waste group. It would then be up to member councils to make a determination if they wanted to be a member of a regional waste group and if so whether that is through the STCA or with SWSA.

The STCA CEO and Mayor Vincent will be visiting member councils throughout March and early April to speak about the benefits of the STCA Regional Waste Management Strategy Group Proposal.

Draft Terms of Reference – Waste Management Strategy Group

Overview

The Waste Management Strategy Group is a committee of the STCA Board, responsible to the Board.

The Waste Management Strategy Group is an advisory committee to the STCA Board.

The Waste Management Strategy Group is established to facilitate strategic planning for waste management in southern Tasmania, and to implement operational activities outlined in the Southern Waste Management Strategy and the Regional Action Plan.

The functions of the Waste Management Strategy Group shall include:

- advocacy and engagement with the government, community and other organisations on waste management issues
- municipal waste minimisation programs
- waste stream control and performance monitoring
- establishment of a non-municipal waste minimisation program
- monitoring of residual waste treatment technologies
- infrastructure developments
- outlining regional landfill risk and resourcing issues
- education and marketing programs
- identifying opportunities to reduce greenhouse gas emissions
- represent the southern councils' views in the implementation of waste management processes at both a state and local level
- seek funding, resources and partnership opportunities with external sources including government and other organisations

Membership

The Chairman of the Committee shall be appointed by the STCA Board, once every two years. The remaining members of the committee shall be appointed by the Board based upon the nominations received from member councils.

The membership of the Waste Management Strategy Group should reflect the diversity of the member councils of the STCA Board and be constituted as follows:

- Chair (Board member of the STCA)
- A nominated elected level representative from member councils
- Relevant officers from member councils are also invited to attend

Each elected member representative on the Group is entitled to one vote on matters presented before the Committee for decision.

Landfill operators, including Copping, can be invited to attend the meetings as observers.

Private industry representatives are also invited to attend meetings for discussion on particular items as determined by the Group.

Other experts, guests or relevant stakeholders be invited to attend meetings on the request of the Group.

Secretarial support

The STCA will provide secretariat support to the Waste Management Strategy Group.

Quorum

The quorum necessary for the transaction of business shall be [7] members. A duly convened meeting of the committee at which a quorum is present shall be competent to exercise all or any of the authorities, powers and discretions vested in or exercisable by the committee.

Frequency of meetings

The Waste Management Strategy Group shall meet at least quarterly during the year at appropriate times in the reporting, planning and budget cycle.

Other meetings can be called as required.

Notice of meetings

Meetings of the Waste Management Strategy Group shall be called by the secretary

Unless otherwise agreed, notice of each meeting confirming the venue, time and date together with an agenda of items to be discussed, shall be forwarded to each member of the committee and any other person invited to attend no later than [5] working days before the date of the meeting. Supporting papers shall be

sent to committee members and to other attendees with the Notice of Meeting or on another day before the day of meeting, as appropriate.

Minutes

The secretary shall minute the proceedings and resolutions of all meetings of the Waste Management Strategy Group.

The Chair shall ascertain, at the beginning of each meeting, the existence of any conflicts of interest and have them minuted accordingly.

Minutes of committee meetings shall be circulated promptly to all members of the committee and, tabled at the next STCA Board Meeting , unless a conflict of interest exists.

Conflict of Interest

If a member of the committee has declared a conflict of interest it is the responsibility of the Chair to ensure that appropriate actions are taken to ensure that the conflict of interest does not bring into question the propriety of decisions made by the committee.

Duties

The committee shall provide the most cost effective management and facilitation of:

- advocacy and engagement with the government, community and other organisations on waste management issues
- municipal waste minimisation programs
- waste stream control and performance monitoring
- establishment of a non-municipal waste minimisation program
- monitoring of residual waste treatment technologies
- infrastructure developments
- outlining regional landfill risk and resourcing issues
- education and marketing programs
- identifying opportunities to reduce greenhouse gas emissions
- represent the southern councils' views in the implementation of waste management processes at both a state and local level
- seek funding, resources and partnership opportunities with external sources including government and other organisations

Reporting responsibilities

Following each meeting of the Committee, the Chairman shall report formally to the STCA Board on the proceedings of the Committee at the next available opportunity.

The Committee may make whatever recommendation to the STCA Board it deems appropriate on any matter within its remit where action or improvement is needed.

The Committee shall recommend a budget and set of activities to be undertaken each year for endorsement by the Board and then be charged with the implementation of this budget and associated activities.

Public comment

While the Chair of the Southern Tasmanian Councils Authority (STCA) remains the spokesperson for the Authority, the Chair may delegate that responsibility to the Chair of the Waste Management Strategy Group for matters related to the duties of the Waste Management Strategy Group.

Draft 2016/17 Regional Waste Group Budget

The following is a budget of \$150,000, this is funded through pro-rata levies derived from council subscriptions based on the size of each council, in the same way and breakdown of subscription fees that are paid to the STCA. However, it doesn't rule out opportunities to seek funding from government or other sources to run projects.

This budget provides the new Group with sufficient funding to undertake waste management and mitigation activities as well as starting to look at larger strategic issues, whilst also allowing it to build its credibility with member councils. It is anticipated that over time as the Group delivers results the budget can be increased and further activities and projects undertaken.

It is also worth noting that this budget represents some savings from previous SWSA budgets as the duplication of items such as rent, CEO costs, auditor general fees, accountancy fees etc are only being paid once through the STCA Budget.

Revenue	
Council Contributions	\$150,000
Total Revenue	<hr/> \$150,000
Expenditure	
School Education Program	\$50,000
Communications/Promotion	\$25,000
Garage Sail Trail	\$15,000
Grants/Sponsorship	\$10,000
Administration Costs	\$10,000
- Meeting expenses	
- Printing	
- Stationery	
- Postage	
Projects	
Agriculture Hazardous Waste Collection	\$7,500
Household Hazardous Waste Collection	\$7,500
Development of Regional Waste Group Action Plan	\$2,500
Recycling bin contamination stickers	\$5,000
Study/Report into solution for major regional waste issue	\$15,000

Total Expenditure	\$147,500
Result (surplus)	\$2,500

Council	Contribution	% Amount
Central Highlands	\$2,400	1.60%
Glamorgan/Spring Bay	\$2,400	1.60%
Southern Midlands	\$2,400	1.60%
Tasman	\$2,400	1.60%
Brighton	\$7,700	5.18%
Derwent Valley	\$7,700	5.18%
Huon Valley	\$7,700	5.18%
Sorell	\$7,700	5.18%
Kingborough	\$18,600	12.40%
Clarence	\$30,240	20.16%
Glenorchy	\$30,240	20.16%
Hobart	\$30,240	20.16%
	\$150,000	100%

Proposed Regional Waste Group Activities

The following are a list of activities to be undertaken by the Regional Waste Strategy Group in 2016/17, some of these have an associated budget amount others will be provided through the secretariat support of the STCA CEO.

Of course this doesn't preclude the Group focusing on other activities as they arise throughout the year, or other items the CEO or smaller officer working groups may be tasked to investigate.

The activities are designed to strike a balance between practical regional projects and starting to look at longer-term strategic waste management issues.

Advocacy

There is strong support for the Waste Management Strategy Group to develop a strong advocacy program. This is extremely important as it ensures engagement with policy makers and political decision makers across all tiers of government. The advocacy program would include the new EPA Director attending two Waste Strategy Group meetings per year and the Minister for Environment, Matthew Groom MP also attending a meeting to outline the State Government's waste policy. Other opportunities for engagement and advocacy would arise throughout the year including membership on the State Government's Waste Advisory Committee, media activities and the CEO and representatives from the Group meeting with departmental staff and ministerial advisers.

School Education Program

The School Education Program has long been a successful activity of the regional waste group in southern Tasmania. This program has waste education officers conduct school visits to speak about a range of topics the importance of reducing and correctly disposing of waste, recycling and the impacts of littering. Over the past nine months this program has been delivered by officers from Glenorchy and Clarence Councils. This has been an effective model and the new body should look to continue this method of operation. An expression of interest would be opened to all councils to gauge capacity and interest in helping provide this service. School visits would be allocated around the region to ensure coverage across southern Tasmania.

Communications Program

A key role of the Regional Waste Group is to undertake communications and promotion of key waste minimisation messages. There is an opportunity to partner with the Northern and Cradle Coast waste bodies to partake in innovative cost effective communication programs. Preliminary discussions have taken place between the three bodies and the Cradle Coast Authority have identified an internal officer resource that will take the lead on many of the communication activities.

Garage Sale Trail

The Garage Sale Trail is a national program that promotes reuse, waste education and community building. All of the southern councils have participated in the Garage Sale Trail in recent years through the regional waste body. It is recommended that this commitment for 2016/17 continue, with the regional waste group providing half of the entrance fee. The Garage Sale Trail has also helped generate significant publicity for member councils and the region.

Grants/Sponsorship

The Regional Waste Body has traditionally set aside a small amount of funding each year to sponsor community events or provide grants for programs that are aligned with its core functions. The sponsorship and grants are another way to promote the regional waste groups message as well as acting as a promotional tool.

Household and Agricultural Hazardous Chemical Waste Collection

Previously the State Government and a product stewardship scheme provided funding for a household hazardous waste collection program. This was highly regarded by councils and the local community. In recent years the funding for this program has finished. Whilst there is a limited product stewardship program to accept more recently purchased agricultural products that need disposal, there is a very limited legacy waste collection program, unless the owner is prepared to pay a significant price. There is an opportunity for the regional waste group to partner with the state government and the proponents of this product stewardship program to ensure there is a household and agricultural hazardous waste collection program. This could also be extended to the north and north west waste group as well as external organisations with an interest in

this area such as Taswater. The collection program would operate on a number of specified days per year at different landfills across the region. Community members would need to register to drop off items and a limit would be placed on the amount that could be collected. But this is a vital service that would deal with legacy household and agricultural hazardous waste.

Development of Regional Waste Group Action Plan

It is important that the Regional Waste Strategy Group has a clearly defined set of priorities and associated actions to help deliver results. Whilst the Blue Environment Report, completed a number of years ago acts as the key strategy document for the regional waste group, a more focused Action Plan needs to be developed to drive the Group's agenda. It is anticipated that this would mostly be completed by the STCA CEO, with the possibility of some assistance from an external resource. This Action Plan would start to focus the group on the key strategic waste and landfill issues in southern Tasmania and how the region can work together to deliver viable solutions for member councils.

Recycling Bin Contamination Stickers

The Group has identified that recycling bin contamination remains a major issues throughout the region. Through the development and production of some regionally consistent contamination stickers councils could start to communicate with property owners about appropriate contents of a recycling bin. With councils having greater capacity to quickly examine recycling bins, these stickers would be provided by the regional waste group and could be easily attached by council staff to a bin, encouraging a resident to reduce recycling bin contamination. An associated information flyer/leaflet could also be placed in the letter box to better educate and inform the resident.

Study/Report into Solution for Major Regional Impact Issues

There seems to be a number of similar major waste management issues facing each council across the region, these include stockpiling of scrap metal, E-waste disposal, large amounts of green waste, tyres etc. The group should identify the most prominent of these problems and have some external work undertaken to try and identify a cost effective regional solution. There are also opportunities through the regional waste group to look at regional issues such as joint tendering, procurement and collection.

Northern and North West Waste Group Cooperation

With regional waste bodies present in the north and north west of Tasmania, opportunities exist for far greater collaboration and working relationships. The Regional Waste Group should provide opportunities for elected representatives and council staff from each of these groups to gain knowledge and expertise from each other as well as looking at strategic issues that could benefit from collaboration and cooperation.

3. STCA Economic Development Priority List

In the lead up to the 2016 Federal Election the STCA Board endorsed an Infrastructure Priority List. The Board also resolved to develop an Economic Development Priority List to accompany the Infrastructure Priority List.

The Infrastructure Priority Document was endorsed at the December Board meeting and was used as part of the STCA State Government Budget submission and will be used in the lead up to the Federal Election. A Communications Plan was also presented and endorsed.

It was resolved that an associated Economic Development Priority List should be developed. This has been produced in consultation with member councils and the Economic Development Committee.

The following priorities were presented and endorsed by the Board.

- Regional Development Priorities
- Defence Manufacturing
- Water and Sewerage Infrastructure
- Antarctic/Marine Research Sector
- IPlan Software
- Tourism Infrastructure
- Education Investment

The full Economic Development Priority List and Infrastructure Priority List will be used jointly alongside the communications plan in the lead up to the 2016 Federal Election to try and attract funding for key projects across the region.

4. Motion – Southern Midlands Council

A motion was presented from the Southern Midlands Council seeking in principle support from the STCA for the continued development of the Buddhist Cultural Park. The Cultural Park, proposed by Master Wang on a 2013 ha title at Tea Tree Road, Campania, is a major new development worth between \$100 million and \$200 million. It would provide a range of significant cultural and economic development outcomes for Southern Tasmania. Board members noted the significant economic and cultural benefits that have flowed to the Bendigo region in Victoria from a similar development. There was agreement from the Board that this was a positive project for the region and something that should be supported in principle.

5. STCA Special Projects Fund Guidelines

Previously the STCA Board has established a Special Projects Fund, with the intention of creating a small pool of funding that, with the approval of the Board, can be accessed by the Authority to contribute to regional projects.

At the December meeting the STCA Board resolved to in principle contribute \$7,500 for a mountain biking business to investigate the construction of new trails and the marketing and promotion of the sector. This commitment was made on the proviso that other funding contributions could be sourced to achieve the project budget of around \$30,000. If the funding contributions were pledged the final project brief and funding breakup would be brought back to the STCA Board for final approval.

However, the discussion of this item raised the issue that no formal guidelines have been endorsed by the Board to govern the expenditure of this fund. Subsequently the Governance and Audit Committee were charged with producing a set of guidelines to oversee the management of the STCA Special Projects Fund.

The STCA Special Projects Fund currently has an account balance \$15,806, after the commitment of \$7,500 for the mountain biking business case.

The Governance and Audit Committee were charged with developing some Guidelines, these were approved by the Board.

6. STCA AGM

At the December Board meeting the issue of the timing of the STCA AGM was raised and the need to hold a separate AGM. The Governance and Audit Committee was asked to look at this issue and have provided a recommendation to the Board.

Previously, the STCA AGM had been held at the start of a normal Board meeting usually taking a short amount of time and with no other Councillors or Alderman invited to attend.

However, after discussion and a report from the Governance and Audit Committee, the STCA introduced an open AGM which has taken place over the past two years. The AGM has been conducted like a traditional member body AGM with all Councillors and Alderman from across the region being invited to attend, with reports being presented and guest speakers addressing the meeting.

At the December Board meeting of the STCA the issue was raised as to whether the Authority should continue to conduct a separate AGM on its own date. Whilst the initiative was generally supported this issue was highlighted due to the low attendance from across the region. Whilst the attendance of Councillors and Alderman to the STCA AGM has been low, it remains important from a governance and engagement perspective to continue to hold an open AGM with the opportunity to attend.

Under the rules of the Authority the STCA is required to hold its AGM before the 30th November each year. The *Local Government Act 1993* is silent on any timing of an AGM for joint Authorities, there is a requirement to produce an Annual Report and local councils are required to hold an AGM by 15 December.

The STCA currently has a board meeting scheduled for Monday 17th October at 11 am. The most logical solution would be to hold the STCA AGM at 11 am with all Councillors and Alderman invited to attend as well as a guest speaker making a presentation. A light lunch could then be served with everyone invited to join, before the STCA Board resumes for its general meeting.

This timing would still allow for the Annual Report and other documentation for the AGM to be produced and distributed.

This new date and time for the AGM was presented and approved by the Board.

7. Corporate Brand Review

Following the appointment of the first full time CEO of the STCA in July 2013, the Authority undertook a corporate brand review.

As part of this process the Authority resolved to adopt a registered trading name with ASICA, “Think South”. The trading name was designed to be used as part of promotional activities such as media events and social media.

The Authority is still legally known as the Southern Tasmanian Councils Authority (STCA) for audit, grant and other legal purposes.

This issue was raised at the Governance and Audit Committee, in particular that having two quite different names raises issues of confusion.

The Governance and Audit Committee recommended to the Board that a corporate brand review be undertaken to look at the trading name, “Think South”, but also other factors such as social media, communications and newsletters.

The Board endorsed this review and asked that the Governance and Audit Committee present a report at the next STCA Board meeting.

8. Regional Dog Management

Previously the STCA Board has raised the issue of regional dog management across Southern Tasmania. In particular the costs charged by an external contractor to provide dog pouncing services to a number of councils.

A previous report was presented to the Governance and Audit Committee, however the Committee requested further information and statistics in an updated report from the CEO.

Currently local councils are required to enforce provisions contained in the *Dog Control Act 200* and *Dog Control Regulations 2001*. The Act provides the legislative framework for the management of dogs in Tasmania, this is mainly down through empowering the general managers of councils to enforce the provisions.

In particular, the main issues relating to the enforcement of the *Dog Control Act* are microchipping, general dog control issues, dangerous dogs, restricted breeds and de-sexing.

Many councils employ rangers or animal control officers to patrol areas for lost dogs and those that might cause harm to humans and livestock. Councils also play a key role in dog ownership in their municipality by managing the registration process of dog ownership.

Councils' manage dog control issues within their municipality through a Dog Management Strategy which is required to be developed under the Act. These Strategies usually set out a range of issues relating to dog control and ownership.

Tasmanian Canine Defence League Agreement

In September 2006, the Brighton, Clarence, Glenorchy and Hobart Councils signed a 15 year agreement with the Canine Defence League to fund the operating and maintenance costs of the Dogs' Home at Risdon Vale to provide the pounding service for each of these municipal areas.

In 2014/15 financial year council contributions to operate the Dogs' Home at Risdon Vale were \$306,823. This is down from \$451,052 in 2013/14 where additional funds were provided for an operational restructure.

As part of the agreement councils pay a cost of per dog per day of \$63.65.

The number of dogs received from those four councils that are signatories to the agreement in 2014/15 was:

	Received	Adopted	Reclaimed	Euthanased
Brighton	243	103	69	32
Clarence	414	86	284	38
Glenorchy	304	60	224	20
Hobart	243	35	201	7
Total	1204	284	778	97

Whilst \$63.65 per dog per day is higher than the normal boarding costs which usually range around the \$25 - \$40 per day, there are a number of differences between a pound and boarding kennels.

If Councils could achieve a saving of around \$20 per night or 30%, this would take the cost per dog per day to around \$40, meaning around \$100,000 savings overall down to \$200,000 from the \$300,000 paid to canine defence league. Further cost benefit analysis work would need to be undertaken to determine whether a cost saving of this nature was possible and whether these savings would fund the establishment of new services.

The differences between pounds and boarding kennels include:

- Boarding kennels can regulate the number of dogs to suit their operating arrangements, which allows them to minimise staff costs
- Animal control officers need 24/7 access to a pound
- Kennels generally refuse aggressive dogs whilst pounds cannot refuse a dog and must deal with these OHS issues
- Pounds are required to provide suitable medical treatment for dogs whilst boarding kennels on-charge veterinary services to owners
- Boarding kennels do not have to maintain as high a regime of infection control as pounds, because they do not accept dogs that have not been vaccinated
- Boarding kennels are not required to locate and deal with owners who are generally upset about their dog being lost/stolen
- Clients of boarding kennels choose to place their dog with the kennel and agree to the payment of fees, clients of pounds do not
- Boarding kennels have an expectation that every dog will be collected at a predetermined time and date, whilst pounds have to manage uncertainty as to whether dogs will be collected at all
- Boarding kennels and their staff do not have to deal with issues relating to whether a dog has to be euthanised

Contractual Agreement

As noted, currently there is a 15 year contractual arrangement in place between the four councils and the canine defence league which is not due to expire until September 2021. There are a number of clauses which allow the termination of the agreement and the Councils to purchase the Dog Pound and administration building from the League and additional land under the following events:

- Winding up of the League
- Composition arranged with creditors of the league
- Voluntary relinquishment by the League of the terms, conditions and covenants of the agreement
- Continuous and substantial failure by the league to abide by the terms of the contract

Sorell and Kingborough Pounds

Sorell and Kingborough Councils both operate their own council run pounding services. Kingborough has a longstanding pound at its works depot and arrange collection at a different location. Sorell funded the \$200,000 construction of a new council pound which was open in January 2013 and has 10 pens. This cost did not include planning and architectural work, legal fees,

construction of an administration building or the cost of land as it was built at their Works Dept. Both of these pounds could have spare capacity to take dogs from other municipalities depending on the time of year and how busy they are providing their own service. It was difficult to gain an actual cost for the council to per dog per night as council's didn't possess this figure. Although they did charge \$20 per night and a \$20 release fee (Sorell) and \$30 per night (Kingborough) anecdotally both thought this would result in the pound operating at a loss.

RSPCA

The RSPCA does offer a limited service of accepting stray dogs. However, capacity constraints and funding restrict this service. They also do not have a ranger service of collecting stray dogs. They do take into care some neglected dogs seized as part of their inspections and offer an adoption service.

Future Options

A number of options potentially exist regarding regional dog management but these would need further direction from respective councils and work from an officer working group. The financial impacts and whether any efficiencies and long term cost savings would also need to be assessed.

The Board resolved to establish an officer working group on the issue and determine whether any opportunities for better regional collaboration existed. This group would also look at whether there were any issues with the state legislation that needed to be raised with LGAT.

9. Local Government Reform

It was reported at the STCA Board meeting that a study modeling the four different options for voluntary amalgamation from the Clarence, Sorell, Tasman and Glamorgan/Spring Bay councils was underway and would be completed in the second half of the year. Likewise, the work to model different options for a greater Hobart council was also underway and would be completed in a similar timeframe.

10. CEO Report

The CEO presented his report to the Board.

Federal Election Campaign Launch

As Board members would have noticed there has been increased media speculation that a Federal Election could take place sooner rather than later. With the endorsement of the STCA Economic Development Priority List, hopefully at today's meeting, it is now time to really ramp up the campaign in the lead up to an election. This will include a launch of the Priority Documents, I would like to hold this in March. I will circulate a date and time that is hopefully convenient for as many board members as possible. It is proposed at the April meeting that we will also receive visits from the groups of both Labor and Liberal

politicians/candidates. So they can be formally presented with our priority documents and hear about the needs of the region.

State Government Infrastructure Pipeline Projects List

The STCA CEO has continued working with Infrastructure Tasmania to feed in our Road Infrastructure Priority Document for inclusion of our projects in the State Government's Infrastructure Pipeline List. It is anticipated that this document will be released in the coming weeks, before the end of March.

Media

The Authority has tried to step up its activities regarding media engagement after the Christmas/New Year period. Media activities, including coverage has occurred on the State Budget submission, the Infrastructure Australia List of Priority Projects for Australia and the Bridgewater Bridge project being listed and the traffic congestion issues.

Working with LGAT/Other Regional Bodies

The CEO has attended another meeting between LGAT and the three regional organisations. The group is continuing to build strong relationships and opportunities for collaboration and cooperation particularly in the areas of shared communications opportunities, advocacy efforts and member engagement. In particular, the group are looking interstate and at other learnings on how we can ensure role clarity and delivering value for member councils.

Local Government Review

As members would be aware the Terms of Reference for the review of the Local Government Act 1993 have been released. As well as the key items outlined in the Review, it also provides an opportunity for the regional bodies to look at a range of issues that are raised, these include the role of LGAT as opposed to the Authorities, role clarity issues, governance structures, and different roles and focuses in each of the three regional bodies.

Infrastructure Australia Report

As Board members would have received via email, Infrastructure Australia released its major report outlining infrastructure challenges and opportunities for the country over the coming decades. Importantly, the Bridgewater Bridge was listed as a key priority for Tasmania and Australia. Following the release of this report the STCA undertook media on this issue. Unfortunately, due to the political events of the day, Paul Harriss' resignation from Parliament, meant the Mercury article wasn't as big as originally planned.

Destination Southern Tasmania Visitor Map/Awards

As some Board members may be aware, Destination Southern Tasmania is currently seeking council funding support for the production and distribution of a map for southern Tasmania. This map will be slightly different and focus on the visitor and highlighting how easy and accessible the region is as well as key attractions. It will be a little bit quirky keeping in the theme of the tourism

marketing campaigns being utilised by the state. Over 100,000 maps will initially be produced and these should be distributed in the coming months.

DST has also launched an awards program to promote and highlight some of the outstanding tourism businesses and individuals across the region. I understand councils have been sent information on the awards and asked if they would like to nominate a community member, which is very easy to do. Invitations to the awards function will also be distributed to councils shortly.

Mountain Biking Project

At the December meeting the Board resolved to contribute \$7,500 to a business case around regional mountain biking in southern Tasmania, if other funding contributions could be secured. Since this meeting, further work has been undertaken by the northern bodies relating to the Derby facilities, it is hoped that these reports can be utilised and a full study may not be required. RDA Tasmania are working with the proponents on utilising this current information instead of paying for a complete new study. The CEO will update the Board as the situation progresses and seek approval before the expenditure of any funds from the \$7,500 committed.

11. CEO KPI Development

At the December STCA Board meeting, the Board resolved to offer the CEO a renewal of his contract for another three years beginning on July 1 2016. As part of this process, the Governance and Audit Committee as per its Terms of Reference, was charged with working with the CEO to develop agreed KPIs as part of the new contract.

As part of previous performance reviews the CEO has provided written reports to the Governance and Audit Committee relating to his performance against a number of key areas in the position description incorporating items from the performance and indicators measures.

The new KPIs have been identified as the “Primary Objectives” outlined in the CEO’s contract and then associated measurable items form part of a work plan to be assessed against during 2016/17. The Board endorsed these KPIs.

12. Governance and Audit Committee Report

The Board received a report from the Governance and Audit Committee. Many of the issues covered by the Committee were already examined separately by the Board as individual agenda items, these issues included. The date and time of the STCA AGM, the Guidelines for the Special Project Fund, Regional Dog Management and the STCA CEO KPI development.

13. Employees

Mr Brenton West, took up the role of full time Chief Executive Officer of the Authority on 1 July 2013. The Authority has previously employed other staff as government grant funding is obtained. It is intended that this process will continue. Currently Katrena Graham and Graham Green are employed to work on the Climate Change Adaption Project for the Northern and North West Councils.

14. Finance

A summary of financial performance for the third quarter of the 2015/16 financial year follows:

SOUTHERN TASMANIAN COUNCILS AUTHORITY Financial Report as at 31st December 2015

	Actual at 31/03/16	Budget Year to Date	Budget 2015/16
	\$	\$	\$
Revenue plus opening balances			
STCA Consolidated Account	304,386	228,289.5	304,386
Regional GIS Project	24,664	18,498	24,664
Regional Planning	1,859	1,394.25	1,859
Water and Sewerage Owners Representatives	1,231	923.25	1,231
Climate Change adaptation project	37,464	28,098	37,464
Climate Change communication project	9,090	6,817.5	9,090
Regional Visioning	2,505	1,878.75	2,505
Local Government Structures Project	5,587	4,190.25	5,587
Tourism	10,460	7,845	10,460
Industrial Land use Study	1,664	1,248	1,664
SMART form	2,909	2,181.75	2,909
TOTAL REVENUE	401,819	301,364.25	401,819
Expenditure			
STCA Consolidated Account	(116,061)	(144,907.5)	(193,210)
Regional GIS Project	(0)	(0)	(0)
Regional Planning	(0)	(0)	(0)
Water and Sewerage Owners Representatives	0	0	0
Climate Change adaptation project	(0)	(27,375)	(36,500)
Climate Change communication project	(0)	(0)	(0)
Regional Visioning	0	0	0
Local Government Structures Project	0	0	0
Tourism	0	(0)	(0)
Industrial Land use Study	(0)	(0)	(0)
SMART form	0	(0)	(0)
TOTAL EXPENDITURE	(116,061)	(172,282.5)	(229,710)
Closing Balances			
STCA Consolidated Account	188,325	85,615.5	114,154
Regional GIS Project	24,664	18,498	24,664
Regional Planning	1,859	1,394.25	1,859
Water and Sewerage Owners Representatives	1,231	923.25	1,231

Climate Change adaptation project	37,464	675	900
Climate Change communication project	9,090	6,817.5	9,090
Regional Visioning	2,505	1,878.75	2,505
Local Government Structures Project	5,587	4,190.25	5,587
Tourism	10,460	7,845	10,460
Industrial Land use Study	1,664	1,248	1,664
SMART form	2,909	2,181.75	2,909
	285,758	131,267.25	175,023

It is to be noted that there are eleven separate accounts.

The STCA Board looking to transfer unused funds in dormant project accounts to a new STCA Special Projects Fund for use on regional projects.

1. STCA consolidated account.

The operating account of the Authority currently the account has a balance of \$188,325.

2. Regional GIS Project.

NRM South made a financial contribution towards achievement of the Regional GIS initiative up to 30th June 2009.

In addition, member Councils agreed to contribute \$7,000 each in 2008/09 and \$10,000 each in 2009/10. There was a carryover of \$224,790 at the commencement of the year, which included a contribution of \$67,500 made in 2010/11 by Southern Water to cover 50% of the cost of aerial photography. The first round of aerial photography was completed during 2010/11 in spite of unfavourable flying conditions.

The aerial photography has now been paid for which has reduced the balance in the account to \$77,614. The Board set aside \$50,000 from this account for further LiDAR mapping of southern Tasmania. This has been completed and paid for leaving a balance of \$24,664

3. Regional Planning.

The Regional Planning Project is currently on hold whilst the State Government undertakes the Single Statewide Planning Scheme. Leaving a current balance of \$1,859.

4. Water and Sewerage Owners Representatives.

An allocation of \$1,231 was brought forward for the 2015/16 year.

5. Climate Change Adaptation Project.

This project is ongoing with the STCA receiving funding from the state government to complete a regional adaption plan and individual adaption plans for all northern councils.

6. Climate Change Communication Project.

Contributions of \$35,000 in total (Clarence, \$10,000, Hobart \$20,000 and Kingborough \$5,000) have been carried over to undertake the project now that the Regional Climate

Change Adaptation Plan has been completed. This project is progressing with extra funding from the State Government and will be completed this year.

7. Regional visioning.

This project is funded by a contribution by Hobart City Council of \$5,000 carried over from 2009/10 and an allocation from the STCA Consolidated Account. This work has been undertaken and completed.

8. Local Government Structures Project.

Approval for a project under the Local Government Reform fund was given in December 2010. The total Australian Government grant of \$150,000, has been received and an independent evaluation study has been completed.

9. Tourism.

A total of \$10,460 has been brought forward for this financial year.

10. Industrial Land Use Study.

The Industrial Land Use study is an adjunct to the Regional Strategic Land Use Plan and has been jointly funded by a number of member councils and the Department of economic Development. The project has been finalised and endorsed by the Board with some residual funding brought forward.

11. SMART Forms

The STCA Board has endorsed a variation to the grant deed for this project to allow for the funds to be used to further develop the online planning system. Those funds have been used to pay for a contribution for this software.

Southern Tasmanian Councils Authority

Quarterly Report to Members

June 2016



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

This report covers the three-month period ending 30 June 2016. This report with all previous quarterly reports is published on the Authority's website: www.stca.tas.gov.au

The Southern Tasmanian Councils Authority (STCA) commenced on 1st July 2006.

Photo credit: Brenton West

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QUARTERLY REPORT TO MEMBER COUNCILS MARCH 2016

REPORT SUMMARY

The Authority held Ordinary Board Meetings on 20th May and 27th June 2016

1. Federal Labor Politicians and Candidates

Politicians and candidates from the Labor Party joined the meeting to discuss key priorities and policies ahead of the 2016 Federal Election

2. SWSA/Regional Waste Group Update

The STCA Board received an update on the regional waste group and endorsed Mayor Kerry Vincent as Chair of the new group to be known as Waste Strategy South

3. Review of the *Local Government Act 1993* submission

The Board endorsed making a submission to the review of the *Local Government Act 1993*

4. Motion Brighton Council – Ferries

The STCA Board endorsed in principle support to a motion from the Brighton Council regarding ferries on the River Derwent

5. Federal Liberal Politicians and Candidates

Politicians and candidates from the Liberal Party joined the meeting to discuss key priorities and policies ahead of the 2016 Federal Election

6. CEO Report

The STCA CEO presented his report to the board

7. Shane Gregory, General Manager, State Roads

Shane Gregory, the General Manager of State Roads with the Tasmanian Department of State Growth came and addressed the meeting before taking questions

8. Corporate Brand Review

The STCA Board endorsed a corporate brand review that resolved to cease using the “Think South” branding

9. 2016/17 STCA Annual Plan, Budget and Subscription Fees

The Board endorsed the 2016/17 STCA Annual Plan, Budget and Subscription Fees for the Authority

10. Governance and Audit Committee

The STCA Board received a report from the Governance and Audit Committee

11. Employees

12. Finances

THE REPORT

1. Federal Labor Politicians and Candidates

In the lead up to the Federal Election the STCA Board has the opportunity to meet with politicians and candidates from both sides of politics. This is an opportunity for the Labor Party to respond to the STCA's Infrastructure and Economic Development Priority Documents. It will also give them a chance to speak about the Labor Party election platform. The MPs and candidates attending the meeting on behalf of the Labor Party were:

Julie Collins MP – Federal Labor Member for Franklin, Shadow Minister for Regional Development and Local Government and Shadow Minister for Employment Services

Senator Carol Brown – Federal Labor Senator for Tasmania, Shadow Parliamentary Secretary for Families and Payments

Jane Austin – Federal Labor Candidate for Denison

Brian Mitchell – Federal Labor Candidate for Lyons

The group started out by thanking the 12 councils for coming together and providing the opportunity to meet with the candidates and politicians in the lead up to the election. The Labor Party reiterated its commitment that had just been announced for \$32 million to fund a major upgrade to the roundabout at the Hobart International Airport. They also highlighted that they wanted to work strategically with the group to deliver projects that have long term benefits in the local community.

The Labor Party went through some of the key items contained in the Priority Documents and spelled out their national policies and commitments. There was also detailed discussion around an Integrated Greater Hobart Transport Plan and the need for better modeling of traffic flows across the region. The STCA highlighted the importance of the Bridgewater Bridget project and the need for light rail to be contained as part of this as well as the significant water and sewerage upgrades across the state. It was agreed that it was a productive meeting and that the Labor Party should continue to liaise and engage with the STCA CEO.

2. SWSA/Regional Waste Group Update

The Board was provided with a report to give an update on the status of the process to have the roles and responsibilities of the regional waste body undertaken by the STCA from 1 July 2016.

At the previous STCA meeting the Board endorsed draft Terms of Reference, budget, list of activities and council subscription fees as recommended by the Waste Management Strategy Group.

Since this meeting, the Chair of the STCA has written to all member councils formally outlining this proposal and seeking a decision of the full council on the STCA proposal.

Parallel to this activity the Chair of the Regional Waste Strategy Group, Mayor Vincent and the STCA CEO have been visiting member councils and making a presentation on the STCA proposal.

So far every council attended by Mayor Vincent and the STCA CEO have agreed to the proposal. With a majority across the region now having endorsed the proposal, only handful remain and these will consider the report in the next few weeks.

There has been an overwhelming positive response from member councils to the STCA proposal.

As this is a new group, councils will need to formally nominate a representative, with the old SWSA representatives not automatically carried over to the new group

Some councils have been nominating a representative for the Waste Management Strategy Group under the STCA and others waiting until the Group is formally established before nominating a representative.

In the meantime, SWSA seem to be making arrangements to cease operations, with the CEO invited to again attend the upcoming next week and the wind up of SWSA listed as an agenda item.

The STCA Board also determined to make Mayor Kerry Vincent Chair of the newly named regional waste group Waste Strategy South.

3. Review of the *Local Government Act 1993* Submission

Last year the Minister for Local Government, Peter Gutwein MP announced a targeted review of the *Local Government Act 1993*. Included in part of this Review is the role of the regional bodies.

As part of the review of the Act, the following discussion points have been prepared regarding regional bodies.

Councils in the three Tasmanian regions have established a joint authority to represent their respective regional interests. While the principle objectives and governance of these regional bodies differ, each has an important role in supporting the role and responsibilities of councils and providing a voice and

vehicle for activities on a regional scale. While councils are very effective at working for the regional development of their own municipality, it is recognised that in some instances they may find it difficult to address broader regional issues.

There is significant variance between the scale, funding, functions and staffing structures of the three regional bodies, as well as differences in governance arrangements, including industry and community representation. Despite these differences, all three regional bodies have a focus on regional cooperation and engagement, regional advocacy and regional development.

Given the growing significance of regional planning and decision making, it is important Tasmania's regional bodies are appropriately recognised in the Act. It may be necessary to provide for regional bodies beyond the prescription relating to joint authorities. The Local Government Association of Tasmania (LGAT) is established under the Act to represent the interests of councils in Tasmania; promote efficient and effective local government and to provide services to members.

The Act provides LGAT with the power to make its own rules relating to management, membership and powers.

There are a range of options for reform, the Act could specify that all three regional bodies have common over-riding functions, such as:

- promoting the interests of the region as a whole;
- providing a vehicle for council cooperation;
- supporting the identification of regional priorities.
- facilitating regional development activities
- undertaking regional advocacy efforts

Submissions and feedback regarding the review of the *Local Government Act 1993*, close on Friday 10 June 2016.

Given the next STCA Board meeting is being held in late June, the submission will have to be endorsed out of session.

Given LGAT are making an extensive submission on behalf of elected members and Local Government Professionals Australia, Tasmania on behalf of officers, it would seem that the focus of the STCA's submission should be around the role of the regional bodies.

The Board endorsed making a submission to the review of the *Local Government Act 1993* and resolved that the CEO should consult with a small group of GMs before distribution of the submission to the Governance Committee and then the full STCA Board.



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14 June 2016

Rebekah Burton
Steering Committee Chairperson
Targeted Review of the Local Government Act
Department of Premier and Cabinet
GPO Box 123
HOBART TAS 7001

Dear Ms Burton

Targeted Review of the *Local Government Act 1993* (the Act)

Thank you for the opportunity to provide a submission to the Tasmanian State Government's targeted review of the *Local Government Act 1993* (the Act).

Background

The Southern Tasmanian Councils Authority (STCA) is the regional Authority representing the 12 southern councils. Together this group of councils makes up around 50 per cent of the Tasmanian population. The STCA is governed by a board of directors, which comprises the Mayors of the 12 southern councils. General Managers also attend board meetings. The membership of the STCA consists of:

- Brighton Council
- Central Highlands Council
- Clarence City Council
- Derwent Valley Council
- Glamorgan/Spring Bay Council
- Glenorchy City Council
- Hobart City Council
- Huon Valley Council
- Kingborough Council
- Sorell Council
- Southern Midlands Council
- Tasman Council

The principal objective of the Authority is to enable Members to work together to facilitate and coordinate agreed Regional development strategies and actions to achieve sustainable economic, environmental and social outcomes for the Southern Region.

Since its inception in 2006 the STCA has played a key role in representing the interests of its member councils across Southern Tasmania. The Authority has undertaken regional projects on behalf of member councils these have included the Regional Planning Project, the Weeds of National Significance project and the development of the Southern Tasmanian Regional Land Use Strategy. The Authority has also played an active role in engaging with departmental representatives on steering committees and advisory groups as well acting as a conduit between the 12 Southern Councils and State and Federal elected representatives. In more recent years the STCA has identified and undertaken key advocacy and lobbying work on key regional priorities and projects. This has meant isolating a select number of key regionally important infrastructure and economic development projects and advocating for them both publically and privately to relevant State and Federal politicians and departments. Recently, the STCA has led a process to see the transition of the roles and functions of the regional waste group, Southern Waste Strategy Authority (SWSA) into the STCA.

Targeted review of the *Local Government Act 1993* (the Act)

The STCA acknowledges the important role regional organisations play in facilitating a cooperative relationship between member councils and government. Increasingly, as municipal economies become more fluid and interdependent with the movement of labour and goods, the STCA has an opportunity to help facilitate regional development and project identification on a regional scale that will deliver benefits across Southern Tasmania. As we move into a fiscally constrained era regional organisations offer an excellent opportunity for governments to work constructively and collaboratively with local councils to deliver on key regional projects.

Q41: Should the regional bodies have a common governance structure or should there be a flexible approach on how they operate?

It is acknowledged that the demographics, environment and economies of each region of Tasmania are different. Since their inception the regional bodies have responded to these differences by adopting different governance models and structures. Over this period, each regional body has undertaken governance or organisation reviews, in many cases these reviews have resulted in changes or the strengthening of the governance model each regional organisation operates under. This has allowed the regional bodies to develop their own governance structure that is responsive and best meets the needs of the local communities that they represent. The STCA believes it is important that each regional organisation continues to be given the flexibility to determine its own governance structure to ensure that it is appropriate to deliver results in their respective regions.

Q42: How will legislative recognition and prescription of common over-riding functions add value to regional decision making? How will it add value to the sector as a whole?

Currently each regional organisation has different over riding functions and objectives, although these do share some similarities. The regional organisations, as with all membership bodies, can be faced with the prospect of member councils threatening to leave the organisation. This is sometimes fuelled by the lack of clarity and understanding of the role of regional organisations. If the regional organisations were to gain specific legislative recognition it would help to add value to the regional decision making process by providing greater clarity around the overriding function and role of the bodies. It would also assist with expectation management from member councils and help drive the creation of better key performance indicators for regional organisations. Legislative recognition would also help alleviate confusion and cross over between LGAT and the regional bodies. Recognition would also signal a commitment and acknowledgement from the State Government of the importance of the regional bodies and a willingness to engage and work productively with each of the three bodies. Legislative recognition shouldn't be over prescriptive as to add a 'red tape' burden and should still allow for flexibility for member councils to provide direction to the bodies to meet the needs of the region.

Q43: What roles and functions of regional bodies should be specified in the Act?

In recent years the State Government has reduced the public sector workforce and changed the economic development focus of the Department of State Growth to be far more sectorial based. This has created some opportunities and gaps for the regional bodies to play a key role in economic and regional development. Increasingly, State and Federal Government's are looking to fund infrastructure and economic development projects that present a regional benefit. The Federal Government has supported this push through the creation of the Regional Development Australia Network.

An emphasis on regional development appears to be a logical and productive role and function for the three regional bodies to undertake in Tasmania. This recognition could focus on promoting the interests of the region, allowing council cooperation, identifying regional projects and collaborating and partnering with government, private industry and other organisations. In recent years the STCA has undertaken significant regional land use planning work across Southern Tasmania in partnership with the 12 southern councils. It is important that this work continue to be completed and the regional bodies should serve as the appropriate vehicles to continue to perform this land use planning work on a regional level.

This recognition wouldn't need to be over prescriptive as to create a regulatory burden, but would provide greater role clarity and focus for each of the bodies. In turn, making it easier to develop relevant KPIs, deliver benefits to member councils and the region and foster greater collaboration with government and other stakeholders.

Thank you for the opportunity to provide feedback into the targeted review of the *Local Government Act 1993*, we would welcome the opportunity to provide further comments as the review progresses.

Kind regards

A handwritten signature in black ink, appearing to be 'B. West', with a stylized flourish at the end.

Brenton West
Chief Executive Officer
Southern Tasmanian Councils Authority (STCA)

4. Motion – Brighton Council Ferries

The Brighton Council has forwarded the following motion and report for consideration by the STCA Board.

DERWENT RIVER PASSENGER FERRIES:

FILE REFERENCE:

AUTHOR: Manager Development Services
(Mr J Dryburgh)

Background:

Council has long supported the concept of passenger ferries on the Derwent, both as a great benefit to greater Hobart and as an obvious benefit to the Brighton community.

Bob Clifford of Incat has recently been publically pushing the idea again, particularly in light of recent traffic congestion issues.

Bob Clifford has sent through some preliminary material to Cr. Gray and Council's Manager of Development Services.

It is suggested that council should express their support for the concept and to be party to further discussions on the matter. It should also be noted that Council has existing plans and 'under-progress' plans that are relevant to Derwent River passenger ferries, such as designs and costings for the Old Beach Jetty and the Bridgewater Parkland Master Plan.

Consultation:

Consultation has occurred between Council's Manager Development Services, Incat representatives and Councillor Gray.

Risk Implications:

There are no significant risks.

Financial Implications:

No financial commitment is being suggested at this stage, but if the project progresses there may be an expectation for such a commitment in future.

Options:

1. As per the recommendation.
 2. Other, as determined by Council.
-

RECOMMENDATION:

That Council express their support for the concept to Incat and publically.

DECISION:

Cr Gray moved, Cr Geard seconded that Council write to Incat supporting his proposal and also write to the STCA to request this matter be placed back on the STCA agenda.

CARRIED

VOTING RECORD

In favour

Against

Cr Curran
Cr Foster
Cr Garlick
Cr Geard
Cr Gray
Cr Owen
Cr Taylor
Cr Williams

The STCA Board considered the motion and resolved to offer in principle support and refer it to the Infrastructure Committee for further consideration.

5. Federal Liberal Politicians and Candidates

In the lead up to the Federal Election the STCA Board has the opportunity to meet with politicians and candidates from both sides of politics. This is an opportunity for the Liberal Party to respond to the STCA's Infrastructure and Economic Development Priority Documents. It will also give them a chance to speak about the Liberal Party election platform.

The MPs and candidates attending the meeting on behalf of the Liberal Party are:

Senator Eric Abetz – Liberal Senator for Tasmania

Senator Stephen Parry – Liberal Senator for Tasmania and President of the Senate

Senator David Bushby – Liberal Senator for Tasmania, Government Whip in the Senate

Eric Hutchinson – Liberal Member for Lyons

Jonathan Duniam – Liberal Senate Candidate

Marcus Allan – Liberal Candidate for Denison

Amanda Sue-Markham – Liberal Candidate for Franklin

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CLEAR MESSAGE FROM
SOUTHERN COUNCILS TO
FEDERAL POLITICIANS:

GIVE US
A FAIR
GO



JESSICA HOWARD

"IGNORE us at your peril" — that is the message the state's 12 southern mayors are sending to the major parties in the lead-up to next week's federal election over what they consider a snub to half of Tasmania's population.

With only eight days until the election, the Southern Tas-

manian Councils Authority is calling on the two major parties to commit funding to the south of the state and the capital city, particularly for a new Bridge-water Bridge, which was recently costed at \$535 million.

It comes as hundreds of millions of dollars have been splashed across the other Australian capitals.

CONTINUED PAGE 4

FROM STRANGE: Robert Lord Mayor Sue Hickling believes the south of Tasmania is being forgotten about during the federal election campaign. Photo: Peter Smith/ABC

\$150m UTAS funds tipped

NICK CLARK

PRIME Minister Malcolm Turnbull is expected to announce a package of up to \$150 million for the relocation of the University of Tasmania's Launceston and Burnie campuses today.

It is believed the Prime Minister flew into Launceston last night after a day spent campaigning in Geelong and Melbourne.

The project has strong support among local mayors in Launceston and surrounding municipalities and the Prime Minister's announcement would assure its future.

The Liberals are in a tight battle for the marginal elector-



The proposed UTAS campus in Launceston.

ate of Bass, where Labor has already promised the university funding and added further pressure with a \$75 million announcement on water and sewerage infrastructure yesterday.

In the marginal electorate of Lyons yesterday the Liberals fell short of a \$15 million Labor promise for Cradle Mountain.

Bass MP Andrew Nikolic had been repeatedly asked about the \$300 million project this week — but has been prepared to say only that he was a strong advocate for the project.

"During his last visit to
CONTINUED PAGE 4

SUBSCRIBE TODAY FOR NEW DIGITAL OFFERS

* FOR THE FIRST 12 WEEKS. CONDITIONS APPLY.

50%
OFF
SEE P30



WEATHER

HOBART Showers 9

LAUNCESTON Showers developing 9

BURNIE Showers, possible storm 11

Details: 54, 55

6. CEO Report

The STCA CEO presented his report to the board for consideration.

Federal Election Campaign Launch

In the past few weeks the STCA conducted its 2016 Federal Election Priorities launch. Whilst there was limited television coverage, the launch received strong coverage in the Mercury with an article and a large colour photo. The article is attached to the end of the report. Over the past few months the CEO has been meeting and briefing a range of political staff and other parties on the STCA regional priorities. In the coming weeks, the Authority will continue to engage in other media opportunities to help promote the region's key priorities in the lead up to the federal election.

Following the successful launch of the STCA Infrastructure and Economic Development Priority Documents. The CEO has used the backdrop of the election campaign to continue to arrange media opportunities for the Authority to promote the region's priorities. The CEO has also been meeting and liaising with political staffers and politicians on the STCA's key projects with further information and advocacy efforts.

LGAT/Regional CEOs Meeting

In the past fortnight the three regional CEOs and LGAT senior staff met for their regular quarterly meeting. The key item of discussion was the review of the local government act and trying to ascertain if there was some consistency of views between the three regional bodies on the key questions posed by the State Government. Pleasingly there was and all three bodies made submissions that were consistent in their views on the key issues. It was also reported that NTD under interim CEO Maree Tetlow was undertaking significant work to the governance model following a review of the organisation by Bill Fox. The proposed new governance structure would involve a skills based board with greater involvement and focus from business and community sectors to see the body transition to whole of region body similar to the Geelong (G21) model.

State Budget

The Tasmanian State Budget will be handed down next Thursday 26 May by the Treasurer, Peter Gutwein MP. The STCA provided a pre-budget submission last year to the budgetary process. The CEO will be attending the budget lock up and will be developing a media release but also a briefing note to be distributed to board members following the budget, highlighting significant policies, projects and issues that impact the region.

Destination Southern Tasmania Visitor Map/Awards

DST is shortly about to release and distribute its first visitor friendly map for southern Tasmania. This is a project that all councils across the region have contributed towards and will see around 150,000 maps printed and distributed over the next 12 months. The map is slightly quirky and uses hand drawn illustrations to highlight key attractions across the region. DST recently held its

award night in Hobart at TMAG with the event being a great success. Over 150 people attended and awards were spread across the region. In August DST will again hold its one day conference called the Summit. This event was held at Bellerive Oval last year and was highly successful. It is anticipated that this year's event will also be well attended.

Regional Dog Management

At the last Board meeting it was resolved to establish a working group to look into the issues of regional dog management. As well as examining the dog control act to investigate whether there are any issues that need to be raised with LGAT regarding this legislation. This working group is being established and the first meeting will be held shortly.

Economic Development MoU with the State Government and RDA

The Board has agreed in principle to develop an economic development MoU with the State Government through the Department of State Growth and RDA Tasmania representing the federal government. The CEO has been engaging in discussions with both of these organisations to progress the development of the MoU. However, with the federal election being called, this has slowed the progress of the MoU. It is hoped that a draft document for signature between the STCA and the State Government can be brought to the next board meeting for consideration and that the federal government can be added to this agreement at a later date following the federal election.

Review of the *Local Government Act 1993* Submission

In conjunction with a small group of General Managers and the Governance and Audit Committee the CEO developed and submitted a submission into the review of the local government act. This focussed on the three key issues, whether the three regional bodies should have the same governance structure, whether they should be recognised in legislation and should they have a prescribed function. This was sent to the Board for feedback before submission. The final submission is attached to the meeting papers.

State Biking Strategy

The State Government through the Department of State Growth are developing a State Biking Strategy focussing on the tourism benefits arising from cycling. This has only just started and given the number of tracks and strong interest from Southern Tasmania the CEO will be meeting with State Growth shortly for a briefing and finding out how to provide feedback to this process.

LGAT/Regional CEOs Meeting

In the past fortnight the three regional CEOs and LGAT senior staff met for their regular quarterly meeting. The key item of discussion was the review of the local government act and trying to ascertain if there was some consistency of views between the three regional bodies on the key questions posed by the State Government. Pleasingly there was and all three bodies made submissions that were consistent in their views on the key issues. It was also reported that NTD under interim CEO Maree Tetlow was undertaking significant

work to the governance model following a review of the organisation by Bill Fox. The proposed new governance structure would involve a skills based board with greater involvement and focus from business and community sectors to see the body transition to whole of region body similar to the Geelong (G21) model.

Tasmanian State Budget

The CEO attended the Tasmanian State Budget lockup at the end of May. Whilst it was a fairly business as usual budget with no great surprises, it was pleasing to see about \$2 million allocated to enable the full rollout of the IPlan software. This was a key priority for the Authority and was included as part of our pre-budget submission made to the Government in December 2015. It will form the key user interface for the new Single Statewide Planning Scheme when it is rolled out in 2017.

7. Shane Gregory, General Manager State Roads

Shane Gregory, the General Manager of State Roads from the Department of State Growth joined the meeting. Shane spoke about the State Government's new 10 year road strategy, that included a four year funding plan for road projects. He highlighted that the Department of State Growth faces continuing challenges to maintain and upgrade the existing road network and that all tiers of government need to work together to become smarter with the way the state manages traffic. Particularly at peak times when a slight increase or decrease in peak commuter traffic can make a major difference to the congestion levels.

Shane was asked about election commitments for road projects and advised that as a Departmental staff member, he has to wait until funding for the project is placed in the budget before he can proceed with that project as announced. Shane also updated the group on the continued work on the development of a business case to provide Infrastructure Australia to secure funding for the Bridgewater Bridge. He also updated the group on the work being done by the congestion group, including the four metropolitan councils to reduce congestion.

8. Corporate Brand Review

At the last STCA Board meeting it was endorsed that the Governance and Audit Committee conduct a corporate brand review and report back to the Board with any recommendations. The Governance and Audit Committee have examined this issue and made a recommendation to cease using the "Think South" trading name.

In 2014 following the appointment of the first full time CEO of the Authority, the STCA implemented a new trading name "Think South". The Authority was still legally known as the Southern Tasmanian Councils Authority (STCA) for audit, grant and other legal purposes.

The rationale behind this trading name was that the Authority wanted to play a more active role in the media, but felt that it needed a shorter and sharper name.

Trying to settle on a new trading name to be used for the public promotion of the Authority was difficult. Ultimately, “Think South” was agreed by the Board, however with no real alternative.

Over the past couple of years the Authority has used “Think South” for media, promotional activities and for social media. However, this name hasn’t fully been embraced by the media and the Authority’s stakeholders, with some confusion surrounding who the group represents. There have also been some questions about whether the name sounds too much like a tourism body.

Having a trading name and a legal name has also presented some challenges around confusion and when to use each name. Given these issues, it would seem to make sense that the Authority revert to using its legal name all of the time and cease using the trading name “Think South”. Southern Tasmanian Councils Authority (STCA) clearly identifies who the group represents and where it’s from.

It would be an easy process to transition away from the use of “Think South”, the STCA name and logo could be reinserted on media releases and social media accounts could simply be changed over to the Southern Tasmanian Councils Authority (STCA).

9. 2016/17 Annual Plan, Budget and Subscription Fees

Under the *Local Government Act 1993*, the STCA is required to develop and endorse an Annual Plan.

The development of the STCA Annual Plan is guided by the recently endorsed STCA 2015 – 19 Strategic Plan.

The Annual Plan is the key document to help drive the STCA’s agenda for the next 12 months.

The Board were also presented with subscription fees for the 2016/17 financial year. These contained no increase from the 2015/16 fees, but did include the \$150,000 pro-rata budget for the regional waste group.

The Annual Plan, budget and associated subscription fees for 2016/17 were endorsed by the STCA Board.

Council	Percentage of Total	Subscription 2016/17			
		STCA Fees	Waste Fees	GST	Inclusive of GST
	%	\$	\$	\$	\$
Tasman	1.60%	2,977.83	2,400	537.78	5,915.61
Central Highlands	1.60%	2,977.83	2,400	537.78	5,915.61
Glamorgan Spring Bay	1.60%	2,977.83	2,400	537.78	5,915.61
Southern Midlands	1.60%	2,977.83	2,400	537.78	5,915.61

Derwent Valley	5.18%	9,640.71	7,700	1,734.07	19,074.78
Sorell	5.18%	9,640.71	7,700	1,734.07	19,074.78
Brighton	5.18%	9,640.71	7,700	1,734.07	19,074.78
Huon Valley	5.18%	9,640.71	7,700	1,734.07	19,074.78
Kingborough	12.40%	23,078.15	18,600	4,167.81	45,845.96
Glenorchy	20.16%	37,520.60	30,240	6,776.06	74,536.66
Hobart	20.16%	37,520.60	30,240	6,776.06	74,536.66
Clarence	20.16%	37,520.60	30,240	6,776.06	74,536.66
Regional Total	100.01%	186,114.12	150,000.00	33,611.41	369,725.53

STCA Operational Budget

Revenue	\$
Council subscriptions	336,114.12
Stationery rebate	6,500
Interest on funds	6,000
Total Revenue	348,614.12
Expenses	
Southern Waste Management Strategy	
Group expenses	147,500
Wages	104,800
Labour on costs	22,150
Motor vehicle expenses	11,200
Office rent	4,740
Telephone	720
Insurance	2,300
Conference/Events	900
FBT	3,400
Website	4,800
Audit fees	5,400
Administrative expenses	18,000
Meeting expenses	1,400
Legal expenses	2,000
Stationery	700
Printing	1,000
Miscellaneous	1,000
Total Expenses	332,010
Balance to carry forward	16,604.12

10. Governance and Audit Committee

The Board received a report from the Governance and Audit Committee, most of the items contained in the report were addressed as separate items by the Board throughout the agenda. These included the name for the new regional waste body contained within the STCA, the corporate brand review, the draft 2016/17 budget and the draft 2016/17 subscription fees.

11. Employees

Mr Brenton West, took up the role of full time Chief Executive Officer of the Authority on 1 July 2013. The Authority has previously employed other staff as government grant funding is obtained. It is intended that this process will continue. Currently Katrena Graham and Graham Green are employed to work on the Climate Change Adaption Project for the Northern and North West Councils.

12. Finance

A summary of financial performance for the third quarter of the 2015/16 financial year follows:

SOUTHERN TASMANIAN COUNCILS AUTHORITY Financial Report as at 31st December 2015

	Actual at 30/06/16	Budget Year to Date	Budget 2015/16
	\$	\$	\$
Revenue plus opening balances			
STCA Consolidated Account	330,231	330,231	330,231
Regional GIS Project	24,664	24,664	24,664
Regional Planning	1,859	1,859	1,859
Water and Sewerage Owners Representatives	1,231	1,231	1,231
Climate Change adaptation project	37,464	37,464	37,464
Climate Change communication project	9,090	9,090	9,090
Regional Visioning	2,505	2,505	2,505
Local Government Structures Project	5,587	5,587	5,587
Tourism	10,460	10,460	10,460
Industrial Land use Study	1,664	1,664	1,664
SMART form	2,909	2,909	2,909
TOTAL REVENUE	427,664	427,664	427,664
Expenditure			
STCA Consolidated Account	(176,288)	(193,210)	(193,210)
Regional GIS Project	(0)	(0)	(0)
Regional Planning	(0)	(0)	(0)
Water and Sewerage Owners Representatives	0	0	0
Climate Change adaptation project	(768)	(36,500)	(36,500)
Climate Change communication project	(0)	(0)	(0)
Regional Visioning	0	0	0
Local Government Structures Project	0	0	0
Tourism	0	(0)	(0)

Industrial Land use Study	(0)	(0)	(0)
SMART form	0	(0)	(0)
TOTAL EXPENDITURE	(177,056)	(229,710)	(229,710)
Closing Balances			
STCA Consolidated Account	153,943	114,154	114,154
Regional GIS Project	24,664	24,664	24,664
Regional Planning	1,859	1,859	1,859
Water and Sewerage Owners Representatives	1,231	1,231	1,231
Climate Change adaptation project	36,696	900	900
Climate Change communication project	9,090	9,090	9,090
Regional Visioning	2,505	2,505	2,505
Local Government Structures Project	5,587	5,587	5,587
Tourism	10,460	10,460	10,460
Industrial Land use Study	1,664	1,664	1,664
SMART form	2,909	2,909	2,909
	250,607	175,023	175,023

It is to be noted that there are eleven separate accounts.

The STCA Board has resolved for the 2016/17 Financial year to create an STCA Special Projects account which picks up some of the small remaining amounts from unused project accounts.

1. STCA consolidated account.

The operating account of the Authority currently the account has a balance of \$153,943.

2. Regional GIS Project.

NRM South made a financial contribution towards achievement of the Regional GIS initiative up to 30th June 2009.

In addition, member Councils agreed to contribute \$7,000 each in 2008/09 and \$10,000 each in 2009/10. There was a carryover of \$224,790 at the commencement of the year, which included a contribution of \$67,500 made in 2010/11 by Southern Water to cover 50% of the cost of aerial photography. The first round of aerial photography was completed during 2010/11 in spite of unfavourable flying conditions.

The aerial photography has now been paid for which has reduced the balance in the account to \$77,614. The Board set aside \$50,000 from this account for further LiDAR mapping of southern Tasmania. This has been completed and paid for leaving a balance of \$24,664

3. Regional Planning.

The Regional Planning Project is currently on hold whilst the State Government undertakes the Single Statewide Planning Scheme. Leaving a current balance of \$1,859.

4. Water and Sewerage Owners Representatives.

An allocation of \$1,231 was brought forward for the 2015/16 year.

5. Climate Change Adaptation Project.

This project is ongoing with the STCA receiving funding from the state government to complete a regional adaption plan and individual adaption plans for all northern councils.

6. Climate Change Communication Project.

Contributions of \$35,000 in total (Clarence, \$10,000, Hobart \$20,000 and Kingborough \$5,000) have been carried over to undertake the project now that the Regional Climate Change Adaptation Plan has been completed. This project is progressing with extra funding from the State Government and will be completed this year.

7. Regional visioning.

This project is funded by a contribution by Hobart City Council of \$5,000 carried over from 2009/10 and an allocation from the STCA Consolidated Account. This work has been undertaken and completed.

8. Local Government Structures Project.

Approval for a project under the Local Government Reform fund was given in December 2010. The total Australian Government grant of \$150,000, has been received and an independent evaluation study has been completed.

9. Tourism.

A total of \$10,460 has been brought forward for this financial year.

10. Industrial Land Use Study.

The Industrial Land Use study is an adjunct to the Regional Strategic Land Use Plan and has been jointly funded by a number of member councils and the Department of economic Development. The project has been finalised and endorsed by the Board with some residual funding brought forward.

11. SMART Forms

The STCA Board has endorsed a variation to the grant deed for this project to allow for the funds to be used to further develop the online planning system. Those funds have been used to pay for a contribution for this software.



Copping Refuse Disposal Site Joint Authority

29 August 2016

Mr A Paul
General Manager
Clarence City Council
P O Box 96
ROSNY PARK TAS 7018

Mr Robert Higgins
General Manager
Tasman and Sorell Councils
P O Box 126
SORELL TAS 7172

Mr Gary Arnold
General Manager
Kingborough Council
Locked Bag 1
KINGSTON TAS 7050

Dear General Manager,

COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY REPORTS

Participating Councils and the Director of Local Government have reached agreement on the establishment of consistent reporting arrangements for the Authority. The following advice regarding matters discussed at recent Authority and Board meetings is now provided for inclusion in your General Manager's routine report to your Council.

Authority Meeting held on 26 May 2016

- The Minutes of the Authority's General Meeting held on 26 May 2016 were accepted.
- The Minutes of the Authority's electronic meetings held on 9 June 2016 and 13 June 2016 and 12 August 2016 were accepted. The electronic meetings dealt with the following matters:
 - 9 June 2016 – Deed of Dissolution (C Cell Joint Venture);
 - 13 June 2016 – Amendment of Authority Rules; and
 - 12 August 2016 – Deed of Variation – Grant Deed (C Cell Project).
- The Minutes of the Southern Waste Solutions Board for meetings held on 28 April 2016, 18 May 2016 and 22 June 2016 were noted.
- The June 2016 Quarterly Report was presented and accepted.
- A request to sub-lease a portion of the Copping site was considered and approved with general terms recommended.
- A report from the SWS Board was considered. The report related to board size, remuneration and remuneration method.
- The SWS Board Chair provided an update on Board activities including end of financial year position, the C Cell project and CEO contract renewal.
- Consideration was given to rent that may be paid on the C Cell site.

.....
Copping Refuse Disposal Site Joint Authority trading as SOUTHERN WASTE SOLUTIONS

Level 4, 29 Elizabeth Street, Hobart
Mobile: +61 0418 990 868 E-Mail: inelson@nelsonhr.com.au
ABN: 87 928 486 460



Copping Refuse Disposal Site Joint Authority

- The Authority approved a 'working capital' loan to C Cell Pty Ltd.

(**Note:** Minutes of meeting of the Authority may be tabled in open Council meeting unless they contain confidential material. Given its commercial in confidence content The Quarterly Report, Business Plan, Budget and Contractual, Statutory and other obligations reports are requested to be tabled in Closed Meeting). Any Closed Meeting items considered by the Authority should also be tabled only in Closed Meeting of Council.

Board Meeting held on 28 April 2016

Matters dealt with:

- The Minutes of the Board meeting held 23 March 2016 and the minutes of electronic meeting held on 7 April 2016 were accepted.
- The Monthly Operational Overview and Financial Report for March 2016 was received and noted.
- The Authority Quarterly Report to March 2016 was provided and noted.
- The Strategic Plan 2016/17 – 2020/21 was endorsed for communication to the Authority.
- The Business Plan and Budget for 2016/17 was approved and relevant gate fees set for the financial year.
- The Contractual Obligations report was received, noted and endorsed for communication to the Authority.
- Considered the Site Operations Contract for the C Cell Project.
- Considered a contract for an additional WAIV unity for the C Cell Project.
- Received and noted the results of the Customer Survey 2015.
- Received a report from the CEO updating the Board in respect to new technology relevant to operations and business improvements.
- Received a number of verbal updates from the CEO in respect to leachate management, staff and C Cell related matters.

Board Meeting held on 18 May 2016

Matters dealt with:

- The Minutes of the Board meeting held 28 April 2016 were accepted.

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Copping Refuse Disposal Site Joint Authority

- The Monthly Operational Overview and Financial Report for April 2016 was received and noted.
- Issues relevant to the C Cell project were discussed and actions resolved.

Board Meeting held on 22 June 2016

Matters dealt with:

- The Minutes of the Board meeting held 18 May 2016 were accepted.
- The Monthly Operational Overview and Financial Report for May 2016 was received and noted.
- The Board considered issues related to board size, remuneration and remuneration method – for report to the Authority.
- The Board resolved to continue the Audit Committee and commenced the process to set the Audit Committee's future work agenda.

(Note: As minutes of meetings of the Board are commercial in confidence it is requested that these be held on file and may be perused by Aldermen / Councillors but not tabled at Council meetings)

Yours sincerely,

Ian Nelson
Secretary

.....
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ABN: 87 928 486 460

REPORTS FROM SINGLE AND JOINT AUTHORITIES /contd...

- **SOUTHERN WASTE STRATEGY AUTHORITY**

Representative: Ald Richard James
(Ald Sharyn von Bertouch, Proxy)

Quarterly Reports

The Southern Waste Strategy Authority has distributed its Quarterly Reports for the periods ending 30 September 2015, 31 March 2016 and 30 June 2016 (refer Attachments 4, 5 and 6).

Representative Reporting

RECOMMENDATION:

That the Southern Waste Strategy Authority Quarterly Reports to 30 September 2015, 31 March 2016 and 30 June 2016 be received.

- **TASWATER CORPORATION**



Quarterly Report – September 2015

1. SUMMARY

This report on the general and financial performance of the Southern Waste Strategy Authority (SWSA) for the September 2015 quarter is provided to member councils, in accordance with Section 36B of the *Local Government Act 1993*.

2. GENERAL PERFORMANCE

2.1 PROJECTS

EDUCATION

Arrangements have been made with Glenorchy and Clarence Council to provide education services by contract. Danielle Hall from Glenorchy and Fred Pribac from Clarence have been working together to provide a schools programme and have commenced school visitations.

WASTE ADVISORY COMMITTEE

There has not been a meeting since the last report.

GARAGE SALE TRAIL

Everything is in place for the Garage Sale trail on 24/10/15.

2.2 GOVERNANCE

PROGRESS OF WASTE LEVY

This matter has not progressed during this quarter.

FUTURE OF SWSA

The Board has adopted a budget for 2015/16 which provides primarily for school visits and media promotion. There will be no contribution required from Members during 2015/16, with activities being funded from the equity balance at 30/6/15. It is anticipated that the transfer of the regional waste activities will be finalised before 30/6/16.

3. FINANCIAL PERFORMANCE

3.1 PROFIT & LOSS

The financial report attached below to 30th September 2015 indicates a deficit for the year of \$13,194 compared to the budgeted anticipated deficit of \$50,250. This had occurred because both Glenorchy and Clarence have not yet submitted accounts for the first quarter.

The financial statements have issued a clear audit report.

There is no reason to anticipate that SWSA will not be able to pay any amounts owing when they fall due.

Profit & Loss [Budget Analysis]

July 2015 through September 2015

19/11/2015
11:49:17 AM

	Selected Period	Budgeted	\$ Difference	% Difference
Income				
Other Income	\$8,700.00	\$8,700.00	\$0.00	0.0%
Interest Received	\$38.70	\$100.03	-\$61.33	(61.3%)
Total Income	<u>\$8,738.70</u>	<u>\$8,800.03</u>	<u>-\$61.33</u>	<u>(0.7%)</u>
Cost of Sales				
Gross Profit	<u>\$8,738.70</u>	<u>\$8,800.03</u>	<u>-\$61.33</u>	<u>(0.7%)</u>
Expenses				
Employment Expenses				
Fringe Benefits Tax	\$793.00	\$0.00	\$793.00	NA
Total Employment Expenses	<u>\$793.00</u>	<u>\$0.00</u>	<u>\$793.00</u>	<u>NA</u>
Operating Expenses				
Accounting	\$5,000.00	\$5,000.00	\$0.00	0.0%
Audit	-\$3,170.00	\$0.00	-\$3,170.00	NA
Advertising & Promotion	\$804.16	\$10,000.00	-\$9,195.84	(92.0%)
Bank Charges	\$98.80	\$150.00	-\$51.20	(34.1%)
Consultants & Contractors	\$0.00	\$21,250.00	-\$21,250.00	(100.0%)
Garage Sale Trail	\$17,400.00	\$17,400.00	\$0.00	0.0%
General Expenses	\$53.34	\$500.06	-\$446.72	(89.3%)
Grants	\$0.00	\$2,500.03	-\$2,500.03	(100.0%)
Motor Vehicle Expenses				
MVX - SDC	\$1,252.82	\$1,250.06	\$2.76	0.2%
Printing Postage & Stationery	\$0.00	\$250.03	-\$250.03	(100.0%)
Telephone	\$669.70	\$500.06	\$169.64	33.9%
Travel & Entertainment	\$31.82	\$250.03	-\$218.21	(87.3%)
Total Expenses	<u>\$22,933.64</u>	<u>\$59,050.27</u>	<u>-\$36,116.63</u>	<u>(61.2%)</u>
Operating Profit	<u>-\$14,194.94</u>	<u>-\$50,250.24</u>	<u>\$36,055.30</u>	<u>71.8%</u>
Other Income				
Other Expenses				
Net Surplus / (Deficit)	<u>-\$14,194.94</u>	<u>-\$50,250.24</u>	<u>\$36,055.30</u>	<u>71.8%</u>



Quarterly Report – March 2016

1. SUMMARY

This report on the general and financial performance of the Southern Waste Strategy Authority (SWSA) for the March 2016 quarter is provided to member councils, in accordance with Section 36B of the *Local Government Act 1993*.

2. GENERAL PERFORMANCE

2.1 PROJECTS

EDUCATION

Numerous schools were undertaken by the officers from Clarence and Glenorchy Councils after the school vacations finished.

WASTE ADVISORY COMMITTEE

No meeting was held during this quarter.

GARAGE SALE TRAIL

The Board considered a proposal for the 2016 Garage Sale Trail. It agreed to participate.

MEDIA AND ADVERTISING

Joint media campaigns were continued in association with the North and North-Western Regional Waste groups.

2.2 GOVERNANCE

PROGRESS OF WASTE LEVY

This matter has not progressed further during this quarter.

FUTURE OF SWSA

The Board was addressed by the Executive Officer on the proposal that STCA host the regional waste function post 30/6/16. The Board agreed to consider the matter further when the responses of STCA members were available..

3. FINANCIAL PERFORMANCE

3.1 FINANCIAL REPORT 31/03/16

The attached report shows that the deficit for the year to 31/3/16 is \$76,890 compared to a budgeted figure of \$120,850 which means that we are \$46,960 ahead of budget. Almost all items are very closed to budget except Consultants and Contractors. Both Glenorchy CC and Clarence CC had not been paid for the December and March quarter.

This means that overall we are roughly \$6,000 ahead of Budget. SWSA will be able to meet all accounts payable as they fall due.

Profit & Loss [Budget Analysis]

July 2015 through March 2016

11/08/2016
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	Selected Period	Budgeted	\$ Difference	% Difference
Income				
Other Income	\$8,743.53	\$8,700.00	\$43.53	0.5%
Interest Received	\$368.68	\$300.01	\$68.67	22.9%
Total Income	<u>\$9,112.21</u>	<u>\$9,000.01</u>	<u>\$112.20</u>	<u>1.2%</u>
Cost of Sales				
Gross Profit	<u>\$9,112.21</u>	<u>\$9,000.01</u>	<u>\$112.20</u>	<u>1.2%</u>
Expenses				
Employment Expenses				
Fringe Benefits Tax	\$2,379.00	\$0.00	\$2,379.00	NA
Total Employment Expenses	<u>\$2,379.00</u>	<u>\$0.00</u>	<u>\$2,379.00</u>	<u>NA</u>
Operating Expenses				
Accounting	\$5,000.00	\$5,000.00	\$0.00	0.0%
Advertising & Promotion	\$19,958.86	\$25,000.00	-\$5,041.14	(20.2%)
Bank Charges	\$167.60	\$450.00	-\$282.40	(62.8%)
Consultants & Contractors	\$31,609.09	\$63,750.00	-\$32,140.91	(50.4%)
Garage Sale Trail	\$17,400.00	\$17,400.00	\$0.00	0.0%
General Expenses	\$3,070.12	\$1,500.02	\$1,570.10	104.7%
Grants	\$0.00	\$7,500.01	-\$7,500.01	(100.0%)
Insurance	\$2,360.00	\$2,500.00	-\$140.00	(5.6%)
Motor Vehicle Expenses				
MVX - SDC	\$2,915.71	\$3,750.02	-\$834.31	(22.2%)
Printing Postage & Stationery	\$17.50	\$750.01	-\$732.51	(97.7%)
Telephone	\$1,061.10	\$1,500.02	-\$438.92	(29.3%)
Travel & Entertainment	\$31.82	\$750.01	-\$718.19	(95.8%)
Total Expenses	<u>\$85,970.80</u>	<u>\$129,850.09</u>	<u>-\$43,879.29</u>	<u>(33.8%)</u>
Operating Profit	<u>-\$76,858.59</u>	<u>-\$120,850.08</u>	<u>\$43,991.49</u>	<u>36.4%</u>
Other Income				
Other Expenses				
Interest Expense	\$32.00	\$0.00	\$32.00	NA
Total Other Expenses	<u>\$32.00</u>	<u>\$0.00</u>	<u>\$32.00</u>	<u>NA</u>
Net Surplus / (Deficit)	<u>-\$76,890.59</u>	<u>-\$120,850.08</u>	<u>\$43,959.49</u>	<u>36.4%</u>



Quarterly Report – June 2016

1. SUMMARY

This report on the general and financial performance of the Southern Waste Strategy Authority (SWSA) for the June 2016 quarter is provided to member councils, in accordance with Section 36B of the *Local Government Act 1993*.

2. GENERAL PERFORMANCE

2.1 PROJECTS

EDUCATION

The Education Officers at Glenorchy and Clarence have continued to deliver their programmes. It is understood that STCA will continue this arrangement when it takes over the waste function.

WASTE ADVISORY COMMITTEE

A meeting was held during the quarter at which the members were advised that the Premiers Local Government Council would be considering a paper which effectively recommended that there be no waste levy in the foreseeable future. In the circumstances it was agreed that a further meeting be held in July to determine whether the Committee should continue.

The Waste Advisory Committee then met in July and received verbal advice that the Government would not be introducing a Waste levy and did not support the existing waste strategy. In the circumstances bearing in mind the WAC was established in accordance with that Strategy, the Committee agreed to recommend to the Board of the EPA that the Committee be dissolved, subject to receiving written confirmation of the Government's position

GARAGE SALE TRAIL

The Board agreed to meet the full cost of participation in the GST in October 2016 otherwise it would have to invoice the Members for the 50% balance.

MEDIA AND ADVERTISING

The Joint TV and radio campaign continued up until 30th June 2016. Any advertising after that date will be the responsibility of STCA.

2.2 GOVERNANCE

PROGRESS OF WASTE LEVY

Following the Premiers Local Government Council Meeting, the Government has indicated that it will not be introducing a waste levy in the foreseeable future.

FUTURE OF SWSA

Based on advice that STCA would be establishing a waste function in 2016/17, the Board agreed in principle that it should cease operations at 30/6/16 and wind up the Authority as soon as possible after that date. Any remaining funds would be returned to Members in accordance with the Rules. Members were contacted to request that their representative be in a position to vote on the confirmation of the proposal at the June Meeting.

At the June Meeting, the Board confirmed that SWSA would cease operations at 30/6/16 and wind up as soon as practical after that date. Remaining funds would be returned to Member Councils.

3. FINANCIAL PERFORMANCE

3.1 FINANCIAL REPORT 30/6/16

The attached report shows that the deficit for the year to 30/6/16 is \$173,011 compared to a budgeted figure of \$160,400 which means that we have exceed budget by \$12,611. This is entirely due to the Board's decision to fully fund the 2016 Garage Sale Trail (\$16,413) Virtually all accounts have been paid at 30/6/16 with only a few small amounts to be paid post 30th June 2016. SWSA will be able to meet all accounts payable as they fall due.

Profit & Loss [Budget Analysis]

July 2015 through June 2016

11/08/2016
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	Selected Period	Budgeted	\$ Difference	% Difference
Income				
Other Income	\$8,743.53	\$8,700.00	\$43.53	0.5%
Interest Received	\$543.72	\$400.00	\$143.72	35.9%
Total Income	<u>\$9,287.25</u>	<u>\$9,100.00</u>	<u>\$187.25</u>	<u>2.1%</u>
Cost of Sales				
Gross Profit	<u>\$9,287.25</u>	<u>\$9,100.00</u>	<u>\$187.25</u>	<u>2.1%</u>
Expenses				
Employment Expenses				
Fringe Benefits Tax	\$3,172.00	\$0.00	\$3,172.00	NA
Total Employment Expenses	<u>\$3,172.00</u>	<u>\$0.00</u>	<u>\$3,172.00</u>	<u>NA</u>
Operating Expenses				
Accounting	\$5,140.00	\$5,000.00	\$140.00	2.8%
Audit	\$5,300.00	\$5,500.00	-\$200.00	(3.6%)
Advertising & Promotion	\$37,313.12	\$32,500.00	\$4,813.12	14.8%
Bank Charges	\$469.40	\$600.00	-\$130.60	(21.8%)
Consultants & Contractors	\$80,629.09	\$85,000.00	-\$4,370.91	(5.1%)
Garage Sale Trail	\$33,813.00	\$17,400.00	\$16,413.00	94.3%
General Expenses	\$2,401.56	\$2,000.00	\$401.56	20.1%
Grants	\$3,795.45	\$10,000.00	-\$6,204.55	(62.0%)
Insurance	\$2,360.00	\$2,500.00	-\$140.00	(5.6%)
Motor Vehicle Expenses				
MVX - SDC	\$3,299.19	\$5,000.00	-\$1,700.81	(34.0%)
Printing Postage & Stationery	\$222.41	\$1,000.00	-\$777.59	(77.8%)
Subscriptions	\$271.82	\$0.00	\$271.82	NA
Telephone	\$1,061.10	\$2,000.00	-\$938.90	(46.9%)
Travel & Entertainment	\$382.73	\$1,000.00	-\$617.27	(61.7%)
Depreciation Expense				
Motor Vehicles (depreciation)	\$770.00	\$0.00	\$770.00	NA
Non-operating Expenses				
Loss on Disposal of Assets	\$1,897.63	\$0.00	\$1,897.63	NA
Total Expenses	<u>\$182,298.50</u>	<u>\$169,500.00</u>	<u>\$12,798.50</u>	<u>7.6%</u>
Operating Profit	<u>-\$173,011.25</u>	<u>-\$160,400.00</u>	<u>-\$12,611.25</u>	<u>(7.9%)</u>
Other Income				
Other Expenses				
Net Surplus / (Deficit)	<u>-\$173,011.25</u>	<u>-\$160,400.00</u>	<u>-\$12,611.25</u>	<u>(7.9%)</u>

10.2 REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES**AUDIT PANEL – BENCHMARKING REVIEW AND ADOPTION OF GENERAL MANAGER’S PERFORMANCE AND REMUNERATION SYSTEM POLICY**

(File No 540)

EXECUTIVE SUMMARY**PURPOSE**

To consider the adoption of a draft policy for conducting performance reviews for the General Manager

RELATION TO EXISTING POLICY/PLANS

The draft policy was prepared following a benchmarking review of the process for reviewing the General Manager’s performance was undertaken by the Audit Panel.

LEGISLATIVE REQUIREMENTS

The Local Government Act, 1993 is largely silent on the matter of reviewing a general manager’s performance except that it is a collective function of councillors under Section 28.

CONSULTATION

A Council Workshop was conducted to consider the Audit Panel’s report on their findings following the benchmarking review and a draft policy which has been prepared drawing from those findings.

FINANCIAL IMPLICATIONS

There are no financial implications in adopting the proposed draft policy

RECOMMENDATION:

That Council adopts the draft “General Manager Performance and Remuneration Review System Policy”.

ASSOCIATED REPORT**1. BACKGROUND**

In December 2015, Council requested the Audit Panel to undertake a review of the process for undertaking the General Manager’s Performance and Remuneration Review.

2. REPORT IN DETAIL

- 2.1.** A desktop review of the General Manager's performance review process was conducted by the independent members of the Audit Panel who had broad business and performance review systems and process experience. The results and recommendations of the desktop review were provided to all Members of the Audit Panel who then met informally to discuss and agree findings. A draft performance review policy was prepared drawing from the Panel's findings. The Panel's report on the review and the draft policy were presented to Council for consideration at a Workshop on 22 August 2016.
- 2.2.** Arising from Workshop discussions a few refinements to the draft have been made and reviewed by the Panel Members. The draft policy is now presented to Council for formal consideration and endorsement.

3. CONSULTATION

3.1. Community Consultation

No applicable.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Following the Audit Panel's benchmarking review of the General Manager's Performance Review Process a report and draft policy were presented to a Council Workshop on 22 August 2016

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2010-2015, under the Governance Goal, includes a Strategy – Management and Staff Resourcing.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

The Local Government Act, 1993 is largely silent on the matter of reviewing a general manager's performance except that it is a collective function of councillors under Section 28. A Council is entitled to determine its own procedures in relation to reviewing the general manager's performance.

7. FINANCIAL IMPLICATIONS

There are no financial implications in adopting the proposed draft policy.

8. ANY OTHER UNIQUE ISSUES

Not applicable.

9. CONCLUSION

9.1. In December 2015, Council requested the Audit Panel to undertake a benchmarking review of the process for undertaking the General Manager's performance review.

9.2. The review was undertaken by independent members of the Audit Panel who have broad business and performance review systems and process experience. The findings of the review were presented to the full Audit Panel for consideration. Drawing from the Audit Panel's findings, a draft General Manager's Performance and Review System Policy has been developed.

9.3. The Panel's report and recommendations and the draft policy were presented to a Council Workshop on 22 August 2016.

9.4. The draft Policy is now presented to Council for formal consideration and endorsement.

Attachments: 1. Draft Policy General Manager's Performance and Review System Policy (9)

John Mazengarb
AUDIT PANEL CHAIRPERSON



TITLE	GENERAL MANAGER PERFORMANCE AND REMUNERATION REVIEW SYSTEM POLICY
APPROVAL DATE	Council Meeting TBC
REVISION DATES	Nil
ASSOCIATED LEGISLATION	<i>Local Government Act 1993</i>
ASSOCIATED POLICIES	General Manager's Employment Contract
POLICY RESPONSIBILITY	Corporate Support Workgroup
REVIEW	On the request of the Council or on an as needs basis.

1. Definitions

“Employment Contract” means the Contract of Employment for the position of General Manager for the Clarence City Council.

“General Manager” means the appointee to the position of General Manager as referred to under the provisions of the Local Government Act 1993.

“Performance Agreement” means an agreement between the Council and the General Manager which outlines the performance outcomes set for the General Manager and that are to be applied for the review of performance over a specific review period.

“Remuneration Package” means the basis for remuneration provided for under the General Manager's Employment Contract.

“Review Committee” means the Committee of Aldermen appointed from time to time to conduct report and make recommendation on the annual review of the General Manager and remuneration for the position.

“the Act” means the Local Government Act 1993.

2. Policy Statement

The purpose of this Policy is to set out the system basis and the procedures for the conduct of the review of the General Manager's performance and the review of the General Manager's remuneration.

The guiding principle for developing this policy is to provide a consistent approach to preparing and reviewing the Performance Review Process provided for in the Employment Contract between Council and the General Manager.

3. Policy Objective

The Council is responsible to employ a person to the position of General Manager and to oversee his/her performance in accordance with the terms of their employment contract.

Under the terms of the Contract of Employment, the performance of the General Manager must be reviewed by the Council at least annually against the agreed performance criteria for the position. The Contract of Employment further provides that Council is also to annually review the Remuneration Package of the General Manager.

Council has determined that the system for the review of the General Manager's performance and remuneration be dealt with in accordance within a formalised framework established under this policy.

This policy has been developed to provide clarity for Aldermen and the General Manager in describing the process whereby expectations and evaluation of the performance of the General Manager can be agreed and the means by which the Council and General Manager can reach a mutual understanding of expectation. The annual review is a process through which an assessment can be made as to whether the expectations have been met, exceeded or remain unmet.

4. Policy Guidelines

4.1. Role of Review Committee

The role of the Review Committee is to overview the General Manager's performance review and remuneration review processes, facilitate input, conduct the reviews and provide report and recommendations to the Council on its findings.

4.2. Appointment of Review Committee

The responsibility to undertake the review of the General Manager's performance is by the Review Committee appointed for that purpose.

The Review Committee must comprise the Mayor and two other Aldermen. The appointment of Aldermen to the Review Committee will be based on two Aldermen appointed by the Council with staggered two yearly appointments (staggered on the basis of two cycles a year apart)

The Council, with the agreement of the General Manager may also consider including an independent observer on the Review Committee.

The responsibility to undertake the review of the General Manager's performance is by the Review Committee appointed for that purpose.

4.3. General Manager's Performance Review

4.3.1. Review Process Timeline

The General Manager's performance must be reviewed annually no later than 31 December each year. The timing of the review is well aligned with Council's wider annual planning cycle.

This policy seeks to establish a standardised process and framework for the conduct of General Manager's performance review that will entail the following outline and timing of the key steps that will be followed:-

- Mid-September – Appointment of Review Committee members;
- End-September – Circulation of review material to the General Manager and all Aldermen for input (including opportunity to put forward suggestions for consideration in future reviews);
- Mid-October – Completion and return of input material;
- End-October – Review of input received by the Review Committee;
- Mid-November - Conduct of review by the Review Committee;
- End November – Preparation of Review Committee report and recommendations (including review and scope for the following year's performance indicators and performance objectives); and
- December – Determination by Council on the Review outcomes.

4.3.2. Scope of Performance Review

4.3.2.1. General Manager Performance Criteria

The Performance Criteria are set out in the GM's Contract and include:-

- Relationships with Council;
- Corporate Management;
- External Relations;
- Service Provision;
- Leadership;
- Financial and Asset Management; and
- Personal Competencies.

It is important to ensure that the Performance Review focus is on the General Manager's performance, not on the Council's performance.

4.3.2.2. Specific Key Performance Indicators and Strategic Performance Objectives

Specific Key Performance Indicators and Strategic Performance Objectives (including the establishment and review of criteria, indicators and measures) will be mutually agreed between the Council and General Manager. An example format/structure is shown at Appendix 1 and specific content would be adapted as appropriate for each performance review. This will entail identification of sub-criteria under the performance criteria that will enable the performance review process to:-

- ensure focus on specific corporate outcomes (eg specific strategic initiatives, Work Health and Safety and Environmental risks etc;
- enable different areas to be focussed on over a designated period of time;
- facilitate setting and resetting of goals; and
- establish agreed priority areas of performance in advance of the next review period or early in the performance period.

The specific key performance indicators and strategic performance objectives are to form the basis of a new Performance Agreement for the next period. The agreement will be presented to the Council for consideration in a closed meeting together with the outcomes of the review of the General Manager's performance for the previous period.

4.3.3. Performance Review Process

The Performance Review to be administered by the Review Committee will be based on the following process outline:-

- notifying the Aldermen and the General Manager of the relevant dates in the performance review process;
- engaging in consultation and providing opportunity for input in the review process by the parties including:-
 - development of appropriate template documents to assist in the effective input of the parties;
 - a self-assessment input component;
 - an alderman input component; and
 - independent observer (if appointed) to provide oversight of the process;

- considering the input submitted in the review process by the parties (Aldermen and the General Manager);
- assessment of the General Manager's performance against the performance agreement;
- conducting performance review discussions with the General Manager;
- the Review Committee, with the General Manager, undertake the development of the Performance Agreement proposed for the next following performance review period for consideration by the Council which sets out:-
 - identified areas arising from the current review to be addressed and the agreed actions to address those matters;
 - alignment of the General Manager's performance criteria to the goals contained in the Council's Strategic Plan and Annual Plan;
 - the scope of performance expectations and how the performance criteria are to be met and/or measured; and
 - clearly defined and measurable performance indicators to measure the General Manager's performance;
- report of the Review Committee findings and recommendations to the Council.

4.3.4. Determination of the Performance Review

The Review Committee report will present its findings and recommendations on the performance review to Council as a whole in Closed Meeting.

The Council as a whole will determine the outcome of the review process after considering the report and recommendations presented by the Review Committee. The consideration of the report should not be an opportunity to debate the results or re-enact the Performance Review of the General Manager

The report and deliberations on the Performance Review are to remain confidential and not released to the public unless expressly agreed between the Council and the General Manager and formally authorised by Council decision.

The Mayor is to formally communicate the outcomes of the Council decision on the review process to the General Manager encompassing feedback and the resetting of goals under the Performance Agreement.

4.4. General Manager's Remuneration Review

4.4.1. Remuneration Review Process

At the conclusion of the performance review process the Review Committee is to consider the review of the remuneration for the position of General Manager. The Review Committee's recommendation in respect to remuneration is to be included in its review report to Council.

In reviewing the Remuneration Package for the General Manager the Review Committee is to have regard to:-

- i) the General Manager's performance measured against the Performance Criteria for that year;
- ii) any increase in the Consumer Price Index (All Groups, Hobart) as issued by the Australian Statistician in the preceding 12 months;
- iii) the overall state of the market for the General Manager's skills, experience and qualifications (ie guided by any annual increase, equivalent to the latest percentage increase in remuneration for senior executive office holders in like positions); and
- iv) the acquisition and satisfactory utilisation of new or enhanced skills by the General Manager if beneficial to or required by the Council.

4.4.2. Responsibility for Determination of Remuneration Review

The determination of the review of General Manager's remuneration will be decided by the Council in Closed Meeting on the consideration of a recommendation from the Review Committee.

The report and deliberations on the remuneration review are to remain confidential and not released to the public unless expressly agreed between the Council and the General Manager and formally authorised by Council decision.

The Mayor is to formally communicate the outcomes of the remuneration review process to the General Manager.

4.4.3. Determination and Increases in Remuneration

The findings of the review process together with any other reasons determined by the Council will provide and be recognised as the supporting basis and reasons for any discretionary increases in remuneration or any one-off payments in recognition of performance

Discretionary increases to the General Manager's total remuneration package under the provisions of the Employment Contract may only occur after a formal review of the General Manager's performance has been undertaken by the Council and the Council has resolved to grant such a discretionary increase based on the performance review outcomes.

It is the Council's view that any discretionary increases, or one-off payments, are intended to be an incentive for the General Manager to provide maximum service and perform throughout the life of the Employment Contract.

Any discretionary increases will be modest and in line with community expectations.

Appendix 1. Sample Format for Performance Review Assessment

GENERAL MANAGER PERFORMANCE REVIEW CRITERIA

Criterion 1 – Relationships with Council

i) **Sub Criteria 1.1 – Relationship with Mayor**

Unsatisfactory	Needs Improvement	Satisfactory	Above Expectation	Outstanding
1.	2.	3.	4.	5.

ii) Comment:

iii)

iv)

Sub Criteria 1.2 – Relationship with Aldermen

Unsatisfactory	Needs Improvement	Satisfactory	Above Expectation	Outstanding
v) 1.	2.	3.	4.	

Comment:

SubCriteria 1.3 – Relationship with Executive Team

Unsatisfactory	Needs Improvement	Satisfactory	Above Expectation	Outstanding
1.	2.	3.	4.	5.

Comment:

Criterion 2 – Corporate Management

Sub Criteria 2.1 – Contribution to Strategic Planning

Unsatisfactory	Needs Improvement	Satisfactory	Above Expectation	Outstanding
1.	2.	3.	4.	5.

Comment:

Sub Criteria 2.2 – Co-ordination of Management Team

Unsatisfactory	Needs Improvement	Satisfactory	Above Expectation	Outstanding
1.	2.	3.	4.	5.

Comment:

- vi) and similarly build the desired number of relevant sub criteria for each Performance Indicator. (Suggest 3-5 is more than enough sub criteria).
- vii)
- viii) Overall scores and comments can then be used to inform the decisions of the Review Committee.
- ix)
- x) Could also add an “Overall Rating” section

xi) OVERALL RATING

Unsatisfactory	Needs Improvement	Satisfactory	Above Expectation	Outstanding
1.	2.	3.	4.	5.

xii)

Overall Comments:

11. REPORTS OF OFFICERS

11.1 WEEKLY BRIEFING REPORTS

(File No 10/02/02)

The Weekly Briefing Reports of 15, 22 and 29 August 2016 have been circulated to Aldermen.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 15, 22 and 29 August 2016 be noted.

11.2 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

Nil.

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-2016/268 - 8 FORD PARADE, LINDISFARNE - FRONT FENCE AND SIDE AND REAR BOUNDARY WALLS

(File No D-2016/268)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to consider the application made for a new front fence and retrospective approval for side and rear boundary walls at 8 Ford Parade, Lindisfarne.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and is not subject to any 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.

Council is required to exercise a discretion within the statutory 42 day period which expires on 10 September 2016.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- visual bulk;
- devaluation of property values;
- excessive height; and
- loss of daylight.

RECOMMENDATION:

A. That the Development Application for front fence and side and rear boundary walls at 8 Ford Parade, Lindisfarne (Cl Ref D-2016/268) 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.

DEVELOPMENT APPLICATION D-2016/268 - 8 FORD PARADE, LINDISFARNE - FRONT FENCE AND SIDE AND REAR BOUNDARY WALLS /contd...

ASSOCIATED REPORT**1. BACKGROUND**

Planning Permit D-2014/24 was approved on 31 March 2014 under delegated authority for a double storey extension to an existing single storey dwelling. The extension required a variation to the building envelope under PD4 and a variation to the height. The extension is predominantly contained to the north-eastern elevation of the existing dwelling and is currently under construction.

The permit was subsequently amended under Section 56 of the Act to move the side setback along the eastern boundary from 1.5m to 3m.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** The proposal is discretionary 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;
 - Part D – General Residential Zone.
- 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 property is a 902m² residential lot with access and frontage to Ford Parade. The site is developed with a brick Federation style dwelling with upper level dormer rooms. The property is not listed on local or State heritage registers although the property provides a valuable contribution to the Ford Parade streetscape. The site is located within a row of dwellings lining the northern side of Ford Parade of varying architecture.

3.2. The Proposal

Application is made to replace an existing picket front fence with a 1.8m high fence along the full frontage of the site. The front fence would be a “Bluestone” rendered fence with heritage brick inserts recycled from the original dwelling. The rendered component of the fence would be 400mm high and would contain 1.8m x 0.6mm wide piers. The brick infills would be of a solid construction resulting in no transparency. A 5m long x 1.8m high copper clad gate is proposed over the existing driveway to provide secure vehicular entry to the property.

Retrospective approval is also sought for masonry side and rear boundary walls along the western, eastern and northern side/rear property boundaries. The boundary walls would consist of the following:

Eastern boundary wall: 24.4m long rendered masonry fence with a variable height extending between 3.32m and 3.57m above natural ground level. The top 0.6m of the wall would consist of “Modwood” horizontal screening.

Northern boundary wall: 20.5m long rendered masonry fence with a variable height extending between 2.68m to 2.95m above natural ground level. The top 0.6m of the wall would consist of “Modwood” horizontal screening.

Western boundary wall: 16.8m long rendered masonry fence with a variable height extending between 2.1m and 2.48m above natural ground level. The top 0.6m of the wall would consist of “Modwood” horizontal screening.

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 s57(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 with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.2 A3	Setbacks and building envelope for all dwellings	A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by;	Clause 6.4.2(a) of the Scheme exempts the construction of a side and rear boundary fence not more than 2.1m in height above natural ground level. The proposed eastern, northern and western boundary walls would reach a maximum height of 2.48m, 2.95m and 3.57m above natural

		<ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining road frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser). 	<p>ground level, respectively.</p> <p>The west and east facing boundary walls also generate discretion under 10.4.2 A3(b) in that the northern, western and eastern elevation boundary walls would have a wall length exceeding 9m within 1.5m of a side boundary.</p> <p>The northern elevation boundary wall would also be within the 4m rear setback.</p>
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The proposed variation can be supported pursuant to the Performance Criteria (P3) of the Clause 10.4.2 for the following reasons.

Performance Criteria	Comment
<i>“P3 – The siting and scale of a dwelling must:</i>	See below.
<i>(a) Not cause unreasonable loss of amenity by:</i> <ul style="list-style-type: none"> <i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i> 	The proposed north facing boundary wall would be located directly to the south of the habitable room windows associated with the adjoining unit to the north therefore no reduction in sunlight would occur.

	<p>The proposed east facing boundary wall would adjoin a blank wall associated with the adjoining residence at 9 Ford Parade therefore the proposal would not result in any reduction in sunlight to a habitable room.</p> <p>The west facing boundary wall would adjoin a ground level and upper level independent living unit associated with the Freemasons Home located at 3 Wellington Street. The ground level independent living unit contains 2 windows on the eastern elevation facing the subject site and associated boundary wall. The windows are associated with a bedroom and an entry space therefore does not constitute habitable room windows. The habitable rooms (other than a bedroom) associated with this adjoining ground level unit are south facing therefore are not presently capable of receiving direct sunlight. The proposed western boundary wall would therefore not contribute to any loss of sunlight to these south facing windows.</p> <p>The upper level of the aged care home has recently received development approval for the demolition of the upper level units and construction of new units. The upper level east facing windows (associated with approved but yet to be constructed Unit 7 facing the subject site) have been designed to incorporate screening and opaque glazing for the east facing living, dining and kitchen to minimise overlooking into the subject site. The proposed fence would sit just above the finished floor level of the upper level unit meaning the potential for sunlight loss into the east facing habitable rooms would not be unreasonable. It is also noted that the top 0.6m section of fencing would consist of horizontal slatted screening which will allow light to filter.</p>
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<p>(ii) <i>overshadowing the private open space of a dwelling on an adjoining lot; or</i></p>	<p>The proposed north facing boundary wall would be located to the south of the private open space associated with the adjoining unit to the north therefore would have no impact upon existing sunlight levels.</p> <p>The proposed east facing boundary wall would be located to the south-west of the private open space associated with the adjoining dwelling at 9 Ford Parade therefore the orientation would ensure negligible reduction in sunlight levels.</p> <p>The proposed west facing boundary wall would be located below the finished surface level of the private open space associated with redeveloped Unit 7 at 3 Wellington Street. The boundary wall would therefore not impact upon sunlight levels to the adjoining private open space.</p>
<p>(iii) <i>overshadowing of an adjoining vacant lot; or</i></p>	<p>Not applicable as the site does not adjoin a vacant lot.</p>
<p>(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i></p>	<p>Whilst the proposed boundary walls would be relatively tall, the majority of the solid masonry section of the northern and eastern boundary walls would be less than 2.1m tall which is comparable to the maximum height of an exempt boundary fence under Clause 6.4 of the Scheme. The horizontal timber slatted sections would allow light to filter through reducing the perception of bulk.</p> <p>The boundary wall proposed to extend along the western side boundary would be higher than the other 2 elevations in an attempt to provide greater privacy between these 2 properties. Given the existing ground and upper level units on the adjoining property at 3 Wellington Street are oriented to the south (towards Lindisfarne Bay) and no private open space areas are allocated between these units and the boundary wall, the visual ramifications are not likely to be detrimental. Given the boundary walls currently exist, the redevelopment of 3 Wellington Street has been designed with the presence of the western boundary wall in mind.</p>

<i>(b) Provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i>	The proposal is for boundary fencing therefore would not affect dwelling separation.
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General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.7 A1	Front fences for all dwellings	A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than: (a) 1.2m if the fence is solid; or (b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	The proposal is for a 1.8m high solid fence providing no transparency. The proposal therefore does not satisfy A1(a) or (b).

The proposed variation can be supported pursuant to the Performance Criteria (P1) of the Clause 10.4.7 for the following reasons.

Performance Criteria	Comment
<i>“P1 – A fence (including a free-standing wall) within 4.5m of a frontage must:</i>	See below.
<i>(c) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and</i>	The proposed fence being 1.8m tall would enhance the security of the premises and will convert the front yard to a private space. Notwithstanding this, the elevated nature of the existing dwelling (and extensions currently under construction) will ensure the retention of mutual passive surveillance between the road and the dwelling. The windows associated with the dwelling would be higher than the maximum fence height therefore ensuring unobstructed views to the road. Pedestrians along the footpath may not be visible from the dwelling, however, views to the road will be retained.

<p><i>(d) be compatible with the height and transparency of fences in the street, taking into account the:</i></p> <p><i>(i) topography of the site; and</i></p> <p><i>(ii) traffic volumes on the adjoining road”.</i></p>	<p>The proposed fence design (in terms of height and form) would be compatible with other front fencing examples within the street including the solid masonry fence at 2 and 11 Ford Parade. Both of these properties are within a reasonable proximity to the subject site therefore providing for a sense of continuity within the streetscape.</p> <p>Ford Parade can experience reasonably high traffic volumes as a result of vehicles accessing the nearby Motor Yacht Club (which includes a restaurant), Rowing Club, Sailing Club, Tennis Courts and Lindisfarne Oval. On-street parking within the area is therefore highly utilised and this results in a greater emphasis on noise attenuation measures to protect residential amenity.</p>
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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. Visual Bulk

The representors have expressed concern that the proposed west facing and north facing boundary walls will be visually unappealing when viewed from the adjoining properties to the north and west. The representor has also suggested that the western face of the western elevation boundary wall should be treated with a rendered finish as per the eastern face to enhance its appearance.

- **Comment**

It is acknowledged that the boundary walls would be visible when viewed from the adjoining properties to the north and west, however, the design is not to dissimilar in its impact to that of an exempt 2.1m high front fence and the sections above 2.1m have been designed to soften the appearance and to allow light to filter.

With respect to the treatment of the western face of the boundary wall fronting 3 Wellington Street, whilst this would improve the appearance of the wall when viewed from the adjoining property there is no requirement under the Scheme for this to occur. This would be best addressed through separate negotiations between the 2 property owners.

5.2. Devaluation of Property Values

The representor has expressed concern that the proposal will result in a devaluation of the property value of the adjoining unit to the west.

- **Comment**

There is no evidence to suggest that the proposed front fencing and side and rear boundary walls would result in a devaluation of properties within the area. Regardless, this is not a relevant planning consideration.

5.3. Excessive Height

The representor has indicated that they have interpreted the plans to refer to a 1.5m high boundary fence along the western elevation of the subject site when in fact it is higher than this. The representor has indicated that the height of the west facing boundary wall would be excessively high and will consequently affect the amenity of the adjoining ground level unit located at 3 Wellington Street.

- **Comment**

The impacts upon the amenity of the adjoining ground level unit located at 3 Wellington Street in terms of loss of sunlight to habitable rooms and private open space, and visual bulk have been considered previously within this report. It has been determined that the proposal satisfies the relevant Performance Criteria of the Scheme with no detrimental impacts envisaged under the Scheme.

5.4. Loss of Daylight

The representor has raised concern that the north facing boundary wall will result in a loss of sunlight and daylight to the adjoining unit located on the property to the north.

- **Comment**

The proposed northern elevation rear boundary wall would be located entirely to the south of the adjoining unit to the north therefore would not impact upon solar access to the habitable rooms (other than a bedroom) associated with this adjoining dwelling.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater and no objection was raised.

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

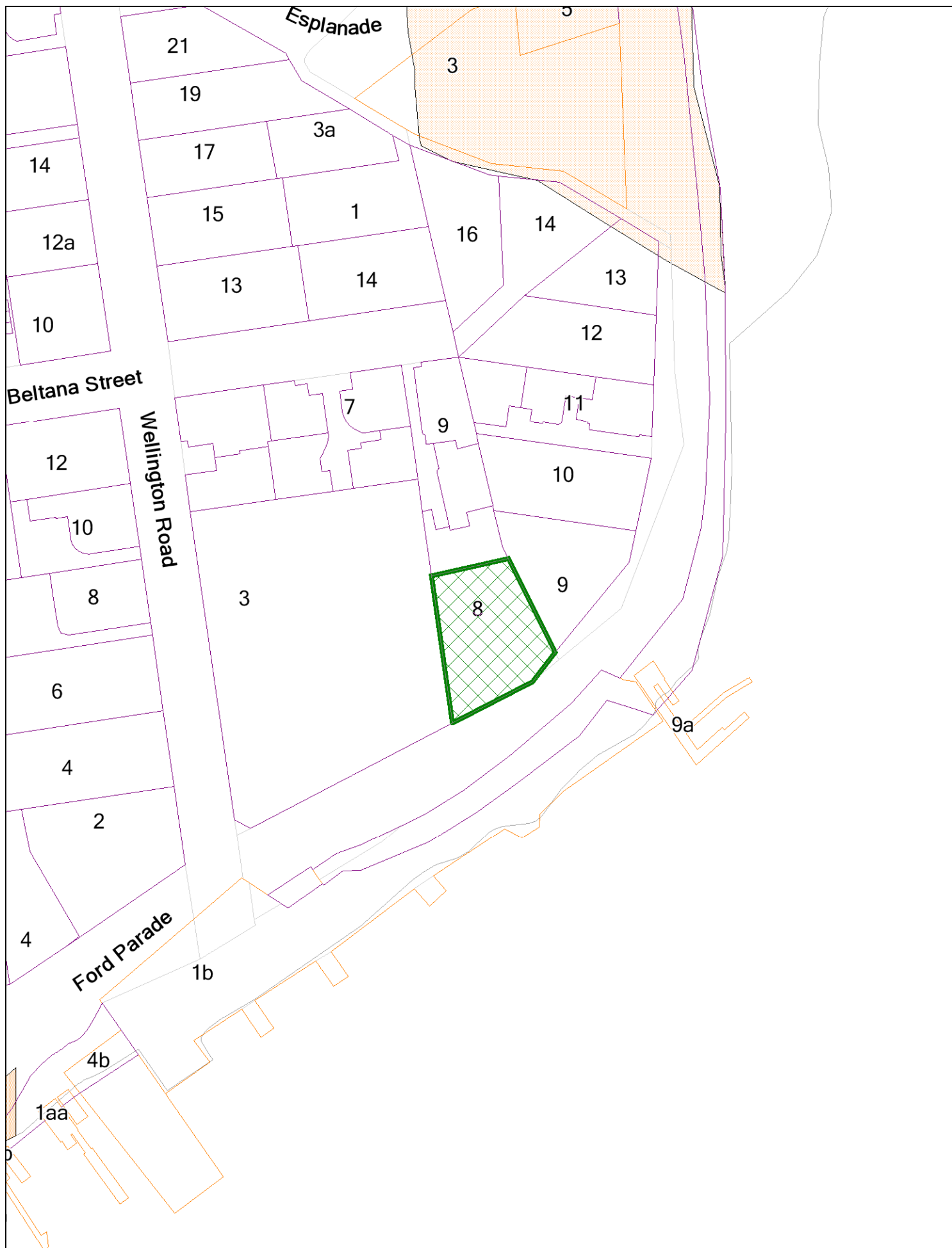
There are no inconsistencies with Council's adopted Strategic Plan 2010-2015 or any other relevant Council Policy.

9. CONCLUSION

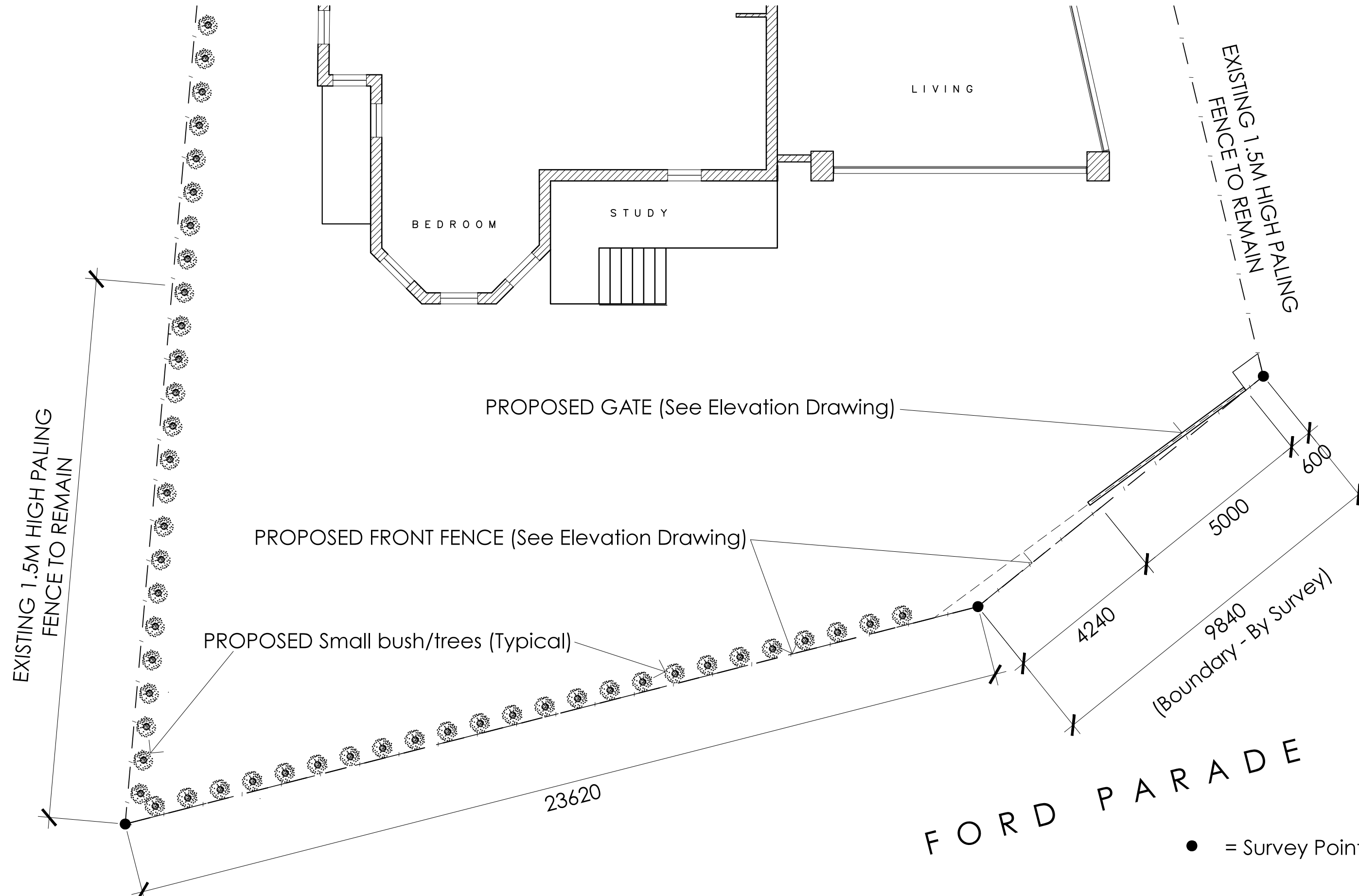
The proposal seeks approval for a front fence and retrospective approval for side and rear boundary walls at 8 Ford Parade, Lindisfarne. The application meets the relevant Acceptable Solutions and Performance Criteria of the Scheme. The proposal is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (5)
3. Site Photo (2)

Ross Lovell
MANAGER CITY PLANNING



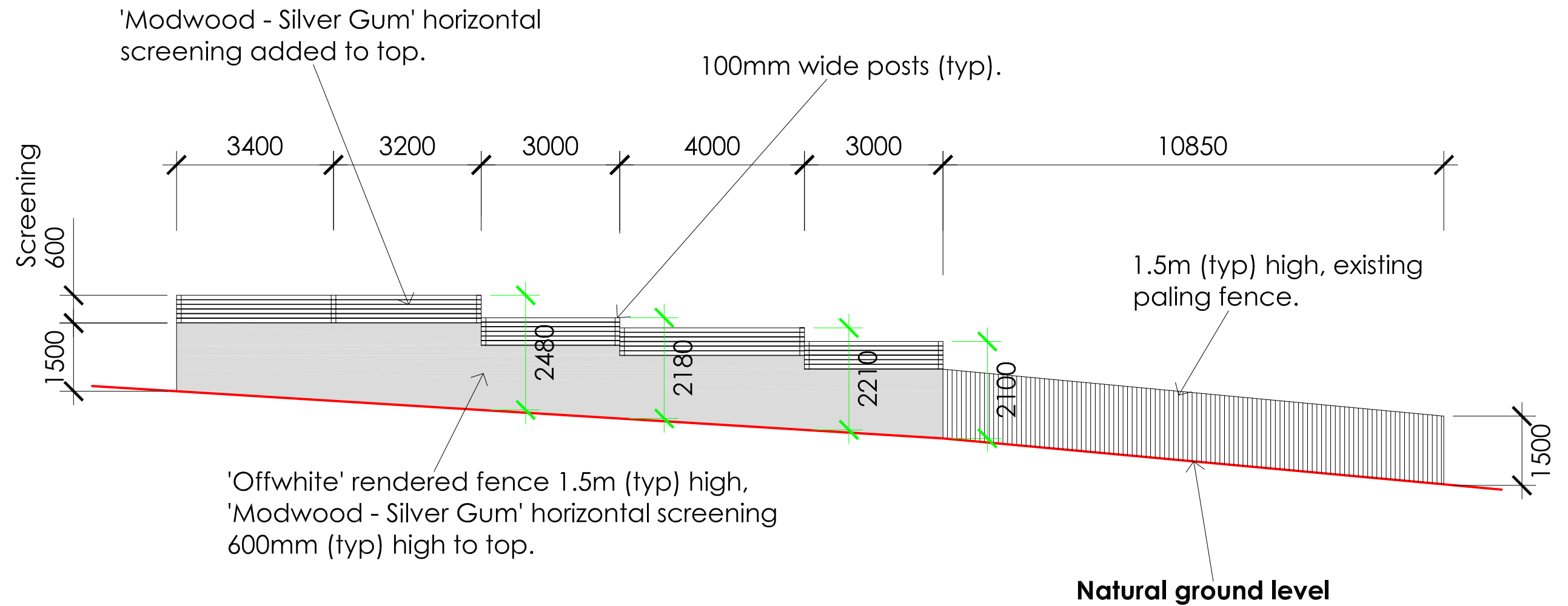
Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Friday, 26 August 2016 **Scale:** 1:1,276 @A4



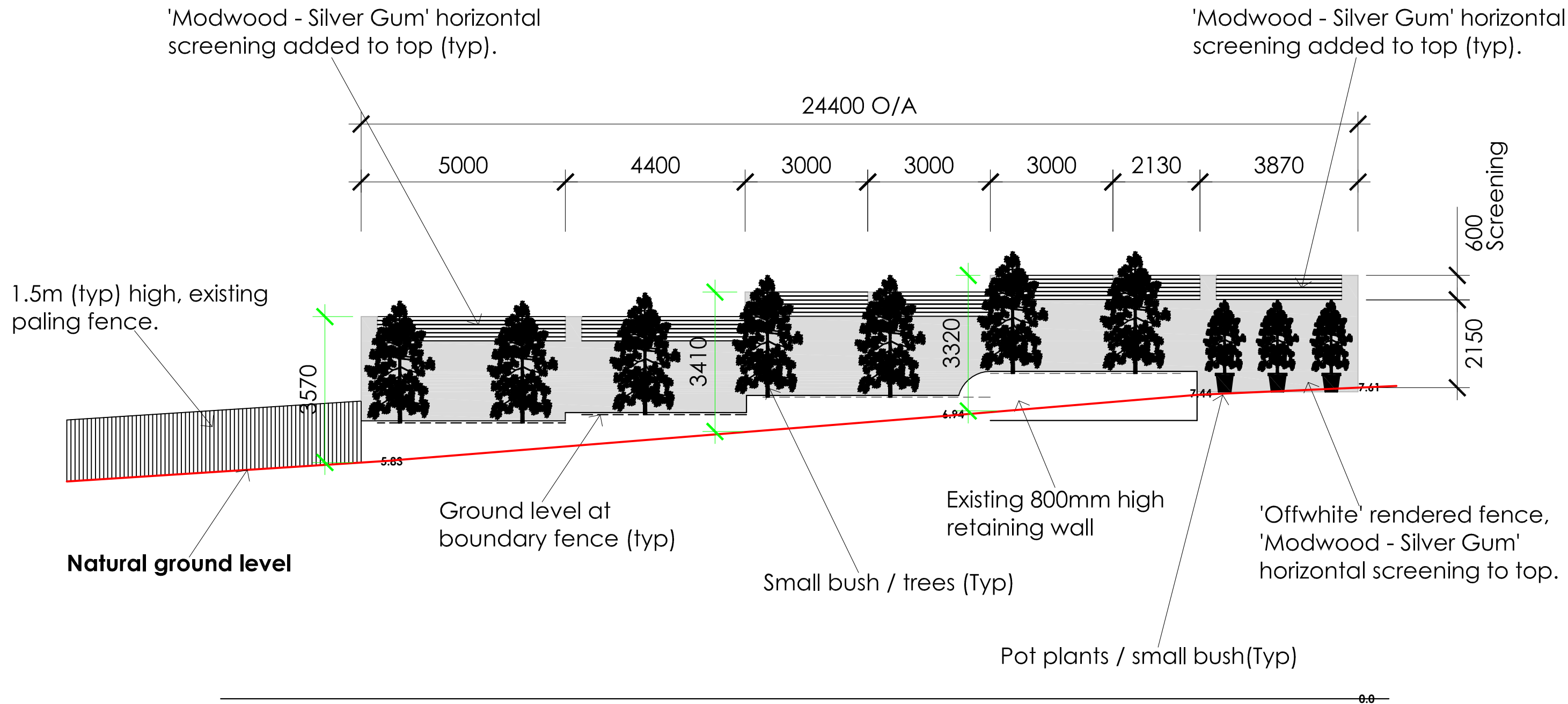
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Drawing South Boundary Fence					
Scale 1:100	Drawn D.R	Date 26/06/2016	Agenda Attachments - 8 Ford Parade, Lindisfarne - Page 2 of 6	Design No ---	Drawing No ---



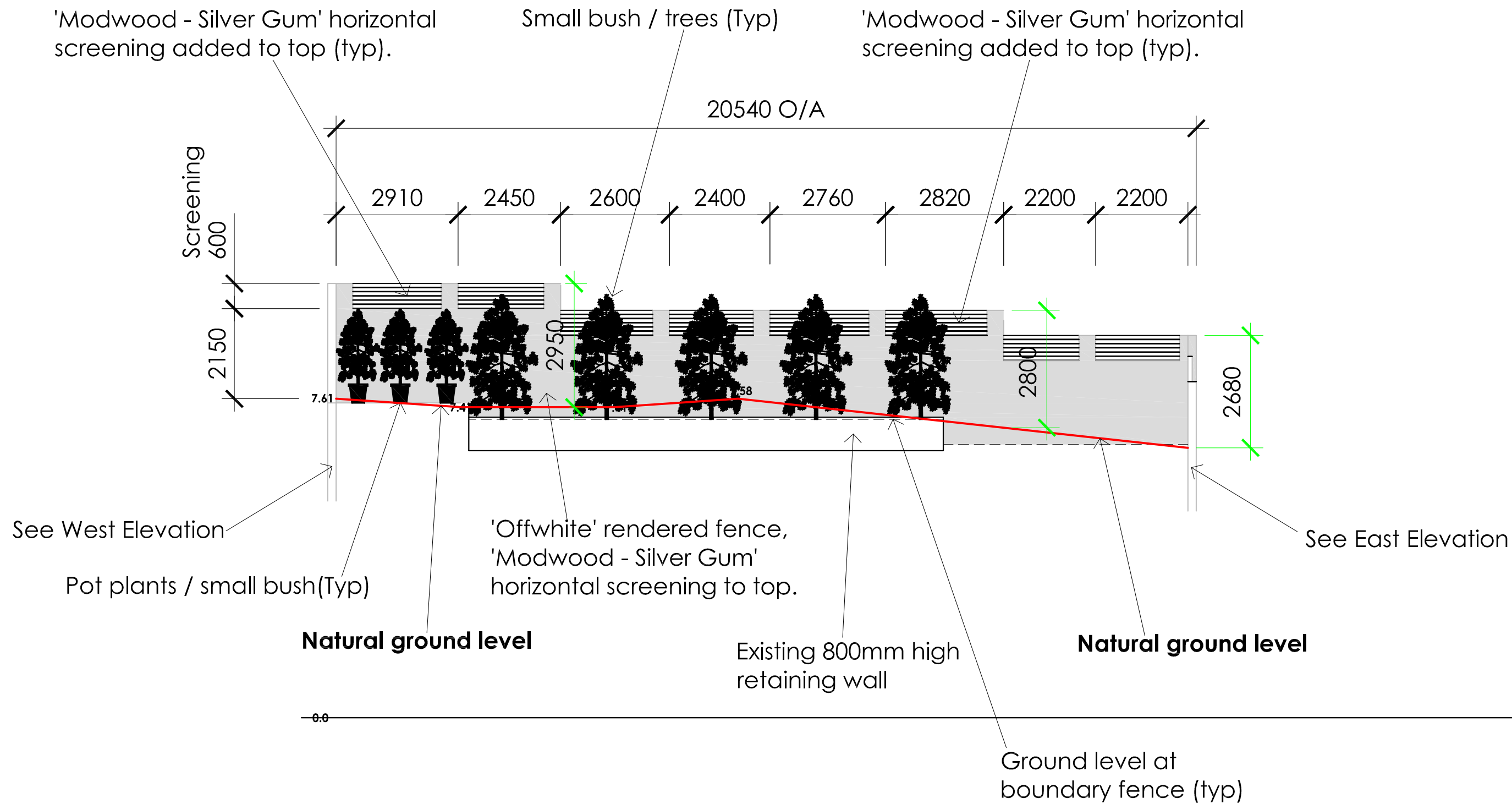
Project 8 Ford Parade			Site Address 8 Ford Parade, Lindisfarne		
Drawing West Boundary Fence					
Scale 1:100	Drawn D.R	Date 21/06/2016	Agenda Attachments - 8 Ford Parade - Lindisfarne - Page 3 of 6	Design No ---	Drawing No ---



Project 8 Ford Parade			Site Address Ford Parade, Lindisfarne			
Drawing Boundary Fence - East Elevation						
Scale 1:100	Drawn D.R	Date 14/07/2016	Agenda ---	Job No ---	Chassis No ---	Drawing No 1 of 3



Project 8 Ford Parade			Site Address 8 Ford Parade, Lindisfarne		
Drawing Boundary Fence - West Elevation					
Scale 1:100	Drawn D.R	Date 14/07/2016	Agenda ---	Attachments - 8 Ford Parade, Lindisfarne - Page 5 of 8 ---	Drawing No 2 of 3



Project 8 Ford Parade			Site Address 8 Ford Parade, Lindisfarne		
Drawing Boundary Fence - North Elevation					
Scale 1:100	Drawn D.R	Date 14/07/2016	Agenda ---	Attachments - 8 Ford Parade, Lindisfarne - Page 6 of 8	Drawing No 3 of 3

8 Ford Parade, LINDISFARNE



Site viewed from Ford Parade



The solid front fence associated with 2 Ford Parade lining Ford Parade and Wellington Street. (Source: Google Earth, 2016)



Figure 2: The existing solid front fence associated with 11 Ford Parade.

**11.3.2 DEVELOPMENT APPLICATION D-2016/281 - 993 CAMBRIDGE ROAD,
CAMBRIDGE - OUTBUILDING (GARAGE)**
(File No D-2016/281)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an Outbuilding (Garage) at 993 Cambridge Road, Cambridge.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Road and Rail Assets Code, Parking and Access Code and Stormwater Management 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.

Council is required to exercise a discretion within the statutory 42 day period which expires on the 13 September 2016.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 1 representation was received concerning the issue of the creation of a second access onto Camrise Drive raises safety concerns.

RECOMMENDATION:

- A. That the Development Application for Outbuilding (Garage) at 993 Cambridge Road, Cambridge (CI Ref D-2016/281) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. GEN MP – NONHABITABLE PURPOSES.
 3. ENG A1 – NEW CROSSOVER [TSD-R09 (Urban) – 3.6m].
 4. ENG S1 – INFRASTRUCTURE REPAIR.
 5. The development must meet all required Conditions of Approval specified by TasWater notice dated 19 July 2016 (TWDA 2016/00975-CCC).
- 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.

DEVELOPMENT APPLICATION D-2016/281 - 993 CAMBRIDGE ROAD, CAMBRIDGE - OUTBUILDING (GARAGE) /contd...

ASSOCIATED REPORT**1. BACKGROUND**

The subject site originally contained 2 access points onto Cambridge Road and a third access onto the western side property boundary. The western most access onto Cambridge Road was required to be relinquished as part of the construction of Camrise Drive, as it was too close to the intersection. This resulted in the overall number of access points being reduced from 3 to 2.

2. STATUTORY IMPLICATIONS

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

2.2. The proposal is discretionary 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;
- Part D – General Residential Zone;
- Part E – Codes.

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 1,252m² rectangular shaped allotment located on the corner of Cambridge Road and Camrise Drive. The site is mostly level and is developed with a single storey dwelling oriented towards Cambridge Road.

The site is provided with a single access onto both Cambridge Road and Camrise Drive. Prior to the development of the Camrise Drive subdivision, the site was provided with 2 access points onto Cambridge Road. The northern most access was required to be removed as part of the subdivision design as this access was too close to the new intersection and presented safety risks.

3.2. The Proposal

Application is made to construct a 9m long x 7m wide outbuilding in the south-eastern corner of the site.

The outbuilding would be located 2m from the eastern (side) property boundary and 7m from the southern (rear) property boundary. The outbuilding would be constructed from “Colorbond” wall and roof sheeting with the roof profile being gabled with a 5 degree pitch.

The outbuilding would contain 2 roller doors on the southern elevation so that it is accessible from a newly proposed crossover and internal driveway extending alongside the southern rear property boundary. The new access would increase the number of access points onto Camrise Drive to 2 (as shown in the attachments).

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, Road and Rail Assets Code, Parking and Access Code and Stormwater Management Code with the exception of the following.

Road and Rail Assets Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E5.6.2 A2	Road accesses and junctions	No more than 1 access providing both entry and exit, or 2 accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60kmh or less.	The proposal will create a second access point onto the Camrise Drive road frontage increasing the number of access points to 2 (3 in total).

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause E5.6.2 for the following reasons.

Performance Criteria	Comment
<i>"P2 – For roads in an area subject to a speed limit of 60kmh or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	See below.
<i>(a) the nature and frequency of the traffic generated by the use;</i>	The proposed outbuilding would be utilised for the parking of vehicles associated with the existing residential use of the site. The proposal would not intensify the existing use of the site and would have the effect of potentially decreasing the usage of the access servicing the carport located closer to the Camrise Drive/Cambridge Road intersection.
<i>(b) the nature of the road;</i>	See below.
<i>(c) the speed limit and traffic flow of the road;</i>	Camrise Drive is subject to the General Urban Speed Limit of 50kmh. The speed environment is likely to be lower given the proximity to the Camrise Drive/Cambridge Road intersection. The proposed access point would be located 50m from this intersection with 2 other access points, located between, meaning the potential for increased conflict between road users would be negligible.

<i>(d) any alternative access to a road;</i>	The site also has frontage onto Cambridge Road which could serve as an alternative access option. It is not considered good planning practice to encourage access via a higher order road when a site is afforded with 2 road frontages for road efficiency and safety reasons. The location of the existing carport fronting Camrise Drive precludes the use of this access for an additional outbuilding given its proximity to the road frontage. It is therefore considered necessary to create an additional access point in order to service the development.
<i>(e) the need for the access or junction;</i>	The new access point is required on the basis there is no practicable alternative access to service a new garage building on the site given the location of the existing development on the site.
<i>(f) any traffic impact assessment; and</i>	The proposal would not increase daily vehicle movements as the residential use of the land would not be intensified as a result of the development. On this basis, a Traffic Impact Assessment was not required to adequately assess the proposal.
<i>(g) any written advice received from the road authority”.</i>	The relevant road authority in this case is the Clarence City Council. Council’s Development Engineer has considered that the creation of an additional access is appropriate in this instance and would not unreasonably impact on the safety or efficiency of Camrise Drive.

Parking and Access Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.7.1 A1	Number of Vehicular Accesses	The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	A new access point is proposed onto Camrise Drive which will increase the number of access points served by this road to 2.

The proposed variation can be supported pursuant to the Performance Criteria (P1) of the Clause E6.7.1 for the following reasons.

Performance Criteria	Comment
<i>“P1 – The number of vehicular access points for each road frontage must be minimised, having regard to all of the following:</i>	See below.
<i>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points.</i>	Council’s Development Engineer has advised that the access would not result in the loss of on-street car parking given the absence of such infrastructure along this section of Camrise Drive. The separation distance between the 2 access points is sufficient to accommodate 2 car parking spaces between the 2 crossovers should Council determine it necessary to provide on-street parking in the future.
<i>(b) whether the additional access points can be provided without compromising any of the following:</i> <i>(i) pedestrian safety, amenity and convenience;</i>	The second access point would be sited 50m from the Camrise Drive/ Cambridge Road intersection and would maintain well in excess of the minimum distance required for access separation (5.4m as required by Australian Standard 2890.1: Off-street car parking code) allowing for adequate opportunity for pedestrian refuge. A concrete footpath is also provided along the western side of Camrise Road which is more conveniently accessed from the Cambridge Primary School, meaning school children can continue to use this footpath with no additional interruptions. The proposed access point is therefore not likely to create any pedestrian safety or amenity issues of concern.
<i>(ii) traffic safety;</i>	The proposed access would be located in a position which maintains adequate separation from other existing access points and satisfies the Scheme requirements for driveway separation. The proposal is therefore not expected to impact on traffic safety.

<i>(iii) residential amenity on adjoining land;</i>	<p>The access would be sited adjacent to a residential property to the south. The proposed access would be located at the furthest point possible from the adjoining dwelling and associated decked areas. There is also a hedge separating the 2 properties which will act to absorb traffic noise which is not expected to be significant given the very low speed environment.</p> <p>Whilst the proposed ratio of crossovers to the total frontage of the site would be higher than that associated with other properties in Camrise Drive, it is considered that residential amenity on adjoining land would not be compromised.</p>
<i>(iv) streetscape;</i>	<p>The proposed access would have no streetscape implications given the crossover and driveway separation would be comparable to the separation of other properties in Camrise Drive as a result of the long frontage onto Camrise Drive.</p>
<i>(v) cultural heritage values of the site is subject to the Local Historic Heritage Code;</i>	<p>The site is not listed under the Local Historic Heritage Code.</p>
<i>(vi) the enjoyment of any ‘al fresco’ dining or other outdoor activity in the vicinity’.</i>	<p>There is no “al fresco” dining or other outdoor activity in the vicinity of either access point.</p>

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. Safety Impacts on Camrise Drive

The representor has raised concern that the creation of a second access onto Camrise Drive will create a pedestrian and vehicular safety concern given its proximity to the existing access servicing the subject site and the Cambridge Primary School.

- **Comment**

Council's Development Engineer has advised that the proposed access would be sited well in excess of the minimum driveway access separation requirement to allow for adequate pedestrian refuge and would be sited to ensure adequate visibility for vehicles utilising the access points on the opposite side of the road (Cambridge Hall). The secondary access would be utilised for residential purposes therefore would be subject to very low traffic volumes.

The proposed access is also not expected to cause an increased risk to school children walking home as the most convenient route from the school to the residences within Camrise Drive is along the footpath located along the western side of Camrise Drive.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater whom have provided correspondence indicating that they do not object to the proposal.

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

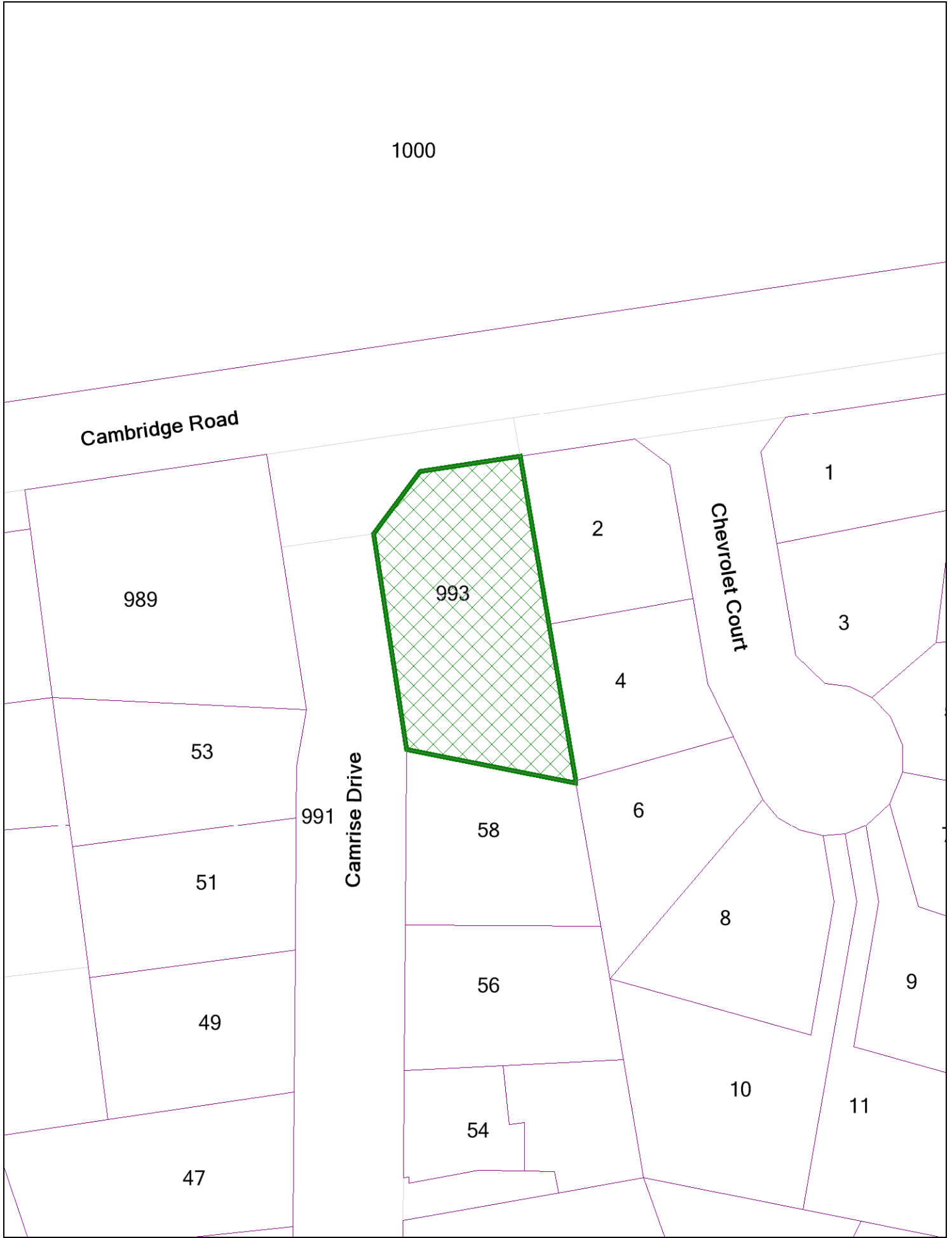
There are no inconsistencies with Council's adopted Strategic Plan 2010-2015 or any other relevant Council Policy.

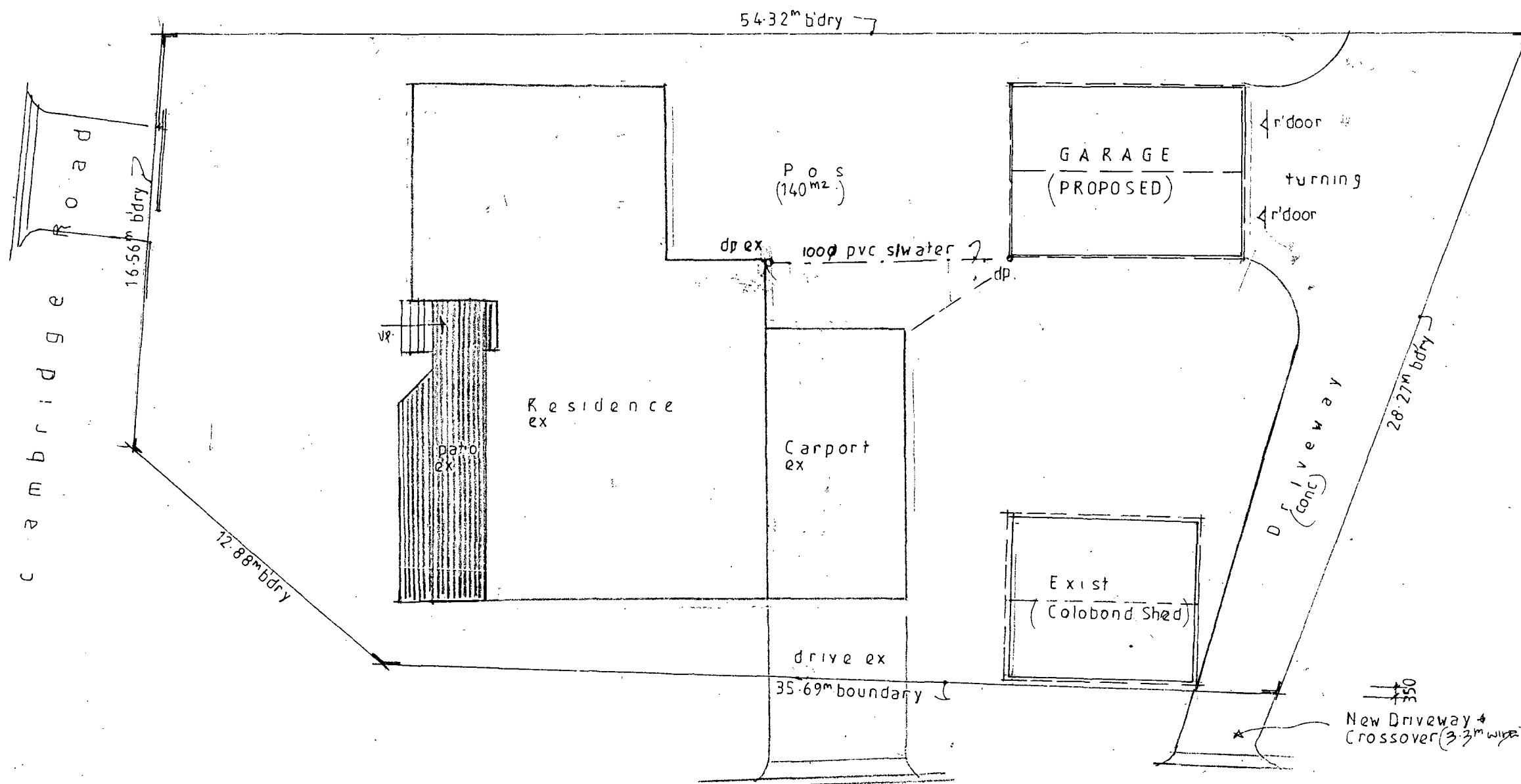
9. CONCLUSION

The proposal seeks approval for an outbuilding (garage) at 993 Cambridge Road, Cambridge. The application meets the relevant Acceptable Solutions and Performance Criteria of the Scheme. The proposal is recommended for approval subject to conditions.

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

Ross Lovell
MANAGER CITY PLANNING



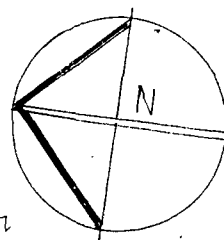


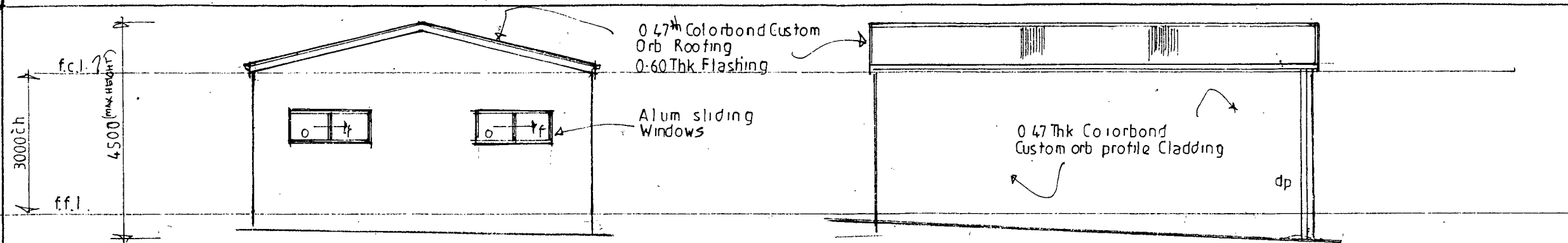
Site Notes

Site Area - 1252m²
 Exist Residence - 250m² + 60m² (port)
 Exist Outbuilding - 47m²
 Proposed Garage 63m²
 420m² / 30% Site Cover

SITE PLAN
 scale 1:200

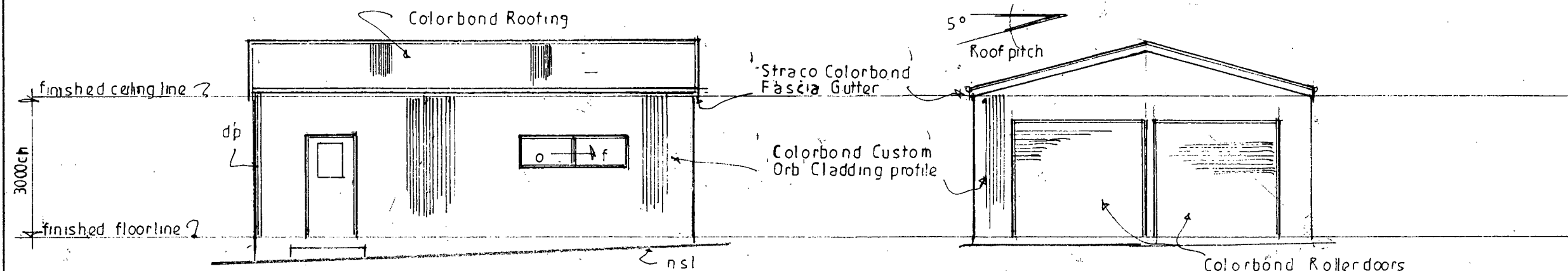
Site 1252m²
 Ex Residence 252m²
 New Garage Proposed 63m²





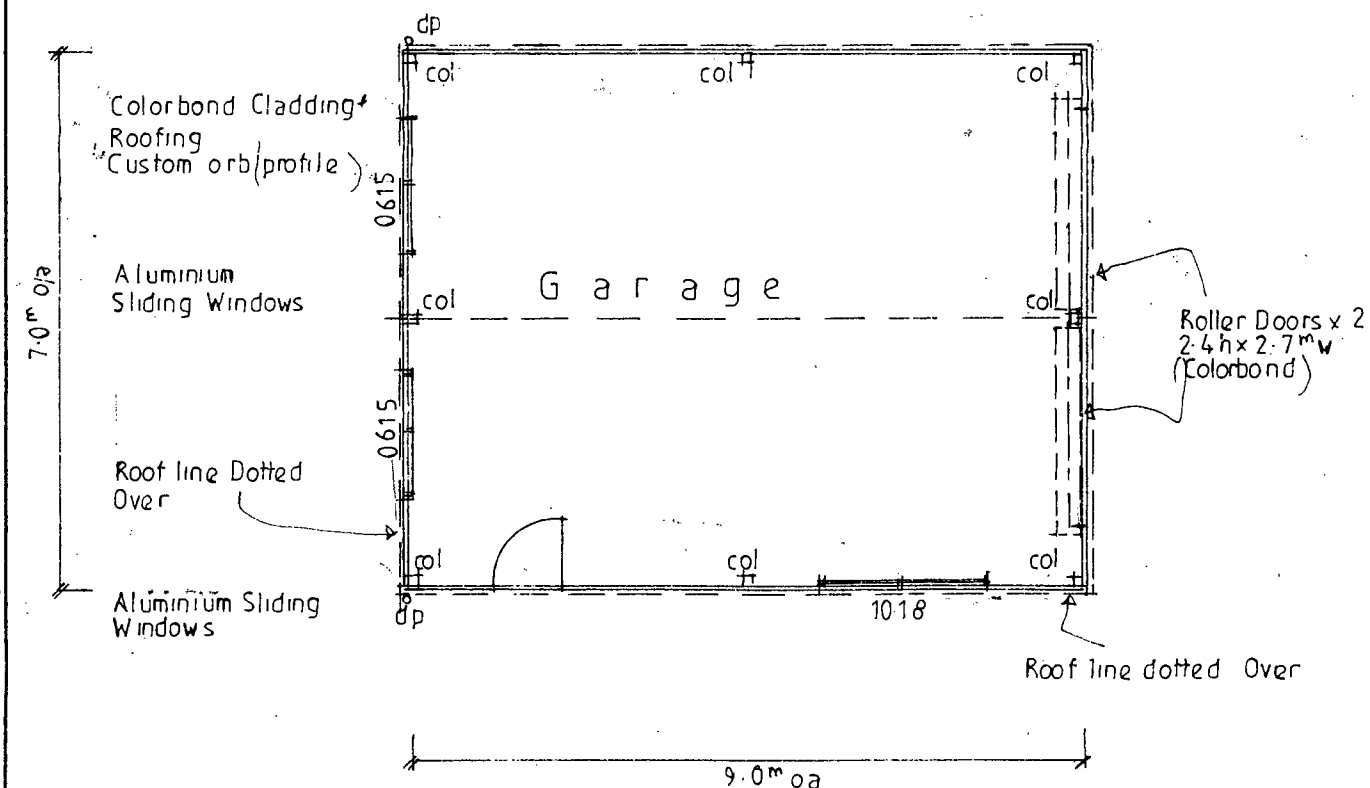
NORTH ELEVATION

EAST ELEVATION



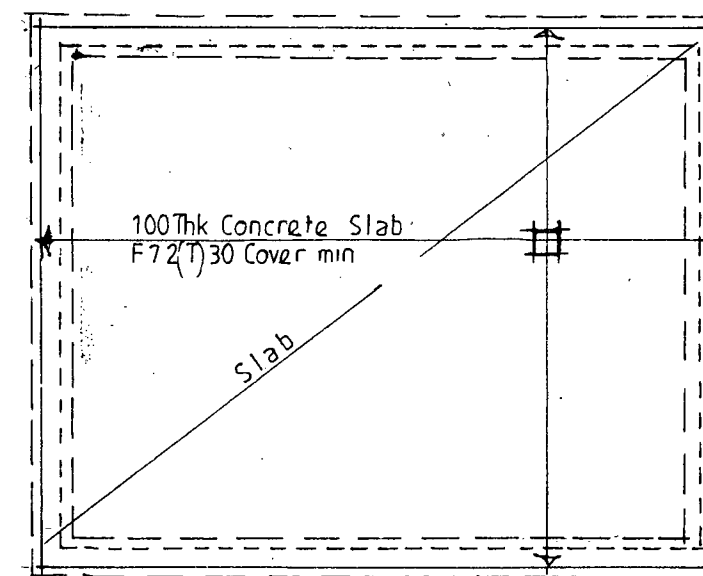
WEST ELEVATION

SOUTH ELEVATION



FLOOR PLAN

1:100 floor area - 63m²/68ft²



SLAB PLAN

(Assumed Class 'M' Soil Type
All inspections are to be Carried Out By Engineer
Prior to Concrete Pour)

Proposed Garage,
At N° 993 Cambridge Road,
Cambridge.

For Mr & Mrs M° Common

993 Cambridge Road, CAMBRIDGE



Site viewed from Camrise Drive.



Site viewed from Cambridge Road.

11.3.3 DEVELOPMENT APPLICATION D-2016/289 - 4 RELIANCE COURT, TRANMERE - DWELLING
(File No D-2016/289)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Single Dwelling at 4 Reliance Court, Tranmere.

RELATION TO PLANNING PROVISIONS

The land is zoned Low Density Residential and is subject to the Bushfire Prone Areas, Landslide, Parking and Access, and Stormwater 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.

Council is required to exercise a discretion within the statutory 42 day period which expires on 13 September 2016.

CONSULTATION

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

- stormwater run-off; and
- the need for erosion and sedimentation control measures.

RECOMMENDATION:

A. That the Development Application for a dwelling at 4 Reliance Court, Tranmere (CI Ref D-2016/289) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ADVICE - A soil and water management plan is required as part of a building permit application for the development, to be in accordance with the Soil and Water Management on Building and Construction Sites guidelines (available from Council).
3. ADVICE - All works are to be contained entirely within the property boundaries, including all footings and associated agricultural drains for retaining walls.

4. ADVICE – As the property is located within a bushfire prone area, a bushfire assessment and BAL report must be provided as part of a building permit application for the development.
- 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 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; and
- Section 10 – Low Density Residential Zone;
- Section E1.0 – Bushfire-Prone Areas Code;
- Section E3.0 – Landslide Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater 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 1311m² internal lot accessed from the southern side of Reliance Court, Tranmere. The property is currently vacant and slopes steeply from east to west. The property is bordered by residential dwellings to the north, west and south, with vacant land which forms part of Droughty Hill to the east.

3.2. The Proposal

The proposal is for a 2 storey Single Dwelling comprising open plan living areas, 3 bedrooms, bathroom, ensuite, laundry, deck, carport and courtyard on the upper level and a garage and workshop on the lower level. The dwelling will be finished in a mix of cladding and rendered finish with a Colorbond roof.

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 s57(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 Low Density Residential Zone and the Bushfire-Prone Areas Code, Landslide Code, Parking and Access Code and Stormwater Management Codes with the exception of the following.

Low Density Residential

Clause	Standard	Acceptable Solution (Extract)	Proposed
12.4.3	A2	<p>A dwelling must have an area of private open space that:</p> <p>(a) is in 1 location and is at least:</p> <p>(i) 24m²; or</p> <p>(ii) 12m², if the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom);</p> <p>(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;</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;</p> <p>(f) has a gradient not steeper than 1 in 10;</p> <p>(g) is not used for vehicle access or parking.</p>	<p>A 61m² courtyard is proposed to the east of the dwelling.</p> <p>Courtyard is 6m x 10.1m</p> <p>Courtyard is accessed from the open plan dining/living area.</p> <p>Courtyard is surrounded on 3 sides by the dwelling, and is to the south of the carport.</p> <p>Not applicable.</p> <p>Courtyard complies with gradient.</p> <p>Not used for parking.</p>

The proposed variation can be supported pursuant to the Performance Criteria for the following reasons.

Performance Criteria	Comment
<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>The courtyard is accessed directly from the living room, and is therefore conveniently located to provide the occupants with an extension of the dwelling for outdoor enjoyment.</p>
<p><i>(ii) orientated to take advantage of sunlight”.</i></p>	<p>The courtyard faces east and it is considered will receive adequate sunlight up until midday each day.</p>

Low Density Residential

Clause	Standard	Acceptable Solution (Extract)	Proposed
12.4.4	A1	A dwelling must have at least 1 habitable room (other than a bedroom) window that faces between 30 degrees west of north and 30 degrees east of north.	The proposed dwelling does not incorporate any windows to habitable areas on the northern elevation of the development.

The proposed variation can be supported pursuant to the Performance Criteria for the following reasons.

Performance Criteria	Comment
<p><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>	<p>The westerly orientation of the proposed dwelling would enable reasonable solar access to the open plan living areas and deck of the proposal, as required by this performance criterion.</p>

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. Stormwater Run-Off and Drainage

The representor has expressed concerns with the potential for stormwater run-off and drainage issues and water entering their property if these issues are not addressed prior to building commencing.

- **Comment**

The proposed development meets the acceptable solutions of the Stormwater Management Code.

In any event, stormwater management is managed under separate legislation and all stormwater flows will be required to be appropriately channelled through the building and plumbing permit.

As the lot is a steeply sloping site it is considered appropriate to include an advice note on the permit that an erosion and sedimentation control plan, in accordance with the “Hobart Regional Soil and Water Management on Building and Construction Sites” document, will need to be submitted as part of a building permit application for the development.

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

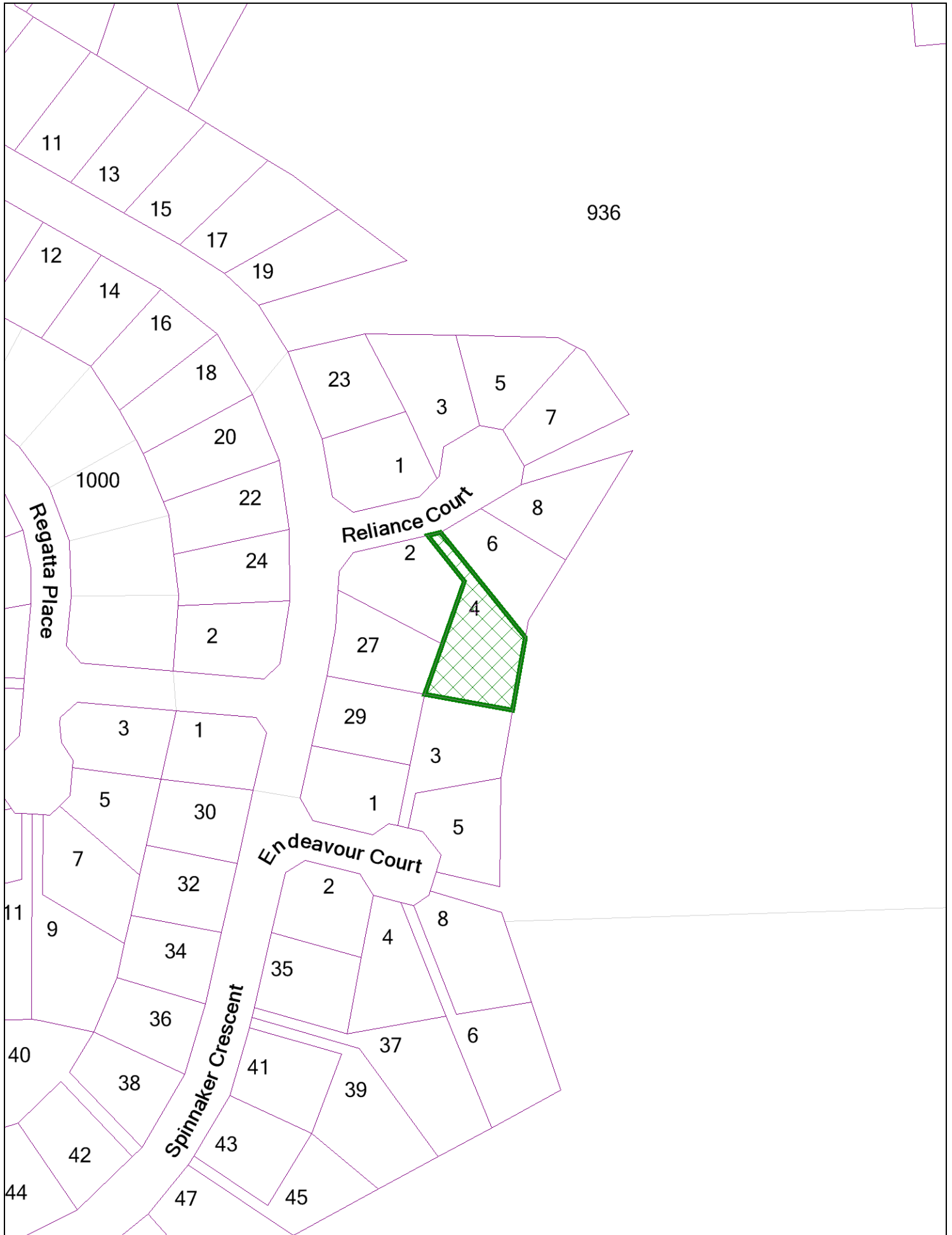
There are no inconsistencies with Council’s adopted Strategic Plan 2010-2015 or any other relevant Council Policy.

9. CONCLUSION

The proposal is for the development of a Single Dwelling at 4 Reliance Court, Tranmere. The development satisfies the relevant requirements of the Scheme and is therefore recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (5)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

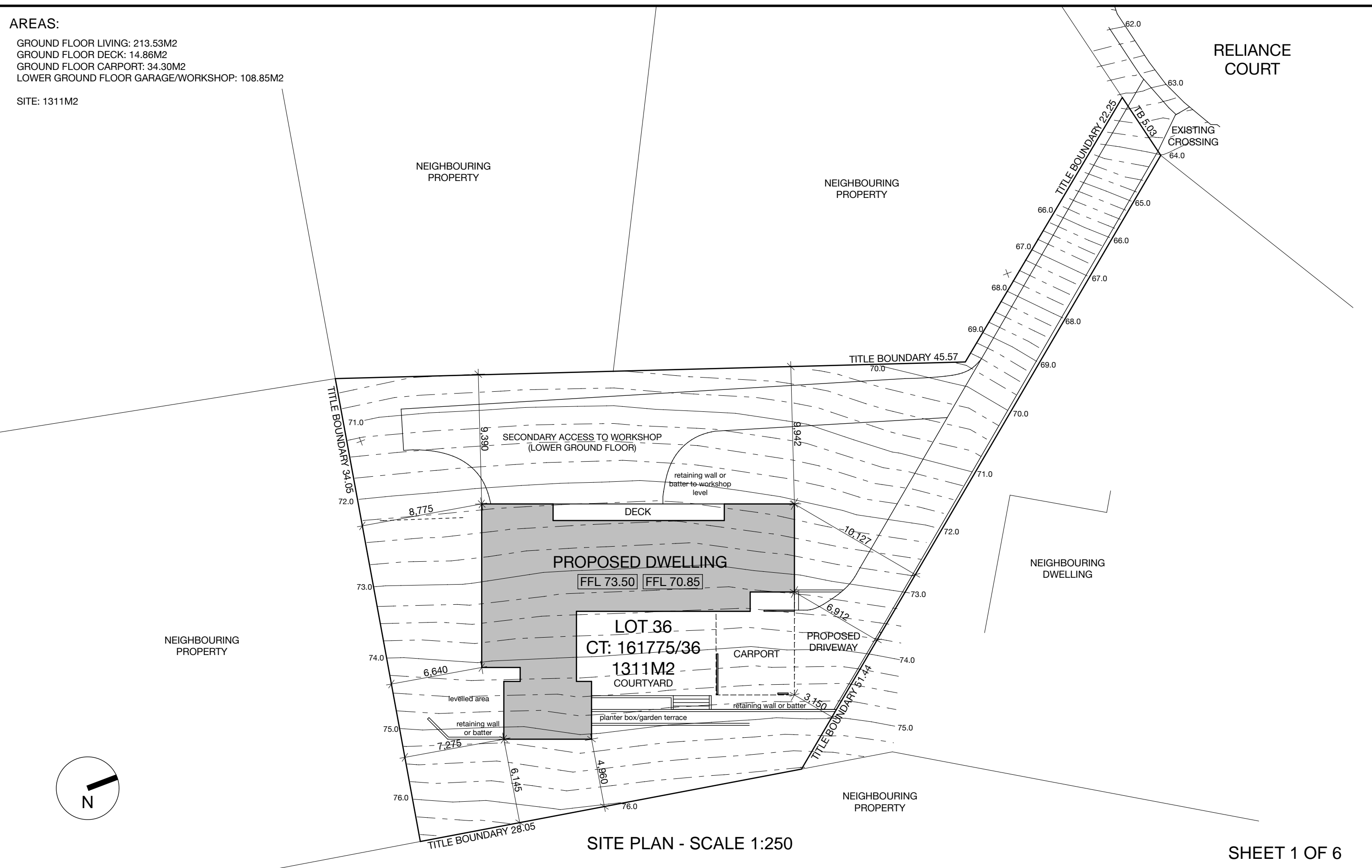


Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Thursday, 25 August 2016 **Scale:** 1:1,834 @A4

AREAS:

GROUND FLOOR LIVING: 213.53M2
GROUND FLOOR DECK: 14.86M2
GROUND FLOOR CARPORT: 34.30M2
LOWER GROUND FLOOR GARAGE/WORKSHOP: 108.85M2

SITE: 1311M2



SHEET 1 OF 6

PROPOSED DWELLING,
4 RELIANCE COURT, TRANMERE

Drawn XW CC:1660

Scale 1:250 (A3)

Date: JULY 2016

Checked

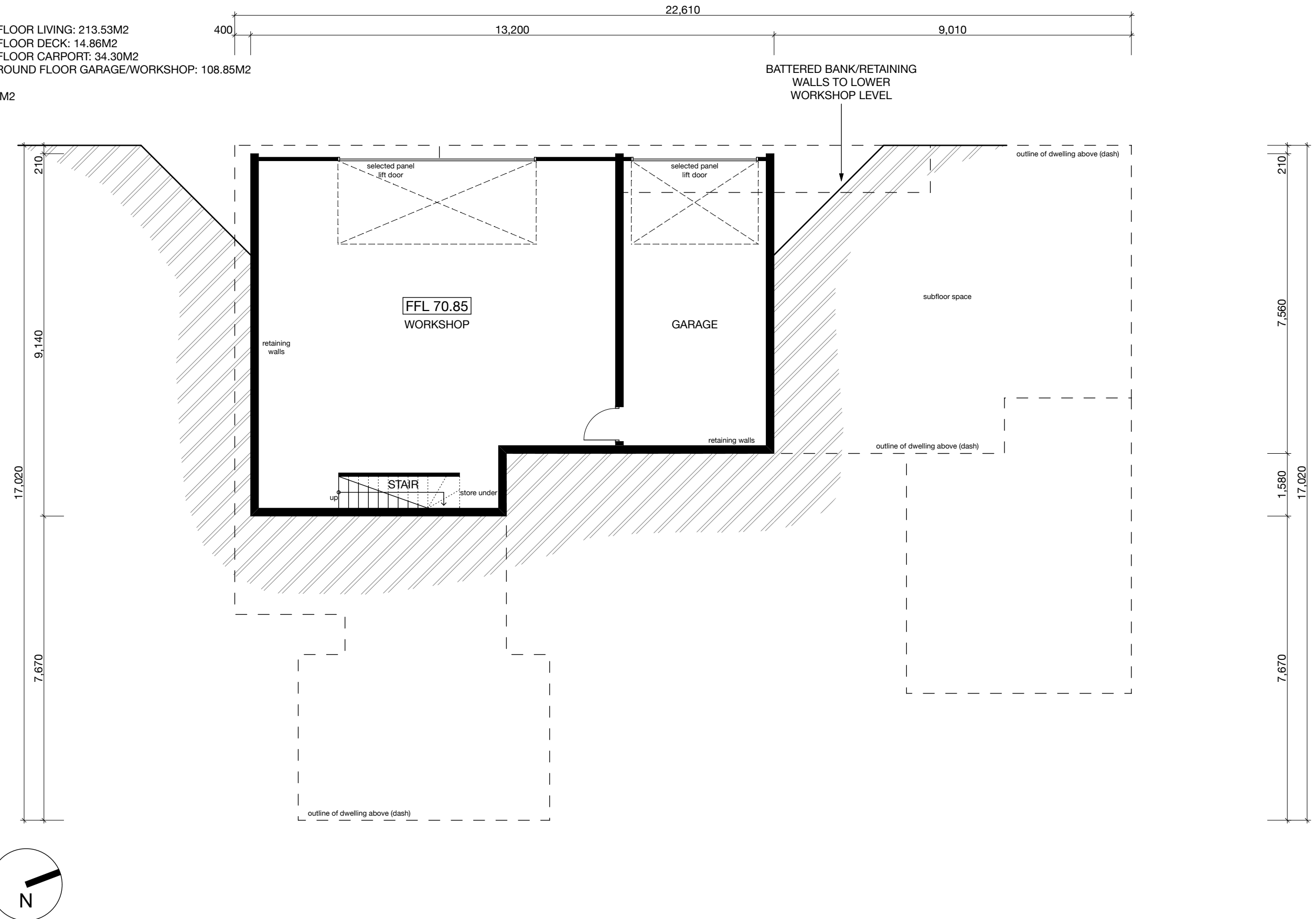
SITE PLAN

DW+A
David Wakefield + Assoc
Emerging + Inspiring
Architectural Designers

PO Box 4564, Bathurst Street
Hobart, TAS 7000
P: 0362 348777 F: 0362 348988
info@dwadesign.com.au

AREAS:
GROUND FLOOR LIVING: 213.53M2
GROUND FLOOR DECK: 14.86M2
GROUND FLOOR CARPORT: 34.30M2
LOWER GROUND FLOOR GARAGE/WORKSHOP: 108.85M2

SITE: 1311M2



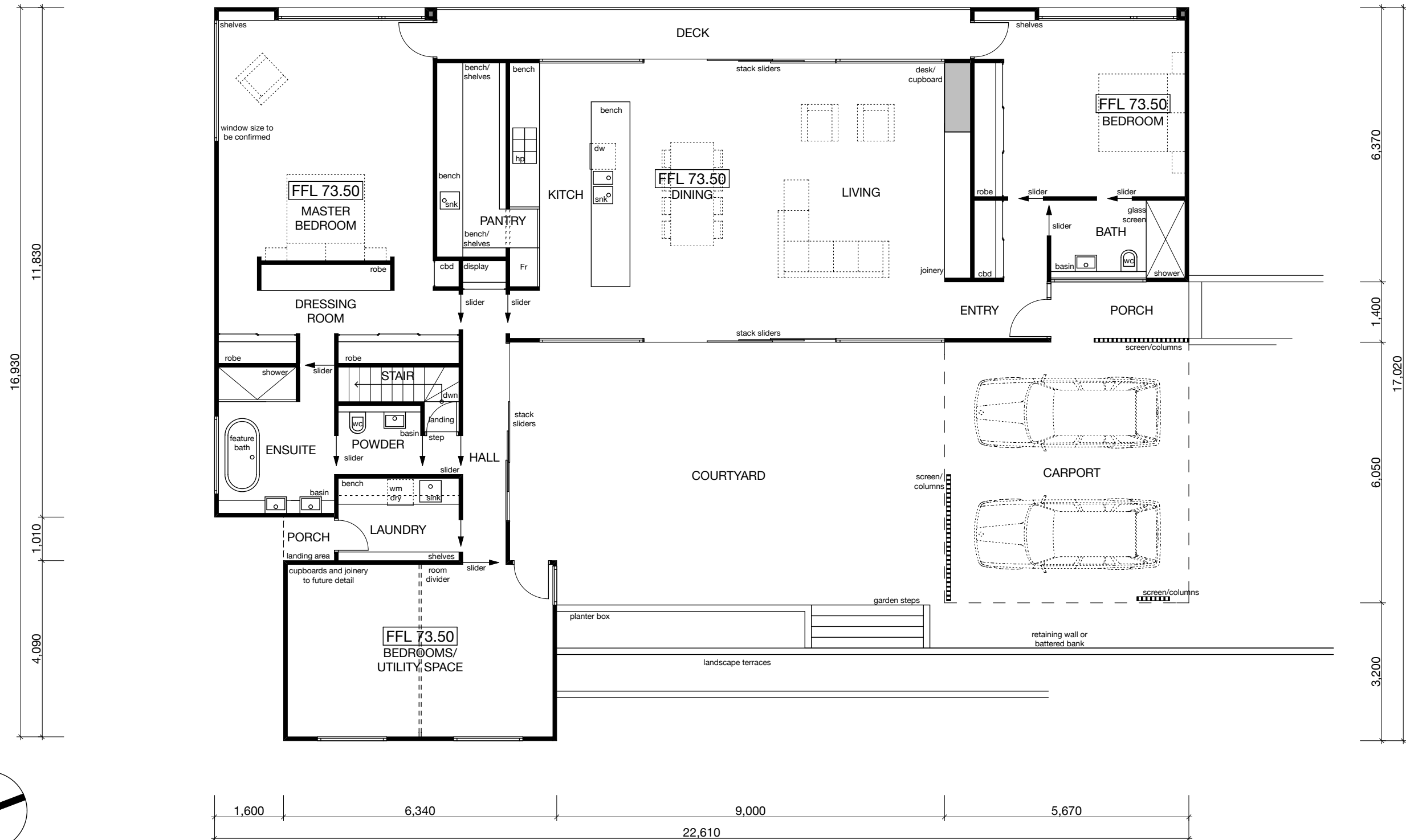
LOWER GROUND FLOOR - SCALE 1:100

PROPOSED DWELLING, 4 RELIANCE COURT, TRANMERE	Drawn XW CC:1660	Scale 1:100 (A3)	PLANS	<div>DW+A David Wakefield + Assoc Emerging + Inspiring Architectural Designers</div> <div>PO Box 4564, Bathurst Street Hobart, TAS 7000 P: 0362 348777 F: 0362 348988 info@dwadesign.com.au</div>
	Date: JULY 2016	Checked		

AREAS:

GROUND FLOOR LIVING: 213.53M2
GROUND FLOOR DECK: 14.86M2
GROUND FLOOR CARPORT: 34.30M2
LOWER GROUND FLOOR GARAGE/WORKSHOP: 108.85M2

SITE: 1311M2



GROUND FLOOR - SCALE 1:100

SHEET 3 OF 6

PROPOSED DWELLING,
4 RELIANCE COURT, TRANMERE

Drawn XW CC:1660

Scale 1:100 (A3)

Date: JULY 2016

Checked

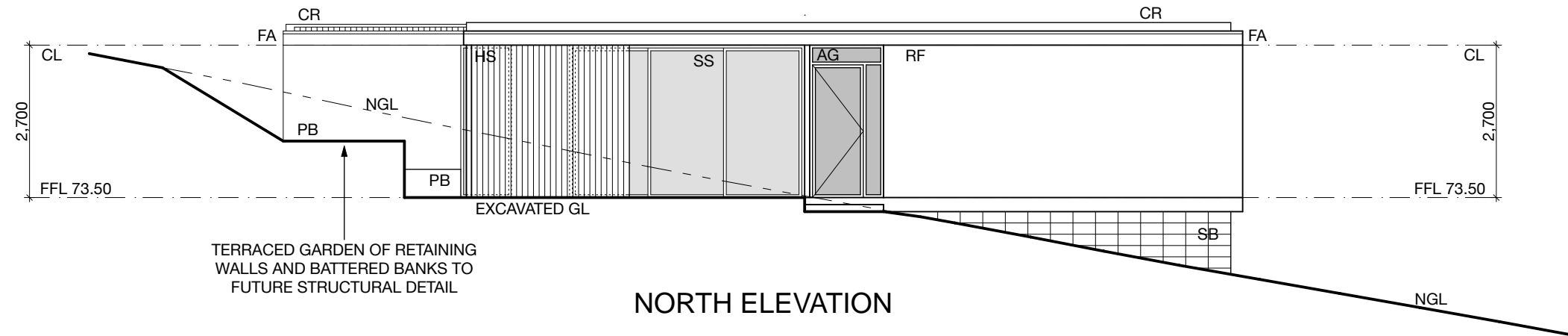
PLANS

DW+A
David Wakefield + Assoc
Emerging + Inspiring
Architectural Designers

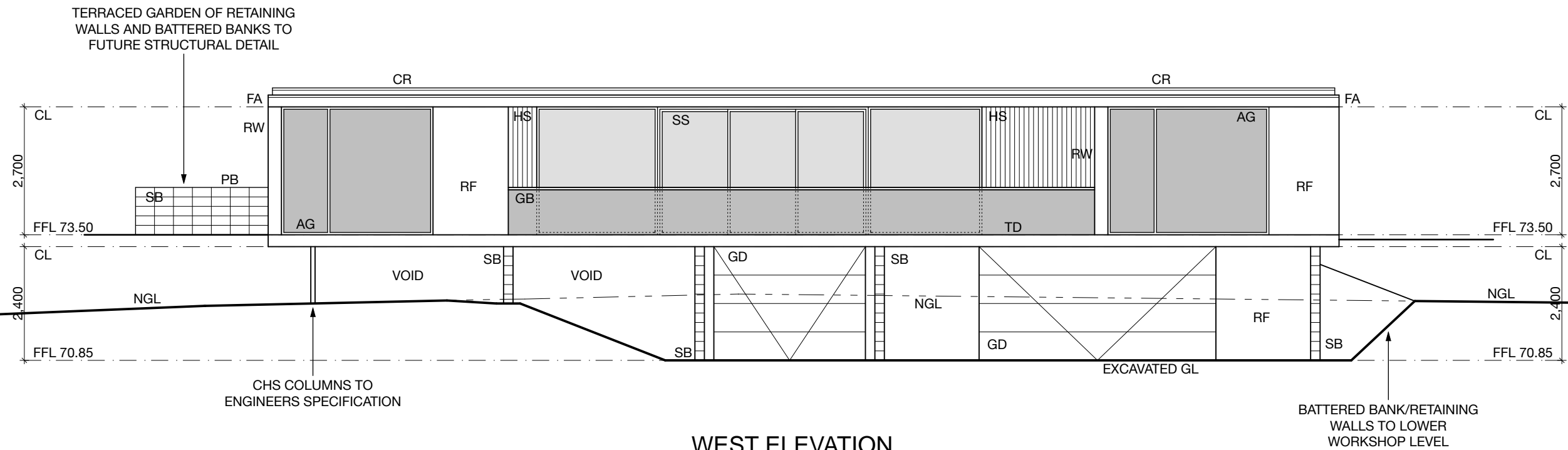
PO Box 4564, Bathurst Street
Hobart, TAS 7000
P: 0362 348777 F: 0362 348988
info@dwadesign.com.au

LEGEND:

HS: HARDWOOD TIMBER CLADDING/SCREEN
RF: RENDER OR PAINT FINISH TO CLADDING
GD: GARAGE PANEL LIFT DOOR
AG: ALUMINUM FRAMED DOUBLE GLAZING
RW: RENDERED END WALL
CR: COLORBOND ROOF SHEETING
FA: RENDERED OR HARDWOOD FASCIA
GB: SELECTED GLASS BALUSTRADE
SS: STACK SLIDER GLASS DOORS
SB: STACKBOND BLOCK WALL
PB: GARDEN PLANTER BOX OR TERRACE
TD: TILED DECK
NGL: NATURAL GROUND LEVEL
FFL: FINISHED FLOOR LEVEL
CL: CEILING LEVEL



NORTH ELEVATION



WEST ELEVATION

SHEET 4 OF 6

PROPOSED DWELLING,
4 RELIANCE COURT, TRANMERE

Drawn XW CC:1660

Scale 1:100 (A3)

Date: JULY 2016

Checked

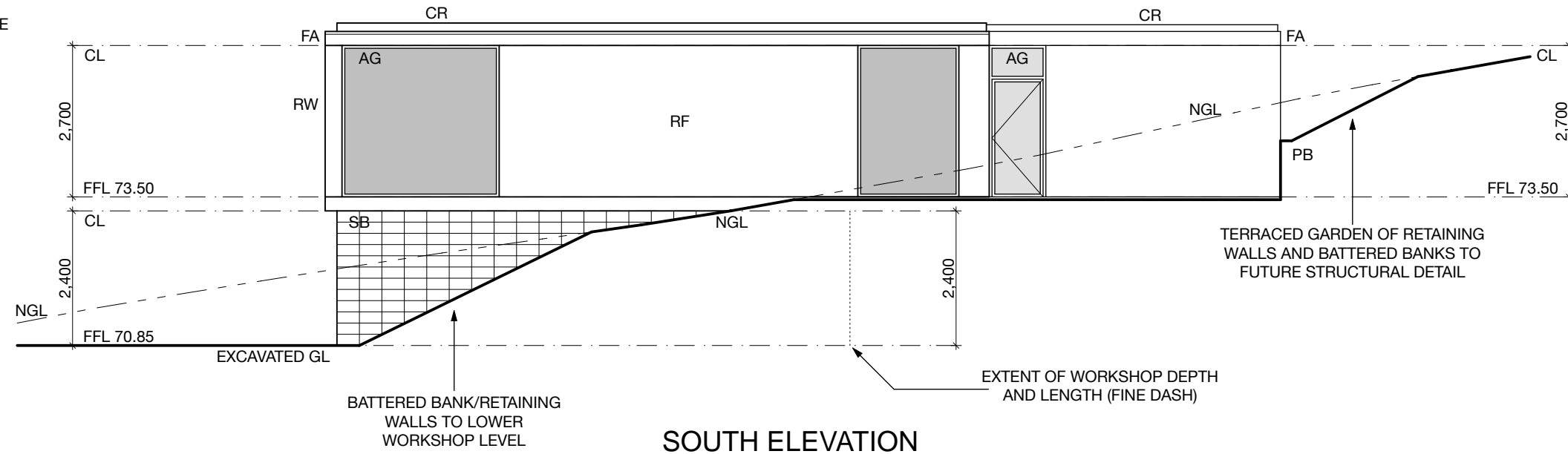
ELEVATIONS

DW+A
David Wakefield + Assoc
Emerging + Inspiring
Architectural Designers

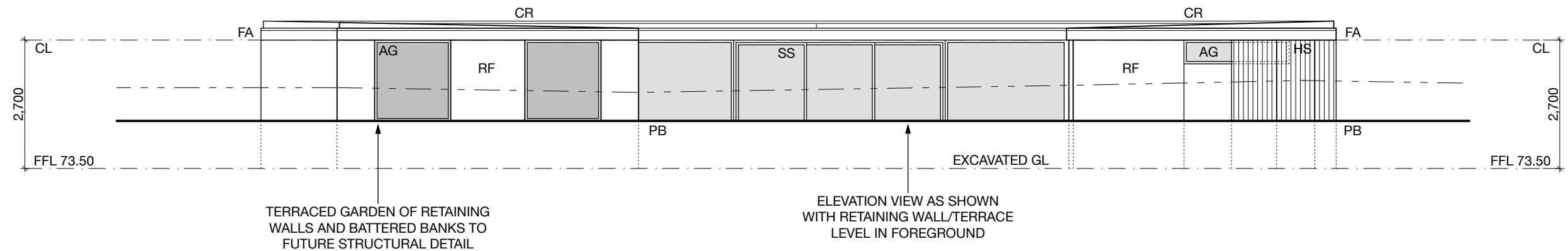
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LEGEND:

HS: HARDWOOD TIMBER CLADDING/SCREEN
RF: RENDER OR PAINT FINISH TO CLADDING
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AG: ALUMINUM FRAMED DOUBLE GLAZING
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SS: STACK SLIDER GLASS DOORS
SB: STACKBOND BLOCK WALL
PB: GARDEN PLANTER BOX OR TERRACE
TD: TILED DECK
NGL: NATURAL GROUND LEVEL
FFL: FINISHED FLOOR LEVEL
CL: CEILING LEVEL



SOUTH ELEVATION



EAST ELEVATION

SHEET 5 OF 6

PROPOSED DWELLING,
4 RELIANCE COURT, TRANMERE

Drawn XW CC:1660

Scale 1:100 (A3)

Date: JULY 2016

Checked

ELEVATIONS

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David Wakefield + Assoc
Emerging + Inspiring
Architectural Designers

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4 Reliance Court, TRANMERE



Site viewed from Reliance Court



Aerial view of site (taken from Council’s mapping system)

**11.3.4 DEVELOPMENT APPLICATION D-2016/235 - 525 ROKEBY ROAD,
ROKEBY - CHILD CARE AND EARLY LEARNING CENTRE**
(File No. D-2016/235)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Child Care and Early Learning Centre at 525 Rokeby Road, Rokeby.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Bushfire Prone Areas, Landslide, Parking and Access, Signs and Stormwater 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.

Council is required to exercise a discretion within the statutory 42 day period which has been extended with the consent of the applicant and now expires on 7 September 2016.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issue of proximity of the development to Rokeby sub-station.

RECOMMENDATION:

- A. That the Development Application for Child Care and Early Learning Centre at 525 Rokeby Road, Rokeby (CI Ref D-2016/235) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. GEN AM7 – OUTDOOR LIGHTING.
 3. The illuminated signs on the building must be illuminated only during the operating hours of the business.
 4. The development is limited to a maximum of 129 children without the further approval of Council.
 5. GEN AM5 – TRADING HOURS.
 - Monday – Friday [6.30am to 6.30pm].

6. Commercial vehicle movements (including loading and unloading and garbage removal) to or from the site must only occur within the following hours:
 - 7.00am to 5.00pm Mondays to Fridays.
7. Prior to the issue of a building permit, confirmation must be provided by the building surveyor that noise emissions measured at the boundary of the site will not exceed the following:
 - (a) 55 dB(A) (LAeq) between the hours of 8.00am to 6.00pm;
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00pm to 8.00am;
 - (c) 65dB(A) (LAmax) at any time.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. Noise levels are to be averaged over a 15 minute time interval.
8. Prior to the issue of a building permit, details must be provided to Council's Manger City Planning demonstrating that the parking area is provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting. The carpark is to be constructed and operated in accordance with these standards.
9. GEN AP3 – AMENDED PLAN [one way entry to the site from Ploughmans Road and one way exit to Tollard Drive].
10. ENG A2 – CROSSOVER CHANGE [Minimum 5.5m].
11. ENG A5 – SEALED CAR PARKING.
12. ENG A7 – REDUNDANT CROSSOVER.
13. ENG S1 – INFRASTRUCTURE REPAIR.
14. ENG S2 – SERVICES.
15. ENG S4 – STORMWATER CONNECTION.
16. ENG S5 – STORMWATER PRINCIPLES.
17. ENG M1 – DESIGNS DA.
18. ENG M5 – EROSION CONTROL.
19. ENG M8 – EASEMENTS.

20. All stormwater run-off from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design Principles or 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 Asset Management for approval prior to commencement of works.
 21. Line markings and appropriate traffic devices as required by Condition 20 are to be documented within a traffic management plan, which must be submitted to and approved by Council's Group Manager Asset Management prior to the granting of a Building Permit.
 22. LAND 1 – LANDSCAPE PLAN.
 23. LAND 3 – LANDSCAPE BOND (COMMERCIAL).
 24. The development must meet all required Conditions of Approval specified by TasWater notice dated 17 June 2016 (TWDA 2016/00823-CCC).
 25. ADVICE 5 – FOOD SPECIFICATIONS ADVICE.
 26. ADVICE 6 – FOOD REGISTRATION ADVICE.
- 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 same application was lodged with Council on 11 April 2016 for this development. The previous application was subsequently cancelled on the basis that there was a pending change to the maximum lot size provisions within the General Residential Zone of the Scheme, to enable the creation of a larger lot for commercial uses.

The application the subject of this report (and the same as the previous) was subsequently lodged with Council, following the approval of the change to the Scheme by the Tasmanian Planning Commission.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** Both the Bushfire Prone Areas and the Landslide Codes relate only to a small portion of the 8.92ha parent lot and not to site of the proposal, meaning both codes are not relevant to this assessment.
- 2.3.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme in relation to stormwater drainage and disposal. The proposed use, being Educational and Occasional Care, is a Discretionary use in the zone.
- 2.4.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 10.0 – General Residential Zone;
 - Section E6.0 – Parking and Access Code;
 - Section E7.0 – Stormwater Management Code; and
 - Section E17.0 – Signs Code.
- 2.5.** 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 an 8.92ha lot, being part of the balance lot of the approved subdivision SD-2010/44. The subject land is clear of significant vegetation and slopes gradually down to the north-east towards the intersection of Tollard Drive and Rokeby Road.

The land adjoins a recently developed section of Tollard Drive, with land to the east developed for residential purposes. The land surrounding the development site is also within the General Residential land.

3.2. The Proposal

The proposal is for the development of a single-storey child care centre on the site, associated car parking and outdoor/indoor play areas. The development would provide for entry and exit from both Tollard Drive and Ploughmans Road, to the proposed 34 space car park to the south of the site. Two drop off spaces are also proposed. All outdoor areas on-site would be landscaped and include a combination of treatments as shown in the attachments.

The development would have a footprint of 1405m², a maximum height above natural ground level of 7.8m and would have a gross floor area of 1153m². It would be clad using a combination of Colorbond roofing, rendered block and painted steel.

The centre would operate from 6.30am to 6.30pm, Monday to Friday, would have a maximum capacity of 129 children and a maximum of 27 staff on-site at any one time.

Three awning fascia signs at both gable ends of the building, which would be illuminated as part of the development. The location of these signs is illustrated in the attachments.

A 1.2m boundary fence is proposed for the outdoor areas associated with the development. The fence would be a transparent powder coated pool type fence.

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 Parking and Access, Stormwater Management and Signs Codes with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
Clause 10.3.1 A1	Non-Residential Use	Hours of operation must be within 8.00am to 6.00pm, except for office and administrative tasks or visitor accommodation.	Proposed hours of operation of 6.30am to 6.30pm.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 10.3.1 for the following reasons.

Performance Criterion	Comment
<i>"P1 - Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent".</i>	The applicant has submitted that commercial vehicle movements would be limited to 2-3 movements per week and a condition should be included limiting the hours of deliveries to ensure limited impact. Similarly, the likely noise generated by the proposal outside the hours specified by the acceptable solution is unlikely to be significant, in terms of the drop off and pick up times. On this basis and with the inclusion of a condition limiting operating hours to those proposed, it is considered the performance criterion is satisfied.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
Clause 10.3.1 A3	Non-Residential Use	<p>External lighting must comply with all of the following:</p> <p>(a) be turned off between 6.00pm and 8.00am, except for security lighting;</p> <p>(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.</p>	Proposed hours of illumination of 6.30am to 6.30pm, to align with business hours.

The proposed variation can be supported pursuant to the Performance Criteria P3 of the Clause 10.3.1 for the following reasons.

Performance Criterion	Comment
<p><i>“P3 - External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:</i></p> <p><i>(a) level of illumination and duration of lighting;</i></p>	<p>The applicant has submitted that the proposed fascia signs on the building would be illuminated and to align with the performance criterion to this clause and given proximity to residential development, it is considered reasonable to include a condition limiting the hours of illumination of the signage to the opening hours of the business.</p> <p>Low level security lighting of the site and associated car parking areas is appropriately managed by an included condition requiring that the illumination be baffled so as not to project beyond the site boundaries.</p>
<p><i>(b) distance to habitable rooms in an adjacent dwelling”.</i></p>	<p>A separation distance in excess of 130m separates the subject site from the nearest dwelling, meaning that impact upon habitable rooms would be low.</p>

Parking and Access Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.3 A1	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). One space is therefore required.	No motorcycle spaces proposed.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.6.3 A1 for the following reasons.

Performance Criterion	Comment
<i>“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: (a) motorcycle parking demand;</i>	That the proposal is unlikely to generate motorcycle parking demand from parents and guardians, given the nature of the proposed use. Whilst demand associated with staff motorcycle parking is possible, it is noted that there is a surplus of 2 vehicle spaces that may be used for motorcycle parking if such a demand were to eventuate.
<i>(b) the availability of on-street and public motorcycle parking in the locality;</i>	The site is relatively isolated from other commercial development, meaning that the parking areas relied upon will be primarily within the site boundaries.
<i>(c) the availability and likely use of other modes of transport;</i>	Given the nature of the business proposed, motor vehicles are the most likely mode of transport.
<i>(d) the availability and suitability of alternative arrangements for motorcycle parking provision”.</i>	There is reasonable scope within the parking layout to accommodate the possible occasional requirements for the parking of a motorcycle within the proposed motor vehicle spaces, if required.

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.6.4 A1	Number of bicycle parking spaces	The number of spaces must be no less than the number specified in Table E6.2, being a total of 9.	No formal bicycle parking proposed.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.6.4 for the following reasons.

Performance Criterion	Comment
<i>“P1 - The number of on-site bicycle parking spaces provided must have regard to all of the following: (a) the nature of the use and its operations;</i>	As discussed above in respect of motorcycle parking, it is considered that the proposal is unlikely to generate bicycle parking demand given the nature of the proposed use.
<i>(b) the location of the use and its accessibility by cyclists;</i>	The site is within a residential area and it is possible that staff may cycle to the site. Accommodation of bicycles in this situation would be accommodated within the secure courtyard proposed within the development, the applicant has submitted. This approach is considered a reasonable response to the potential demand.
<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>	Given the nature of the business proposed, motor vehicles are the most likely mode of transport.

Stormwater Management Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E7.7.1 A2	Stormwater drainage and disposal	The stormwater system for the development must incorporate water sensitive urban design principles for the treatment and disposal of stormwater given that new parking for more than 6 cars is proposed.	New parking is proposed for 34 cars.

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause E7.7.1 for the following reasons.

Performance Criterion	Comment
<i>“P2 - A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so”.</i>	Council’s Engineers are satisfied that the proposed development will be capable of incorporating a stormwater drainage system of a size and design sufficient to achieve the targets identified by the State Stormwater Strategy 2010. This will be ensured by inclusion of an appropriate condition, as described above.

5. REPRESENTATION ISSUES

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

5.1. Proximity of the Development to the Rokeby Sub-station

The representations raised concerns in respect of the possible health implications associated with the proximity of the proposed development to a nearby Aurora sub-station to the east of the development site, at 541 Rokeby Road.

The specific concerns are that electro-magnetic fields cause cancers including leukaemia. The representations request that details of testing undertaken by Aurora be provided in respect of both the development and the adjacent dwellings to the east of the sub-station.

- **Comment**

The issue raised by the representations is not a relevant consideration under the Scheme.

That said, the land is zoned appropriately for sensitive uses (including Single Dwellings) a number of which have been previously approved by Council in the vicinity of the sub-station. There is no evidence to substantiate increased risk.

TasNetwork has been contacted in relation to this issue and has confirmed that it has no concerns in relation to the proposals.

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.

The application was also referred to the Department of State Growth (DSG), which provided comment in respect of the proposed development and the associated impact upon the recently constructed Tollard Drive extension, as a collector road for the South Arm Highway. The comments highlight the need for Council to ensure that the safety and efficiency of this road is not compromised, specifically in respect of future visitors turning right from Tollard Drive to the site.

In consultation with DSG, Council's Engineers have developed appropriate conditions to require that all visitors enter the site from the Ploughmans Road access point shown by the proposal plans and exit via the Tollard Drive access. Such conditions have been included above, including a requirement that appropriate line-marking and on-site signage be included to ensure this occurs.

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 2010-2015 or any other relevant Council Policy.

9. CONCLUSION

The proposal is for the development of a single storey childcare centre and associated parking facilities at 525 Rokeby Road, Rokeby. The proposal satisfies the relevant requirements of the Scheme and is therefore recommended for approval subject to a series of appropriate conditions.

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

Ross Lovell
MANAGER CITY PLANNING

Attachment 2



UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03) 6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval

All measurements and areas are subject to the final survey

OWNER: TRANMERE POINT PTY LTD

LOCATION 525 ROKEBY ROAD
ROKEBY

TITLE REFERENCE C.T.169214/2

PROPOSED EASEMENTS AS REQUIRED

GRANTEE SEE TITLE

SCALE 1:1500

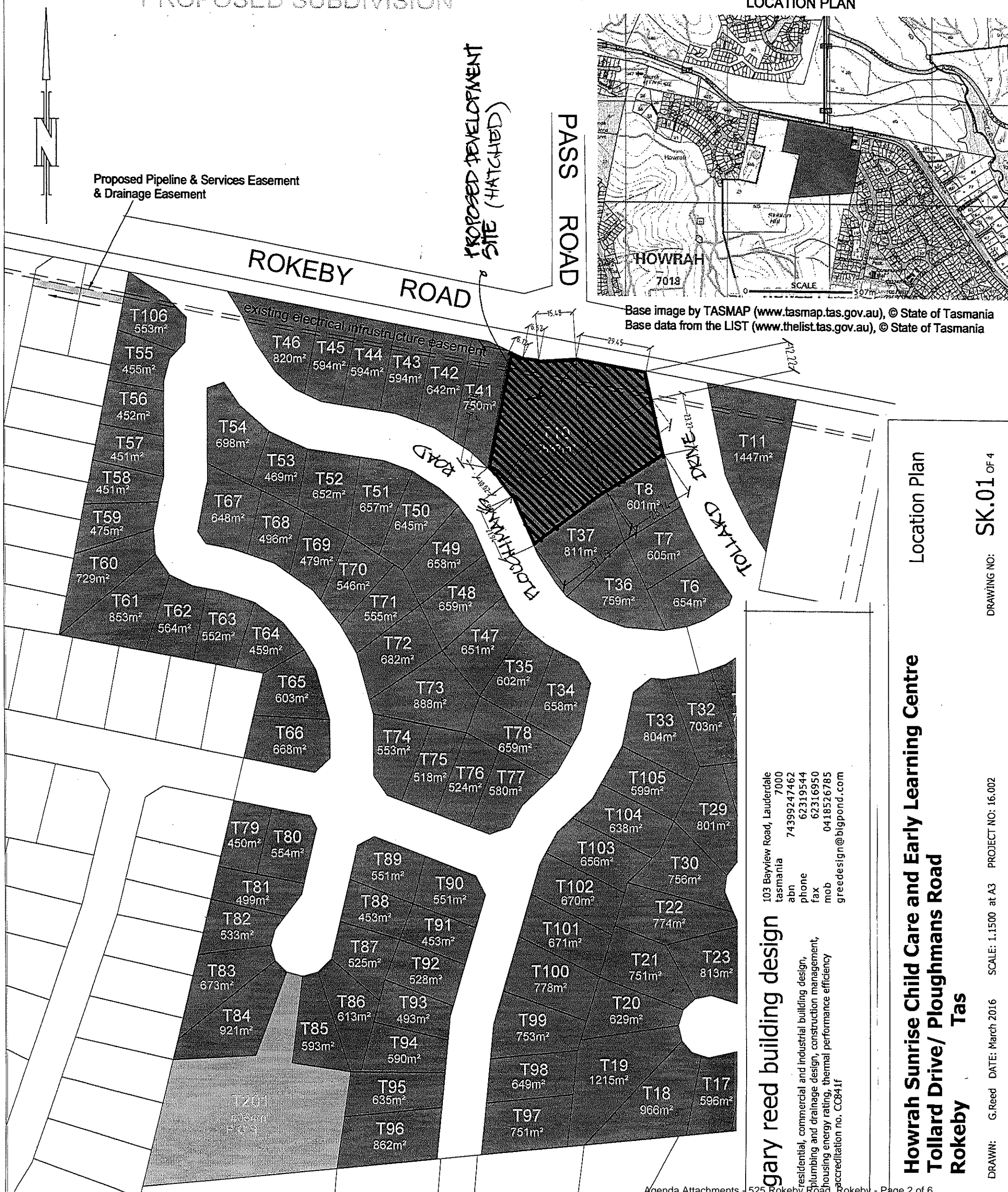
16-03-2016

MUNICIPALITY CLARENCE

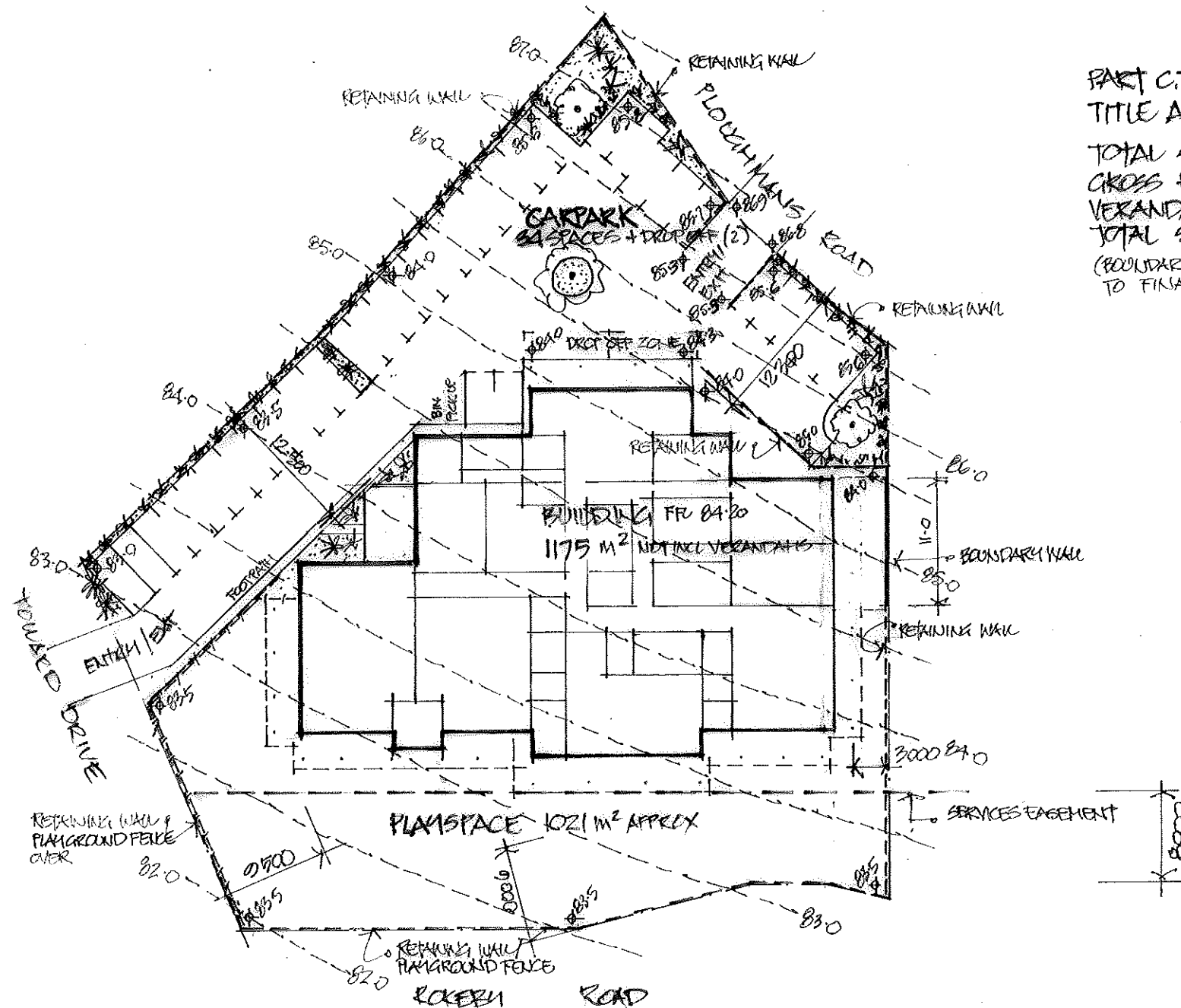
REF. NO. FAGRG06
9227-15

PROPOSED SUBDIVISION

LOCATION PLAN







PART C.T. 169214/2
 TITLE ADDRESS - 525 ROKEBY ROAD
 TOTAL SITE AREA 3837 m²
 GROSS FLOOR AREA 1175 m²
 VERANDAS 252 m²
 TOTAL SITE COVERAGE 1405 m² (36.6%)
 (BOUNDARY DIMENSIONS AND BEARINGS SUBJECT TO FINAL SITE SURVEY)

gary reed building design

residential, commercial and industrial building design,
 plumbing and drainage design, construction management,
 housing energy rating, thermal performance efficiency
 accreditation no. CC841f

103 Bayview Road, Lauderdale
 tasmania 7000
 abn 74399247462
 phone 62319544
 fax 62316950
 mob 0418526785
 greedesign@bigpond.com

Howrah Sunrise Child Care and Early Learning Centre
Tollard Drive/ Ploughmans Road
Rokeby Tas

Site Plan

DRAWN: G.Reed DATE: March 2016 SCALE: 1: 500 at A3 PROJECT NO: 16.002

Agenda Attachments - 525 Rokeby Road, Rokeby Page 4 of 6
 DRAWING NO: SK.02

Attachment 3

525 Rokeby Road, ROKEBY



Site viewed from Tollard Drive, looking west



Site viewed from Ploughmans Road, looking north towards the Pass Road intersection

11.3.5 DEVELOPMENT APPLICATION D-2016/295 - 8 AND 12 ST JOHNS CIRCLE, RICHMOND - DWELLING AND OUTBUILDING
(File No D-2016/295)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Dwelling and Outbuilding at 8 and 12 St Johns Circle, Richmond.

RELATION TO PLANNING PROVISIONS

The land is zoned General 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.

Council is required to exercise a discretion within the statutory 42 day period which expires on 31 August but was extended with the consent of the applicant until 7 September 2016.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- safety concerns due to cut and fill required for driveway construction;
- gravel construction;
- impact on the stability of an existing boundary fence along adjoining lot; and
- concern with non-completion of building works in Cosgrove Drive.

RECOMMENDATION:

- A. That the Development Application for Dwelling and Outbuilding at 8 and 12 St Johns Circle, Richmond (CI Ref D-2016/295) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

ADVICE

An application for works in the Council road reserve must be submitted and approved by Council's Group Manager Asset Management prior to the commencement of any works.

ADVICE

A license agreement with Council may be required for structures within the Council's road reservation.

- 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 it does not meet the Acceptable Solutions relating to private open space under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 10 – General 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 dwelling is to be located at 8 St Johns Circle which is a 1378m² vacant residential lot. The lot is accessed via an existing right-of-way over the adjoining residential property at 12 St Johns Circle.

3.2. The Proposal

The proposal is for a new single storey, 2 bedroom dwelling and outbuilding. The proposal also includes the construction of a driveway over the right-of-way and the removal of soil on the adjoining property at 12 St Johns Circle to level the area to match the existing driveway.

The proposal includes the construction of a retaining wall adjacent to the proposed crossover and part of the driveway. The retaining wall and access to the site comply with the Acceptable Solutions of the General Residential Zone and therefore do not require further planning consideration. However, the applicant will be required to apply for a Works Permit to be approved by Council's Group Manager Asset Management to undertake works in the road reserve. In addition, the structures within the road reserve may potentially require a license agreement with Council. It is recommended that advice be provided on the permit to this effect.

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 s57(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 Parking and Access Codes with the exception of the following.

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.3 A2	Private open space	<p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least:</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p> <p>(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>	<p>The majority of the private open space shown on the plan is located to the south and south-east of the dwelling and is accessed through a door on the southern elevation. The large area of private open space which is north facing is not directly accessed from a habitable room (other than a bedroom). Information was not provided to demonstrate compliance with the Acceptable Solution.</p>

The proposed variation can be supported pursuant to the Performance Criteria 10.4.3 P2 of the Clause 10.4.3 A2 for the following reason.

Performance Criterion	Comment
<p><i>“P2 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>The proposed development includes a large area of land that can be used for private open space that is conveniently located to the living areas of the dwelling.</p>
<p><i>(ii) orientated to take advantage of sunlight”.</i></p>	<p>The private open space accessed from the living area includes sections of this area that is orientated northwards to take advantage of sunlight.</p>

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. Safety Concerns due to Cut and Fill Required for Driveway Construction

The representor raised concerns regarding the height of the retaining wall required for the driveway construction and whether a safety barrier would be required. The representor was also concerned that this may impact on sight distances for vehicles travelling along the road.

- **Comment**

The proposal includes the construction of a driveway and retaining wall within the private right-of-way for the site. The applicant included plans of the driveway which showed a maximum height of the retaining wall of 1.2m. Council's Development Engineer advised that a retaining wall within Council's road reservation will require a safety barrier if it has a height over 1m. As works are required within the road reservation, a Works Permit will also have to be approved, prior to the commencement of works within Council's road reserve which will ensure that the works are in accordance with the relevant Australian Standards.

5.2. Impact on the Stability Existing Boundary Fence along Adjoining Lot

The representor raised concerns that the construction of the proposed retaining wall could result in the stability of the existing boundary fence along the adjacent property being compromised.

- **Comment**

Whilst not a relevant planning consideration, the applicant will be required to provide engineering plans for the retaining wall which will ensure that its construction will not have a detrimental effect on the stability of the existing boundary fence.

5.3. Gravel Construction

The representor raised concerns that a gravel driveway will result in gravel being carried out onto the road from vehicles.

- **Comment**

The proposal includes the construction of a driveway over the right-of-way which is shown as gravel on the proposal plans. However, a new crossover for this site will be required to be sealed in accordance with Council standards which will prevent gravel being carried onto the road.

5.4. Concern with Non-Completion of Building Works in Cosgrove Drive

The representor raised concerns about building works in Cosgrove Drive which have not been completed.

- **Comment**

The concerns relating to the lack of completion of building works in Cosgrove Drive are not relevant to the assessment 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 2010-2015 or any other relevant Council Policy.

9. CONCLUSION

The proposal for a Single Dwelling and Outbuilding is recommended for approval.

Attachments: 1. Location Plan (1)
2. Proposal Plan (6)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

Attachment 2

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH SMEEKES DRAFTING PTY LTD STANDARD BUILDING NOTES, SHEETS STANDARD-001 TO 008.
2. WRITTEN DIMENSIONS TO TAKE PRECEDENCE OVER SCALE.
3. BUILDER TO VERIFY ALL BOUNDARY CLEARANCES AND SITE SET-OUT DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
4. ALL CONSTRUCTION WORK SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND RELEVANT AUSTRALIAN STANDARDS.
5. TIMBER FRAMING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF AS 1684.2 "TIMBER FRAMED CONSTRUCTION". T.P. DECK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE PUBLICATION FROM THE TIMBER PROMOTION COUNCIL "TIMBER DECKS - DESIGN AND CONSTRUCTION MANUAL".
6. FOOTINGS AND SLABS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF AS 2870 "RESIDENTIAL SLABS AND FOOTINGS".
7. PLUMBING AND DRAINAGE SHALL BE IN ACCORDANCE WITH AS 3500.2 AND AS 3500.3 "THE NATIONAL PLUMBING AND DRAINAGE CODE". FIT ADJUSTABLE TEMPERING VALVES TO ALL BATHROOMS IN ACCORDANCE WITH AS 1529 "CODE OF PRACTICE OF HOUSEHOLD TYPE HOT WATER SUPPLY SYSTEMS".
8. WATER PROOFING OF WET AREAS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF AS 3740 "WATERPROOFING OF WET AREAS IN RESIDENTIAL BUILDINGS".
9. ELECTRICAL INSTALLATION SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF AS/NZS 3000 "WIRING RULES". SMOKE ALARMS SHALL BE INSTALLED IN ACCORDANCE WITH TASMANIAN FIRE SERVICE AND AS 3786 "SMOKE ALARMS".
10. GLAZING SHALL BE IN ACCORDANCE WITH AS 1288 "GLASS IN BUILDINGS - SELECTION AND INSTALLATION". WINDOWS TO COMPLY WITH AS 2047 "WINDOWS IN BUILDINGS - SELECTION AND INSTALLATION".
11. MIN. R6.0 INSULATION TO CEILING. MIN. R2.5 INSULATION TO ALL EXTERNAL WALLS.
12. ALL STEELWORK SHALL BE IN ACCORDANCE WITH AS 4100 "STEEL STRUCTURES".

SITE DATA:

LAND TITLE REF. No. : LOT 1 ON SEALED PLAN 33920
CLIMATE ZONE : ZONE 7
DESIGN WIND SPEED : ASSUMED 'N3'
SOIL CLASSIFICATION : ASSUMES 'H2'
BAL RATING : BAL-LOW

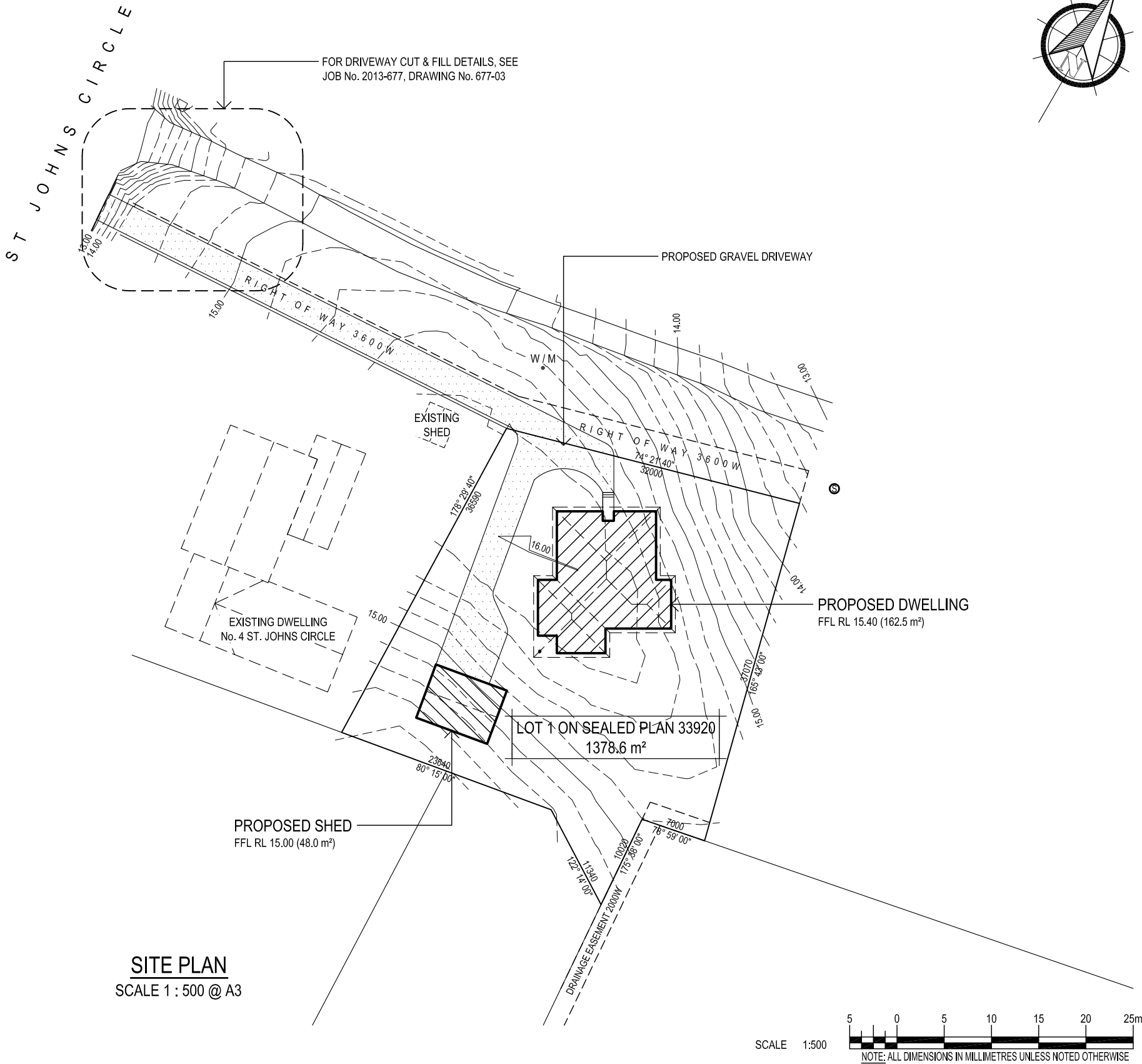
THE RISK IS CONSIDERED TO BE VERY LOW (THERE IS INSUFFICIENT RISK TO WARRANT ANY SPECIFIC CONSTRUCTION REQUIREMENTS BUT THERE IS STILL SOME RISK.)

BUILDING AREAS:

PROPOSED SHED : 48.0 m²
PROPOSED DWELLING : 162.5 m²

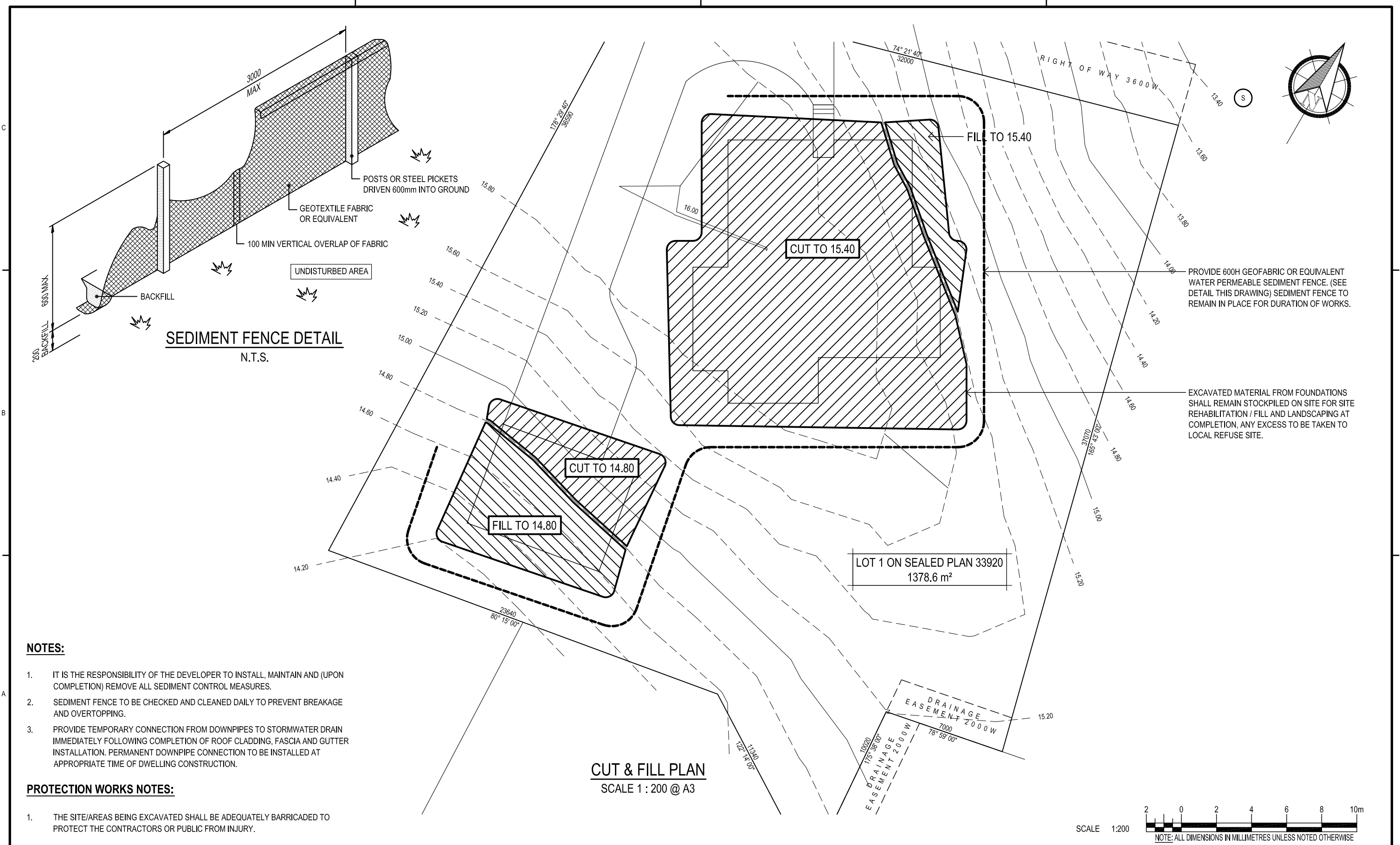
SITE COVERAGE:

LOT SIZE : 1378.6 m²
TOTAL FOOTPRINT : 210.5 m²
SITE COVERAGE : 15.3 %



SITE PLAN
SCALE 1 : 500 @ A3

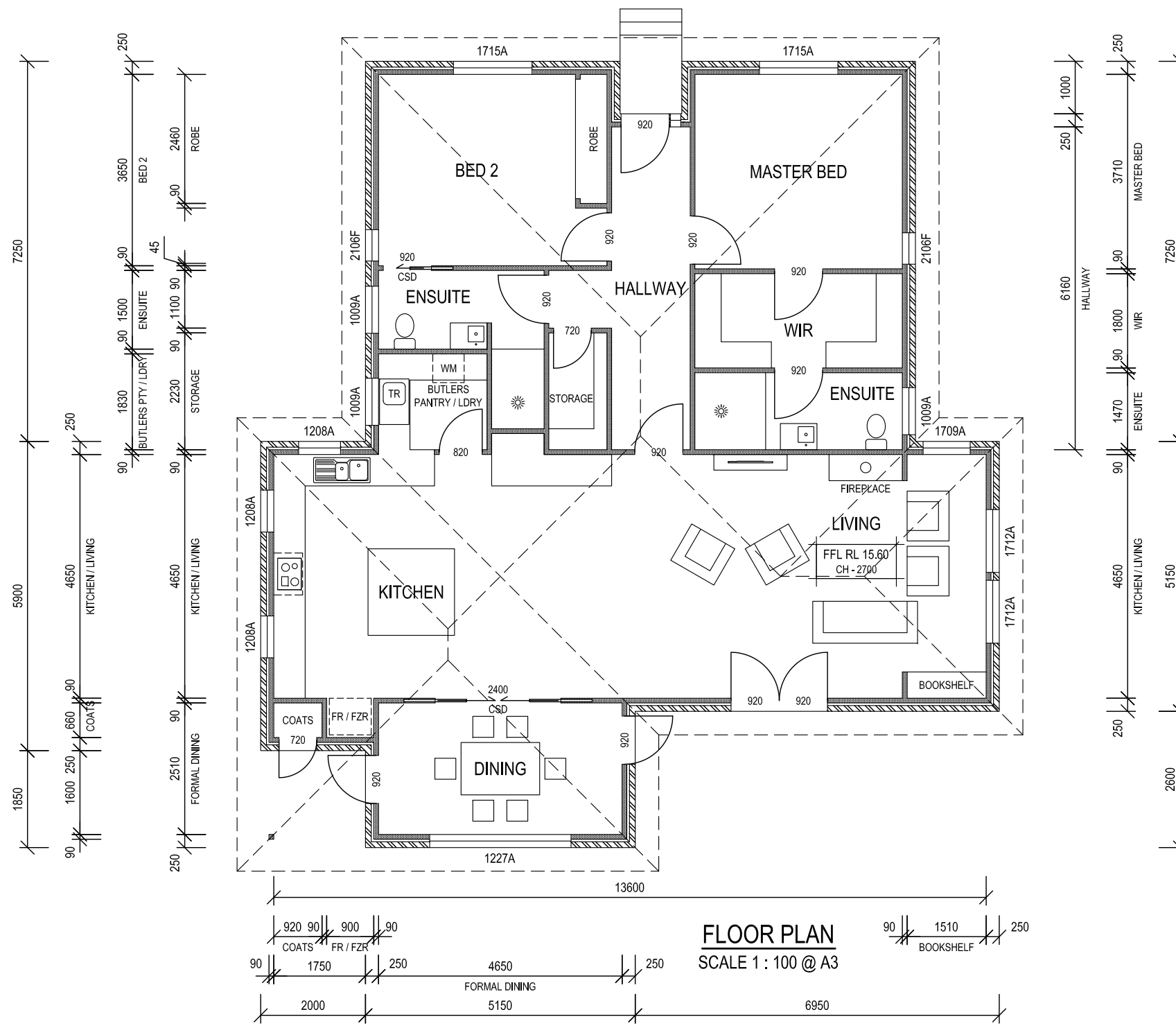
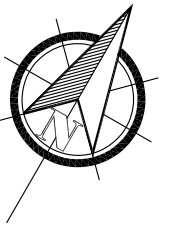
REV.	DESCRIPTION	REFERENCE	DRN / DES	R. SMEEKES	SMEEKES DRAFTING PTY LTD	CLIENT	D. & M. STEELE
0	ISSUED FOR CLIENT REVIEW. 20-7-2016				12 Warwick Street, Hobart, TAS 7000 Office Phone: (03) 6234 6185 Email: admin@smeekesdrafting.com Website: www.smeekesdrafting.com	TITLE	PROPOSED DWELLING & SHED 8 ST JOHNS CIRCLE, RICHMOND, TAS 7025
						DRG No.	STEELE
						SHT.	001
						SCALE	1 : 500
							A3



REV.	DESCRIPTION	REFERENCE	DRN / DES	R. SMEEKES	SMEEKES DRAFTING PTY LTD	CLIENT	D. & M. STEELE
0	ISSUED FOR CLIENT REVIEW. 20-7-2016				ABN 89 056 706 640 12 Warwick Street, Hobart, TAS 7000 Office Phone: (03) 6234 6185 Email: admin@smeeke drafting.com Website: www.smeeke drafting.com	TITLE	PROPOSED DWELLING & SHED 8 ST JOHNS CIRCLE, RICHMOND, TAS 7025 CUT AND FILL PLAN / SOIL AND WATER MANAGEMENT PLAN
						DRG No.	STEELE
						SHT.	003
						SCALE	1 : 200
						A3	

NOTE:

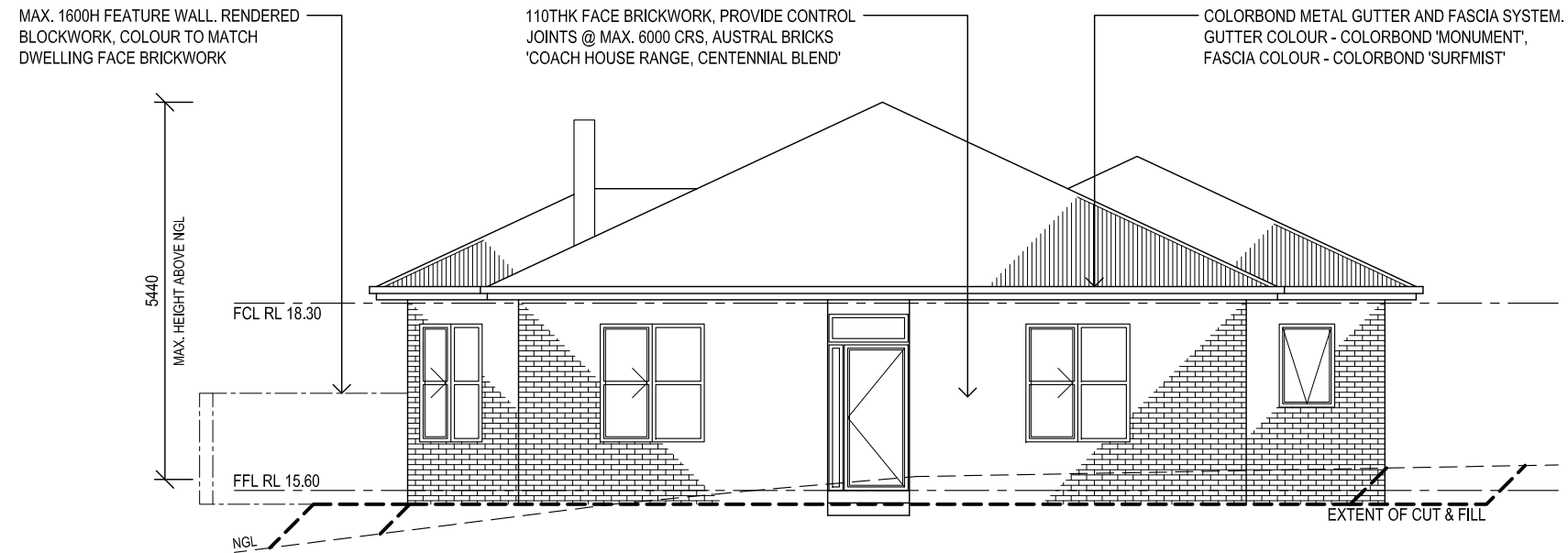
1. WOOD HEATER, HEARTH & FLU TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF BCA PART 3.7.3.



REV.	DESCRIPTION	REFERENCE	DRN / DES	R. SMEEKES	CLIENT	TITLE	DRG No.	SCALE	A3
0	ISSUED FOR CLIENT REVIEW. 20-7-2016				D. & M. STEELE	PROPOSED DWELLING & SHED 8 ST JOHNS CIRCLE, RICHMOND, TAS 7025			
						DWELLING FLOOR PLAN			
						STEELE	004	1:100	A3

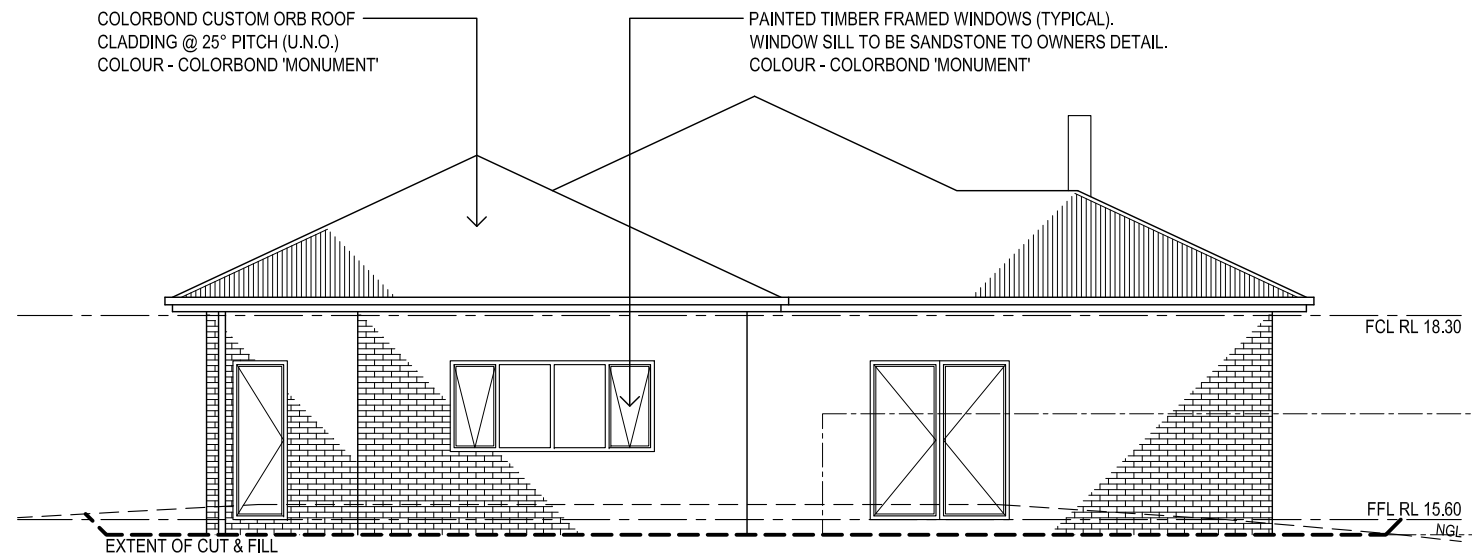
**SMEEKES DRAFTING PTY LTD**

ABN 89 056 706 640
12 Warwick Street, Hobart, TAS 7000
Office Phone: (03) 6234 6185
Email: admin@smEEKESdrafting.com
Website: www.smEEKESdrafting.com
Accreditation No's CC4900A & CC6621



NORTH ELEVATION

SCALE 1 : 100 @ A3



SOUTH ELEVATION

SCALE 1 : 100 @ A3

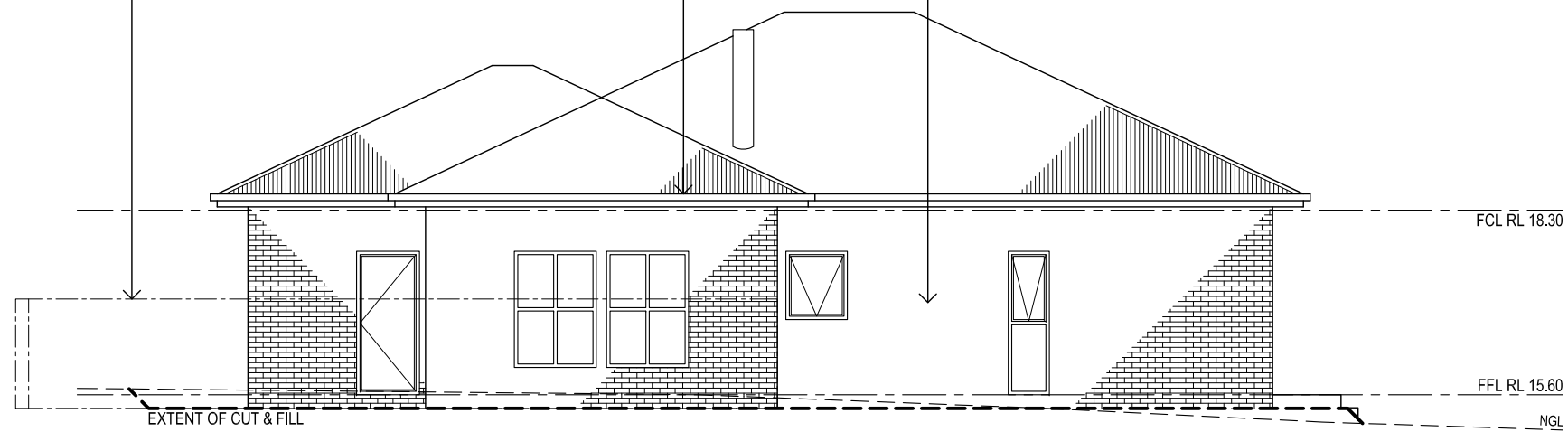


REV.	DESCRIPTION	REFERENCE	DRN / DES	R. SMEEKES	SMEEKES DRAFTING PTY LTD	CLIENT	D. & M. STEELE
0	ISSUED FOR CLIENT REVIEW. 20-7-2016				ABN 89 056 706 640 12 Warwick Street, Hobart, TAS 7000 Office Phone: (03) 6234 6185 Email: admin@smeekestdrafting.com Website: www.smeekestdrafting.com	TITLE	PROPOSED DWELLING & SHED 8 ST JOHNS CIRCLE, RICHMOND, TAS 7025 DWELLING ELEVATIONS AND DETAILS SHEET 1 OF 2
						DRG No.	STEELE
						SHT.	005
						SCALE	1 : 100
							A3

MAX. 1600H FEATURE WALL. RENDERED
BLOCKWORK, COLOUR TO MATCH
DWELLING FACE BRICKWORK

COLORBOND METAL GUTTER AND FASCIA SYSTEM.
GUTTER COLOUR - COLORBOND 'MONUMENT';
FASCIA COLOUR - COLORBOND 'SURFMIST'

110THK FACE BRICKWORK, PROVIDE CONTROL
JOINTS @ MAX. 6000 CRS, AUSTRAL BRICKS
'COACH HOUSE RANGE, CENTENNIAL BLEND'

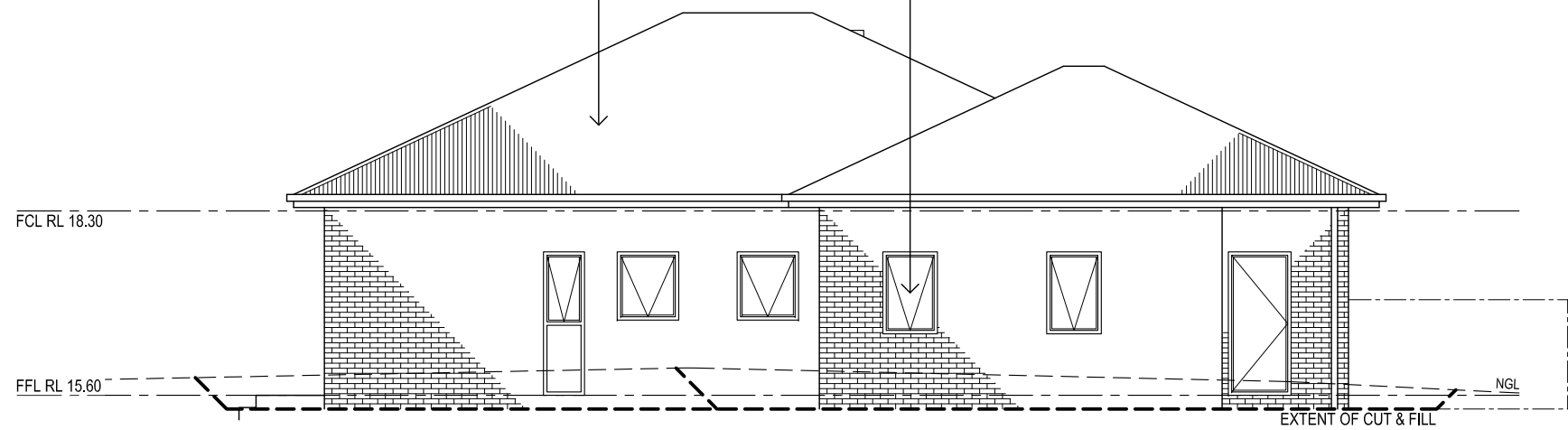


EAST ELEVATION

SCALE 1 : 100 @ A3

COLORBOND CUSTOM ORB ROOF
CLADDING @ 25° PITCH (U.N.O.)
COLOUR - COLORBOND 'MONUMENT'

PAINTED TIMBER FRAMED WINDOWS (TYPICAL).
WINDOW SILL TO BE SANDSTONE TO OWNERS DETAIL.
COLOUR - COLORBOND 'MONUMENT'



WEST ELEVATION

SCALE 1 : 100 @ A3



REV.	DESCRIPTION	REFERENCE	DRN / DES	R. SMEEKES	SMEEKES DRAFTING PTY LTD	CLIENT	D. & M. STEELE
0	ISSUED FOR CLIENT REVIEW. 20-7-2016				ABN 89 056 706 640 12 Warwick Street, Hobart, TAS 7000 Office Phone: (03) 6234 6185 Email: admin@smeekestdrafting.com Website: www.smeekestdrafting.com	TITLE	PROPOSED DWELLING & SHED 8 ST JOHNS CIRCLE, RICHMOND, TAS 7025 DWELLING ELEVATIONS AND DETAILS SHEET 2 OF 2
					Accreditation No's CC4900A & CC6621	DRG No.	STEELE
						SHT.	006
						SCALE	1 : 100
							A3

TO LOCAL AUTHORITY
STORMWATER
CONNECTION POINT

DP DN90 2100H x 3000W OPENING

Ø100 UPVC

SHED

FFL RL 15.00

DP DN90

8000

6000

FLOOR PLAN
SCALE 1 : 100 @ A3

TIMBER WEATHERBOARD EXTERNAL
WALL CLADDING, COLOUR -
COLORBOND 'GULLY'

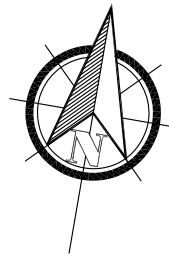
NGL

FFL RL 15.00

EXTENT OF CUT & FILL

WEST ELEVATION
SCALE 1 : 100 @ A3

4840
MAX. HEIGHT ABOVE NGL



2100H x 3000W ROLLER DOOR,
COLOUR - COLORBOND 'MONUMENT'

NGL

EXTENT OF CUT & FILL

FFL RL 15.00

NORTH ELEVATION
SCALE 1 : 100 @ A3

COLORBOND METAL GUTTER AND FASCIA SYSTEM.
GUTTER COLOUR - COLORBOND 'MONUMENT',
FASCIA COLOUR - COLORBOND 'SURFMIST'

3 - TRANSLUCENT POLYCARBONATE ROOF
CLADDING @ 25° (U.N.O.) PITCH EACH SIDE
OF RIDGE (TYPICAL) AS SHOWN

FFL RL 15.00

NGL

EXTENT OF CUT & FILL

SOUTH ELEVATION
SCALE 1 : 100 @ A3

COLORBOND 'CUSTOM ORB' ROOF
CLADDING @ 25° PITCH, COLOUR -
COLORBOND 'MONUMENT'

FFL RL 15.00

NGL

EXTENT OF CUT & FILL

EAST ELEVATION
SCALE 1 : 100 @ A3



REV.	DESCRIPTION
0	ISSUED FOR CLIENT REVIEW. 20-7-2016

REFERENCE

DRN / DES R. SMEEKES



SMEEKES DRAFTING PTY LTD

ABN 89 056 706 640
12 Warwick Street, Hobart, TAS 7000
Office Phone: (03) 6234 6185
Email: admin@smeekestdrafting.com
Website: www.smeekestdrafting.com
Accreditation No's CC4900A & CC6621

CLIENT
TITLE

DRG
No.

D. & M. STEELE
PROPOSED DWELLING & SHED
8 ST JOHNS CIRCLE, RICHMOND, TAS 7025
SHED FLOOR PLAN & ELEVATIONS
AND DETAILS

STEELE

SHT.

007

SCALE
1 : 100

A3

Attachment 3

8 & 12 St Johns Circle, RICHMOND



Site viewed from the access from St Johns Circle.



View of the site from the right of way.

**11.3.6 SUBDIVISION APPLICATION SD-2015/67 - 84 SCHOOL ROAD,
SANDFORD - 4 LOT SUBDIVISION**
(File No S009-84)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider Council's position on headwork contributions for the upgrade of School Road in relation to a planning appeal made through the Resource Management and Planning Appeal Tribunal (RMPAT) against Council's conditional approval of a 4 lot subdivision at 84 School Road, Sandford.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential 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.

CONSULTATION

The application was advertised during 14 - 28 June 2016 and no representations were received. Accordingly the application was approved by Officer Delegation.

FINANCIAL IMPLICATIONS

The reduction of the Headworks charge as recommended will reduce the amount of cost recovery received by Council for the construction of School Road, Sandford.

RECOMMENDATION:

- A. That the General Manager sign a Consent Memorandum to the Resource Management and Planning Appeal Tribunal deleting Condition 16 of subdivision permit SD-2015/67 and replacing it with a condition requiring headworks of \$8,637.50 per lot.
- 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 permit was approved under delegation on 11 July 2016 to subdivide land at 84 School Road. The subdivision will result in an additional 4 lots.

A new central road from the eastern side of School Road is proposed, terminating in a cul-de-sac head, to service these lots.

The lots range in size between 2.00ha and 2.51ha and all have direct frontage to a new road directly off School Road.

The entire area for the Sandford Special Area Plan which has direct access over School Road had calculations prepared by Council Engineers to fairly apportion cost between all developers. This apportionment was based on the pro-rata infrastructure costs required to service the lots created by the original Section 43a Application and took into account the consequences of the development sequence. This cost allocation was based on the subdivision plan submitted with the original Section 43a Application as it was the most comprehensive plan for the development of the land.

As each landowner has developed their land the subdivision plans have generally accorded with the original submission and to date only the subdivision of Mr Ward's land at 211 School Road has had headworks allocated in accordance with the calculations prepared by Council Engineers.

This is the first of the subdivisions to deviate from the original plan and introduces a new road further along School Road than was anticipated by the original headworks calculations.

Accordingly, the cost distribution for the development of the road was recalculated for the 2 sections of the road that the development of this parent lot now utilises. This reduces the contribution to be required for all as yet unapproved subdivisions which utilises these 2 sections of the road.

The calculations for the road contribution are as follows:

		Road Cost	Lots Serviced	Cost/Lot
Road Section	1	\$61,136	46	\$1,350
Road Section	2	\$83,368	31	\$2,700
Road Section	3	\$211,196	20	\$10,600

Therefore the lots that form part of this development are at the end of the third section of road and consequently the cost to service these lots is the sum of the 3 individual road sections ie $\$1,350 + \$2,700 + \$10,600 = \$14,650$.

A similar calculation was used to derive the headworks cost for the Ward subdivision.

2. STATUTORY IMPLICATIONS

The applicant has exercised their statutory right to appeal against Council's decision under Section 61 of the Land Use Planning and Approvals Act, 1993.

3. PROPOSAL IN DETAIL

3.1. The Proposal

A preliminary hearing and mediation session was held by RMPAT on 8 August 2016. At the mediation, the appellant contended that the headworks amount should be reduced to the same level as a subdivision permit at 211 School Road, Sandford (SD-2016/33), or lower.

The original amount is considered to be reasonable and defensible, being based on the pro-rata consumption of the resources used to create the infrastructure to service the lots. There is another argument that says the headworks charges should be based on a uniform rate/block as all lots within the area use the public road network. On that basis a reduced charge of \$8637.30 per lot is proposed, which is quite fairly based on the average contribution per lot which has been charged on and accepted by the nearby developer Mr Ward. The appellant is agreeable to this figure.

On the basis that the total cost of the development of infrastructure should be met from the private development; the consequence of this proposal is it increases the potential Headworks contribution required for all as yet unapproved subdivisions which form part of the overall School Road development.

It is recommended that a Consent Memorandum be prepared and signed to delete Condition 16 of Subdivision Permit SD-2015/67 and replace it with the following condition requiring the lower headworks amount.

16. In accordance with the Headworks Levy Policy, a headworks charge of \$34,550 is applicable, as a contribution to the upgrading of School Road, in relation to each of the additional Lots 1 - 4 created by the permit to be paid \$8,637.50 per lot at the time of the sealing of each stage.
- The amount of headworks charge applicable to this development shall be indexed quarterly by CPI (All Groups Index) Hobart, effective from the Permit date until the date of payment of the headworks charge to Council.

EITHER

- Headworks charges must be paid prior to sealing of the final plan for the subdivision.

Or

- Headworks charges must be paid prior to sealing of any “staged” final plan based on the stages approved in this permit commensurate with the number of additional lots created in each such stage as detailed on the “staged” final plan.

In accordance with Council’s Headworks Levy Policy and relevant provisions of Council’s Policy for Bonding Development Works:

- Bonds and/or security can be accepted for the headworks charges in the event that early issue of titles is sought by the applicant.
- Any headworks charges bonded are to be paid on the completion of the subdivision infrastructure works, or where the works have been approved to be carried out in stages, then on the completion of each approved stage of the subdivision.

Any surplus contribution will be refunded to the applicant upon completion of the road works on a pro-rata basis.

4. STATE POLICIES AND ACT OBJECTIVES

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

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

5. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2010-2015 or any other relevant Council Policy.

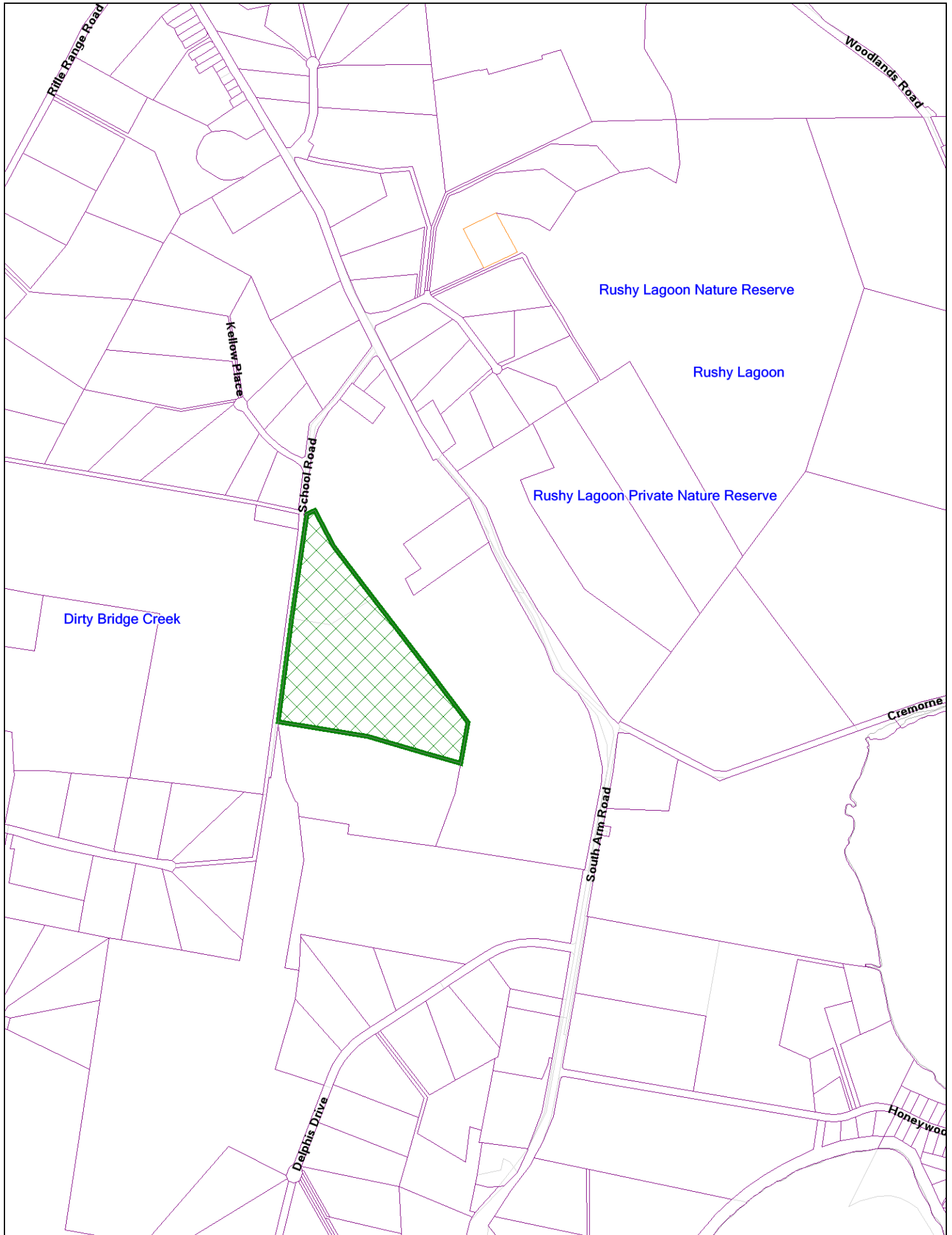
6. CONCLUSION

It is recommended that the General Manager signs a Consent Memorandum to the Resource Management and Planning Appeal Tribunal deleting Condition 16 of subdivision permit SD-2015/67 and replacing it with a condition requiring headworks of \$8,637.50 per lot.

Attachments: 1. Location Plan (1)
2. Subdivision Permit (6)
3. Delegated Report (6)

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:** Friday, 26 August 2016 **Scale:** 1:11,710 @A4



Clarence... a brighter place

Clarence City Council

PLANNING PERMIT

LAND USE PLANNING AND APPROVALS ACT 1993

Development No: SD-2015/67

Approval Date: 11 July 2016

Description: 4 lot subdivision

Address: 84 School Road, Sandford

This permit is granted, subject to the following conditions:

General Conditions:

1. The use or development must only be undertaken in accordance with the endorsed plans and any permit conditions and must not be altered without the consent of Council.
2. The final plan of the lots approved in this subdivision cannot be sealed prior to the sealing of the final plan for lot 1 of SD-2015/25. It is noted that the sealing of the final plans for both applications may occur concurrently if the developer so desires.
3. The final plan of the lots approved in this subdivision cannot be sealed prior to the sealing of the final plan for SD-2015/33 at 211 School Road, Sandford, and SD-2015/30 at 110 Prospect Road and 69 Germain Court, Sandford, which create the connecting road from School Road to Germain Court, and the transfer of the road(s) to Council (as is required for connectivity under the Bushfire Hazard Management Plan submitted with this application).
4. If the quarry at 100 School Road is still active at the time of sealing the final plans of subdivision, suitable covenants must be included in the Schedule of Easements with respect to:
 - the design and construction of any future sensitive use being in accordance with the requirements of the Attenuation Code of the Clarence Interim Planning Scheme 2015, or its successor.

Additional covenants or other controls must not be included on the titles to the lots created by the subdivision where they are in conflict with any provisions of, or seek to prohibit any use provided for within, the relevant Planning Scheme applying to the site.

Engineering Conditions:

5. Each lot must be provided with a minimum 3.6m wide constructed and sealed access from the road carriageway to the property boundary in accordance with Standard Drawing TSD-R03&4 (copy available from Council). This access must be inspected by Council's Clerk of Works prior to sealing or pouring new concrete.

Following construction, the crossover must be maintained or repaired by the owner in accordance with any directions given by Council to the owner and at the owner's expense.

6. Engineering designs, prepared by a suitably qualified person, are required for:

- road design (including line marking);
- road stormwater drainage;
- lot accesses;
- stormwater drainage

and must show the extent of any vegetation removal proposed for these works and be designed in conjunction with any landscaping plan requirement. Such designs must be submitted to and approved by Council's Group Manager Asset Management and must clearly describe what works are being undertaken for each approved stage of the development.

In accordance with Council's adopted fee schedule, a fee of 1% of the contract fee or certified construction cost will be charged for the approval of these plans and is payable upon their lodgement. A 'start of works' permit must be obtained prior to the commencement of any works.

For the Final Plan to be sealed prior to the completion of the works or the expiry of the "on-maintenance" period a bond must be paid and an agreement entered into in accordance with Council Policy. Please note that the bond for the "on-maintenance" period is 5% the cost of the construction.

Works for all stages shown on the design plans must be commenced within 2 years of the date of their approval or the engineering designs will be required to be resubmitted.

7. An erosion and sedimentation control plan, in accordance with the *Hobart Regional Soil and Water Management on Building and Construction Sites* document, must be submitted and approved by Council's Group Manager Asset Management prior to the commencement of works.
8. A weed management plan identifying methods to control weeds, must be submitted to and approved by Council's Group Manager Asset Management prior to commencement of works. The plan must:
 - reference any Weeds of National Significance and Declared Weeds under the Weed Management Act and address the spread of soil based pathogens in accordance with the Tasmanian Washdown Guidelines for Weed and Disease Control;

- identify the weed species, initial treatment, on-going management and maintenance period thereof. The plan may include manual removal of larger plants and/or chemical control as recommended by the relevant Government department; and
- include a detailed breakdown of estimated costs.

The Final Plan and Schedule of Easements for any stage will not be sealed until the weed management plan for that stage has been implemented and maintained to the satisfaction of Council's Group Manager Asset Management. Alternatively, a bond of 1.5 times the estimated cost of works associated with implementing the weed management plan for that stage must be submitted prior to sealing. The bond will be held as security to ensure both development and maintenance of each lot is undertaken in accordance with the approved plan until each of the newly created lots are sold or the management period has expired, whichever comes first. The bond is to be a cash deposit or a bank guarantee.

9. The Final Plan and accompanying Schedule of Easements must describe all existing easements and any additional easements required.
10. Proposed street names for any new roads are to be submitted to Council along with the engineering design plans. The names are to comply with Council's Policy and that of the Nomenclature Board through the Department of Primary Industries, Parks, Water and Environment.
11. Street construction, including line marking and bitumen sealed roads with table drains, must be carried out to the requirements of Council's Local Highways Standard Requirements By-Law. Dished hot-mix, concrete channels or rock pitching may be required in some cases, but constructed footpaths and kerbs are not required. Pavement designs must be based upon laboratory soaked California Bearing Ratio (CBR) values. Line marking must be in thermoplastic material.
12. Land for road widening must be provided to a setback of 9m from the centre of the existing road carriageway.
13. The new road must join with existing road construction in a smooth and continuous fashion and extend to the boundaries of the balance lot.
14. The owner must, at their expense, repair any Council services (eg pipes, drains) and any road, crossover, footpath or other Council infrastructure that is damaged as a result of any works carried out by the developer, or their contractors or agents pursuant to this permit. These repairs are to be in accordance with any directions given by the Council.

If the owner does not undertake the required repair works within the timeframe specified by Council, the Council may arrange for the works to be carried out at the owner's expense.

15. All services, including the street lighting system, must be underground and within the road reserve or covered by a suitable easement.
16. In accordance with the Headworks Levy Policy, a headworks charge of \$58,600 is applicable, as a contribution to the upgrading of School Road, in relation to each of the additional Lots 1-4 created by the permit to be paid \$14,650 per lot at the time of the sealing of each stage.

- The amount of headworks charge applicable to this development shall be indexed quarterly by CPI (All Groups Index) Hobart, effective from the Permit date until the date of payment of the headworks charge to Council.

EITHER

- Headworks charges must be paid prior to sealing of the final plan for the subdivision.

Or

- Headworks charges must be paid prior to sealing of any “staged” final plan based on the stages approved in this permit commensurate with the number of additional lots created in each such stage as detailed on the “staged” final plan.

In accordance with the Council’s Headworks Levy Policy and relevant provisions of Council’s Policy for Bonding Development Works,-

- Bonds and/or security can be accepted for the headworks charges in the event that early issue of titles is sought by the applicant.
 - Any headworks charges bonded are to be paid on the completion of the subdivision infrastructure works, or where the works have been approved to be carried out in stages, then on the completion of each approved stage of the subdivision.
- Any surplus contribution will be refunded to the applicant upon completion of the road works on a pro-rata basis.

17. Each lot must be provided with minimum 150mm diameter stormwater drainage connected to Council’s main. An extension to Council’s stormwater main may be required at the developer’s expense.

Environmental Health Conditions:

18. Accumulated vegetation or the like must be managed by:
 - (a) chipping/mulching for removal or reuse on the site; or
 - (b) removal from the site to a location to be approved by Council’s Senior Environmental Health Officer prior to such removal; or
 - (c) removal to a waste management facility licensed to take such material (receipts must be retained as proof of disposal location); or
 - (d) other method approved in writing by Council’s Senior Environmental Health Officer.

No on-site burning of materials is permitted unless approved in writing by Council’s Senior Environmental Health Officer and the burn conducted in accordance with any directions given.


No on-site burning will be approved within 500m of a habitable building.

The burning of accumulated building debris (including paper, cardboard, plastic, wood etc) is not permitted and must be removed from the site and disposed of at a waste management facility licensed to take such material.

The following advice is also provided:

- a. This Permit will lapse after 2 years from the date on which it is granted unless the development / use has been substantially commenced. Upon request, under Section 53(5A) of the Land Use Planning and Approvals Act 1993 Council may grant an extension of time for a further 2 years. A further 2 years may be granted upon request under Section 53(5B) of the Land Use Planning and Approvals Act 1993. Any such requests must be made in writing and within 6 months of the day on which the permit has lapsed.

- b. This is a town planning permit only. A Building Application must be submitted and a Permit issued before the use/development may commence.
- c. Condition 2 of this permit has been included to avoid the need to impose a condition requiring a public open space contribution for this subdivision. This is because the public open space contribution for SD-2015/25 covers the lots affected by this application, and as such to treat them two applications separately would require multiple contributions.



Ross Lovell
MANAGER CITY PLANNING

Stage 1 - Lot 1
 Stage 2 - Lots 2, 3, 4,
 5 & ROAD 100

(P228249)

SD-2015/25

(SP43064)

Pipeline and Drainage
 Easement 3.00 Wide

existing buildings

SCHOOL ROAD

ROAD
 100
 4400m²

Pipeline Easement
 3.00 Wide

Drainage Easement
 3.00 Wide

No existing buildings on
 proposed subdivision land

5
 2.01ha

30m x
 30m

(P228249)

2
 2.04ha

30m x
 30m

3
 2.51ha

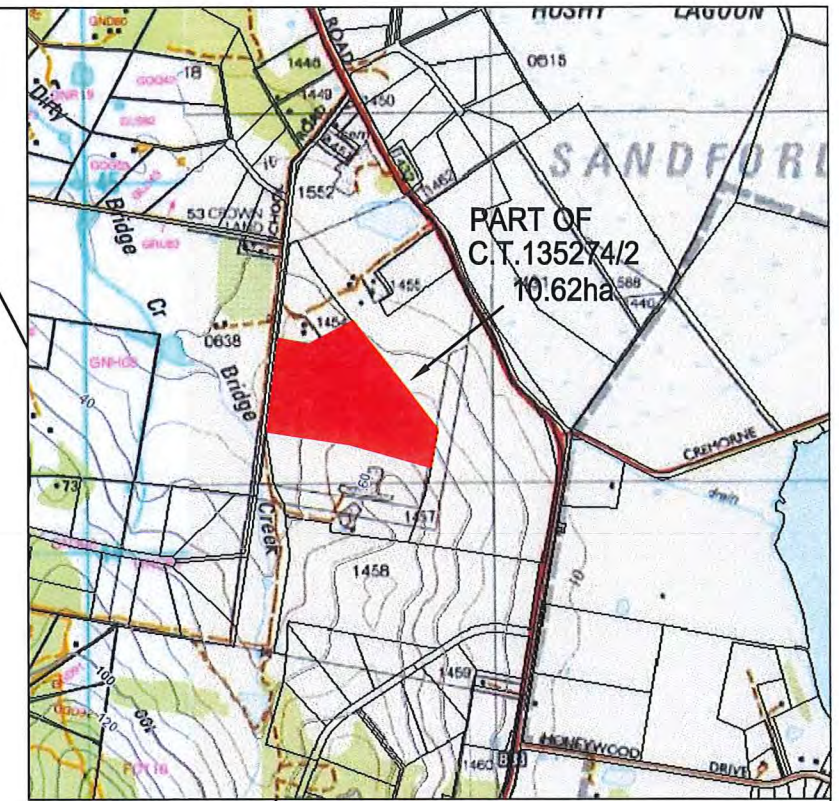
30m x
 30m

4
 2.01ha

30m x
 30m

(SP135274)

SOUTH ARM HIGHWAY



This plan has been prepared only for the purpose
 of obtaining preliminary subdivisional approval from
 the local authority and is subject to that approval
 All measurements and areas are subject to the
 final survey

Base image by TASMAP (www.tasmap.tas.gov.au), © State of Tasmania
 Base data from the LIST (www.thelist.tas.gov.au), © State of Tasmania



UNIT 1 - 2 KENNEDY DRIVE
 CAMBRIDGE PARK 7170
 PHONE: (03)6248 5898
 WEB: www.rbsurveyors.com.au
 EMAIL: admin@rbsurveyors.com

OWNER:
 TITLE REFERENCE:
 LOCATION:

DOROTHY MARIE MORRISBY
 C.T.135274/2
 84 School Road
 SANDFORD

Proposed Subdivision

Date: 21-04-2016	Reference: MORRP02 9062-06
Scale: 1:2500 (A3)	Municipality: Clarence



DELEGATED AUTHORITY REPORT

APPLICATION DETAILS

PROPOSAL NUMBER:	SD-2015/67
REPORTING OFFICER:	Helen Ayers
PROPOSED DEVELOPMENT/USE:	4 lot subdivision
LOCATION OF PROPOSAL:	84 School Road, SANDFORD
APPLICANT:	Rogerson & Birch Surveyors
APPLICANT ADDRESS:	admin@rbsurveyors.com
APPLICATION DATE:	17 December 2015
ADVERTISING START DATE:	14 June 2016
ADVERTISING STOP DATE:	28 June 2016
STATUTORY LIMIT:	11-Jul-2016
REPORT DATE:	7 July 2016

REFERRAL AGENCIES:	N/A
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APPLICABLE PLANNING PROVISIONS

PLANNING SCHEME:	Clarence Interim Planning Scheme 2015
ZONE:	RURAL LIVING
CODES:	BUSHFIRE PRONE AREAS, ATTENUATION, PARKING & ACCESS, ROAD & RAILWAY ASSETS, STORMWATER MANAGEMENT AND ONSITE WASTEWATER MANAGEMENT
SPECIFIC AREA PLAN:	SANDFORD SPECIFIC AREA PLAN
APPLICATION TYPE:	Subdivision
USE CLASS:	SUBDIVISION (RESIDENTIAL)
SITE AREA:	139500.00M ²
EXISTING SITE DEVELOPMENT:	Single Dwelling

ASSESSMENT

RELEVANT BACKGROUND:

An application for a 1 lot subdivision was approved for this site through SD-2015/25 on 25 August 2015. This is currently before Council for sealing and as such the current application, SD-2015/67, is considered for only the balance of the land that will result from SD-2015/25.

RELEVANT SITE CHARACTERISTICS:

N/A

THE PROPOSAL:

Application is made to further subdivide the land at 84 School Road. This second subdivision will result in an additional 4 lots.

A new central road from the eastern side of School Road is proposed, terminating in a cul-de-sac head, to service these lots.

The lots will range in size between 2.00ha and 2.51ha and all have direct frontage to the new road.

COUNCIL POLICIES

Public Open Space Policy

Is public open space contribution required? Yes

Headworks Policy

Is a contribution for headworks required? Yes

ASSESSMENT:

The proposal meets the Scheme's relevant Acceptable Solutions of the Rural Living Zone the Bushfire Prone Areas, Attenuation, Road & Railway Assets, Parking & Access, Stormwater Management and Onsite Wastewater Management Codes, and the Sandford Specific Area Plan, with the exception of the following:

Rural Living Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
13.5.1 A2 (b)	Lot Design.	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; (b) not subject to any codes in this planning scheme;	The application site is subject to the Bushfire Prone Areas, Attenuation, Road & Railway Assets, Parking & Access, Stormwater Management and Onsite Wastewater Management Codes of the Scheme.

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause 13.5.1 for the following reason:

- The proposal meets the applicable standards of all of the relevant codes in this planning scheme, as is confirmed below.

Rural Living Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
13.5.1 A3	Lot Design.	The frontage for each lot must be no less than the following, except if for public open space, a riparian or littoral reserve or utilities and except if an internal lot: 40 m	Lot 3 has a 24m frontage.

The proposed variation can be supported pursuant to the Performance Criteria A3 of the Clause 13.5.1 for the following reason:

- The 24m frontage for lot 3 provides ample opportunity for reasonable vehicle access.

Rural Living Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
13.5.2 A1	Roads.	The subdivision includes no new roads.	A new road is proposed through the centre of the lot to service the 4 new lots.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause 13.5.2 for the following reason:

- The access and legibility of the proposed cul-de-sac is considered appropriate for the location.
- Whilst a cul-de-sac is proposed, the lot design and size at the head of the cul-de-sac is such that a connection to the adjacent land at 1089 South Arm Road could be created in the future should such a connection be desired for the development of that lot.
- No internal lots are created.
- The neighbourhood road network has been considered in the development of the Sandford Specific Area Plan, and as such the level of connectivity provided is considered adequate as it provides an additional road connection beyond that which was required.
- The application was accompanied by a Bushfire Hazard Assessment which included the identification of the use of an approved future road through nearby land at 211 School Road, 110 Prospect Road and 69 Germain Court to achieve multiple escape routes. To ensure that this is achieved it was suggested by the applicant that the permit include a condition precluding the creation of any lots prior to the construction of the nearby road and its subsequent transfer into Council ownership.

Rural Living Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
15.5.3 A2	Ways and Public Open Space.	No Acceptable Solution.	No public open space, or cash contribution is proposed for this application.

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause 15.5.3 for the following reason:

- As discussed in more detail below, this application presents the second stage of development for the parent lot. As the public open space contribution for the whole of the development was required through the first permit it is considered to have been provided for this stage of the overall development of the lot.

Rural Living Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
15.5.4 A2	Services.	No Acceptable Solution.	4 lot subdivision is proposed.

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause 15.5.4 for the following reason:

- The application was accompanied by a report which demonstrated that all of the created lots are capable of containing an onsite wastewater treatment system.

Attenuation Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E9.7.2 A1	Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm.	No Acceptable Solution.	Residential lots are proposed adjacent to the existing quarry at 100 School Road, Sandford.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E9.7.2 for the following reason:

- Suitable covenants are proposed for the created lots to ensure that the future owners are aware of the potential of disturbance from the operation of the quarry, and conversely so that the operation of the quarry is not fettered by residential development. This approach has been supported by the applicant.

Sandford Specific Area Plan

Clause	Standard	Acceptable Solution (Extract)	Proposed
F11.8.1 A1	Development Standards for Subdivision.	The lot layout must provide for the construction of a road from Germain Court extending to School Road generally in accordance with the Road Layout Plan shown in Figure 1 attached to this Plan.	This lot is not one of those required to provide this road connection.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause F11.8.1 for the following reason:

- This proposed alternative road design does not compromise the road connection between School Road and Germain court, and in fact relies on this being public infrastructure before the lots can be created.
- The proposed design provides an alternative access to lots 2, 3 and 4 than would have been achieved through the road from the development plan, however it does not impact on the ability to develop the remainder of the road through 1089 South Arm

Road as this portion was a small truncation from the primary road, rather than the line of the road. In any event, there is sufficient lot area in lot 3 to facilitate a road connection in the future should one be desired.

Sandford Specific Area Plan

Clause	Standard	Acceptable Solution (Extract)	Proposed
F11.8.3 A1	Staging	No Acceptable Solution.	The subdivision is proposed to be staged into Stage 1 lot 1, and Stage 2 the balance of the Subdivision.

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause F11.8.1 for the following reason:

- The proposed staging is logical and sequential, starting at existing road infrastructure, then moving along the new road.

PUBLIC OPEN SPACE:

The recent subdivision SD-2015/25 required a POS contribution for the whole of the area of land that is the subject of this application. The lots from this subdivision have yet to be created. The current application is really the second stage of the development of this parent lot in accordance with the Sandford Special Area Plan, albeit in two permits rather than the more conventional two stages approach. As such, it is considered that POS for the development of this site has already been required through the previous approval for the site.

As a result of this, it is important that the lots from this subdivision not be created in isolation from or prior to the smaller lot (lot1) from SD-2015/25. It is therefore necessary to condition that the creation of the lots can either occur concurrently, or for SD-2015/25 prior to the lots for SD-2015/67, to ensure that we do not end up with a default 'balance' lot without Council having obtained a POS contribution for the overall development.

HEADWORKS:

The entire area for the Sandford DPO which has access over School Road had calculations prepared by Council engineers to fairly apportion cost between all developers. This cost allocation was based on the subdivision plan submitted with the original Section 43a Application as it was the most comprehensive plan for the development of the land.

As each land owner has developed their land the subdivision plans have generally accorded with the original submission, and headworks have been allocated accordingly.

The cost of the road was divided into three distinct sections, reducing the School Road contribution as less of the road is to be utilised by the created lots.

This is the first of the subdivisions to deviate from the original plan, and introduces a new road further along School Road than was anticipated by the original headworks calculations.

Accordingly, the cost distribution for the development of the road was re-calculated for the two sections of the road that the development of this parent lot now utilises. This reduces the contribution required for all as yet un-approved subdivisions which utilises these two sections of the road.

The calculations for the road contribution are as follows:

		Road cost	lots	\$/lot	
road section	1	\$61,136	46	\$1,329.04	1350
road section	2	\$83,368	31	\$2,689.29	2700
road section	3	\$211,196	20	\$10,559.80	10600
		\$1,350			
		2700			
		<u>10600</u>			
				Total	
Development C	4	\$14,650		\$58,600	

CONCLUSION:

The proposal is recommended for conditional approval.

RECOMMENDED CONDITIONS: SEE ATTACHED CONDITION DOCUMENT

11.3.7 SUBDIVISION APPLICATION SD-2016/17 - 1039 CAMBRIDGE ROAD, CAMBRIDGE - 17 LOT SUBDIVISION (AMENDED STAGE 5 OF SD-2008/79)
(File No SD-2016/17)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a 17 lot subdivision at 1039 Cambridge Road, Cambridge.

RELATION TO PLANNING PROVISIONS

The land is zoned Low Density Residential and General Residential, and subject to the Bushfire Prone Areas, Landslide, Road and Railway Assets and Stormwater 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.

Council is required to exercise a discretion within the statutory 42 day period which has been extended with the consent of the applicant and now expires on 7 September 2016.

CONSULTATION

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

- size of lots;
- use of rights-of-way; and
- Cambridge Road speed limit.

RECOMMENDATION:

A. That the application for a 17 lot Subdivision (amended Stage 5 of SD-2008/79) at 1039 Cambridge Road, Cambridge (CI Ref SD-2016/17) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. EHO 4 – NO BURNING.
3. GEN AM4 – CONSTRUCTION HOURS.
4. GEN M2 – NO WORKS.
5. GEN F2 – COVENANTS [preventing direct access onto the Tasman Highway].

6. GEN POS1 – POS CONTRIBUTION [5%], [116 to 119 inclusive].
7. ENG A1 – NEW CROSSOVER [TSD-R09].
8. ENG A3 – COMBINED ACCESSES [TSD-R09 – 6.0m].
9. ENG A4 – DSG ACCESS.
10. ENG S1 – INFRASTRUCTURE REPAIR.
11. ENG S2 – SERVICES.
12. ENG S4 – STORMWATER CONNECTION.
13. ENG S10 – UNDERGROUND SERVICES.
14. ENG M2 – DESIGNS SD.
15. ENG M5 – EROSION CONTROL.
16. ENG M7 – WEED MANAGEMENT PLAN.
17. ENG M8 – EASEMENTS.
18. ENG R2 – URBAN ROAD.
19. ENG R4 – ROAD WIDENING [9.0m].
20. Prior to lodging a building application each property owner is required to provide an assessment from a suitably qualified acoustic engineer that the design and construction will meet the relevant recommended design sound levels and reverberation times specified in AS/NZS 2107:2000 - Recommended design sound levels and reverberation times for building interiors must be included.
21. The development must meet all required Conditions of Approval specified by TasWater notice dated 4 May 2016 (TWDA 2016/00527-CCC).

- 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.

SUBDIVISION APPLICATION SD-2016/17 - 1039 CAMBRIDGE ROAD, CAMBRIDGE - 17 LOT SUBDIVISION (AMENDED STAGE 5 OF SD-2008/79) /contd...

ASSOCIATED REPORT**1. BACKGROUND**

The most recent and relevant subdivision permit for the subject land is SD-2008/79, approved by the Resource Management and Planning Appeal Tribunal on 14 December 2009. That permit gave approval for the subdivision of the balance of the subject property into 112 lots in a series of stages. An internal access road to Stage 16 of the development was approved, linking to Camrise Drive between Lots 52 and 53. The original approval of Stage 16 was for 9 new residential lots.

A request for a minor amendment to the permit for SD-2008/79 was lodged with Council on 10 May 2016, on the basis that the proposed change was a minor alteration only, capable of approval by Council under Section 56 of the Land Use Planning and Approvals Act, 1993. The proposed removal of the internal access road and introduction of direct access to Cambridge Road for 12 of the proposed new lots was not considered a minor change, as provided for by Section 56 of the Act. The applicant was advised of this and the proposal the subject of this assessment lodged.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Low Density Residential and General Residential and is subject to the Bushfire Prone Areas, Landslide and Road and Railway Assets and Stormwater Management Codes under the Scheme.
- 2.2.** The proposal is a discretionary development 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 10.0 - General Residential Zone;
- Section 12.0 – Low Density Residential Zone;
- Section E1.0 – Bushfire Prone Areas Code;
- Section E3.0 – Landslide Code;
- Section E5.0 – Road and Railway Assets Code; and
- Section E7.0 – Stormwater 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 land is generally gently sloping and is largely cleared although there is some remnant vegetation on the western end of the land and on the southern boundary.

There are no existing buildings on the subject land, however, there is an existing storage area for sand/gravel/rock at the western end of the lot.

The land is bounded by the Tasman Highway to the south and Cambridge Road to the north and has frontage to Camrise Drive. There are existing residential neighbours to the east and neighbouring low density residential properties to the west.

3.2. The Proposal

The proposal is for the creation of 17 lots, being an amended Stage 16 of the previously approved subdivision of the site. Lots are proposed with frontage to Camrise Drive and being within the General Residential Zone these would have areas ranging from 741m² to 975m².

A further 12 lots ranging in size from 1502m² to 2124m² are proposed, with direct frontage to Cambridge Road. These lots would be contained within the portion of the site zoned Low Density Residential and have frontages ranging from 4m to 25m.

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 and Low Density Residential Zones, and the Bushfire Prone Areas, Landslide and Road and Railway Assets and Stormwater Management Codes with the exception of the following.

Low Density Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
12.5.1 A2	Lot design	The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following: (b) not subject to any codes in this planning scheme.	The site is affected by the Bushfire Prone Areas, Landslide Road and Railway Assets Codes under the Scheme.

The proposed variation can be supported pursuant to the Performance Criteria P2 of Clause 12.5.1 for the following reasons.

Performance Criterion	Comment
<i>“P2 - The design of each lot must contain a building area able to satisfy all of the following: (a) is reasonably capable of accommodating residential use and development;</i>	The proposed lot layout would enable future development in a manner clear of the frontage, side and rear boundaries setbacks as required by the acceptable solution.
<i>(b) meets any applicable standards in codes in this planning scheme;</i>	The proposal satisfies the relevant acceptable solutions and performance criteria of the applicable codes under the Scheme.
<i>(c) enables future development to achieve reasonable solar access, given the slope and aspect of the land;</i>	The proposed subdivision would enable future development with appropriate separation to provide for solar access, for future dwellings and associated outdoor space. The large size of the lots would enable appropriate design and development.
<i>(d) minimises the requirement for earth works, retaining walls, and cut & fill associated with future development;</i>	The site slopes only gradually down to Cambridge Road, meaning that minimal cut and fill would be required in conjunction with future development.
<i>(e) is sufficiently separated from the land zoned Rural Resource and Significant Agriculture to prevent potential for land use conflict that would fetter non-sensitive use of that land, and the separation distance is no less than: (i) 40m from land zoned Rural Resource; (ii) 80m from land zoned Significant Agriculture;</i>	The site does not adjoin the Rural Resource or Significant Agricultural Zones.

<p>(f) <i>is setback from land zoned Environmental Management to satisfy all of the following:</i></p> <p>(i) <i>there is no significant impact from the development on environmental values;</i></p> <p>(ii) <i>the potential for the spread of weeds or soil pathogens onto the land zoned Environmental Management is minimised;</i></p> <p>(iii) <i>there is no potential for contaminated or sedimented water run-off impacting the land zoned Environmental Management;</i></p> <p>(iv) <i>there are no reasonable and practical alternatives to developing close to land zoned Environmental Management”.</i></p>	<p>The site does not adjoin land within the Environmental Management Zone.</p>
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Low Density Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
12.5.1 A3	Lot design	<p>The frontage for each lot must be no less than the following, except if for public open space, a riparian or littoral reserve or utilities and except if an internal lot:</p> <ul style="list-style-type: none"> • 30m. 	Frontages ranging from 20 - 25m.

The proposed variation can be supported pursuant to the Performance Criteria P3 of Clause 12.5.1 for the following reasons.

Performance Criterion	Comment
<p>“P3 - The frontage of each lot must provide opportunity for reasonable vehicular and pedestrian access and must be no less than: 6m”.</p>	<p>The frontage of the lots would range from 20 – 25m, being in excess of the minimum requirement of 6.0m.</p>

Low Density Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
12.5.1 A4	Lot design	No lot is an internal lot.	One internal lot, Lot 114, proposed.

The proposed variation can be supported pursuant to the Performance Criteria P4 of Clause 12.5.1 for the following reasons.

Performance Criterion	Comment
<i>“P4 - An internal lot must satisfy all of the following: (a) access is 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 access to the internal lot would be from Cambridge Road, which existed prior to the effective date of the current Scheme.
<i>(b) it is not reasonably possible to provide a new road to create a standard frontage lot;</i>	The applicants have submitted this proposal as an alternative to constructing a new access road.
<i>(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;</i>	Not relevant, as the proposal is for a new subdivision.
<i>(d) the lot will contribute to the more efficient utilisation of living land;</i>	The proposal is for a single internal lot only and a larger residential allotment capable of supporting a single dwelling or other development as appropriate within the Low Density Residential Zone.
<i>(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;</i>	The proposed internal lot would not cause an impact upon amenity in that associated future development would be at a low density, and sight distances associated with the lot access are in adequate.
<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 access strip would be 4.0m in width.
<i>(g) passing bays are provided at appropriate distances along the access strip to service the likely future use of the lot;</i>	Council’s Engineers are satisfied that the proposed access strip would be appropriate for likely future use.

(h) <i>the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;</i>	The access strip is a single strip adjacent 2 ordinary lots with in excess of 20m frontage to Cambridge Road.
(i) <i>a sealed driveway is provided on the access strip prior to the sealing of the final plan.</i>	An appropriate condition has been included above requiring sealing of the access strip.
(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>	No public spaces of significance adjoin the proposed internal lot.
(k) <i>the minimum lot size for an internal lot is 1500m² exclusive of any access strip”.</i>	The proposed internal lot would have an area of 2124m ² .

Landslide Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E3.8.1 A1	Subdivision	No acceptable solution.	5.9 percent of the subject land is identified as low landslide hazard risk.

The proposed variation can be supported pursuant to the Performance Criteria P1 of Clause E3.8.1 for the following reasons.

Performance Criterion	Comment
<i>“P1 - Subdivision of a lot, all or part of which is within a Landslide Hazard Area must be for the purpose of one of the following:</i> <i>(a) separation of existing dwellings;</i>	Not relevant.
<i>(b) creation of a lot for the purposes of public open space, public reserve or utilities;</i>	Not relevant.

<p>(c) <i>creation of a lot in which the building area, access and services are outside the High Landslide Hazard Area and the landslide risk associated with the subdivision is either:</i></p> <p>(i) <i>acceptable risk, or</i></p> <p>(ii) <i>capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk”.</i></p>	<p>The proposal does not relate to land within a high hazard area, but rather a low risk area. Council’s Engineers are satisfied that the small portion of the site identified as being a low risk is an acceptable risk, in terms of this performance criterion.</p>
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Road and Railway Assets Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E5.5.2 A2	Road accesses and junctions	No more than 1 access providing both entry and exit, or 2 accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60kmh or less.	The subdivision proposed is for 17 new lots and associated accesses.

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause E5.5.2 for the following reasons.

Performance Criterion	Comment
<p><i>“P2 - For roads in an area subject to a speed limit of 60kmh or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i></p> <p>(a) <i>the nature and frequency of the traffic generated by the use;</i></p> <p>(b) <i>the nature of the road;</i></p> <p>(c) <i>the speed limit and traffic flow of the road;</i></p> <p>(d) <i>any alternative access to a road;</i></p> <p>(e) <i>the need for the access or junction;</i></p> <p>(f) <i>any traffic impact assessment; and</i></p> <p>(g) <i>any written advice received from the road authority.</i></p>	<p>A traffic impact assessment was submitted in support of the application, which concluded that the proposed layout and associated accesses would not have an unreasonable impact upon efficiency of Cambridge Road, and that sight distances are appropriate.</p> <p>The proposed development was referred to the road authority, being the Department of State Growth (DSG). Whilst it is the stated position of DSG that development is generally not permitted where a number of new accesses are proposed to a State road, DSG is satisfied in this case on the basis of an in principle undertaking from Council’s Group Manager Asset Management, that Council will assume responsibility of the future bypassed section of Cambridge Road. Council’s Engineers are satisfied with the access arrangements proposed.</p>

	Appropriate conditions have therefore been recommended requiring the construction of the accesses, and ensuring that the necessary permit from DSG be obtained to undertake works within the Cambridge Road reservation.
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Stormwater Management Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E7.7.1 A2	Stormwater drainage and disposal.	A stormwater system for a new development must incorporate water sensitive urban design principles for the treatment and disposal of stormwater if any of the following apply: (c) a subdivision is for more than 5 lots.	The subdivision proposed is for 17 new lots.

The proposed variation can be supported pursuant to the Performance Criteria P2 of the Clause E7.7.1 for the following reasons:

Performance Criterion	Comment
<i>“P2 - A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so”.</i>	Council’s Engineers are satisfied that the proposed development will be capable of incorporating a stormwater drainage system of a size and design sufficient to achieve the targets identified by the State Stormwater Strategy 2010. This will be ensured by inclusion of an appropriate condition, as described above.

4.3. External Referrals

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

The application was also referred to the DSG, which provided comment in respect of the proposed development, as discussed above.

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. Size of Lots

The representor raised concern that Lot 114 in particular should be reduced to less than 2000m². The submitted justification for this is that lots with an area in excess of 2000m² may accommodate burning off.

- **Comment**

The proposed lots accord with the relevant acceptable solutions of both the General Residential and Low Density Residential Zones for lot sizes, under the Scheme.

There is a permit condition included above, however, and widely applied by Council to subdivision to ensure that burning of vegetation and debris does not occur and cause nuisance. This is controlled by the general nuisance provisions of the Environmental Management and Pollution Act, 1994.

5.2. Use of Rights-of-Way

Concern was raised by the representor that rights-of-way are difficult to administer and can create issues between owners.

- **Comment**

The proposal includes the creation of a reciprocal right-of-way to provide access by a single point to Lots 108, 109 and 110. This is permitted under the Scheme and is not a relevant consideration to the determination of this application.

5.3. Cambridge Road Speed Limit

It is submitted by the representor that a reduction in the speed limit to 50kmh is warranted, in the vicinity of the subject land.

- **Comment**

A reduction in the speed limit is not a relevant consideration under the Scheme. Both Council's Engineers and the DSG are satisfied that the proposed layout and associated accesses are appropriate, given the sight distances provided and the access standards to be required by conditions.

6. STATE POLICIES AND ACT OBJECTIVES

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

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

7. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2010-2015 or any other relevant Council Policy.

A developer contribution was required as part of the original subdivision approval SD-2008/79, as required by Council's Public Open Space Policy. This payment was required as a condition of approval and paid in full to include the land the subject of this application, prior to the sealing of Stage 3 of the original subdivision.

The original subdivision approval, however, approved Stage 16 with a total of 9 new residential lots and the amended Stage 16 configuration would result in the creation of 13 new residential lots. On the basis that an additional 4 residential lots are proposed, 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 beyond that approved by Council under SD-2008/79.

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. 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 Local Government Building and Miscellaneous Provision Act, 1993 (LGBMP) provides for a maximum of up to 5% of the value the entire site to be taken as cash-in-lieu of POS, it is considered appropriate to limit the cash contribution only to the additional lots created (being Lots 117 to 119 inclusive), representing the increased demand for POS generated by the proposal.

8. CONCLUSION

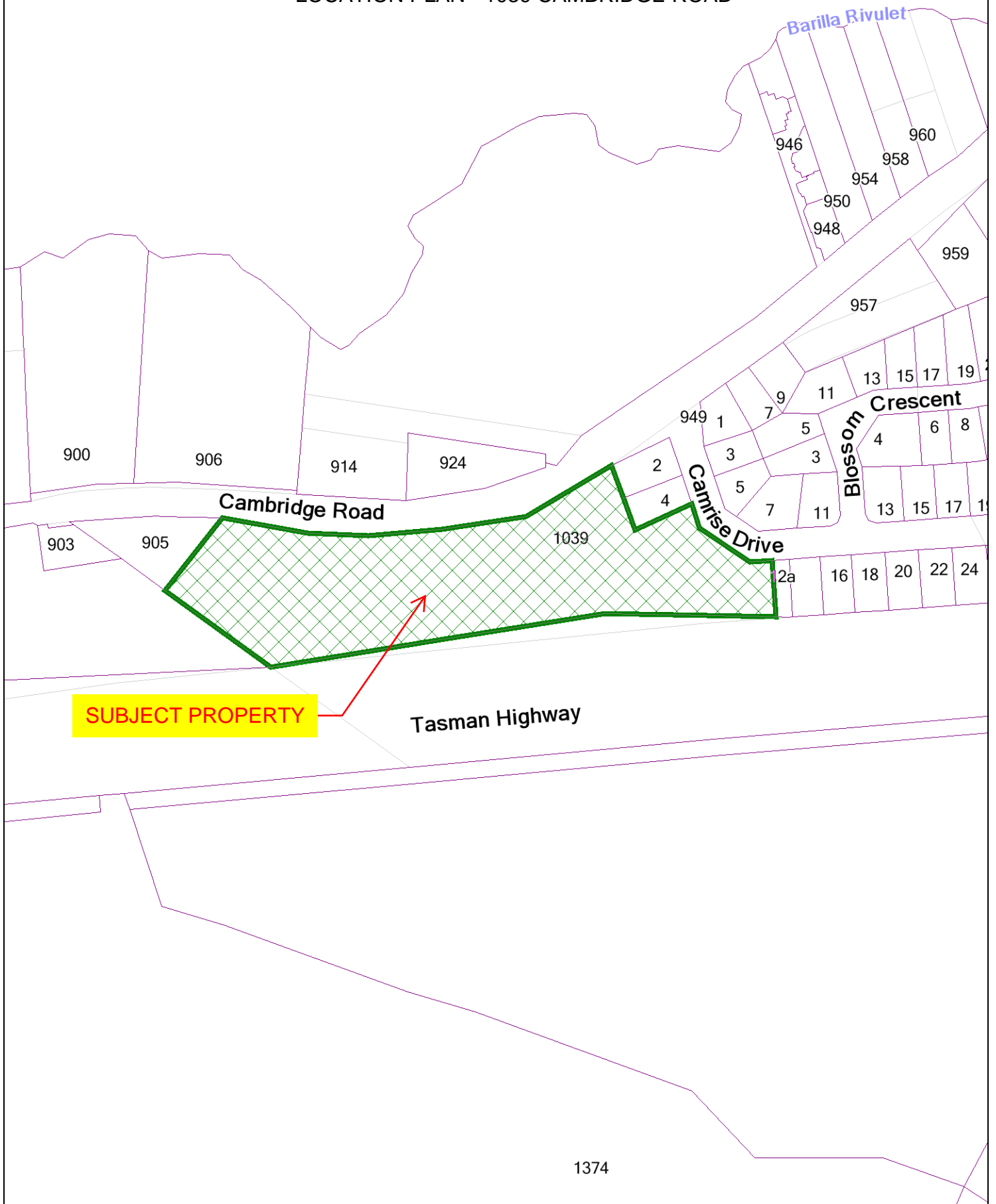
The proposal is for the subdivision of 17 lots at 1039 Cambridge Road, Cambridge. The proposal satisfies the relevant requirements of the Scheme and is therefore recommended for approval subject to a series of appropriate conditions.

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

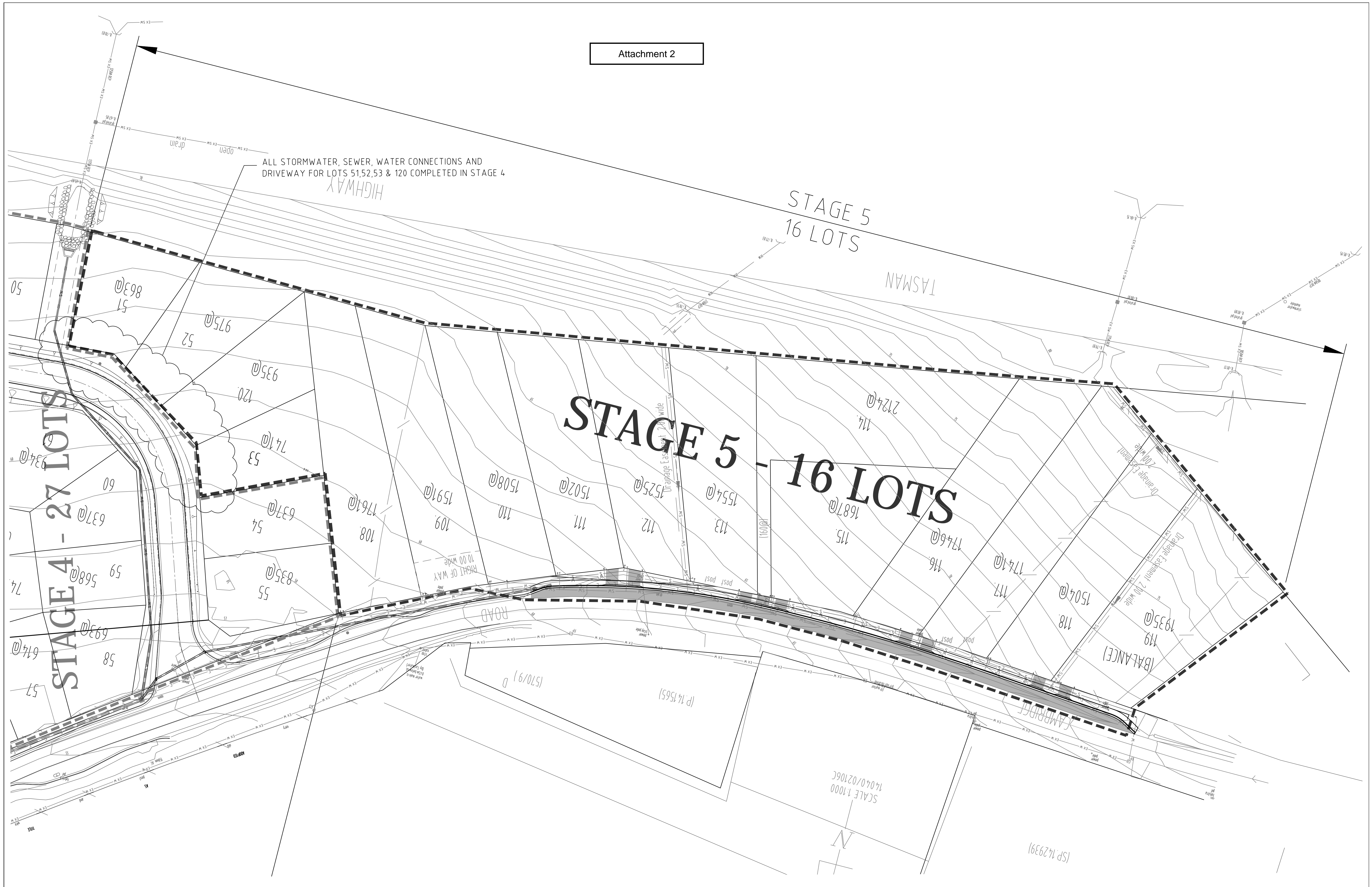
Ross Lovell
MANAGER CITY PLANNING

Attachment 1

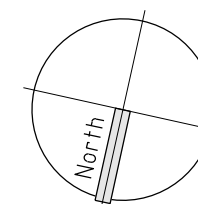
LOCATION PLAN - 1039 CAMBRIDGE ROAD



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, 25 August 2016 **Scale:** 1:2,998 @A4



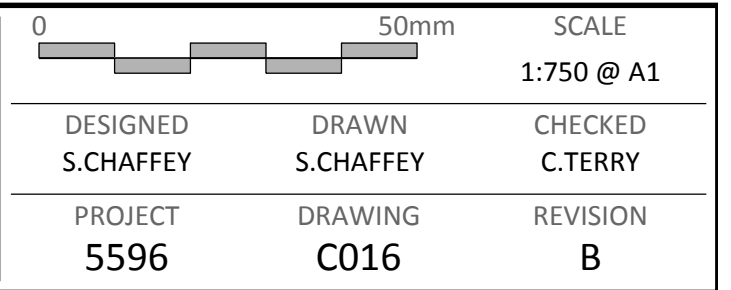
B	CYCLE LANE ADDED TO ROAD WIDENING	CT	29-06-16				
A	DEVELOPMENT APPROVAL	CT	09-03-16				
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE



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RE & RD Stanton Holdings Pty Ltd and
the Ranogajec Family Trust
1039 Cambridge Road, Stage 5 - 16 Lots
DRAWING TITLE
OVERALL STAGE INDEX



Attachment 3

1039 Cambridge Road, CAMBRIDGE



Site viewed from Cambridge Road, looking southeast towards Camrise Drive



Site viewed from Camrise Drive, looking west

11.3.8 AMENDMENT APPLICATION A-2015/2 - 15 DYSART STREET AND 443 CLIFTON BEACH ROAD, CLIFTON BEACH - SECTION 43A REZONING AND 13 LOT SUBDIVISION (SD-2015/50)

(File No A-2015/2)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to review Council's decision of 4 July 2016 in light of the representations received during public exhibition period in accordance with the requirements of Section 39 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

RELATION TO PLANNING PROVISIONS

The land at 15 Dysart Street and 443 Clifton Beach Road, Clifton Beach, is zoned Rural Living and is not subject to any spatial Codes under the Clarence Interim Planning Scheme 2015 (the Scheme).

The proposed 13 lot residential subdivision is currently prohibited. Section 43A(1) of the Land Use Planning and Approvals Act, 1993 (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 proposal was submitted to Council in accordance with Section 43A of LUPAA seeking an amendment to the Scheme at 15 Dysart Street and 443 Clifton Beach Road, Clifton Beach and a permit for a 13 lot residential subdivision at 15 Dysart Street, Clifton Beach.

The certified draft Amendment and associated Permit was advertised in accordance with the statutory requirements and pursuant to Section 39 of LUPAA Council is required to consider the merits of any representation received.

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

The draft Amendment, proposal and Permit conditions were advertised in accordance with statutory requirements and 62 representations were received, including a reference to an online petition with 219 signatories opposed to the proposal. The issues raised by the representors have been grouped into the following subcategories and discussed in further detail within the body of this report.

- procedural;
- strategy;
- traffic/safety and access;

- stormwater;
- wastewater;
- character/amenity;
- climate change; and
- miscellaneous.

RECOMMENDATION:

A. That Council resolves, under Sections 39(2) of the Land Use Planning and Approvals Act, 1993 to advise the Tasmanian Planning Commission that it considers the merits of the representations do not warrant modification to draft Amendment A-2015/2.

B. That Council resolves, under Section 39(2) of the Land Use Planning and Approvals Act, 1993 to advise the Tasmanian Planning Commission that it considers the merits of the representations warrant the incorporation of the following additional conditions to Draft Planning Permit SD-2015/50.

1. In accordance with the Headworks Levy Policy, a headworks charge of \$34,450 is applicable in relation to each of the 13 proposed lots created by the permit. Payment must be made prior to sealing of the final plan for the subdivision.

The amount of headworks charge applicable to this development shall be indexed quarterly by CPI (All Groups Index) Hobart, effective from the Permit date until the date of payment of the headworks charge to Council.

2. The landowner must enter into an agreement with Council under Part 5 of the Land Use Planning and Approvals Act, 1993 in such form as Council may require and which provides for the following:

- (a) for each lot, all run-off from roofed areas must be collected in tanks of minimum 20,000 litre capacity; all tank overflows shall be directed to on-site infiltration.
- (b) all future driveway and turning areas:
 - (i) shall be permeable, or
 - (ii) collected and disposed of via onsite infiltration techniques.

The agreement will be prepared and registered by Council. The landowner is responsible for all Council and Land Titles Office fees and charges. Upon written request from the landowner and payment of relevant fees, Council will prepare the Part 5 Agreement.

3. Prior to the sealing of the final plan for subdivision, the Developer shall construct a landscaped bioretention basin and lined, underground stormwater detention storage in Council's park at 465 Clifton Beach Road to collect and treat drainage from the subdivision road and Dysart Street. The bioretention basin shall be of sufficient size and configuration to treat run-off during a 2 year ARI event by infiltration. The bioretention basin shall incorporate a high flow by-pass for flows up to 20 year ARI. The treated run-off and by-pass flows shall be directed to the detention storage with sufficient capacity to detain a 20 year ARI run-off event of 7 days duration. The detention storage shall discharge to groundwater via an infiltration trench.
- C. 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. At its Meeting of 14 June 2016, Council considered an application for a Combined Planning Scheme Amendment (A-2015/2) and 13 lot subdivision (SD-2015/50) at 15 Dysart Street and 443 Clifton Beach Road, Clifton Beach submitted under Section 43A of the Land Use Planning and Approvals Act, 1993 (LUPAA).
- 1.2. While Council resolved to initiate the Amendment it also resolved to modify draft Amendment A-2015/2 prior to certification and prepare a draft permit and associated conditions for subdivision SD-2015/50. The details of which are the subject of this report.
- 1.3. The modified Amendment was prepared and at its Meeting on 4 July 2016, Council resolved that draft Amendment A-2015/2 (as modified) met the requirements specified in Section 32 of LUPAA and to certify the Amendment.
- 1.4. A copy of the certified Amendment and draft permit is included in the Attachments.

- 1.5.** The Agendas and associated Minutes relating to Council's Meetings of 14 June and 4 July 2016 are available on Council's website and have been drop boxed to all Aldermen.

2. STATUTORY IMPLICATIONS

Pursuant to Section 39 of the Land Use Planning and Approvals Act, 1993 (LUPAA) Council is required to consider the merits of any representation received and provide the Tasmanian Planning Commission (TPC) with:

- (a) a copy of each representation received; and
- (b) a statement of its opinion as to the merit of each such representation, including, in particular, its views as to:
 - (i) the need for modification of the draft Amendment in the light of that representation; and
 - (ii) the impact of that representation on the draft Amendment as a whole; and
- (c) such recommendations in relation to the draft Amendment as the authority considers necessary.

Upon consideration of the issues raised, Section 39(c) provides opportunity for Council to advise the TPC that it withdraws support for the draft Amendment should it wish to do so.

3. PROPOSAL IN DETAIL

3.1. The Site

The site comprises and consists of 2 adjoining properties at 15 Dysart Street and 443 Clifton Beach Road, Clifton Beach (CT 9247-7 and CT 144221-8 respectively) and described in detail in Council's Agenda report dated 14 June 2016.

3.2. The Proposal

The proposal comprises of a rezoning, the incorporation of a new Specific Area Plan called the Clifton Beach Specific Area Plan and a 13 lot residential subdivision at 15 Dysart Street, Clifton Beach.

The certified Amendment is included in the attachments.

The proposed subdivision was described in detail in Council's Agenda report dated 14 June 2016. The proposal provides for 13 lots ranging in area from 1003m² up to 1316m² and, with the exception of 1 internal lot, all lots have full frontages to the proposed road. Primary drainage is proposed to be via a stormwater swale within the road reservation and a 2.5m wide drainage easement through the rear of the lots on the eastern side of the proposed road draining to the swale located in the Dysart Street public open space.

4. PLANNING ASSESSMENT

For the reasons articulated in Council's Minutes dated 14 June 2016 the modified Amendment was initiated and associated subdivision was supported subject to suitable conditions.

5. REPRESENTATION ISSUES

The draft Amendment, proposal and Permit conditions were advertised in accordance with statutory requirements and 62 representations were received, including a reference to an online petition with 219 signatories opposed to the proposal. The issues raised by the representors have been grouped into the following subcategories and discussed below:

- procedural;
- strategy;
- traffic/safety and access;
- stormwater;
- wastewater;
- character/amenity;
- climate change; and
- miscellaneous.

5.1. Procedural

Officer Recommendations

Eighteen representors were concerned that Council overturned the officer's recommendation not to initiate the proposed Amendment A-2015/2. Additionally several representors requested an "explanation".

- **Comment**

A planning authority is entitled to make a lawful decision contrary to a recommendation put to it. In this instance Council's decision was to initiate a modified version of the Amendment and recorded the reasons for doing so as follows:

- "1. The proposal is consistent with the objective of the Southern Tasmanian Regional Land Use Strategy and the applicant's interpretation of the very low growth scenario is supported.*
- 2. That the Amendment requires modification to the draft Specific Area Plan as outlined at Section 3.3 of the Associated Report".*

On this basis the concern does not warrant modification to the certified Amendment or Permit.

Community Opposition

Three representors submitted that Council should withdraw its support of this Amendment based on the *"overwhelming and substantial community opposition"*.

- **Comment**

It is considered that the number of submissions received for or against a proposal is not a planning consideration and therefore not a reason that would warrant modification to the Amendment or permit. However, many of the issues raised in the representations are relevant and addressed below.

Notification

One representor requested the dates and locations of advertising of the proposal as they were concerned that many residents did not receive notification.

- **Comment**

The proposal was exhibited for 28 days in accordance with the statutory requirements, commencing on 13 July 2016 and closing on 10 August 2016. The notification included:

- 2 advertisements in “The Mercury” newspaper on 13 and 16 July 2016, being the Wednesday and Saturday respectively; and
- exhibition in Council’s administration building.

Additionally, Council undertook the following exhibition/notification beyond the minimum statutory requirements:

- exhibition on Council’s website;
- written notification to owners and occupants of land immediately adjoining the subject site.

The fact that 62 representations were received demonstrates an effective level of public participation and it is considered that the concern does not warrant modification to the certified Amendment or Permit.

5.2. Strategy

Development of Previous Planning Scheme (Precursor to 2007)

One representor queried what strategic justification and land suitability has changed from the Draft Clarence Planning Scheme 2002 rep 205 Issue No1 to current Section 32 of LUPAA (specifically section 300 relating to the application of the STRLUS). This particular planning scheme 2002 states it would be inappropriate to zone the land village with a minimum 1,000m² lot size. The recommended action in 2003 was no change required.

- **Comment**

The representation referred to (Rep 205) and the associated Commission response to it was unable to be located. Notwithstanding, this proposal must be assessed and determined on its merits having regard to the relevant provisions/strategies at the time of application.

The Regional Strategy is the most relevant planning document at the time of initiation. It is considered that the concern does not warrant modification to the certified Amendment or Permit.

Southern Tasmanian Regional Land Use Strategy (STRLUS)

Thirty four representors were concerned that the proposal is contrary to the STRLUS. It is submitted that the proposal would result in off-site impacts (namely stormwater, wastewater and traffic discussed below) and is not consistent with the STRLUS in terms of the coastal requirements at Section 7.1, the specified “Very Low” Growth Scenario and on this basis does not meet the requirements of Section 32O of LUPAA. Some representors queried how Council proposes to present its case to the TPC while another put Council on notice that they contend that Council will not be able to support its case.

- **Comment**

The initial report considered by Council on 14 June 2016 considered a detailed assessment against the STRLUS. In this instance Council’s decision was to initiate a modified version of the amendment on the basis that:

“The proposal is consistent with the objective of the Southern Tasmanian Regional Land Use Strategy and the applicant’s interpretation of the very low growth scenario is supported”.

Accordingly the Growth Scenario is a matter that has already been considered by Council and an issue that does not warrant modification to the certified Amendment or Permit. Notwithstanding, the concerns relating to off-site impacts are discussed in detail below and require reconsideration on the basis of the concerns raised.

Council’s position presented to the TPC will reflect its resolution following consideration of this report.

Land Availability

Twenty one representors were concerned that, contrary to the applicant's submission, there is still existing undeveloped land in Clifton Beach including approximately 10 Village zoned and many rural living zoned lots thus this subdivision is simply not needed. Additionally, it is submitted that a range of existing housing stock has been on the market over the last 2 years affording new people with the opportunity to move into the area. Rep 31 submitted that *"the increase in available land available for purchase in subdivisions immediately adjacent to Clifton Beach (such as the Delphis Drive/School Road subdivision) there are plenty of opportunities for potential residents to move into this region"*.

On the contrary, Representor 54 a local resident and real-estate agent, submitted in support of the proposal, the following observations in relation to the existing vacant lots:

- “• *4 Beachfront lots in Thompson Way – Estimated market value around \$400,000 each – Not For Sale*
- *1 Inaccessible lot in Thompson Way – Not For Sale*
- *2 Lots in Bicheno Street – Under 1000m2 – subject to inundation – Not For Sale*
- *4 Lots in Clifton Beach Road and Dysart Street – all well under 1000m2 – Not For Sale*
- *1 Lot on Clifton Beach Road – well under 1000m2 – the inherent problems of sub size allotments create hurdles to usage and viability- currently on market around \$225,000”.*

The same representor also submitted that it is very difficult to secure suitable land or property in the area and the proposed rezoning will open up an extremely short supply of appropriate vacant land with high median price of established residences.

- **Comment**

It is accepted that some vacant and developed land is available for sale in the area. Irrespective of the numbers and availability, the Growth Scenario is a matter that has already been considered by Council and an issue that does not warrant modification to the certified Amendment or Permit.

5.3. Traffic/Safety and Access

Increased Traffic

Forty one representors were concerned that the proposal would result in an increase in traffic on a permanent basis but even more so during the construction phase. The applicant states that traffic resulting from the subdivision will increase from 6 movements per hour to 11 per hour (nearly double). It is submitted that this increase is significant particularly given that the road infrastructure is currently of a low standard, poorly maintained and not suitable for the additional loading. There is no footpath on Dysart Street leading to Council's POS and pedestrians access the POS using the road. The concern is that additional traffic resulting from the new dwellings will also generate demand from visitors, water trucks, rubbish trucks and supermarket deliveries. It is submitted that these movements will not only further compromise the existing road infrastructure but will compromise road safety including children, mothers with prams and people with limited mobility accessing Council's POS.

While most concerns were directly related to the roads in the immediate vicinity of the site (Dysart Street, Clifton Beach Road and the intersection thereof), others expressed concern relating to the additional traffic on Clifton Beach Road right through to and including the intersection with South Arm Highway, which submitted was also a safety issue that needed to be addressed.

- **Comment**

Council's Acting Group Manager Asset Management advises that it is likely that the traffic movements resulting from the proposal will increase from approximately 6 movements per hour to 11 movements per hour. It is considered that this will not impact the road safety risk on either Dysart Street or Clifton Beach Road.

Dysart Street from Clifton Beach Road to the new intersection has presently a 4.5m road seal width and a road reservation width of approximately 15m. With the increase in vehicle movements it is recommended the road be upgraded to an urban road of 6.9m width, face-to-face of kerb, with a gravel footpath on the North side, similar to Clifton Beach Road. This will improve road drainage on Dysart Street by removing the need for road side drains.

The cost of the upgrade to Dysart Street is estimated to be \$92,000, serviced by a total of 35 lots (22 existing lots and 13 proposed lots), ie \$2,650 per lot. The Applicant would be charged a headworks of 13 x \$2,650 = \$34,450.

The increase in traffic movements will not impact the road safety risk on Clifton Beach Road.

The Department of State Growth is proposing to reduce the speed limit on the South Arm Highway from 100kmh to 80kmh from Clifton Beach Road intersection to Sandford.

Clifton Beach Road is due for reseal within 2 years.

Traffic Noise

Seven representors were concerned about the noise generated by the additional traffic resulting from the future development of the proposed lots.

- **Comment**

There will be additional noise from the increase of 6 to approximately 11 vehicle movements per hour, which is considered negligible and consistent with the growth scenario previously considered.

Accordingly, it is considered that the concern does not warrant modification to the certified Amendment or Permit.

Availability of Parking

One representor expressed concern that there is currently insufficient parking between Bicheno Street and Clifton Beach Road.

- **Comment**

Off-street parking will be required to be demonstrated as part of any future development and the development is unlikely to impact the availability of on-street parking on Clifton Beach Road.

Accordingly, it is considered that the concern does not warrant modification to the certified Amendment or Permit.

Clifton Beach Road Footpath

One representor expressed concern that: *“The path (gravel track) along the side of Clifton Beach Road has no protection barriers. If the application succeeds, the increased number of cars on Clifton Beach Road will put pedestrians at a greater risk. The track is poorly maintained, uneven and very often has whole sections underwater during periods of heavy rain”.*

- **Comment**

The gravel path is generally 1.5m off the edge of the road and in areas beside the kerb and gutter. This is no different to the new path installed in Cambridge. It is considered that the increased vehicle movements will not increase the safety risk.

Some areas of Clifton Beach are flat and water collects during periods of high rainfall. It is considered that the concern does not warrant modification to the certified Amendment or Permit.

Alternate/Emergency Access to Thompson Way

Seven representors were concerned alternate/emergency access to Thompson Way. It is submitted that king high tides, in combination with heavy rain fall, flood Bicheno Street which prevent Clifton Beach Estate residents (Thompson Way) from accessing Clifton Beach Road.

During these events Clifton Beach Estate residents as access Clifton Beach Road from Thompsons Way through Council's POS in Dysart Street. The concern is that in the event that Council's POS floods (as it does currently with the existing loading) or is planted out with garden; it may restrict emergency access/egress to residents in Thompsons Way.

Additionally, it is submitted that fire vehicles have gained access through this area before and the concern is that additional flooding and or obstruction through plant will prevent access to emergency vehicles.

- **Comment**

Access to the Dysart Street Park will not be reduced and Council's outdoor maintenance crew will require continued vehicle access to service the park. For this reason it is considered that the concern does not warrant modification to the certified amendment or Permit.

5.4. Stormwater

Stormwater Capacity Management

Forty seven representors were concerned about Stormwater Capacity and Management. It is submitted that *“there was no technical assessment provided in ‘the application’ to discuss overland flow and potential run off from the site. Rather, there are comments that suggest all site stormwater will be retained on individual lots, and road run off of an unknown quantity will be directed to a swale drain with overflow to the council owner park”*.

The concern is that the land and surrounds is incapable of handling the additional stormwater run-off that will result from the future development enabled by the approval of the proposed amendments and associated subdivision.

Some expressed concern that the proposed solution relied on the use of Council's POS as a drainage swale and it was submitted that the gum trees at the east end of Council's POS have died due to “wet feet” with existing poor drainage conditions.

An additional concern is that the approval of the proposed amendments and associated subdivision will compound this problem and the POS does not have the capacity to handle additional volume of water. It is submitted failure will increase the mosquito population that adversely fluctuates with seasonal variations, potentially increasing a health risk to the at risk local residents but also reduce the capacity of the POS to be utilised as a recreational asset. Several representors provided images (notably 9, 23 and 29) and links to videos of stormwater overflow/ponding resulting from previous rain events/tidal events on Bicheno Street, Council's POS, Dysart Street and adjoining properties. It was submitted that ponding in the POS could be up to 0.5m deep and remain for several weeks following a rain event. Some representors queried when Council would put in suitable infrastructure to deal with the problem, while others queried whether Council would pay for stormwater damage to private property incurred by stormwater flowpaths and inundation.

- **Comment**

Council's Acting Group Manager Asset Manager advises that following a further review it does not appear possible for the development to treat the stormwater entirely on the development site. The lower region of the park has infrequently experienced water ponding during periods of high rainfall. With stormwater discharge from the development into the POS, the extent of the affected area during periods of high rainfall is likely to increase in size.

It is expected that each house will have a tank to collect stormwater run-off from the roof and then the overflow of this and the road will go to a bioretention swale in the Park, as well as underground storage to accommodate the higher rainfall periods.

While this could potentially be enforced through a modification to the SAP, in this instance it is considered unnecessary as future stormwater resulting from the proposal could be managed through appropriate conditions. In this instance it is recommended that the Permit be modified through the incorporation of the following additional conditions:

- i. A Part 5 Agreement on each lot that all roofed areas must be collected in tanks of minimum 20,000 litre capacity. All tank overflows shall be directed to on-site infiltration. All future driveway and turning areas shall be permeable, or collected and disposed of via on-site infiltration techniques.
- ii. The road drainage shall incorporate infiltration with overflows discharged to a new bioretention basin located in the park.
- iii. The Developer shall construct a landscaped bioretention basin and lined, underground stormwater detention storage in Council's park at 465 Clifton Beach Road to collect and treat drainage from the subdivision road and Dysart Street. The bioretention basin shall be of sufficient size and configuration to treat run-off during a 2 year ARI event by infiltration. The bioretention basin shall incorporate a high flow by-pass for flows up to 20 year ARI. The treated run-off and by-pass flows shall be directed to the detention storage with sufficient capacity to detain a 20 year ARI run-off event of 7 days duration. The detention storage shall discharge to groundwater via an infiltration trench.

On-site Stormwater Management

Five representors were concerned that the subdivision relies on the construction of stormwater detention and soakage rainwater garden in Council's POS in Dysart Street, fed from a 2.5m drainage easement at the rear of the eastern blocks. It is submitted the Stormwater Code requires that all stormwater be managed on-site and not transferred off-site.

- **Comment**

The Acceptable Solution at Clause E7.7.1 A1 of the Scheme's Stormwater Code prescribes that:

“Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure”.

It is considered that the proposal is consistent with this requirement and on this basis the concern does not warrant modification to the certified Amendment or Permit. The capacity for the system to handle the stormwater is a different matter and discussed above.

Permissibility of Upgrade to Dysart Street Drainage

One representor submitted that: *“A minor utility is exempt from requiring a permit in the CIPS in accordance with 6.2.2 (a) if it is for stormwater reticulation to individual streets, lots or buildings. The stormwater system proposed would reticulate the new street developed as part of the subdivision, and the condition requires that Dysart Street drainage is also included. The scope of this condition invalidates the application as the detention basin would no longer be exempt and a permit would be required, inclusive of the Council land and the necessary consent”.*

- **Comment**

The concern raised was an oversight and not specifically considered as part of Council's original assessment. Notwithstanding, the draft permit condition requiring the POS upgrade to accommodate the stormwater is considered to be consistent with the Limited Exemption outlined above (6.2.2), but also relating to minor upgrades to existing services prescribed at 6.2.4 which states:

“Minor upgrades by or on behalf of the State government, a Council, or a statutory authority or a corporation all the shares of which are held by or on behalf of the State or by a statutory authority, of infrastructure such as roads, rail lines, footpaths, cycle paths, drains, sewers, power lines and pipelines including:

- (a) *minor widening or narrowing of existing carriageways; or*
- (b) *making, placing or upgrading kerbs, gutters, footpaths, roadsides, traffic control devices and markings, street lighting and landscaping”.*

Accordingly, it is considered that the proposed condition is consistent with this exemption and on this basis the concern does not warrant modification to the certified Amendment or Permit.

5.5. Wastewater

Existing Capacity

Forty five representors were concerned that the land and surrounds is incapable of handling the wastewater generated by the existing residences. It is submitted that: *“results on the 5th August 2016 from the Public Health Laboratory in Hobart confirming faecal contamination of pooling water within the Dysart Street Park and from the storm water drain that directly drains into the park. The bacterial Enterococci levels were found to be 275mpn/100ml. The public health threshold for safe contact with and/or swimming in is 240mpn/100ml. This clearly exceeds that threshold and it is not recommended that anyone have contact with such water, especially children, who have only the park as a truly safe play area within the Clifton community. The area of public open space between Dysart Street and Buckland Street is virtually unusable in winter due to runoff inundation”.* It is also submitted that the lots are too small and that the problems will be compounded by the additional wastewater loading that will result from the future development enabled by the approval of the proposed amendments and associated subdivision.

- **Comment**

The applicant’s geo-technical assessment shows that given sufficient area set aside for on-site wastewater management the land is capable of handling the wastewater. Council’s Environmental Health Officers advise that it is more an issue of how much land will be left for development after the land needed for sustainable wastewater management is taken into account.

The proposed lot sizes and the capacity of the land to adequately manage wastewater will impact the scale of the future development able to be supported on each lot. This is a matter that requires a more specific assessment at the time an application for a Special Plumbing Permit is made.

With respect to the concerns relating to enterococcal levels, the land is surrounded by rural land and Council's Environmental Health Officers advise that any increase levels could be from any animal or bird source and that Microbiological levels will also increase if water is left to stagnate.

Accordingly, it is considered that the proposed lots could be developed with sufficient area set aside for on-site wastewater management and the concern does not warrant modification to the certified Amendment or Permit.

Environment and Health

Thirty two representors expressed concern that the inability for wastewater to be effectively treated should not be underestimated and will have health implications for children in the park and the Pipeclay Lagoon Oyster Farm (the latter of which would be more relevant to the subdivision of 443 Clifton Beach Road). It is submitted that this is a problem on current discharge rates and will be compounded by any additional wastewater or stormwater loading.

- **Comment**

Council's Environmental Health Officers advise that the prevailing soil type of the land is clay. Infiltration of wastewater through the soil will be slow. There is an unlikely risk of surface flow should a wastewater system fail but Pipeclay Lagoon has a large number of properties that are serviced by on-site waste -water management systems. The Tasmanian Quality Assurance Program, administered by the State Government, regularly takes water samples from Pipeclay Lagoon to identify any issues with water contamination that may affect the oyster industry.

Council is not aware of any microbiological level exceedances in the past 2 years, apart from the closure of the oyster beds following periods of heavy rain where all manner of contaminants enter the lagoon, including contamination from any agricultural activity draining to the lagoon.

The recommendation from the geo-technical adviser is that all wastewater be treated to secondary treatment standard which is a high level treatment using aerated wastewater treatment system.

Accordingly, it is considered that the representors concern does not warrant modification to the certified Amendment or Permit.

Applicant's Geotechnical Assessment

Nine representors were concerned that the geotechnical assessment is misleading as it was undertaken mid-summer when soil is dry and limited to only several test holes. It is submitted that the report is misleading and that:

- a second assessment should be undertaken at a time when managing existing current storm/waste water is already an issue;
- the report does not adequately address run-off and filtration at each of the proposed lots as required by AS/NZS 1547:2012;
- the geotechnical report provided in “the application” does not reference Appendix C of AS/NZ 1547:2012- Site and soil evaluation for planning, rezoning and subdivision of land, which sets the assessment guidelines for rezoning and subdivision and must be followed;
- the report fails to comment or assess many of the key requirements of this standard including the cumulative effect of wastewater to the catchment area. The report fails to assess or note that many existing wastewater systems in the catchment are performing poorly; and
- contains factual errors/statements.

One representor submitted that *“An independent Soil Report and recalculation of useable Wastewater Land Application Area should be conducted prior to any decisions being made based on this report provided by the developers”*.

- **Comment**

Council’s Environmental Health Officers advise that the geo-technical assessment assesses the category of soil present to determine the soils’ capacity to take wastewater. Whether the soil is wet or dry when the assessment is done is not relevant to the result.

It could be argued that the geo-technical assessment could have been done in more detail to fully meet the requirements of AS1547:2012, however, the geo-technical assessment was undertaken by a suitably qualified professional who is an accredited person and an additional “an independent report” is unjustified.

Accordingly, it is considered that the representors concern does not warrant modification to the certified Amendment or Permit.

On-site Wastewater Management Code E23.0

Two representors submitted that the proposal has not demonstrated that there is sufficient room to accommodate the specified Land Application Areas required in On-site Wastewater Management Code E23.0 and the ability to comply with the requirements of E23.9.2 A1-A7. The subdivision plan does not satisfy the requirements of 16.5.4 Services A2 or P2 as it has not been adequately demonstrated that with vehicle manoeuvring, building area and setbacks that there is sufficient room for on-site wastewater treatment.

- **Comment**

As an alternative to meeting any prescribed Acceptable Solution, a proposal may satisfy the relevant objective through satisfying the associated Performance Criteria, which is considered to be the case in this instance. Accordingly, it is considered that the representors concern does not warrant modification to the certified Amendment or Permit.

5.6. Character/Amenity**Village Character and Rural Vistas**

Twenty seven representors were concerned that the rezoning will compromise the character of the area. Of these, 17 representors were further concerned that existing residents purchased their homes with the knowledge that the zoning of the subject property was rural (Rural Living). Accordingly, there was an understanding that the land could not be developed into small sized blocks maintaining the small village character and rural vistas. It was submitted by several representors that this was a key factor in purchasing their property and by others that were the proposal to proceed they would consider moving out of the area.

One representor submitted that extending the Village zone represents “suburbanisation by stealth” and was concerned that the rezoning and associated population growth would see the area transformed into a township with no improvement on existing services and infrastructure. Moreover, they queried what additional services would be provided.

- **Comment**

It acknowledged that the approval of the proposed amendment and associated subdivision would increase the number of residents in the area. This in turn would have inevitably had an impact on the existing character/outlook over the currently undeveloped land. The concern relating to servicing is addressed above. It is noted, however, that the approval of the proposed amendment and associated subdivision would enable more people to enjoy the same lifestyle opportunities currently afforded to the majority of representors.

The increased development potential (number of lots) is intrinsically linked to STRLUS Growth Scenario and is a matter that has already been considered by Council. For this reason it is considered that the representors concern does not warrant modification to the certified Amendment or Permit.

Amenity (Overshadowing and Loss of Privacy)

Five representors expressed concern that the proposal will compromise the existing amenity of those village zoned residences adjoining the subject site, which have been developed with an expectation that the site would remain zoned rural living (or its equivalent). The impacts stated included overshadowing and loss of privacy.

Additionally, 2 representors submitted that the Village zone has been incorrectly applied to the existing Clifton Beach settlement given the zone purpose statements and use and development standards. Of particular concern is that site is bordered by residential development where providing for mixed activities on the subject land could impact upon existing residential amenity.

Given the nature of the zone standards it is submitted that a Residential zone would be more appropriately applied to the site (and surrounds) than the Village zone, which in addition to a greater range of non-residential uses does not prescribe any density standards for Multiple Dwellings.

- **Comment**

It is acknowledged that the proposal would change the character of the currently undeveloped lot. The rezoning to Village would be consistent with the majority of the immediately adjoining lots and on that basis assist to, at least in theory, alleviate any land use conflict. While it is acknowledged that the Village zone under the Scheme provides more of a mixed use focus than the “Village” zone provisions incorporated under the previous schemes, the zone controls do provide a basic range of residential standards including height, front, rear and side setbacks.

For this reason the concern does not warrant modification to the certified Amendment or Permit.

Precedent

Twenty representors expressed concern that the approval of this proposal will set a precedent for the further rezoning and subdivision of nearby Rural Living zoned land.

- **Comment**

Any proposal to rezone nearby land would need to be assessed in accordance with the relevant statutory processes at the time of application. While there may be a case for such a proposal it would need to be assessed on a case by case basis and ultimately determined on its merits.

For this reason it is considered that approval of this proposal would not create a precedent for further rezoning and the concern does not warrant modification to the certified Amendment or Permit.

Number of Lots

While many representors were opposed to the subdivision and others suggested the lots were too small, 3 representors specifically suggested that some form of subdivision would be appropriate and indicated that they would support 4-5 lots.

- **Comment**

The concerns relating to the proposed lot being too small are more readily addressed under the representations relating to character and capacity of the land to be developed (stormwater and wastewater). The indication that 4-5 lots would be more appropriate is noted but is not considered to be a concern that warrants modifications to the certified Amendment or Permit.

Property Values

One representor expressed concern that the proposal will impact existing property values.

- **Comment**

This claim is unsubstantiated and not a relevant planning consideration.

For this reason the concern does not warrant modifications to the certified Amendment or Permit.

5.7. Climate Change

Inundation and Rising Water Tables

Four representors expressed concern that the risk of flooding will be compounded by rising sea levels associated with climate change. This will have implications for magnitude and frequency of inundation events, rising water tables and reduced capacity for wastewater treatment.

It is submitted that Clifton Beech has been identified as an area at current and medium term risk due to rising water tables and this has not been taken into account by either the applicant or Council.

- **Comment**

The Dysart POS area is identified as medium risk in Clarence's climate change report on coastal areas. This is in relation to beach erosion and storm surge affecting the frontal dune. Elevations of properties are such that there is no expected risk of inundation. Should the area experience the effects of climate change, there will be greater implications for the broader community than from the effects that the POS will experience from inundation. It is considered that the concern does not warrant modifications to the certified Amendment or Permit.

5.8. Miscellaneous

Coastal Values and Wildlife

Ten representors were concerned that this proposal will impact fragile coastal values and wildlife including the eastern barred bandicoot, echidnas and birds (including fairy penguins, wild ducks, cockatoos, rosella's and native hens). It is submitted that these values and species will be at risk if this development is to proceed, compounded by potential increases in dog and cat populations with each new house.

- **Comment**

The site is not subject to the Scheme's Natural Assets Code. The site is located 250m away from the nearest mapped Natural Assets Code biodiversity protection area and separated by the existing houses in the Village Zone.

It is acknowledged that domestic pet populations will increase proportionally with housing density but is not considered to be a concern that warrants modifications to the certified Amendment or Permit.

Community Meeting

One representor provided an attachment to their submission identifying issues they raised at a local community meeting in opposition to the proposal. Other representors included the identified concerns as part of their submission.

- **Comment**

The submission is noted, however, the issues identified have been addressed as they have been raised and therefore the submission itself does not warrant modifications to the certified Amendment or Permit.

Coastal Inundation

Two representors noted that whilst 15 Dysart Street is not within the Coastal Inundation area, the Public Open Space, where it is proposed all the stormwater run-off from the road infrastructure should go, does in fact lie partly in this Coastal Inundation area. They submitted that this is a significant oversight and not mentioned at all in the application, not from the developer and nor from Council.

- **Comment**

The site is not subject to the Schemes' Inundation Code and as previously discussed the required drainage improvements in the Dysart Street POS are consistent with the exemptions provided for at Clause 6.2 (2 and 4). Accordingly, it is considered that the concern does not warrant modification to the certified Amendment or Permit.

Internet Speed

Two representors submitted that the internet speed in Clifton Beach is very slow and numerous residents are unable to connect to ADSL2 Broadband. The concern is that the additional development afforded by the approval of this rezoning will compound the issue.

- **Comment**

Internet service delivery is not a planning matter and on this basis the concern does not warrant modification to the certified Amendment or Permit.

Demand for POS

Given the number of submissions relating to Council's Dysart Street POS it is clearly a valued community asset/hub. Nine representors submitted that, as identified by Council, the proposal will generate additional demand for POS. The concern is that conversion of the existing POS to a detention swale will reduce the capacity of the land to serve its intended purpose, not in the best interest of the community and that the payment of POS in-lieu of land is not an acceptable alternative. Others submitted that additional POS land would be desirable.

- **Comment**

As detailed in Council's initiation report dated 14 June 2016 it is considered the proposal would result in an increase POS demand, hence a condition on the draft Permit requires a cash contribution in-lieu of POS (land). The contribution would therefore be available for the enhancement of Council's broader POS network (Capital improvements and/or land acquisition).

Ideally POS should not be encumbered by utilitarian functions such as drainage swales as reflected in Council's POS Policy. However, the Dysart Street POS already fulfils both roles.

In terms of additional POS, no Council strategies specifically identify the subject site as being required for recreational purposes.

It is considered that the concerns do not warrant modification to the certified Amendment or Permit.

Acceptable Solutions vs Performance Criteria

Four representors were concerned that the proposed subdivision is currently prohibited and although the applicant seeks to address this, the proposal fails to meet the Acceptable Solutions for internal lots, construction of roads, ways and public open space.

It was also submitted that internal lots are not consistent with Village Zone.

- **Comment**

As previously discussed, as an alternative to meeting any prescribed Acceptable Solution, a proposal may satisfy the relevant objective through satisfying the associated Performance Criteria. In this instance it is considered that the proposal meets the relevant Performance Criteria referred to in the representation.

Accordingly, it is considered that the representors concern does not warrant modification to the certified Amendment or Permit.

Draft Specific Area Plan

Three representors submitted that the Draft Specific Area Plan subdivision site as amended by Council is inadequate as it only relates to road corridor specifications and does not include the use of the land or other relevant matters such as residential compatible uses. Representor 45 submitted that there was currently no need for the road and the only reason the road would be required would be because of the new development it catered for.

- **Comment**

It is agreed that the road would service the future development. It is, however, not considered to be a concern that warrants modification to the certified Amendment or Permit.

Community Interests/Benefits

Four representors submitted that the: *“proposed development has not explained how this development could possibly be in the best interests of the community”*. Others queried how the proposal could achieve public safety.

- **Comment**

What constitutes the “best interests of the community” is subjective and will vary depending on context and community extent. The proposal would provide opportunity for a limited number of new dwellings that in time would integrate with and form part of the Clifton Beach community.

The potentially adverse impacts associated with the proposal are the subject of this report and have been addressed in detail above. Accordingly, it is considered that the representors concern in itself does not warrant modification to the certified Amendment or Permit.

Online Petition

Representor 41 flagged that an online petition had been commenced opposed to the proposal (available at www.ipetitions.com/petition/norezone). As at 23 August 2016 the petition had received 59 comments and 219 signatures.

- **Comment**

While the opposition is acknowledged, the “petition” was not submitted as required under Section 57 of the Local Government Act, 1993 and does not warrant modification to the certified Amendment or Permit.

5.9. Support**Opportunity**

Four representors expressed their support of the rezoning and associated subdivision proposal as it would provide an opportunity for a small number of people to move into the area, which would benefit the local community with minimal impact on local amenities.

- **Comment**

The representations do not warrant modification to the certified Amendment or Permit.

Applicant's Additional Submission

Applicant provided an additional submission on lot availability, traffic, Stormwater Management, On-site Wastewater Management and POS contribution (copy attached).

- **Comment**

The matters raised in the applicant's supplementary submission have been discussed in detail above and do not warrant modification to the certified Amendment or Permit.

6. STATE POLICIES AND ACT OBJECTIVES

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

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

7. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

The strategic implications for this Draft Amendment and associated subdivision proposal were outlined in Council's initiation Report and Associated Minutes dated 14 June 2016.

8. CONCLUSION

In accordance with the requirements of Section 39 LUPAA, Council is required to review its decision of 4 July 2016 in light of the representations received during the public exhibition period. The draft Amendment was supported by Council at its Meeting on 4 July 2016 and the substantive issues raised by the representors have previously been considered by Council; in particular the impacts are consistent with the growth strategy anticipated by Council when it initiated the Amendment – more housing would flow onto some visual and physical changes for the area, while the specific impacts of individual buildings are controlled by the schemes development standards.

For the reasons outlined in this report it is considered that no further modification to the Amendment is required, however, in response to the issues raised in the representations received changes to the Permit are warranted.

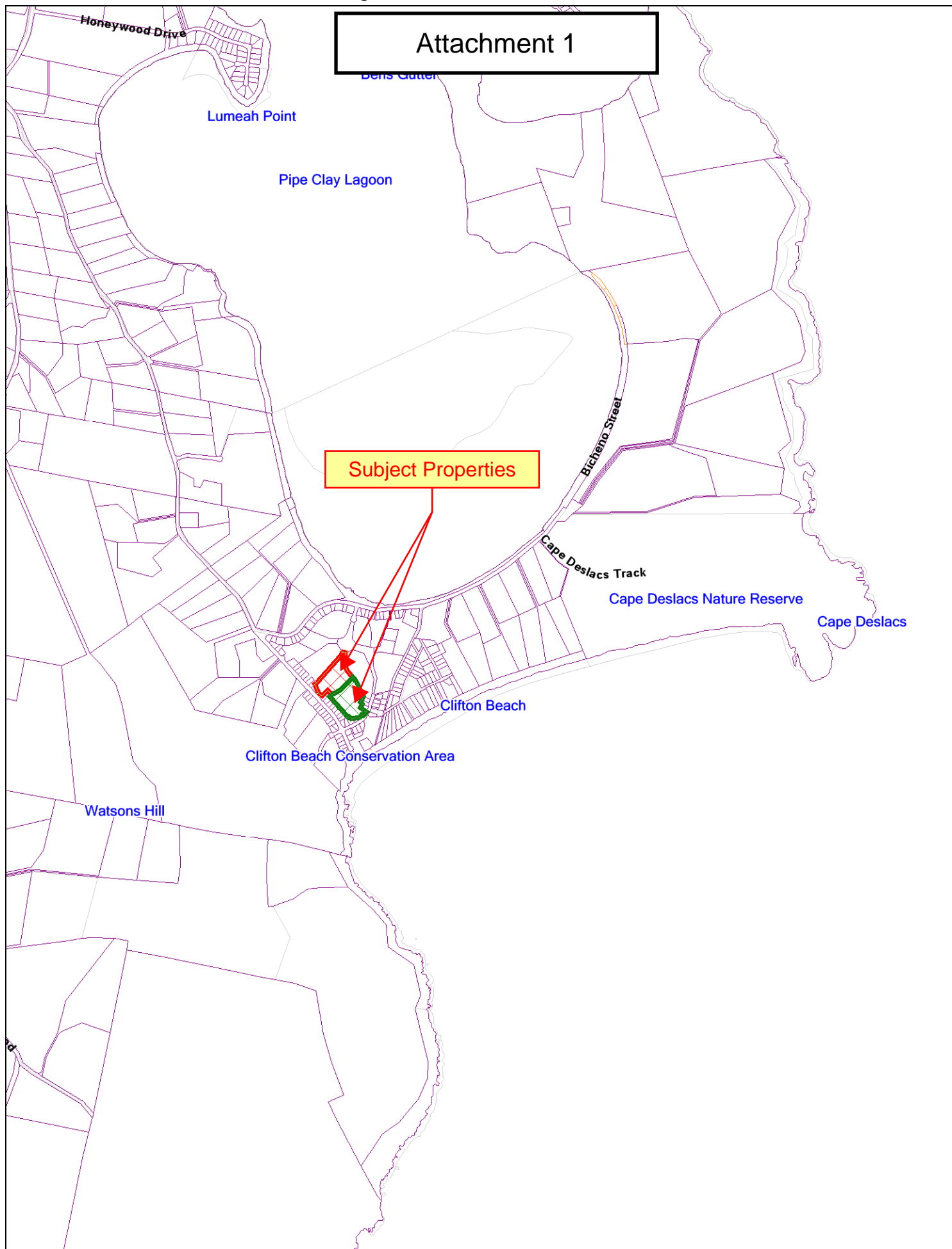
Any departure from this position will require a full statement of reasons in order to maintain the integrity of the Planning approval process.

Attachments: 1. Location Plan (1)
2. Proposed Subdivision Plan (1)
3. Applicant's Supplementary Submissions [x2] (4)

Ross Lovell
MANAGER CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.

Location Plan – 15 Dysart Street & 443 Clifton Beach Road



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:** Friday, 3 June 2016 **Scale:** 1:23,040 @A4

PLAN OF SUBDIVISION



PDA Surveyors

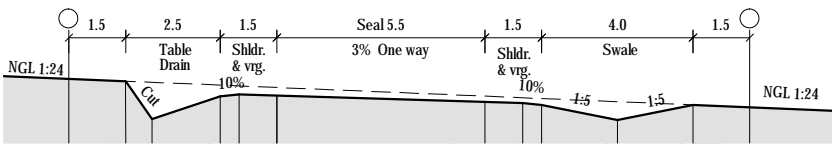
Surveying, Engineering & Planning

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Launceston & Burnie

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FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

Owner	Craig McDowall Terry & Kathryn Jane Terry	Location	15 Dysart Street, Clifton Beach	This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.							
Folio Ref.	FR 9247/7	Council	Clarence City Council Clarence Interim Planning Scheme 2015								
Schedule Of Easements	Existing Drainage Easement 1.52 Wide over Lot 1 to be carried forward. Proposed Drainage Easement 2.50 Wide over lots 10, 11, 12 in favour of Lots 9 - 12.										
Scale	1:1000	Date	23 February 2016	Our Ref.	S764C-1C	Map ref:	5452	GDA94 Centroid: E	542 675	N	5 240 180



TYPICAL 18.0m ROAD RESERVE
Scale 1:200

LEGEND

- TITLE/PROPOSED BOUNDARY
- SURROUNDING BOUNDARY
- FENCE
- OVERHEAD POWERLINE
- OPEN DRAIN
- WATERMAIN
- SEWER
- STORMWATER
- TPIT
- 0.2m CONTOUR INTERVAL
- TYPICAL BUILDING AREA



Attachment 3

The General Manager
Clarence City Council
PO Box 96
Rosny Park Tas 7018

Dear Sir/Madam,

RE: A-2015/2 & SD2015/50 15 Dysart Street and 443 Clifton Beach Road CLIFTON BEACH

We are writing in support of the above combined rezoning and subdivision application.

As the applicant and owners of 15 Dysart Street Clifton Beach there are some matters that have been raised during the advertising period that we wish to address further. While our original application addressed these matters we wish to reaffirm the following points.

A-2015/2

The rezoning of the land to create Village zoning will provide consolidation or infill within the existing developed village area. Clifton Beach has very few Village zoned lots available and a number of these are within the inundation overlay, whilst others are too small to contain the effluent of a single dwelling. The majority of these lots were created 40 years ago and it is unlikely that they will be built upon for the reasons mentioned. As the Village zoning only provides for single dwelling residential use, any further consolidation of existing developed lots is not possible. Further, the ability to adhere land from the existing Rural Living zone to the existing Village zone to provide consolidation is not possible under the planning scheme. Thus in line with the “very low” growth strategy recommended by the STRLUS, the creation of a limited number of additional lots achieved through realigning the Village zone boundary will provide an opportunity for consolidation within the Clifton Beach village area.

SD2015/50

Traffic

Any increased traffic flow generated by this development in Dysart Street will be minimal. When fully developed, based on 8 traffic movements per lot per day, it is estimated there will be just over 100 additional traffic movements per day or 4.3 traffic movements per hour. This minimal increase will not significantly impact on the traffic movement along Clifton Beach Road or Dysart Street. The increase in traffic in Dysart Street will not increase any safety issues for residents, given that a residential street speed limit of 50km/hr applies. It is further noted that within the built up area of Clifton Beach Road it is signposted at 40km/hr, which could be considered for Dysart Street and the proposed road to further reduce traffic speed. To mitigate any traffic safety issues, the proposed new road will include adequate sight distances and a properly engineered and constructed intersection.

Stormwater management

This proposal will adopt best practice stormwater management using Water Sensitive Urban Design principles. In our discussions with Council we were aware that with peak rainfall events the drainage system in the existing Dysart Street Park has been inadequate. This has been comprehensively addressed in Council's engineering assessment and the proposed engineering design requirements for the subdivision. We note that a drainage system is designed to cater for a 1 in 20 year peak event and, like all other drainage systems; it will not cater for occasional events of greater magnitude. This proposed development will however allow for the improvement and development of additional stormwater detention/soakage/rainwater gardens in the Council's Dysart Street Park that will assist in alleviating this existing problem in peak rain events. The use of Water Sensitive Urban Design principles in the subdivision design will minimise any stormwater discharge from the site through the use of swale drains, onsite rainwater detention tanks and soakage beds.

On-site Wastewater management

The geotechnical report prepared by Rocksolid Geotechnics clearly identifies that a lot size of 1000m² provides an acceptable solution to E.23.9.1 of the Planning Scheme. Every proposed lot is greater than 1000m² and will accommodate a land application area in compliance with the requirements of AS/NZ1547 for a dwelling containing a minimum of 3 bedrooms.

Public Open Space Contribution

Council have recommended a public open space contribution in lieu of land for this proposed development. The contribution applicable to this development will be in the order of \$15,000. Subject to Council agreement, these funds could be utilised to provide improved community infrastructure for the local park in Dysart Street.

We would appreciate that, prior to finalisation of Council's report, we are provided with an opportunity to respond to any matters raised in any representations received by Council during the advertising period.

Kind regards

Kathryn and Craig Terry

29 August 2016

The General Manger
Clarence City Council
PO Box 96
Rosny Park TAS 7019

Attention: Dan Ford

Dear Dan

**15 Dysart Street Clifton Beach
A-2015/2 Rezoning and Subdivision**

Thank you for forwarding your summary of the matters that were raised in the representations received by Council.

As the proponents of this application we ensured we were aware of the community feelings, discussions, meetings, social media forums and petitions that related to this application prior to and during the advertising period.

The number of representations shows the strong sense of community that exists with the residents of Clifton Beach but has also provided residents with an opportunity to "air/voice" a number of other issues. While a number of the concerns raised do not relate to this application they are noted. Concerns were raised regarding the safety of the intersection with the South Arm highway and existing Clifton Beach roads, the lack of existing footpaths, the lack of on street parking, poor telecommunication service and inadequate and poor waste water treatment systems. We note that that most of these general observations are not supported by any evidence and cannot be addressed in our application.

The representations failed to address the fact that rezoning this land will also create the possibility of boundary adjustments with any of the 12 adjoining village-zoned lots. These adjoining lots are all of around 700m² and for most there is insufficient land to adequately contain their waste water let alone excess stormwater. Prior to submitting this application we were approached by several adjoining owners who wanted to purchase additional land but the existing zoning arrangement prevent any subdivision or boundary adjustment to facilitate increasing the size of their adjoining properties.

Our application comprehensively addressed all planning issues as well as the issue of drainage in the low-lying area of the Dysart Street Park. We note that this issue has existed for at least the last 30 years and to date it has not been addressed. During this time there have been major engineering improvements in urban design methods addressing stormwater treatment, which when implemented will provide a solution to the existing problem.

The issue raised regarding waste water disposal and faecal contamination results from a combination of the aging nature of the existing septic tanks (40+ years) in the existing village zoned properties that potentially have not been properly maintained and the size and location of some of the existing lots not being conducive to efficient effluent disposal. Our geotechnical advice as supplied to Council is that septic tanks are not satisfactory for this site and that a modern Aerated Waste Water Treatment System as proposed will provide correct effluent disposal.

Ensuring adequate primary onsite stormwater detention was and is a primary objective of our application. We did approach Councils Engineer Max Melton regarding providing primary onsite stormwater detention however Max was of the opinion that addressing the inadequacies of the existing area in the Dysart Street park would provide a better outcome for both Council and the local residents. Our initial proposal sought to incorporate onsite stormwater detention in an area to be dedicated as public open space, however this was also deemed inappropriate by Council due to its close proximity to the existing Dysart Street Park.

We believe that this proposal aligns with the regional settlement strategy for Southern Tasmania. It facilitates the consolidation and strengthening of Clifton Beach with minimal detrimental impacts in an area that is free from hazards such as sea-level rise, flooding and bushfire. It maximises the use of existing infrastructure without placing further pressure on existing services in the area while also providing an opportunity to address existing environmental issues caused by stormwater and on-site wastewater.

We thank you for your time in considering this.

Yours faithfully



Craig & Kathryn Terry

11.4 CUSTOMER SERVICE

Nil Items.

11.5 ASSET MANAGEMENT**11.5.1 RICHMOND ROAD MASTER PLAN – COUNCIL SUBMISSION ON PUBLIC CONSULTATION**

(File No R008)

EXECUTIVE SUMMARY**PURPOSE**

To seek Council approval to make a submission on the Department of State Growth (DSG) Richmond Road Master Plan.

RELATION TO EXISTING POLICY/PLANS

Council's adopted Strategic Plan 2010-2015, Bicycle Strategy 2013-2017 and associated Bicycle Action Plan 2013-2017 are relevant.

LEGISLATIVE REQUIREMENTS

Not applicable.

CONSULTATION

Officers from DSG have previously presented the Richmond Road Master Plan at a Council Workshop; the plan is now open for public consultation.

FINANCIAL IMPLICATIONS

There are no implications from making a submission to DSG on the Richmond Road Master Plan.

RECOMMENDATION:

That Council authorises the General Manager to make a submission to the Department of State Growth on the Richmond Road Master Plan covering the following points:

- generally indicating appreciation for improvements in Richmond Road;
- Council's wish is for 1.5m cycle lanes to avoid future legacy issues and to give connectivity to the rest of the network;
- the Richmond Road Master Plan ensures all the mature elm trees along Richmond Road are preserved and are not removed or damaged in any way;
- the Department of State Growth consider a community information process to deal with the contradiction of a better road and likely speed environment with proposed speed limit reduction; and
- request some physical changes/thresholds prior to 50kph zone associated with the Richmond Heavy Vehicle Link.

RICHMOND ROAD MASTER PLAN – COUNCIL SUBMISSION ON PUBLIC CONSULTATION /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** For a number of years the community and Council have urged DSG to upgrade the width of Richmond Road and to invest in cycle way infrastructure along Richmond Road.
- 1.2.** At its Workshop held on 20 June 2016, DSG presented a draft Richmond Road Master Plan to Council. The main features presented at the time indicated that:
- community consultation would occur;
 - works scheduled to take place in 2017/2018;
 - funds only sufficient to undertake works to the vicinity of Malcolms Hutt Road; and
 - works do not include the section from Cambridge Road to Jane Lane (potential Council section of the road when the Cambridge Bypass is built).
- 1.3.** This Agenda Item deals with the proposal from DSG.

2. REPORT IN DETAIL

- 2.1.** The major issues identified by DSG with Richmond Road can be summarised as:
- over time the traffic using the road has increased, including the number of heavy commercial vehicles;
 - there are a wide range of different road users, with a mix including additional tourist traffic, commuters and cyclists;

- the current width of the traffic lanes is less than desirable with not unsealed shoulders, requiring cyclists to travel on the traffic lane;
- the road alignment follows the land and includes many crests that reduce visibility to approaching vehicles, as well as to the rear of turning vehicles;
- there are also a number of horizontal curves that require drivers to slow down to negotiate at safe, reduced speeds;
- an increase in roadside development along the road corridor, such as winery and cellar door sales, has increased the volume and frequency of traffic turning on and off the road.

2.2. The Richmond Road Master Plan indicates the following improvements:

- sealed shoulders and edge lines;
- improvements to major junctions;
- curve improvements;
- lowering the speed limit to 80kph;
- roadside drainage; and
- targeted clearing of roadside vegetation.

2.3. Council held another workshop session on this proposal on 29 August 2016.

2.4. Firstly Council should recognise and be appreciative of the general improvement in this important tourism road within then city. However, the community and cyclists have for a number of years wanted a better treatment of the road in terms of cycling infrastructure.

- 2.5.** The plan recognises this but fails to adopt the positive provisioning of cycling infrastructure for this road. Given the level of investment, DSG should invest in formal bike lanes; 1.50m minimum according to the Austroads guidelines and as per the Tasmanian Government Policy – *“Positive Provision Policy for Cycling Infrastructure - Mainstreaming the Provision of Cycling Facilities as Part of Transport Projects and Maintenance of Cycling Space”* rather than the 1m sealed shoulder.

While it is acknowledged that this policy only applies on Principal Urban Cycling Routes and Richmond Road is not a Principal Urban Cycling Route by definition under the policy; however, it makes sense to use good design principles and future proof the infrastructure rather than create a legacy issue for future generations of road users.

This approach is reflected in the State Government’s Tasmanian Walking and Active Transport Strategy where it states on Page 16: *“We will work to maximise the useability of existing and future walking and cycling infrastructure on State Roads for all users, including provision and maintenance of infrastructure to an appropriate standard”*.

- 2.6.** The above deals with the appropriateness of the infrastructure provided. It is appropriate that the new works on Richmond Road link to the the bike lanes which already exist along Kennedy Drive and the proposed upgrade of Holyman Avenue which will accommodate on-road bike lanes. Such formal bike lanes will provide a huge economic benefit to the major destinations in the Coal River Valley such as Richmond and the myriad of business along Richmond Road. In addition the bike lanes will connect with the Airport and possibly Hobart in a future link.

- 2.7.** The other issue which needs to be addressed is the potential conflicting messages being sent out by DSG as part of this upgrade. Generally the traffic upgrade and the provision of turning lanes at major intersections is a worthwhile improvement. However, the upgrading of Richmond Road by smoothing out curves and crests and clearing roadside vegetation will create a better road and roadside environment, which will encourage higher speeds. This seems a direct contradiction to the proposed speed limit reduction. On that basis it is recommended that DSG have a community information process to explain more fully the rationale for these potentially contradictory elements of the Richmond Road Master Plan.
- 2.8.** There seems to be no details associated with the provision of some physical changes/thresholds required before Richmond Heavy Vehicle Link Road to indicate a change from 80 kph to 50kph; this may be a detail design issue but still needs to be indicated as part of the Richmond Road Master Plan.
- 2.9.** In summary the proposed Richmond Road Master Plan deals with issues raised by the change in function that Richmond Road now plays in the City's road network, as well as addressing matters identified in the DSG assessment of issues on the road.

3. CONSULTATION

3.1. Community Consultation

The Richmond Road Master Plan is open for comment from members of the public and interested stakeholders until 31 August 2016.

3.2. State/Local Government Protocol

The project manager at DSG has granted Council an extension of time to make comment.

3.3. Other

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. Council's Strategic Plan 2010-2015 under the Goal Area Social Inclusion contains the following Community Safety and Well-being Strategy to: *"Provide essential infrastructure to support, sustain and enhance community safety and social well-being"*.

4.2. Council's Strategic Plan 2010-2015 under the Goal Area Social Inclusion has the following Public Spaces and Amenity Strategy to:

- "Develop Plans to improve the amenity of public spaces, including:*
- Implementation of Tracks and Trails Plan and Cycle Plan"*.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Under the Planning Scheme the mature elm trees in the vicinity of the University Farm are covered under the heritage provisions of the Planning Scheme. These elm trees will be protected under the provisions of their heritage listing under the Planning Scheme. However, there are some trees on the western side of the road that are not heritage listed but none the less contribute to the scenic amenity of the tourism drive along the road. The Richmond Road Master Plan should ensure that all the trees are protected and not removed or damaged in any way.

7. FINANCIAL IMPLICATIONS

There is no funding implication in making a submission to DSG on the Richmond Road Master Plan.

8. ANY OTHER UNIQUE ISSUES

- 8.1.** Richmond Road has been identified in Council’s adopted Bicycle Strategy and Action Plan 2013-2017.
- 8.2.** DSG released a “Tasmanian Walking and Cycling for Active Transport Strategy 2010” and 1 of the priorities was to improve infrastructure and facilities that support walking and cycling for transport.
- 8.3.** DSG has also released a “Positive Provision Policy for Cycling Infrastructure”. In the words of the policy: *“The purpose of this policy is to help achieve those Priorities (set out in the “Tasmanian Walking and Cycling for Active Transport Strategy 2010”) by establishing a set of criteria for mainstreaming the provision of transport oriented cycle facilities as part of transport projects and maintaining these facilities at an acceptable standard through maintenance contracts on State-owned roads”.*

9. CONCLUSION

- 9.1.** The Richmond Road Master Plan has been designed to provide the necessary infrastructure to deal with the increased traffic while still meeting the safety and amenity needs of the community and road users.
- 9.2.** It is recommended that Council adopt the Richmond Road Master Plan with the following additions:
- Council’s wish is for 1.5m cycle lanes to avoid future legacy issues with cycling infrastructure and give connectivity to the rest of the network;
 - the heritage nature of the mature elm trees is recognised and that all the trees are protected and not removed or damaged in any way;

- the Department of State Growth consider a community information process to deal with the contradiction of a better road and likely speed environment with proposed speed limit reduction; and
- request some physical changes/thresholds prior to 50kph zone associated with the Richmond Heavy Vehicle Link.

Attachments: 1. Richmond Road Master Plan (4)

Ross Graham

ACTING GROUP MANAGER ASSET MANAGEMENT



our **Roads** for
Future

Ro 8
RECEIVED
22 AUG 2016
BY: RECORDS

Richmond Road Cambridge to Richmond Master Plan



Tasmanian
Government

Richmond Road - Cambridge to Richmond

Master Plan

The Richmond Road Master Plan examines the current traffic related issues for road users traveling between Cambridge and Richmond. Possible treatments and priority actions for improving road safety have been identified.

ISSUES

- Over time the traffic using the road has increased, including the number of heavy commercial vehicles
- There are a wide range of different road users, with a mix including additional tourist traffic, commuters and cyclists
- The current width of the traffic lanes is less than desirable with not unsealed shoulders, requiring cyclists to travel on the traffic lane
- The road alignment follows the land and includes many crests that reduce the visibility to approaching vehicles, as well as to the rear of turning vehicles
- There are also a number of horizontal curves that require drivers to slow down to negotiate at safe, reduced speeds
- An increase in roadside development along the road corridor, such as winery and cellar door sales, has increased the volume and frequency of traffic turning on and off the road

CRASH PROBLEM

Crash data indicates that there have been a number of motor vehicle fatalities and serious injuries between Cambridge and Richmond. Some of these crashes are clustered where particular attention will be given to the proposed treatment but there are also many spread along this length of the road.

VEHICLE SPEEDS

Between the end of the 60 km/h speed zone in Cambridge and the 50 km/h speed zone in Richmond, a distance of 12.5 km, the 100 km/h speed zone applies to two thirds (8.2 kilometres) between Jane Lane and the Duckhole Rivulet. Data indicates that a majority of road users are travelling closer to 80 km/h rather than at the posted speed limit of 100 km/h.

ROAD CHARACTER

Richmond Road is an important tourist route with pleasant views over a rural landscape, as well as avenue like sections lined with oak trees, noticeable at the Cambridge end. It is important to ensure that the character of the road corridor is not adversely impacted through road improvements. Significantly altering the road alignment is not being considered, so that the existing tree-lined vistas that visitors and locals alike appreciate is maintained.

POSSIBLE TREATMENTS

Taking into account these factors, possible treatments for upgrading of the road include the following:

- **Sealed shoulders and edgelines** to provide a road pavement cross-section of a minimum of 8 metres. This may include some minor acquisition to fit the shoulder sealing, which these will be identified as the design is progressed.

- **Improvements to major junctions** of Denholms Road, Boyes Street (Dulcot) and Malcolms Hut Road to include right and left turn facilities.
- **Curve improvements** at several locations to improve horizontal and vertical alignment.
- **Lowering the speed limit to 80 km/h**, reducing the differential between slow-moving agricultural vehicles, tourists who aren't familiar with the road and locals. At the Cambridge end, the 80 km/h speed zone has recently been extended to Jane Lane.
- **Roadside drainage** provision where required to protect the pavement.
- **Targeted clearing of roadside vegetation** to maximise sight lines.



Examples of sealed shoulders at:

← Duckhole Rivulet

Coal River Farm access →



FUTURE STAGE

An additional element to be undertaken as a future stage is the construction of the Cambridge Link Road from the roundabout at the Acton Interchange on the Tasman Highway through to the vicinity of Jane Lane. This will provide a more direct alternative for many of the commercial vehicles that currently travel through the Cambridge village. A further investment will be required to proceed with this link, which will require a bridge structure over Barilla Rivulet.



FUNDING AVAILABLE

The proposed upgrading of the road between Cambridge and Richmond is intended to provide a safer, more consistent environment for all road users. \$6.5 million has been committed by the Tasmanian Government for investment over the next 4 years towards the upgrading.

DEPARTMENTAL PRIORITIES

1. Shoulder sealing commencing at Jane Lane to Richmond (additional funding may be required)
2. Reducing speed limit to 80 km/h
3. Curve improvements near Hanslows Road and Malcolms Hut Road
4. Providing right and left turn facilities at Denholms Road, Boyes Street and Malcolms Hut Road as part of shoulder sealing
5. Providing the Cambridge Link Road (currently not funded)

11.5.2 CLARENCE PLAINS RESERVE ACTIVITY PLAN – 2016-2020

(File No 12-06-08)

EXECUTIVE SUMMARY**PURPOSE**

To consider the adoption of the Clarence Plains Reserve Activity Plan 2016-2020 following community consultation.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2010-2015 and Community Participation Policy are relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Consultation with the community was undertaken in accordance with Council's Community Participation Policy.

FINANCIAL IMPLICATIONS

The adoption of the Clarence Plains Reserve Activity Plan 2016-2020 has no direct financial impact. The implementation of the Clarence Plains Reserve Activity Plan 2016-2020 is planned to be staged over a number of financial years, subject to Council approval of future Annual Plans.

RECOMMENDATION:

- A. That Council incorporates the following additional items in the Clarence Plains Reserve Activity Plan 2016-2020;
- recognition of the importance of the saltmarsh and encourage Council to pursue the purchase or management rights to the saltmarsh;
 - modify Table 1 to include identification of edible native species together with associated interpretation signage;
 - installation of appropriately designed kerb ramps to provide access to Clarendon Vale Rivulet walking track for people who rely on mobility aids;
 - include in Section 16 that the proposed interpretation signage include prominent local native flora;
 - acknowledge Rokeby High School's historical and future interest in participating in Reserve management activities; and
 - recognise the impacts free ranging horses are having on the Clarence Plains Rivulet.
- B. That Council adopts the Clarence Plains Reserve Activity Plan 2016-2020 including the modifications detailed in "A" above.

CLARENCE PLAINS RESERVE ACTIVITY PLAN – 2016-2020 /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council provided funding in the 2015/2016 Annual Plan for the development of the Clarence Plains Reserve Activity Plan 2016-2020 (Plan).
- 1.2.** Tasflora was engaged to develop the Plan which involved initial consultation with local community members and some key stakeholder groups with an on-site “walk and talk” event providing an opportunity for input into the development of the draft Plan.
- 1.3.** Aldermen were provided with a copy of the draft Plan as part of the Weekly Briefing Report distributed on 17 June 2016. The Briefing Report outlined the following consultation process:
 - advertisement in the Eastern Shore Sun newspaper, February 2016, inviting comment on the draft Clarence Plains Reserve Activity Plan 2016-2020;
 - distribution to local residents and stakeholders of the Clarence Plains Reserve Report Cards which reviews the key attributes of the Clarence Plains Reserve and presents a summary of the major recommendations in the plan;
 - place on Council’s website the draft Clarence Plains Reserve Activity Plan 2016-2020 inviting people to complete the feedback form; and
 - display the draft Clarence Plains Reserve Activity Plan in the Council Office foyer inviting people to complete the feedback form and drop it in the box.

- 1.4.** A total of 1,029 local property owners and residents were sent, by mail, the Clarence Plains Reserve Report Card inviting comment in relation to the draft Clarence Plains Reserve Activity Plan 2016-2020. Consultation closed on Thursday, 14 July 2016.
- 1.5.** Following the community consultation 15 responses were received or a response rate of 1.4%.

2. REPORT IN DETAIL

- 2.1.** The Plan relates to several existing reserves, they being:

- Clarence Plains Riparian Reserves comprising 45 and 45A Goodwins Road, 10 Reynolds Road, 21 Grange Road East and 60A Droughty Point Road;
- Public Reserves comprising 10 Grange Road West and 36 Duntroon Drive;
- Rokeby Beach Coastal Reserve comprising 89, 91a, 103 and 161 Droughty Point Road.

- 2.2.** Issues identified from the initial key stakeholder, “walk and talk” session and written community feedback are:

- investigating a Clarence Plains Rivulet greenway along the length of the rivulet to Rokeby Beach;
- constructing a high standard track linking to Glebe Hill Estate from the existing Rivulet Track;
- upgrading the track between Clarence Plains Youth Centre and Emmanuel School;
- establishing formal access to the isolated section of the rivulet located at 60A Droughty Point Road;
- establishing a kayaking hub at Rokeby Beach;
- undertaking weed control and revegetation activities;

- engaging and supporting Green Army or Work for the Dole teams to improve the rivulet's condition; and
- actively supporting local schools, Landcare and community groups in the long term enhancement of the rivulet's greenway.

2.3. The Plan sets out actions to address the issues raised as part of the consultation as well as the statutory and environmental management responsibilities Council has as a landowner. The main themes addressed in the Plan are:

- site values – vegetation, fauna, cultural heritage and history;
- recreational values;
- educational values;
- landscape setting and connectivity;
- weed management;
- management of fauna and flora habitat;
- regeneration and revegetation;
- Riparian zone management;
- fauna habitat management;
- vegetation and fauna monitoring;
- reserve entrances;
- tracks and trails;
- fire management;
- coastal erosion and inundation;
- infrastructure;
- community participation and awareness;
- monitoring and evaluation; implementation plan; and
- future priorities.

2.4. The main objectives of the Plan are to:

- ensure the Reserve is sustainably managed to preserve and enhance its natural, cultural and social values;
- identify priority management activities to be undertaken within the Reserve by Council, community groups and/or volunteers as resources become available during the period 2016-2020; and
- encourage community involvement through raising awareness of the Reserve's values and encourage participation in activities to minimise threats to these values.

2.5. There were 15 written responses received as a result of the public consultation with recommended amendments to the draft Plan.

Issue/Comment from Responses	Response/Action
The plan should recognise European settlement in the Clarence Plains area.	No change - Section 4.3.2 provides an overview of European heritage relevant to the Reserves.
Omitted from the plan was any mention of the saltmarsh at the mouth of the Clarence Plains Rivulet. It is vital to protect this important eco-system, the pressures on this special patch are increasing and overwhelming, and there is no protective vegetation buffer for the saltmarsh.	The saltmarsh is in private ownership, hence outside the scope of the plan. In the event that the saltmarsh is acquired by Council, an addendum to this plan can be developed to ensure best practice. Recommendation - the plan be amended to include a brief section on the saltmarsh and including a recommendation which promotes the importance of Council continuing to pursue the purchase or management rights to the saltmarsh.

Issue/Comment from Responses	Response/Action
We encourage the planting of appropriate edible native plants along the route to align with community desires to expand the local edible landscape.	Recommendation - alter Table 1 to include a recommendation to identify and plant appropriate edible native species, together with associated interpretation signage.
Water quality is imperative to the plan (that means removing cars in the creek polluting all the waterways connected to it).	No change - Section 16 addresses general rubbish removal in Clarence Plains Rivulet.
What is the water quality of the rivulet and is the watercress growing in it fit for human consumption?	No change - the plan recommends on-going water quality monitoring of the rivulet.
Works needs to be done to protect and encourage the birds (notes that finches, scarlet robins and blue wrens have been observed).	No change - Sections 9 and 10 make recommendations to monitor and protect these values.
Need to consider access to the Clarendon Vale Rivulet walking track for people who rely on mobility aids.	Recommendation - include a recommendation to install appropriately designed kerb ramp crossings in this area.
Will upgrading the walking track between 10 Grange Road West and Emmanuel Christian School impact the school?	No change - the intent is to gravel the surface and repair existing fences as well as selectively revegetate in appropriate locations as a possible Council supported school land care activity. This will not affect the school.
Will establishing formal access to 60a Droughty Point Road affect Emmanuel Christian School?	No change - this will involve a staged project based on initial discussions with property owners in Chipmans Road and Droughty Point Road to facilitate formal access.
Emmanuel Christian School has a boundary on the Clarence Plains Rivulet, has there been any consideration of the state of the rivulet or public access to that area? Is the upgrade of the walking track likely to affect Emmanuel Christian School?	No change - Section 4.6 describes the Clarence Plains Riparian Greenway concept which will involve a major improvement of a few degraded sections of the rivulet, including the area adjacent to the school. The school will be consulted about this activity.

Issue/Comment from Responses	Response/Action
Overhead access, across Rokeby Road to Droughty Point Road is preferred by the community.	No change - Section 4.6 notes that the preferred option for pedestrian access across Rokeby Road will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
An underpass to cross Rokeby Road is not desirable but if it is pursued it must address the safety issues that have arisen with other underpasses in the local area	No change - Section 4.6 notes that the preferred option for pedestrian access across Rokeby Road will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
Would like to see a pathway much more improved than the current one to Grange Road, path is uneven.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
Would like a footpath of some kind from Rokeby Beach along the length of the rivulet to Grange Road.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
The risk of trail bike use of any upgraded track/path must be addressed in the design, eg in the use of gates periodically along the path where the path narrows.	No change - the on-going issue of trail bikes has been noted by Council via a community consultation process, and will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
We see value in exploring access corridors that are safe and visible that cross the South Arm Highway near the turn off to Mockridge Road and again further up towards Howrah to allow access to residents on the western side of the highway.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
Toilet facilities would be appreciated at Rokeby Beach.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway. Can be considered during the next review of infrastructure requirements in the Plan in 2020.
We encourage the construction of seats along the trail with space set aside for future art instalments that are in keeping with the values of the area.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.

Issue/Comment from Responses	Response/Action
All trees and plants along the rivulet should be named for public record and the same for all the wildlife there.	Recommendation - Section 16 be amended to note prominent local native flora be identified on the proposed interpretation signage as naming all the native species along the rivulet would be resource intensive and potentially subject to vandalism.
Improve signage for historic trail.	No change - Section 16 recommends an interpretation sign be installed that expands the historic heritage information that is already provided by the Old Rokeby Historic Trail signage.
Rokeby High School views the reserve as a natural and local outdoor educational facility in which we would like to work more closely, in terms of providing quality education eg water sampling stations, biome study points, planting and bush tucker and other activities.	Recommendation - the Plan be amended to note Rokeby High School's historical and future interest in participating in Reserve management activities.
Suggest that lighting and art along the proposed Greenway is given a priority to promote safe use and also serve as a beacon for the values attracted to urban development for all those who live and drive past this space.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
We encourage Council to commit adequate resources to implement the recommendations.	No change - Council will consider funding for implementation of the Plan along with other priorities during Annual Plan considerations.
The DoE has recently made significant contributions to the physical presentation of the spaces adjacent to the reserves and we encourage development and funding that assists quality interagency brands help to collaborate their efforts to create a positive and vibrant destination to live and engage in healthy lifestyles.	No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.

Issue/Comment from Responses	Response/Action
<p>The DoE has recently made significant contributions to the physical presentation of the spaces adjacent to the reserves and we encourage development and funding that assists quality interagency brands help to collaborate their efforts to create a positive and vibrant destination to live and engage in healthy lifestyles.</p>	<p>No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.</p>
<p>The people who own properties along Duntroon Drive should have the right to purchase a portion of land on the reserve that extends from their own property at 36 Duntroon Drive. Trail bike riders use this reserve all the time and this would help prevent this as well. Money made from sale could be used to do a better job to the rest of the reserves and their upkeep.</p>	<p>No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway. Potential sale of public land requires a specific process under the Local Government Act.</p>
<p>It would be a grave mistake to sell off Council owned land at 36 Duntroon Drive and 10 Grange Road West to fund a feasibility study. The close proximity of these parcels of land to the Rivulet environs should make them a vital asset to the plan. We strongly urge you to instead consider revegetating these areas as inclusion in the “Greenway” plan.</p>	<p>No change - the feasibility study will be a stand-alone study funded separately. Although the Plan does mention that one of many options for funding of the Greenway maybe the sale of land, there are many other funding mechanisms to explore based on the outcomes of the feasibility study.</p>
<p>We would strongly urge you to consider all land within 100-200m of the Clarence Plains Rivulet, saltmarsh and Rokeby Beach be considered as an on-going long term “revegetation zone” as the historical land clearing and inappropriate development/usage has greatly contributed to the significant environmental pressures these areas are currently suffering.</p>	<p>No change - this will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.</p>

Issue/Comment from Responses	Response/Action
Several written and verbal submissions made comment regarding trail bikes along 36 Duntroon Drive.	No change - the on-going issue of trail bikes has been noted by Council via a community consultation process, and will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
60a Droughty Point Road appears to have no fencing in place, and we have witnessed a number of times, neighbouring horses running and roaming freely right up to the Rivulet's edge. Council should consider an education program to make property owners aware of the environmental pressures on the Rivulet that these animals create, and the possibility of supporting a small revegetation program for the riparian zone of each grazing property backing onto the Rivulet.	Recommendation - the Plan be amended to note free ranging horses as an issue in this area, and the need for this to be addressed via the proposed feasibility study into a Clarence Plains Riparian Greenway.
Trail bikes continue to be a menace and do so much damage. Need strategies to exclude trail bikes from the area totally.	No change - the on-going issue of trail bikes has been noted by Council via a community consultation process, and will be examined via the proposed feasibility study into a Clarence Plains Riparian Greenway.
General maintenance in the area including collecting rubbish from the Rivulet and surrounding areas.	No change - Section 16 addresses general rubbish removal in Clarence Plains Rivulet.
If appropriate infrastructure is put in place it opens up a pathway for the Clarendon Vale Football Oval to be increasingly patronised with co-ordinated sport as an extension of the Rokeby High School's development.	No change.
Maintain the historic reserve/seating area in Droughty Point Road.	No change - the area mentioned is managed by Parks and Wildlife Service, and outside the scope of this Plan.

Issue/Comment from Responses	Response/Action
Droughty Point Road requires upgrading including footpath, better access turning towards Lauderdale.	No change - outside the scope of this Plan.
Parking needs a separate plan but still needs to be considered and we see an ideal location for this in the vicinity of the entrance to Mockridge Road.	No change - outside the scope of this Plan.
We would welcome funding to help contribute to an area directly adjacent to the reserve on school grounds that could be used as a “Farmers Market”.	No change - outside the scope of this Plan.
Multi storey car parks should be provided instead of hectares of good and valuable land covered in asphalt eg the Quay car park and Winkleigh Place.	No change - outside the scope of this Plan.

- 2.6.** A key component of the Plan is contained in Recommendation 2, which states: *“Undertake a feasibility study into the development of a Clarence Plains Riparian Greenway, incorporating a continuous biodiversity corridor and walking track along Clarence Plains Rivulet between Goodwins Road and Rokeby Beach”.*

This recommendation is a key aspect of the Plan which proposes to provide connectivity, via a walking track, to all sections of the Clarence Plains Rivulet and to provide a vegetated corridor enhancing the environmental values of the Rivulet including the native flora and fauna. From the community feedback it is obvious that a number of respondents value this recommendation and encourage Council to strongly consider adopting this action.

3. CONSULTATION

3.1. Community Consultation

Consultation with the community was in accordance with Council’s Community Participation Policy.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. Council's Strategic Plan 2010-2015 under the Goal Area Environment has the following Natural Environment Strategy to: *"Develop bushland and coastal management plans"*.

4.2. Council's Strategic Plan 2010/2015 under the Goal Area Social Inclusion has the following Public Spaces and Amenity Strategy to: *"Develop plans to improve the amenity of public spaces"*.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

It is proposed that the development of the Plan will be staged over a number of financial years, subject to Council approval as part of future Annual Plans.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. The Clarence Plains Reserve Activity Plan 2016-2020 provides guidance and direction for activities undertaken within the Reserve by Council, community groups, volunteers and the Clarendon Vale and Rokeby communities.

- 9.2.** There are a number of recommended changes to the draft Clarence Plains Reserve Activity Plan 2016-2020 as a result of the public consultation which Council must consider when adopting the final Clarence Plains Reserve Activity Plan 2016-2020.

Attachments: 1. Draft Clarence Plains Reserve Activity Plan 2016-2020 (46)

Ross Graham

ACTING GROUP MANAGER ASSET MANAGEMENT



Reserve Activity Plan

2016 - 2020

CLARENCE PLAINS RESERVES

ADVICE PREPARED BY
TASFLORA FOR
CLARENCE CITY COUNCIL
JUNE 2016



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Weed Control and Native Vegetation Specialists

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1 BACKGROUND

This Reserve Activity Plan relates to several reserves within the Clarence Plains catchment on Hobart's eastern shore: the Clarence Plains Riparian Reserves, the Rokeby Beach Coastal Reserves and two currently undeveloped Public Reserves in the suburb of Rokeby. Central to these Reserves is the natural waterway of Clarence Plains Rivulet, with its surrounding native vegetation providing a biodiversity linkage between Clarendon Vale and Rokeby. The Reserves are valued by locals for their natural setting, recreational opportunities and heritage values.

The Reserves form part of the Clarence Plains Catchment, for which a *Clarence Plains Catchment Management Plan* was developed in 1998.¹ Tranmere-Clarence Plains Land and Coastcare Inc. (TACPLACI) has played an active role in caring for the public open space along Clarence Plains Rivulet between Goodwins Road and Rokeby Road over the past 20 years, and key activities undertaken under this plan have included restoration works (weed control, revegetation), the construction of a sealed walkway and the installation of Old Rokeby Historic Trail interpretation signs. In 2014, a draft *Clarence Plains Environmental Management Plan* was developed to replace the 1998 plan; however this has not yet been released for public consultation.² A weed management plan and a bushfire management plan have also served to guide management activities in the Riparian Reserves between Goodwins Road and Rokeby Road.^{3,4} No specific on ground management plans have been endorsed or implemented for the remaining Public Reserves or Rokeby Beach area.

Tasflora has now been engaged by Council to develop a five year Reserve Activity Plan for on ground management activities within the Reserves, including the development of an implementation plan identifying immediate and ongoing management priorities to be undertaken during the period 2016-2020.⁵

The recommendations contained within this *Clarence Plains Reserves Activity Plan 2016-2020* are intended to provide guidance for on ground activities that can be implemented by Council, community groups and/or volunteers. It is acknowledged that it may not be possible to undertake all recommended activities due to resource constraints; rather the intent of this plan is to provide a guide to management concepts and outcomes that could be achieved if sufficient funding can be obtained.

¹ Sinclair Knight Mertz (1998). *Clarence Plains Catchment management plan: final report*.

Unpublished report for the Tranmere-Clarence Plains Land and Coastcare Inc.

² North Barker Ecosystem Services (2014). *Draft Clarence Plains environmental management strategy 2015-2030*. Unpublished report for Clarence City Council.

³ Tasflora (2009). *Weed management plan: 45 & 45A Goodwins Road, Clarendon Vale*. Unpublished report for Clarence City Council.

⁴ AVK Environmental Management (2010). *Draft bushfire management plan: 45 & 45A Goodwins Road, Clarendon Vale*. Unpublished report for Clarence City Council.

⁵ The *Clarence Plains Reserves Activity Plan 2016-2020* falls under Council's *Clarence Bushland and Coastal Strategy*, which summarises plans and strategies relevant to Reserves within the Clarence municipality.

2 OBJECTIVES

The objectives of the *Clarence Plains Reserves Activity Plan 2016-2020* are to:

- ensure the Clarence Plains Reserves are sustainably managed to preserve and enhance their natural, cultural and social values;
- identify priority management activities to be undertaken within the Clarence Plains Reserves by Council, community groups and/or volunteers as resources become available during the period 2016-2020; and
- encourage community engagement through raising awareness of the Clarence Plains Reserves' values and encourage participation in activities to minimise threats to these values.

3 SITE DESCRIPTION

The area covered by the *Clarence Plains Reserves Activity Plan 2016-2020* is illustrated in Figure 1. It includes the following Reserves which are owned and managed by Council:

- Clarence Plains Riparian Reserves - comprised of 45 and 45a Goodwins Road, 10 Reynolds Road, 21 Grange Road East, and 60a Droughty Point Road (primarily zoned as Open Space, with some smaller areas within these Reserves zoned as Particular Purpose under the Clarence Interim Planning Scheme 2015⁶);
- Public Reserves - comprised of 10 Grange Road West (zoned Open Space / Particular Purpose) and 36 Duntroon Drive (zoned General Residential); and
- Rokeby Beach Coastal Reserves, comprised of 89, 91a, 103 and 161 Droughty Point Road (all zoned Open Space).

4 SITE VALUES

4.1 Native flora

Native bushland vegetation occurs adjacent to Clarence Plain Rivulet within the Clarence Plains Riparian Reserves. A 4.5 hectare remnant patch of *Eucalyptus ovata* forest exists on the floodplain adjacent to Clarence Plains Rivulet at 45A Goodwins Road (refer Figure 2), with remnant pockets of this community also occurring along the length of the rivulet towards Rokeby Road. This community is listed as a threatened native vegetation community under the Tasmanian *Nature Conservation Act 2005*. Moving away from the floodplain, the *E. ovata* community grades into *Allocasuarina littoralis* (she oak) forest at 45A Goodwins Road (refer Figure 3). Remnant she oak forest also occurs at 60a Droughty Point Road. A full description of each of these native vegetation communities is provided at Appendix 1.

Three threatened species listed under the Tasmanian *Threatened Species Protection Act 1995* (the TSP Act) and/or Commonwealth *Environment Protection*

⁶ <http://www.iplan.tas.gov.au/pages/plan/book.aspx?exhibit=claipts>

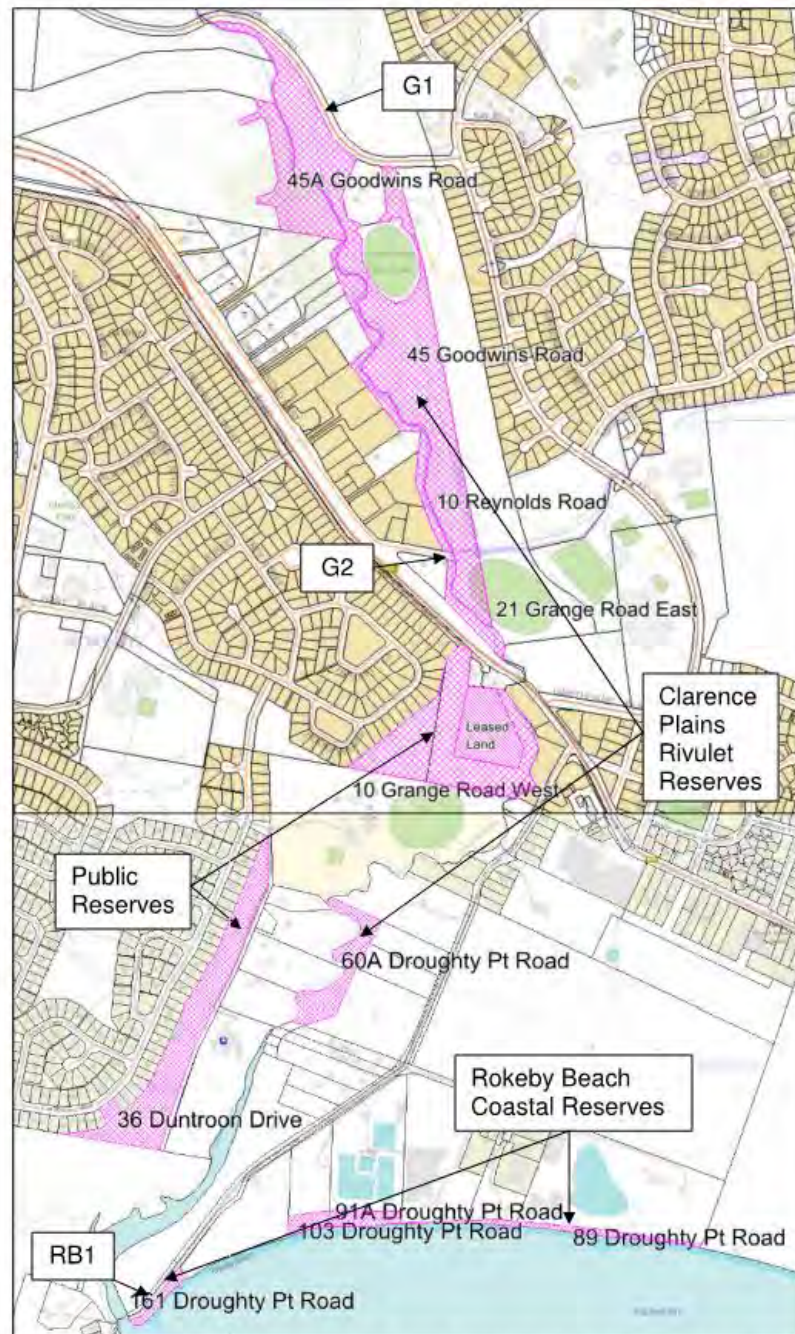


Figure 1: Areas covered by the Clarence Plains Reserves Activity Plan 2016-2020, including main Reserve entrances G1, G2 and RB1 (base map provided by Clarence City Council).

and Biodiversity Conservation Act 1999 (the EPBC Act) have been previously recorded within the Clarence Plains Riparian Reserves: *Carex tasmanica* (curly sedge), *Eucalyptus risdonii* (Risdon peppermint), *Juncus amabilis* (gentle rush) and *Vittadinia gracilis* (woolly New Holland daisy). Further information on each of these threatened species is provided at Appendix 1.

4.2 Native fauna

The Clarence Plains Riparian Reserves contains suitable habitat for a range of native wildlife, including mammals, birds, reptiles, amphibians and invertebrates. Areas of native vegetation contain some or all of the following habitat attributes:

- mature or dead eucalypt trees with hollows, which provide potential den and nest sites for possums and hollow-nesting bird species, including the endangered swift parrot (*Lathamus discolor*) and Tasmanian masked owl (*Tyto novaehollandiae castanops*);
- mature, flowering eucalypt trees that provide a foraging source for possums and birds, including *Eucalyptus ovata* trees which may provide nectar for the swift parrot; and
- fallen timber and leaf litter, which provide shelter and foraging habitat for small birds, reptiles and invertebrates.

The immediate environments of Clarence Plains Rivulet and Stokell Creek provide a distinct and localised habitat for aquatic fauna, including fish, frogs and aquatic invertebrates. Platypuses (*Ornithorhynchus anatinus*) and galaxias species have been historically recorded. Many of these species are sensitive to changes to their riparian environment such as habitat loss, changing water flows, contaminants, erosion, in-stream barriers and weed infestations. Management of this riparian environment has been identified as an important ongoing issue for this area.

The sandy foreshore along Rokeby Beach provides habitat for shorebirds such as the pied oyster catcher (*Haematopus longirostris*) and the silver gull (*Chroicocephalus novaehollandiae*).

While no threatened fauna species have been previously recorded within the Reserves,⁷ there are small areas of potential foraging and/or nesting habitat for several threatened species, including the Tasmanian masked owl, the swift parrot, and the eastern barred bandicoot (*Perameles gunnii*). Further information on these species is provided at Appendix 1.

4.3 Cultural heritage

4.3.1 Aboriginal heritage

The municipality of Clarence, including the Clarence Plains catchment, was previously occupied by the Mumirimina band of the Oyster Bay tribe,⁸ and

⁷ Department of Primary Industries, Parks, Water and Environment (2015). *Natural values report*. Unpublished report for Tasflora.

⁸ Alexander, A. (2003). *The eastern shore: a history of Clarence*. Clarence City Council, Rosny Park.



Figure 2: Typical *Eucalyptus ovata* forest along Clarence Plains Rivulet.



Figure 3: Typical *Allocasuarina verticillata* forest at 45A Goodwins Road.

significant aboriginal heritage sites have been recorded within the Clarence Plains Catchment.⁹

Under the Tasmanian *Aboriginal Relics Act 1975* (the Aboriginal Relics Act), it is an offence to 'destroy, damage, disfigure, conceal, uncover, expose, excavate or otherwise interfere with a relic' unless a permit has been granted. It is therefore important to ensure that no artefacts or other cultural material are exposed or disturbed without a permit during Reserve management activities. In the event that an Aboriginal artefact is inadvertently uncovered, an Unanticipated Discovery Plan should be implemented immediately (refer Appendix 2) and the items reported to Aboriginal Heritage Tasmania for advice.

4.3.2 Historic heritage

An historical overview of the Clarence Plains area, *Footprints: the people and places of early Clarence Plains and Rokeby*, was published by TACPLACI in 2008.¹⁰ Remnants of the first orchard in Clarence Plains can be observed along Clarence Plains Rivulet near Clarendon Vale House. Weeping willows, large fruit trees and hawthorn hedges along Clarence Plains Rivulet at 45 Goodwins Road are listed as a heritage place under the *Clarence Interim Planning Scheme 2015*. A section of the Old Rokeby Historic Trail (a Century of Federation Project undertaken by TACPLACI) follows the Clarence Plains Rivulet Track, with interpretation signs installed at several locations.

4.4 Recreational values

The Clarence Plains Rivulet Track provides a thoroughfare from Goodwins Road to Rokeby Road and is a popular route for walking, cycling, jogging and dog exercise. It also forms part of the Old Rokeby Historic Trail.

Ocean access for boats and kayaks is possible from Rokeby Beach at 161 Droughty Point Road.

4.5 Education values

There is a strong history of community commitment and enthusiasm for caring for the Clarence Plains Rivulet Reserves through TACPLACI, which was established in 1996. The group's activities have included revegetation, mulching, weeding and rubbish removal. The group regularly engages with the local community and schools to undertake working bees and walk and talk sessions on the natural and historical values of the area. The activities of TACPLACI provide an ongoing opportunity to share knowledge and promote community education of the Reserves' history, natural values and potential threats to these.

The Reserves' natural environment provides a useful platform for local school groups to undertake nature and science based studies. For example, revegetation

⁹ North Barker Ecosystem Services (2014). *Draft Clarence Plains environmental management strategy 2015-2030*. Unpublished report for Clarence City Council.

¹⁰ Andrew, W (2008). *Footprints: the people and places of early Clarence Plains and Rokeby*. Tranmere-Clarence Plains Land & Coastcare Inc., Howrah.

activities have previously been undertaken in conjunction with Emmanuel Christian School along fence lines at 10 Grange Road West.

4.6 Landscape setting and connectivity

The natural waterway of Clarence Plains Rivulet and its surrounding native vegetation provide a greenway linkage and biodiversity corridor between Clarendon Vale and Rokeby. Connectivity between areas of bushland provides an important ecological link for flora and fauna to enable gene flow between populations and to allow animals to move across the landscape for foraging, nesting and breeding.

Connectivity from a user perspective could be improved. While there is a direct walking track link along Clarence Plains Rivulet between Goodwins Road and Rokeby Road, there is no formal pedestrian linkage to through to Glebe Hill Estate in the north west or Rokeby Beach to the south, or to track networks in adjoining suburbs.

A feasibility study examining potential future track linkages and biodiversity corridors in the Pass Road, Rokeby area was completed in 2014.¹¹ This study identified existing and potential biodiversity and track linkages between the Reserves and other bushland areas within the Clarence Plains catchment (refer Figure 4).

A key outcome arising from this work was the concept of a continuous Council-managed Clarence Plains Rivulet Greenway: a track and biodiversity corridor linking Clarendon Vale with Rokeby Beach. The Greenway would consolidate existing vegetation links along the full length of Clarence Plains Rivulet between Goodwins Road and Rokeby Beach, while providing opportunities for landscaped parklands and other recreational opportunities adjacent to a Clarence Plains Rivulet walking track along the length of the Rivulet (further discussed in Section 12). Liaison and negotiation with private landowners to gain right of way via purchase, licence or lease agreements will be required to fully develop this link.

As the cost to develop a Clarence Plains Riparian Greenway is likely to be considerable, a feasibility study should be undertaken to determine the mechanisms for achieving this vision. This should include consideration of possible funding mechanisms, which may include the subdivision of the currently undeveloped Council owned public reserves at 36 Duntroon Drive (which is already zoned General Residential) and 10 Grange Road West. The feasibility study should also examine the most suitable location and mechanism (eg overpass) for allowing safe access across Rokeby Road.

Recommendation 1: Undertake a feasibility study into the development of a Clarence Plains Riparian Greenway, incorporating a continuous biodiversity corridor and walking track along Clarence Plains Rivulet between Goodwins Road and Rokeby Beach.

¹¹ North Barker Ecosystem Service (2014). *Pass Road track and biodiversity corridor linkages feasibility study*. Unpublished report for Clarence City Council.



Figure 4: Direct and indirect biodiversity linkages between the Clarence Plain Riparian Reserves and other bushland areas, including the proposed Clarence Plains Rivulet corridor (Greenway).¹²

¹² Source: North Barker Ecosystem Service (2014). *Pass Road track and biodiversity corridor linkages feasibility study*. Unpublished report for Clarence City Council.

5 STAKEHOLDER CONSULTATION

A public meeting and community 'walk and talk' session was facilitated by Council and Tasflora on 15 November 2015 and attended by 12 local residents, including members of TACPLACI. The purpose of the session was to seek input on the values and management issues associated with the Reserves. A further meeting with members of the One Community Together project was held on 8 April 2016.¹³ A feedback form seeking input to the *Clarence Plains Reserves Activity Plan 2016-2020* was also mailed to local residents and relevant stakeholders.

A summary of issues raised during this initial stakeholder consultation is provided at Appendix 3.

Where possible, all relevant community feedback has been considered in the development of the draft *Clarence Plains Reserves Activity Plan 2016-2020*. However some issues identified during the consultation process are beyond the scope of this plan or pertain to management issues outside the Reserve. These issues have been noted by Council and will be addressed through other processes where feasible.

6 WEED MANAGEMENT

6.1 Weed species present

A list of environmental weed species occurring in the Reserves, including their status and recommended control methods, is provided at Appendix 4. To assist with identification, a picture of each weed species is also provided. The distribution of declared and other environmental weed species is illustrated in Appendix 5.

Several weed species found in the Reserves are classified as declared weeds under the Tasmanian *Weed Management Act 1999* (the Weed Management Act) and/or Weeds of National Significance (WONS). Where possible, these weeds should be targeted as a priority to prevent their further spread.

Significant primary weed control work has been undertaken at 45 and 45A Goodwins Road since the weed management plan for these areas was produced in 2009,¹⁴ with a significant decrease in weed infestations achieved through work undertaken by TACPLACI, weed contractors, Work for the Dole teams and Council. Ongoing maintenance is required to ensure eradication of species previously targeted, including blue periwinkle (*Vinca major*), cumbungi (*Typha* spp.), and blackberry (*Rubus fruticosus* aggregate). Exotic grasses and broadleaf weeds remain prevalent throughout.

Mature fruit trees [including mulberry (*Morus* sp.) and quince (*Cydonia oblonga*)], hawthorn (*Crataegus monogyna*) and weeping willows (*Salix* sp.) are heritage listed under the *Clarence Interim Planning Scheme 2015* and should not be

¹³ Further information about this project are available at:

https://www.facebook.com/onecommunitytogether/timeline?ref=page_internal

¹⁴ Tasflora (2009). *Weed management plan: 45 & 45A Goodwins Road, Clarendon Vale*. Unpublished report for Clarence City Council.

targeted along Clarence Plains Rivulet between Goodwins Road and Rokeby Road due to their cultural significance to the Clarence municipality. However, seedlings of these species may be controlled.

6.2 Recommendations for primary weed control work

Due to the success of previous weed control work, there is limited primary weed control work required in the Reserves. Weed control along Clarence Plains Rivulet at 45 and 45A Goodwins Road has been particularly successful. In these areas priority should be given to an annual maintenance sweep using the techniques identified in Appendix 4 to ensure that previously controlled weeds do not become re-established (refer section 6.4).

Ongoing annual monitoring throughout all the Reserves for primary infestations of the declared weed Texas needle grass (*Nassella leucotricha*) should be undertaken. To date this weed has only been found in the Clarence municipality in Tasmania, and it has been previously recorded within 50m of 45a Goodwins Road.

Recommendation 2: Undertake ongoing annual monitoring throughout all the Reserves for primary infestations of Texas needle grass.

6.3 Non-priority weeds

Broadleaf weeds and exotic grasses are common through the Reserves and are not considered a priority for control except in revegetation areas and where their removal is desirable as part of an ongoing general Reserve maintenance program (eg along track edges) or fuel reduction purposes.

Recommendation 3: Undertake control of exotic grasses and broadleaf weeds only in revegetation areas and where necessary as part of a general Reserve maintenance program.

6.4 Maintenance of weed control work

Regeneration of weeds in the Reserves is likely to continue for many years due to the existing seed bank in the soil and the fact that some weed species have an inherent ability to resprout following primary control. Weed control activities will not be successful unless a commitment is made to undertaking ongoing follow-up maintenance activities.

Maintenance of primary weed control work should be undertaken annually, preferably in spring and summer when plants are least likely to be dormant. This can be achieved by performing an annual sweep to remove all new germinants of previously targeted weeds and undertake follow-up control on any plants that may have resprouted. Ongoing annual follow-up will be required until the soil seed bank is exhausted.

Recommendation 4: Undertake an annual sweep and follow-up control of all previously targeted weeds at 45 & 45A Goodwins Road.

Regeneration of serrated tussock (*Nasella trichotoma*) requires ongoing monitoring due to the close proximity of neighbouring properties with this species present. As well, several large infestations of blue periwinkle, cumbungi and blackberry remain along the length of Clarence Plains Rivulet even in areas where previous weed control has been completed. Ongoing control using the techniques identified in Appendix 4 will be required to eradicate these species.

Recommendation 5: Undertake ongoing monitoring and control of species with an inherent ability to regenerate, including serrated tussock, blue periwinkle, cumbungi and blackberry.

GPS weed mapping of environmental weeds occurring at 45 and 45A Goodwins Road has been undertaken during the development of this plan. In order to monitor the success of the weed control program, follow-up GPS weed mapping should be undertaken after five years to assess progress and facilitate planning of future weed control activities. As well, GPS mapping by contractors and volunteers as they control weeds should be encouraged, with data to be provided to Council to enable its database to be updated.

Recommendation 6: Undertake follow-up GPS mapping of all weeds in the Reserve after five years to monitor progress and inform future weed control priorities.

7 REGENERATION AND REVEGETATION

7.1 Regeneration

Natural regeneration should be encouraged within the Reserves as the most cost effective and natural means of restoring their original vegetation in areas where disturbance has occurred. Apart from weed control, management activities in areas of intact native vegetation should be limited to encourage the natural regeneration process.

7.2 Revegetation activities

The primary purpose of undertaking new revegetation activities is to preserve and enhance existing areas of remnant native vegetation, provide habitat for native birds and animals, and improve the visual amenity for users of the Reserves. However, revegetation activities are resource intensive, and should only be undertaken if there are resources available for ongoing maintenance (eg weeding, watering) of revegetation sites.

Selective revegetation activities have previously been undertaken along Clarence Plains Rivulet at various locations at 45 and 45A Goodwins Road, as well as along fence lines at 10 Grange Road East. Ongoing maintenance of many of these sites has resulted in the successful establishment of native plants following large scale weed control activities and/or in areas that were previously devoid of native vegetation. Sufficient resources should be made available for ongoing maintenance of these sites (eg weeding, watering) before establishing new sites.

Recommendation 7: New revegetation and landscaping activities should not be committed to unless sufficient resources are available to undertake ongoing regular maintenance of existing revegetation areas.

While further large scale revegetation activities are not considered necessary at 45 and 45A Goodwins Road, selected revegetation along Clarence Plains Rivulet may be desirable in areas where large areas of weeds have been previously removed and natural regeneration is not occurring. Other recommended revegetation and landscaping activities in the Reserves are summarised in Table 1. Where possible, plants should be grown from the seed or cuttings of plants local to the area to ensure local variants of plants are planted.¹⁵

Table 1: Recommended revegetation activities to be undertaken within the Reserves.

Activity	Purpose	Recommended locations	Priority
Revegetation following weed control	May be desirable along Clarence Plains Rivulet where large areas of weeds have been previously removed and natural regeneration is not occurring	Ongoing assessment required where large tracts of weeds have been previously removed. Only to be undertaken if natural regeneration is considered unlikely to occur or if bank stabilisation is required.	As resources become available
Shelter belt planting	To provide an extension of the existing biodiversity corridor	Strip of native vegetation (trees and understorey) along edge of riparian zone at 10 Grange Road West 3-4 rows additional rows of shelterbelt plantings along fence lines at 10 Grange Road West	As resources become available
Canopy planting with she-oaks	To improve visual amenity and provide future shade	Adjacent to Rokeby Beach car park at RB1	As resources become available

Recommendation 8: Undertake targeted revegetation within the Reserves to improve visual amenity, provide animal habitat and regenerate bare areas following weed control activities.

8 RIPARIAN ZONE MANAGEMENT

Clarence Plains Rivulet and Stokell Creek provide important habitat for aquatic fauna, as described in Section 4.2. Many of these species are sensitive to changes to their riparian environment such as contaminants, erosion, in-stream barriers and weed infestations. In particular, stormwater runoff has the potential to negatively impact on waterway health and species diversity.

¹⁵ An overview of best practice revegetation and regeneration techniques has been produced by Greening Australia Victoria (2003) and is available at http://live.greeningaustralia.org.au/nativevegetation/pages/pdf/Authors%20C%13_Corr.pdf

Some water sensitive urban design (WSUD) work has previously been undertaken in the upper section of the Clarence Plains Riparian Reserves to improve water quality and flows. A section of Stokell Creek at 45 Goodwins Road has been rock lined in an attempt to prevent erosion, although there is some concern that this may catch upstream rubbish and provide a substrate for weed regeneration.¹⁶

Annual monitoring of water quality levels has been undertaken at two sites within the Clarence Plains Riparian Reserves by TACPLACI and the Derwent Estuary Program, in conjunction with Council. Water quality at 45 Goodwins Road has decreased since 2002, while it has improved slightly south of Rokeby Road.¹⁷ Over the next 12 months Council is developing a Clarence Plains Rivulet Stormwater System Management Plan, the development of which will include consultation with key stakeholders such as Department of State Growth, the Derwent Estuary Program, NRM South and TACPLACI.

Recommendation 9: Continue and enhance the existing water quality monitoring program in Clarence Plains Rivulet in conjunction with the development of the Clarence Plains Rivulet Stormwater System Management Plan.

9 FAUNA HABITAT MANAGEMENT

As described in Section 4.2, the Reserves plays an important role in providing habitat for a range of wildlife, including mammals, birds, reptiles, amphibians and invertebrates. Native revegetation activities proposed in Section 7 will play a role in enhancing the habitat values of the Reserves.

A variety of canopy layers, dead trees, hollow logs, fallen timber and leaf litter are required to provide important habitat for wildlife, including mammals, birds, reptiles and invertebrates. Leaf litter and dead wood are often viewed as a fire risk in bushland reserves located in urban areas. However, it is important that fauna habitat requirements are considered when planning bushfire management activities in the Reserves. The former bushfire management plan for 45 and 45A Goodwins Road recognised this.¹⁸

Recommendation 10: Consider fauna habitat requirements when planning future bushfire management activities in the Reserves.

Uncontrolled domestic dogs and cats have the potential to harass or kill native wildlife. 45 Goodwins Road is currently used for off-lead dog exercise (with dogs to remain under effective control) under Council's Dog Management Policy.¹⁹ Council promotes responsible cat ownership, and will continue to encourage local residents to meet their obligations under the *Cat Management Act 2009* through

¹⁶ North Barker Ecosystem Services (2014). *Draft Clarence Plains environmental management strategy 2015-2030*. Unpublished report for Clarence City Council.

¹⁷ Ibid.

¹⁸ AVK Environmental Management (2010). *Draft bushfire management plan: 45 & 45A Goodwins Road, Clarendon Vale*. Unpublished report for Clarence City Council.

¹⁹ Clarence City Council (2015). *Dog Management Policy*. Clarence City Council, Tasmania.

having their cats microchipped, desexed and under effective control (eg indoors at night).

10 VEGETATION AND FAUNA MONITORING

An assessment of the condition of the threatened *Eucalyptus ovata* forest at 45A Goodwins Road was undertaken in April 2016 (refer Appendix 6). Native vegetation condition monitoring is undertaken to determine the current condition of a native vegetation community and to assess trends in vegetation composition and condition over time. Information from regular vegetation condition assessments (VCAs) will enable an evaluation of the impact and effectiveness of management actions on the Reserve's native vegetation. The TASVEG VCA method should be undertaken by trained Council staff or consultants using standard TASVEG VCA forms.²⁰

Recommendation 11: Undertake a follow-up vegetation condition assessment (VCA) of the *Eucalyptus ovata* forest community at 45A Goodwins Road in 2020.

Photo points were established within the VCA zone. It is recommended that additional photo points be established at several other locations within Clarence Plains Rivulet Reserves to facilitate monitoring of vegetation condition and annual regeneration growth.

Recommendation 12: Establish photo points at several locations along Clarence Plains Rivulet to facilitate monitoring of annual regeneration growth.

The Reserves each contain unique habitat for a range of wildlife species, and it is expected that species diversity could increase over time with ongoing appropriate vegetation management practices. Fauna surveys (including mammal, bird, reptile and invertebrate surveys, as well as an aquatic fauna survey of Clarence Plains Rivulet) and habitat assessments to confirm the species present in the Reserves are recommended to be undertaken now and at the end of the plan (ie 2016 and 2020) as a basis for monitoring species diversity over time.²¹ Monitoring of ground fauna using hair sampling devices is also recommended to establish the existence of stray and feral cats in the Reserves and identify the extent of local native ground fauna that cats may be impacting upon.

Recommendation 13: Undertake fauna surveys and establish a series of hair sampling devices along Clarence Plains Rivulet in 2016 and 2020 to assess species diversity and further inform on ground management activities.

An analysis of all completed VCAs, fauna surveys and photo points should be undertaken in 2020 to determine trends and implications for ongoing vegetation

²⁰ Full details of the TASVEG VCA method can be found at: [http://doi.gov.au/conservation/flora-of-tasmania/monitoring-and-mapping-tasmanias-vegetation-\(tasveg\)/vegetation-monitoring-in-tasmania](http://doi.gov.au/conservation/flora-of-tasmania/monitoring-and-mapping-tasmanias-vegetation-(tasveg)/vegetation-monitoring-in-tasmania)

²¹ If possible, bird surveys should be undertaken in conjunction with BirdLife Tasmania using standard BirdLife Australia monitoring techniques. A local zoologist has indicated an interest in surveying bat numbers, which should also be conducted if possible.

management in the Reserves. This should be undertaken in conjunction with a review of the *Clarence Plains Reserves Activity Plan 2016-20120* scheduled for 2020 (refer Section 18).

Recommendation 14: Undertake an analysis of all photo points, VCAs and fauna surveys in 2020 to determine trends and inform future management activities.

11 RESERVE ENTRANCES

The location of the three main entrances to the Reserves are illustrated in Figure 1. Immediate management issues identified for existing entrances are summarised in Table 2. While trail bikes entering 45 Goodwins Road has been identified as an ongoing issue, management actions to prevent entry from G1 and G2 will not be effective as there are many alternative unrestricted access points to this Reserve. No major landscaping is recommended at main entrances until priority management options for the proposed Clarence Plains Riparian Greenway have been identified (refer Section 4.6).

Table 2: Recommended management activities to be undertaken at Reserve entrances.

Issue	Description	Recommendation
Signage	There is no clear sign identifying the Reserve name at main Reserve entrances	Standard Reserve name signs to be installed at G1 and G2
	Information about dog and other restrictions are not present or are above head height	Existing signage should be installed and/or moved to eye height at G1, G2 and RB1 to clearly inform users of restrictions on certain activities in the Reserves
Landscaping	RB1 would benefit from native tree planting to improve visual amenity and provide future shade	Refer Section 7.2

Recommendation 15: Improve Reserve entrances by installing additional signage and undertaking landscaping activities as recommended in Table 2.

12 TRACKS AND TRAILS

Connectivity from a user perspective could be improved. As discussed in Section 4.6, it is recommended that the feasibility of developing a continuous Council-managed Clarence Plains Rivulet Greenway providing a recreational track and biodiversity corridor between Clarendon Vale and Rokeby Beach be investigated (refer Recommendation 1).

Community consultation has also indicated the desire for pedestrian linkages from 45A Goodwins Road to Glebe Hill Estate and Rokeby Road to enable a round trip via Grange Road East. These linkages were also identified in the Pass Road track

and biodiversity corridor linkages feasibility study in 2014,²² as illustrated in Figure 5.



Figure 5: Existing and new track linkages identified as part of the Clarence Plains Rivulet Track.²³

²² North Barker Ecosystem Service (2014). *Pass Road track and biodiversity corridor linkages feasibility study*. Unpublished report for Clarence City Council.

²³ Adapted from North Barker Ecosystem Service (2014). *Pass Road track and biodiversity corridor linkages feasibility study*. Unpublished report for Clarence City Council.

Recommendation 16: Create a sealed pedestrian linkage from 45 Goodwins Road to Glebe Hill Estate.

Recommendation 17: Create a sealed pedestrian linkage from the northern end of 45A Goodwins Road to Rokeby Road, enabling a round trip via Grange Road East

Key management identified with the Reserves' existing tracks and trails networks are summarised in Table 3.

Table 3: Track management issues identified within the Reserves' existing track network.

Issue	Description	Recommendation
Track condition	The existing informal access to Emmanuel Christian School via 10 Grange Road East is not defined and would benefit from formal demarcation	Providing a gravel walkway, mend existing fences and undertake selective revegetation in conjunction with the local school
Public access to 60A Droughty Point Road	Public access to 60A Droughty Point Road is only possible via private property	Negotiate with identified adjacent landowners in Chipmans Road or Droughty Point Road to facilitate formal access. This may provide an important future link to the proposed Clarence Plains Rivulet trail.

Recommendation 18: Enhance the walking track between 10 Grange Road West and Emmanuel Christian School.

Recommendation 19: Establish formal access to 60A Droughty Point Road.

13 INFRASTRUCTURE

There is currently limited community infrastructure located within the Reserves, and the natural environment would be enhanced through minimising significant additional infrastructure installation, particularly given the observed potential for vandalism indicated by community consultation.

As 45A Goodwins Road is used for dog exercise, it is recommended that a dog waste bin and bag dispensers be installed at existing (and future) main entrances to this Reserve if Council resources permit. Dog faeces were also observed adjacent to the car park car at Rokeby Beach, indicating that a dog waste bin and bag dispenser would be beneficial in this area, which will also fulfil a dual role of providing a rubbish bin for day visitors.

Recommendation 20: Install dog waste bag dispensers and bins near the stone bridge near G1, and at Reserve entrances G2 and RB1.

Due to the scenic location of Rokeby Beach at RB1, and to further promote this area's recreational value, it is recommended that new outdoor seating and a shade shelter be designed and installed adjacent in this area, taking into account Crime Prevention Through Environmental Design (CPTED) principles.

Recommendation 21: Design and install new outdoor seating and a shade shelter at RB1 using Crime Prevention Through Environmental Design principles.

The ocean along Rokeby Beach is a popular kayaking area. The opportunity exists to promote RB1 as a preferred kayak launching site, with the opportunity for kayakers to paddle around the coast to the Tranmere Coastal Reserve and beyond. Interpretation signage could be installed in this area promoting an eastern shore kayak trail, including preferred launching sites and wash down areas.

Recommendation 22: Promote a preferred kayak launch site at RB1.

Any additional installation of new infrastructure within the Reserves will be subject to limited funding, depending on the outcome of the feasibility study into the Clarence Plains Riparian Greenway. With this in mind, no additional infrastructure beyond that discussed above is proposed within the next five years unless significant funding becomes available. A further review of the infrastructure requirements of the Reserve should be undertaken in 2020.

Recommendation 23: Undertake a review of the infrastructure requirements of the Reserves in 2020.

14 BUSHFIRE MANAGEMENT

A five year Bushfire Management Plan encompassing 45 and 45A Goodwins Road was prepared in 2010, which has served to guide bushfire management activities in the Riparian Reserves between Goodwins Road and Rokeby Road.²⁴ This plan ceased operational use in June 2016. The area has since been included in Council's five year Fire and Bushland Management Operational Works Program that includes planned burning, manual fuel reduction and fire break construction as required.

15 COASTAL EROSION AND INUNDATION

Prior to undertaking any on ground work within the foreshore area in the Rokeby Beach Coastal Reserve, the *Tasmanian Coastal Works Manual: A best practice management guide for changing coastlines* should be consulted to ensure best practice coastal management techniques are implemented.²⁵

Recommendation 24: The Tasmanian Coastal Works Manual should be consulted prior to undertaking any on ground activities.

Rokeby Beach foreshore has been identified as having a medium term risk of

²⁴ AVK Environmental Management (2010). *Draft bushfire management plan: 45 & 45A Goodwins Road, Clarendon Vale*. Unpublished report for Clarence City Council.

²⁵ Page, L. and Thorp, V. (2010). *Tasmanian Coastal Works Manual: A best practice management guide for changing coastlines*. Department of Primary Industries, Parks, Water and Environment, Tasmania.

ongoing recession due to climate change and coastal processes.²⁶ Current erosion along the shoreline near 161 Droughty Point Road is illustrated in Figure 6.



Figure 6: Coastal erosion along Rokeby Beach.

Ongoing monitoring of recession rates and a detailed risk assessment of hazards to the shoreline should be undertaken to inform future adaptation management responses.

Recommendation 25: Undertake a detailed risk assessment of hazards to the shoreline at Rokeby Beach to inform future adaptation responses.

16 COMMUNITY PARTICIPATION AND AWARENESS

Community participation and awareness has an important role to play in protecting the natural, cultural and recreational values of the Reserves. Education of locals, visitors and some residents living adjacent to the Reserves is desirable to foster behavioural change and encourage community ownership and appreciation of the Reserves' values. Key management issues identified as requiring community awareness and enforcement are summarised in Table 4.

Recommendation 26: Consider, and fund as necessary, community education to facilitate behavioural change and encourage ownership and appreciation of the values of the Reserve.

²⁶ SGS Economics & Planning and UNSW Water Research Laboratory (2009). *Climate change impacts on Clarence coastal areas*. Clarence City Council, Hobart.

Table 4: Management issues requiring community education and awareness within the Reserves.

Issue	Description
Garden waste dumping	Dumping of garden waste in the Reserves encourages the spread of weeds and is visually unattractive for all users.
Removal of native vegetation	Removal of native vegetation in the Reserves (eg to improve views, reduce bushfire risk, collect fire wood) is illegal. It encourages the establishment of weeds and reduces species diversity and animal habitat. Seed collection should only be undertaken with Council approval.
Environmental weeds	Weeds in adjacent gardens pose a threat to existing native vegetation within the Reserves.
Wildlife	Trapping and relocation of native wildlife is not permitted.
Cats and dogs	Cats and dogs can kill native wildlife. Dogs must be kept under effective control in the Reserves. Cats should be microchipped, desexed and kept indoors at night.
Litter	Reserve users should take all rubbish with them.

Interpretation signs provide an important opportunity to display information on the Reserves' values, provide directional information and educate users about the potential negative impact of inappropriate activities. An interpretation sign is proposed along the existing Clarence Plains Rivulet track near the stone bridge at the northern end of 45 Goodwins Road to display a trail map of the Reserve (once northern linkages to Glebe Hill Estate and Rokeby Road have been established – refer Section 12) and provide information on flora and fauna values, cultural heritage (expanding on that already provided by the existing Old Rokeby Historic trail signage, including aboriginal heritage) and opportunities for community involvement in managing the Reserve through TACPLACI activities. Future interpretation signage should be considered during the design of the proposed Clarence Plains Rivulet Greenway.

Recommendation 27: An interpretation sign should be installed near the stone bridge at the northern end of 45 Goodwins Road to provide directional information and educate users about the natural and cultural values of Clarence Plains Rivulet.

The TACPLACI group, Work for the Dole teams and local schools have been actively involved in caring for the Reserves (in particular 45 and 45A Goodwins Road) over many years. Ongoing engagement with these groups, as well as seeking opportunities for Green Army involvement in Reserve management activities, should be pursued where appropriate.

Recommendation 28: Actively engage with TACPLACI, Green Army and Work for the Dole teams to seek support for Reserve management activities.

Recommendation 29: Support opportunities for local schools, landcare groups and other community groups to participate in the long term development of the proposed Clarence Plains Riparian Greenway.

Littering along Clarence Plains Rivulet was identified as an ongoing issue during the community consultation process. Involving the community in ongoing clean ups in the Reserves (as has previously occurred through TACPLACI and other community initiatives) will have the dual effect of cleaning up with minimal costs, boosting community ownership of the Reserves and increasing the chance of long-term behaviour change by removing existing rubbish that may make visitors more likely to drop their own litter. Clean Up Australia Day provides the opportunity for the local community to participate in cleaning up rubbish along Clarence Plains Rivulet and Rokeby Beach, and other volunteer litter collection activities could be organised through interested local community groups.

Recommendation 30: Continue to provide opportunities for the local community to share the responsibility for rubbish clean ups in the Reserves through participation in Clean Up Australia Day and other volunteer litter collection activities.

Under the Tasmanian *Work Health and Safety Act 2012*, volunteers are considered 'workers' when working for Council on Council owned land. Council therefore has a duty of care to provide a safe workplace for volunteer workers who may undertake management activities within the Reserves.

- **All volunteers have rights and responsibilities.** Volunteers have the right to a safe work environment, to be treated fairly and with respect, to public liability insurance, to safe equipment, tools and personal protective equipment (PPE), to adequate instruction to perform tasks, to contribute their suggestions and to receive acknowledgement for their contributions. Volunteers also have the right to refuse work if they consider it unsafe.
- **Volunteers also have the responsibility** to care for the health and safety of others, to respect others, to follow policies, procedures and instructions, and to care for their own health and safety.

With this in mind, all volunteers need to refer to the relevant Council Safe Work Method Statements (SWMSs) before undertaking works in the Reserves, including cut and paste work weed control work, brushcutting and spreading of mulch. These are available from Council's Natural Areas Volunteer Coordinator (Chris Johns, phone 6217 9715 or email cjohns@ccc.tas.gov.au). All spot spraying should be undertaken by certified operators (eg Council staff, contractors).

17 IMPLEMENTATION PLAN

A map illustrating the location of on ground management activities recommended within the Reserves is provided at Figure 7. This is based on the key recommendations contained within this plan, which are summarised in detail at Appendix 7.

Based on these recommendations, an Implementation Plan with associated performance measures has been developed and is provided at Table 5. It identifies three stages of management activities to be undertaken within the Reserves:

- Priority 1 - immediate (6-12 months) management activities.

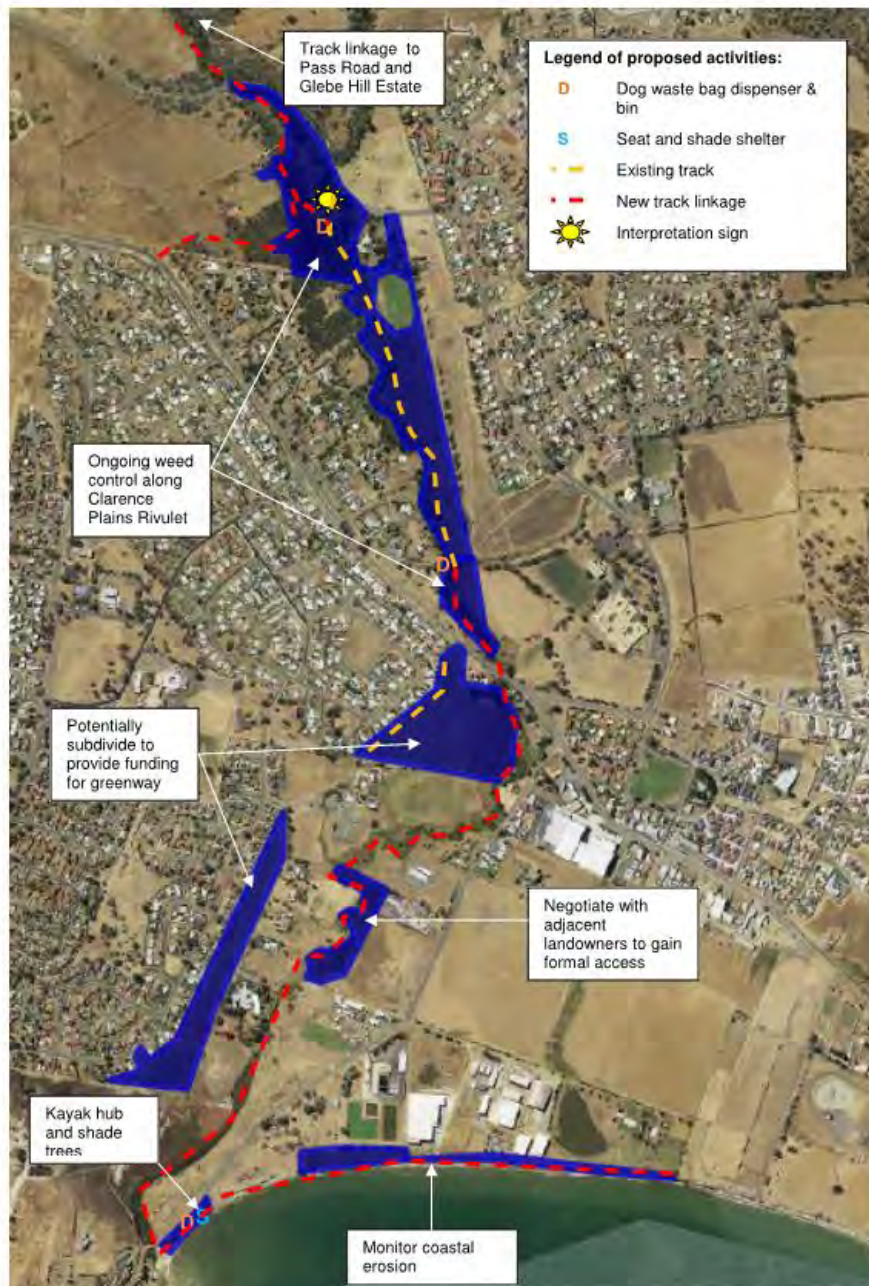


Figure 7: Overview of key proposed on ground management activities in each Reserve (aerial photo sourced from the LIST)

Table 5: Implementation Plan for undertaking recommended management activities within the Reserves.

Priority	Rec. No.	Action	Seasonal timing	Performance measure	Responsibility	Estimated funding ²⁷
Landscape and connectivity						
2	R1	Undertake a feasibility study into the development of a Clarence Plains Riparian Greenway (as described in Section 4.6)	N/A	Feasibility study completed and implementation commenced by 2020	Council or contractor	\$20,000
Weed control						
1,2,3	R2	Undertake ongoing annual monitoring throughout all the Reserves for primary infestations of Texas needle grass	Spring – summer for spot spraying	No Texas needle grass recorded in the Reserves	Council, contractor and/or volunteer groups	\$5,000 per annum
1,2,3	R4	Undertake annual sweep and follow-up control of all previously targeted weeds at 45 & 45A Goodwins Road	Spring – summer for spot spraying; year round for other techniques			
1,2,3	R5	Undertake ongoing monitoring and control of species with an inherent ability to regenerate, including serrated tussock, blue periwinkle, cumbungi and blackberry	Spring – summer for spot spraying; year round for other techniques			
3	R6	Undertake follow-up GPS mapping of all weeds	Spring - summer	Weed maps and Council database are updated within 5 years	Council, contractor and/or volunteer groups	\$600

²⁷ Funding estimate is based on total costs required to undertake all recommended activities over the period 2016-17 to 2020-21.

Priority	Rec. No.	Action	Seasonal timing	Performance measure	Responsibility	Estimated funding ²⁷
Regeneration and revegetation						
1,2,3	R8	Undertake targeted revegetation within the Reserves to improve visual amenity, provide animal habitat and regenerate bare areas following weed control activities	Autumn – winter	Revegetation sites established and maintained for 5 years	Council, contractor or volunteers	\$1,500 per annum
Riparian zone management						
2	R9	Continue and enhance the existing water quality monitoring program in Clarence Plains Rivulet	N/A	Performance indicators established	Council, Derwent Estuary Program & volunteers	N/A
Vegetation and fauna monitoring						
1,3	R11	Undertake a follow-up vegetation condition assessment (VCA) of the <i>Eucalyptus ovata</i> forest community at 45A Goodwins Road in 2020.	In season for highly seasonal vegetation (eg annuals)	VCA completed in 2020	Council or contractor	\$3,000 (N/A if performed by Council staff)
1,2,3	R12	Establish photo points at several locations along Clarence Plains Rivulet to facilitate monitoring of annual regeneration growth.	Spring	Photo points established and annual photos taken	Contractor	\$2,000
1,3	R13	Undertake surveys to update the fauna record of the Reserves	N/A	Terrestrial and aquatic fauna surveys and bird surveys completed 2016 & 2020 Hair sampling devices established along Clarence Plains Rivulet	Contractor and/or BirdLife Tasmania and/or University of Tasmania	\$5,000
Reserve entrances						
2	R14	Install Reserve Entrance signs as per Table 1	N/A	Reserve Entrance signs installed as per Table 1	Council	\$600

Priority	Rec. No.	Action	Seasonal timing	Performance measure	Responsibility	Estimated funding ²⁷
Tracks and trails						
2	R16	Create a sealed pedestrian linkage from 45 Goodwins Road to Glebe Hill Estate	N/A	Pedestrian link established from 45 Goodwins Road to Glebe Hill Estate	Council or contractor	TBC
3	R17	Create a sealed pedestrian linkage from the northern end of 45A Goodwins Road to Rokeby Road,	N/A	Pedestrian link established from the northern end of 45A Goodwins Road to Rokeby Road,	Council or contractor	TBC
1	R18	Formalise the walking track between 10 Grange Road West and Emmanuel Christian School.	N/A	Existing track between 10 Grange Road West and Emmanuel Christian School formalised	Council or contractor	TBC
2	R19	Establish formal access to 60A Droughty Point Road	N/A	Formal access to 60A Droughty Point Road negotiated with an adjacent landowner	Council	N/A
Infrastructure						
2	R20	Install dog waste bag dispensers and bins near the stone bridge near G1, and at Reserve entrances G2 and RB1	N/A	Dog waste bag dispensers and bins installed	Council or contractor	\$1,500
1	R21	Design and install new outdoor seating and a shade shelter at RB1	N/A	Seating and shade shelter installed	Council	\$2,500
2	R22	Promote a preferred kayak launch site at RB1	N/A	RB1 used as a kayak hub	Council	N/A
3	R23	Review the infrastructure requirements of the Reserves in 2020	N/A	Infrastructure review completed in 2020	Council	N/A

Priority	Rec. No.	Action	Seasonal timing	Performance measure	Responsibility	Estimated funding ²⁷
Coastal erosion and inundation						
3	R24	Undertake a detailed risk assessment of hazards to the shoreline at Rokeby Beach to inform future adaptation responses	N/A	Assessment completed	Council	N/A
Community participation and awareness						
2	R27	Install an interpretation sign near the stone bridge at the northern end of 45 Goodwins Road	N/A	Interpretation signage installed	Council, contractor or volunteers	\$1,500
1,2,3	R30	Participate in Clean Up Australia Day and other volunteer litter collection activities	N/A	No large build up of litter in Reserves	Council and volunteers	N/A
Implementation plan						
1,2&3	R29	Undertake annual review against all performance measures	N/A	Review of all performance measures completed annually	Council	N/A
3	R30	Undertake a full review of the <i>Clarence Plains Reserves Activity Plan 2016-2020</i>	N/A	<i>Clarence Plains Reserves Activity Plan 2016-2020</i> reviewed within five years	Council and/or contractor	\$10,000

- Priority 2 – medium term (1-3 years) management priorities.
- Priority 3 – long term (5 years) management priorities.

The intent of the Implementation Plan is to provide a guide to outcomes that could be achieved within the Reserve by Council, contractors and/or volunteer groups within the period 2016-2020 if sufficient resources are available.

The Implementation Plan provides an indication of the level of funding required to achieve these outcomes.²⁸ While it would be desirable to undertake all the recommended activities, it is acknowledged that this may not be possible due to resource constraints, and implementation will ultimately be guided by what is achievable with resources as they become available. Federal, State and Local Government grants programs may provide an opportunity to obtain resources to implement many of the recommendations contained within this report.

A review of progress against all performance measures should be undertaken annually during the period 2016-2020 to help prioritise available resources.

Recommendation 31: Review progress against all performance measures identified in the Implementation Plan annually.

18 FUTURE PRIORITIES

A review of the *Clarence Plains Reserves Activity Plan 2016-2020* should be undertaken in 2020. The purpose of this review should be to:

- assess progress towards achieving the objectives of the *Clarence Plains Reserves Activity Plan 2016-2020*;
- assess progress against all performance measures;
- analyse photo point data and all completed flora and fauna assessments to determine trends and implications for ongoing vegetation management; and
- determine ongoing management priorities for the Reserves for the next five years.

Recommendation 32: Review the Clarence Plains Reserves Activity Plan 2016-2020 in 2020 to assess progress and determine ongoing management priorities for the Reserves.

²⁸ Funding details are based on an internal Council document which provides a detailed five year cost estimate for all planned activities. This has been developed primarily for Council budgetary processes and potential grant applications. Specific details may be sought by contacting Council's NRM Planner (Phil Watson, phone 6217 9713 or email pwatson@ccc.tas.gov.au).

APPENDIX 1: CONSERVATION SIGNIFICANCE OF THE RESERVES' NATIVE FLORA AND FAUNA

The native vegetation communities occurring within the Clarence Plains Riparian Reserves are summarised in Table A1.1. Of these, the *Eucalyptus ovata* forest community is listed as a threatened native vegetation community under the Tasmanian *Nature Conservation Act 2005*.

Table A1.1: Conservation status of native vegetation communities occurring within the Reserves.

Community name	TASVEG code	Description	Conservation status
<i>Eucalyptus ovata</i> forest	DOV	Community dominated by <i>Eucalyptus ovata</i> (back gum). Typical subspecies include <i>Acacia dealbata</i> (silver wattle), <i>Bursaria spinosa</i> (prickly box) and <i>Dodonaea viscosa</i> (native hop). Occurs along Clarence Plains Rivulet.	Endangered
<i>Allocasuarina verticillata</i> forest	NAV	Vegetation dominated by <i>Allocasuarina verticillata</i> (sheoak) trees. Occurs at 45A Goodwins Road and 60 Droughty Point Road.	Not threatened

Three threatened species listed under the Tasmanian *Threatened Species Protection Act 1995* (the TSP Act) and/or Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act) have been previously recorded within the Clarence Plains Reserves. These are summarised in Table A1.2.

Table A1.2: Flora species of conservation significance recorded within the Reserves.

Flora species	Common name	Conservation status ²⁹	Habitat / Comments
<i>Eucalyptus risdonii</i>	Rison peppermint	Rare	Historical single record at 10 Grange Road East. The accuracy of this record is questionable as it was dated 1910 with an accuracy of ± 2 km.
<i>Juncus amabilis</i>	gentle rush	Rare	Single record at 10 Grange Road East, and two records immediately adjacent to 60A Droughty Point Road.

²⁹ Lower case = TSP Act; UPPER CASE = EPBC Act

Flora species	Common name	Conservation status ²⁹	Habitat / Comments
<i>Vittadinia gracilis</i>	woolly New Holland daisy		Historical single record at 10 Grange Road East. The accuracy of this record is questionable as it was dated 1910 with an accuracy of ± 2 km

The Reserves also contains potential habitat for several threatened fauna species listed under the TSP and/or EPBC Act, including two endangered species. These are summarised in Table A1.3.

Table A1.3: Fauna species of conservation significance for which suitable habitat exists within the Reserves.

Fauna species	Common name	Conservation status ⁹	Habitat / Comments
<i>Lathamus discolor</i>	swift parrot	Endangered ENDANGERED	Nesting habitat is hollows in mature eucalypts with stem diameter >70cm at breast height. Forages in mature <i>Eucalyptus globulus</i> and <i>E. ovata</i> trees. Potential nesting and foraging habitat exists at 45 and 45A Goodwins Road.
<i>Tyto novaehollandiae</i> subsp. <i>castanops</i>	masked owl (Tasmanian)	Endangered VULNERABLE	Inhabits dry eucalypt forest and woodland with old growth eucalypts containing hollows. Potential nesting habitat exists at 45 and 45A Goodwins Road.
<i>Perameles gunnii</i>	eastern barred bandicoot	VULNERABLE	Inhabits grassy woodlands, native grasslands and mosaics of pasture and shrubby ground cover. Potential nesting and foraging habitat exists within the Clarence Riparian Reserves.

APPENDIX 2: UNANTICIPATED DISCOVERY PLAN

Unanticipated Discovery Plan

For proponents and consultants dealing with Aboriginal Heritage in Tasmania

This paper provides a Plan that should be followed when dealing with unanticipated discoveries of Aboriginal Cultural Heritage such as sites and objects. The plan provides guidance to project personnel so that they may meet their obligations with respect to Aboriginal heritage in accordance with the *Aboriginal Relics Act 1975* and the *Coroners Act 1995*.

The Unanticipated Discovery Plan is in two sections. The first section primarily explains mitigation strategies that should be employed when any Aboriginal Cultural Heritage sites or items are discovered excluding skeletal remains (burials), while the second process deals specifically with skeletal remains (burials).

Discovery of Cultural Heritage Items

- Step 1: Any person who believes they have uncovered Aboriginal Cultural Heritage material should notify all employees or contractors that are working in the immediate area that all earth disturbance works must cease immediately.
- Step 2: A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal Cultural Heritage site or relics. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal Cultural Heritage relics have been assessed by a recognised Aboriginal Heritage Officer or Archaeologist.
- Step 3: Aboriginal Heritage Tasmania (AHT) in Hobart (ph 6233 6613) needs to be notified and consulted as soon as possible and informed of the discovery. AHT will then provide further advice in accordance with the *Aboriginal Relics Act 1975*.

Discovery of Skeletal Material

- Step 1: Call the Police immediately. Under no circumstances should the suspected skeletal remains be touched or disturbed. The area must now be considered a crime scene. It is a criminal offence to interfere with a crime scene.
- Step 2: Any person who believes they have uncovered skeletal material should notify all employees or contractors that are working in the immediate area that all earth disturbance works must cease immediately.
- Step 3: A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal remains. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and or Coroner.
- Step 4: Should the skeletal remains be determined to be of Aboriginal origin, the Coroner will contact the Tasmanian Aboriginal Land and Sea Council (TALSC) to arrange for repatriation of the remains, as per the *Coroners Act 1995*.

Unanticipated Discovery Plan



Guide to the most common sites of Aboriginal Significance

Stone Artefact Scatters

Stone artefacts are the tangible evidence found in regard to past Aboriginal lifeways. Stone artefacts indicate areas that were used by Aboriginal People, either for camping, hunting or other activities such as the manufacture of stone tools. Archaeologists can also determine the duration a site may have been occupied, the amount of times that the site may have been occupied, and the number of people that the area may have supported at any given time.

Some stone artefacts are the result of Aboriginal People fracturing or 'flaking' fine-grained rocks to produce sharp cutting or scraping implements. These were then used, for example, for cutting up animals and then scraping the hides. Volcanic rocks such as basalt were flaked and then ground down to form axes for a number of chopping and cutting tasks. The results of such activities can be seen in the archaeological record (i.e. scatters) in the form of modified stones, such as cores, retouched flakes, hammerstones and flaked pieces. From these scatters, by understanding site density and frequency patterns, inferences can be made in relation to past Aboriginal lifeways.

Shell Middens

Shell middens by definition are prehistoric refuse pits. They are the leftover waste of resources exploited which formed the basis of Aboriginal diet. Midden sites can range in size from large mounds to small scatters of shell. Middens usually also contain as well as shell, the remains of animals exploited for food as well as artefacts of stone, bone and shell. These sites are usually found near waterways and coastal areas.

Rockshelters

Rockshelters can either be shelters which contain archaeological deposits from living floors or art rock shelters, and may occur in any area of rocky terrain. Sediments on the floor of the rockshelter can contain preserved stratified deposits of archaeological material. Art types found in rockshelters can vary greatly. It can be in the form of painting, stencils of body parts, tools and equipment, or engravings. Style variations in painting can cover animal or human figurines, supernatural beings, and geometric patterns. Engravings can have similar variations as they can depict tools, humans, human parts, animals and birds and their tracks, geometric patterns and supernatural beings. Pecking is also a form of engraving.

Quarries or Stone Procurement Sites

Quarry sites occur where outliers of suitable tool-making stone appear. A quarry can be generally recognised by evidence of human manipulation and extraction of suitable material and the debris left by the processing of the suitable material. Some quarries can cover vast areas with extremely high amounts of lithic discard. Ochre or pigment was also quarried.

Burials

Burials can occur anywhere, though they are generally found close to areas where there was a high population concentration. Burials can occur where there are soft sediments such as sand hills, they can be found in caves and rockshelters and sometimes they can be associated with hollow trees.

APPENDIX 3: SUMMARY OF STAKEHOLDER CONSULTATION

During November – December 2015, identified stakeholders were invited to provide comments relevant to the development of the *Clarence Plains Reserves Activity Plan 2016-2020*.

A public meeting and community 'walk and talk' session was facilitated by Council and Tasflora on 15 November 2015 and attended by 12 local residents, including members of Tranmere-Clarence Plains Land and Coastcare Inc (TACPLACI). The purpose of the session was to seek input from on the values and management issues associated with the Reserves. Key issues raised during the walk and talk included:

- cultural and heritage values need to be recognised;
- trail bikes at 45 Goodwins Road are a major problem, although noted that deterrence is difficult;
- Emmanuel Christian School has been active in the past, and new opportunities for engagement should be investigated;
- concern about horses at 10 Grange Road West, and a suggestion that green corridors should be considered in this area;
- suggestion to build a stone arch bridge to the north of the mulberry trees along Clarence Plains Rivulet to link the new Pass Road subdivision (since completed);
- linkage is needed to 60A Droughty Point Road;
- suggestion that rows of revegetation or copses could be planted through 36 Duntroon Drive; and
- Rokeby Beach coastline is receding, and sea grasses are no longer present.

A further meeting with members of the One Community Together project³⁰ was held on 8 April 2016 to discuss the concept of a Clarence Plains Riparian Greenway, for which there was general support. Other key issues raised included:



- strong opposition to a tunnel under Rokeby Road to facilitate pedestrian access;
- potential for opportunities to link community gardens to the existing edible landscape at 45 Goodwins Road;
- support for community group participation in Clean up Australia Day or other clean up activities at Rokeby Beach;

³⁰ Further information about this project is available at:
https://www.facebook.com/onecommunitytogether/timeline?ref=page_internal




- consideration needs to be given to the proposed Clarence Plains Rivulet track surface so all the community can use it, noting that side tracks will also need upgrading to facilitate access;
- suggestion to rename Clarence Plains Rivulet to an aboriginal or historical name; and
- is water quality improving or degrading, based on historical data?

A feedback form seeking input to the *Clarence Plains Reserves Activity Plan 2016-2020* was also mailed to local residents and stakeholders. A written response was received from one stakeholder, who noted that Goodwins Road has inadequate pedestrian access, and that a pedestrian pavement is needed to connect users to Pass Road and Rokeby Road to provide a round trip for walkers and cyclists. This issue is specifically addressed in Section 12.

APPENDIX 4: WEED SPECIES PRESENT AND RECOMMENDED CONTROL TECHNIQUES

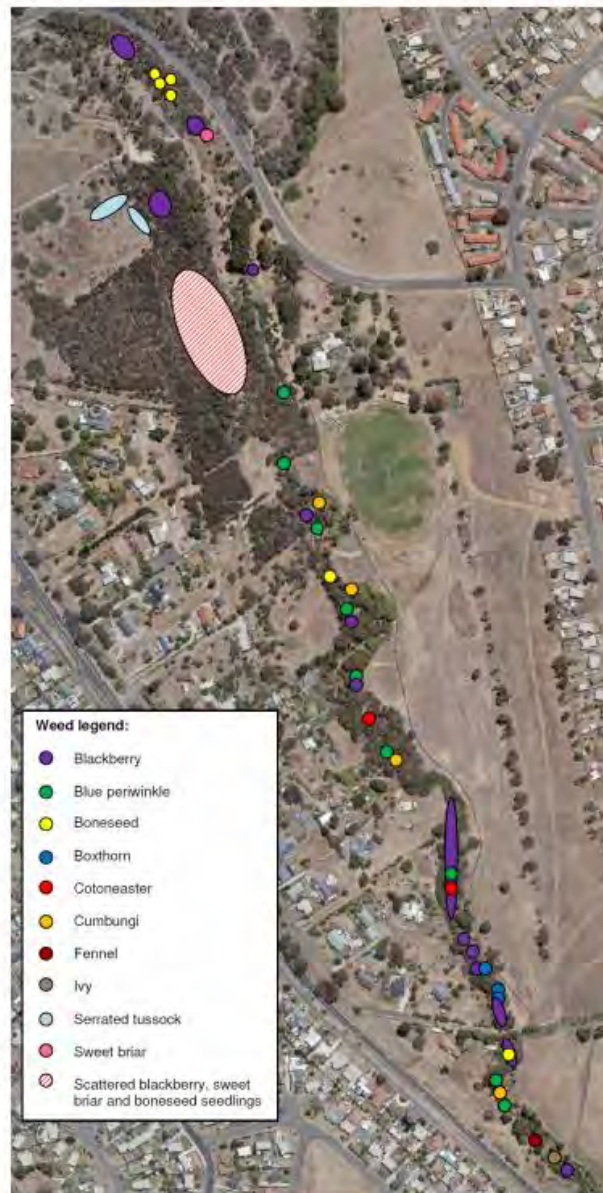
Common name	Species	Status ³¹	Picture	Recommended control technique
DECLARED WEEDS				
African boxthorn	<i>Lycium ferocissimum</i>	Declared WONS		Cut and paste or spot spray. Care should be taken to avoid the spines on this species as they can produce painful puncture wounds and/or an allergic reaction.
Blackberry	<i>Rubus fruticosus</i> aggregate	Declared WONS		Large stands - spot spray larger using an appropriate herbicide (as per the DPIPWE Control Guide) in non-fruiting periods Isolated patches - spot spray or cut and paste

³¹ Declared = declared under the Tasmanian Weed Management Act 1999; WONS = Weed of National Significance.

Common name	Species	Status ³¹	Picture	Recommended control technique
Boneseed	<i>Chrysanthemoides monilifera</i>	Declared WONS		Hand pull seedlings. Cut and paste larger plants. Fruit should be bagged and disposed of responsibly.
Fennel	<i>Foeniculum vulgare</i>	Declared		Cut and paste or spot spray.
Serrated tussock	<i>Nassella trichotoma</i>	Declared WONS		Spot spray larger using an appropriate herbicide (as per the DPIPWE Control Guide).

Common name	Species	Status ³¹	Picture	Recommended control technique
<u>OTHER ENVIRONMENTAL WEEDS</u>				
Blue periwinkle	<i>Vinca major</i>			Brushcut followed by spot spraying. Repeated follow-up spot spraying required.
Cotoneaster	<i>Cotoneaster</i> sp.			Hand pull seedlings. Cut and paste larger plants.
Cumbungi	<i>Typha</i> sp.	-		Hand pull and remove all the rhizome.

Common name	Species	Status ³¹	Picture	Recommended control technique
English ivy	<i>Hedera helix</i>			Cut and paste.
Hawthorn	<i>Crataegus monogyna</i>			Hand pull or cut and paste small plants and seedlings. Mature specimens along Clarence Plains Rivulet should be retained due to their heritage value.
Sweet briar	<i>Rosa rubiginosa</i>			Cut and paste or spot spray

APPENDIX 5: LOCATION OF WEEDS AT 45 AND 45A GOODWINS ROAD

Note: Scattered thistles and hawthorn seedlings occur at various locations along the rivulet and have not been individually mapped. Mature hawthorn, weeping willow and fruit trees have not been mapped as weeds due to their heritage value.

APPENDIX 6: VEGETATION CONDITION ASSESSMENT SUMMARY REPORT FOR GOODWINS ROAD

SITE DETAILS

Location: **Goodwins Road** Zone no.: **Zone 1**

Monitoring Point: Easting: 535765mE Northing: 5251295mN

Date of assessment: 23 Apr 2016 Assessor(s): Kerri Spicer

Vegetation type: ***Eucalyptus ovata* forest (DOV)**

VEGETATION CONDITION ASSESSMENT SUMMARY

[taken from the field-collected data on the Vegetation Condition Assessment form – see scanned field sheets]

Element	Component (possible score)	Score 2015	% of habitat component remaining from "benchmark" condition based on current habitat condition scores
Site condition	Large trees (10)	0	<div>0% 50% 100%</div>
	Tree canopy cover (5)	4	
	Lack of weeds (15)	11	
	Understorey (25)	15	
	Recruitment (10)	5	
	Organic litter (5)	5	
	Logs (5)	3	
Sub-total Site Condition (75)		43	
Landscape context	Patch size (10)	2	<div>0% 50% 100%</div>
	Neighbourhood (10)	1	
	Distance to core area (5)	1	
Sub-total Landscape Context (25)		4	
TOTAL (100)		47	

This zone is restricted to the floodplain and reflects a small remnant patch of *E. ovata* forest. As you move off the floodplain the *E. ovata* forest grades into *Allocasuarina verticillata* forest. The forest is in an average condition, reflecting its disturbance history and due to it being a small remnant in a mostly cleared landscape. No large trees were present as the forest consists of regrowth *E. ovata* trees. A few scattered weeds (1% cover) were found through the zone. The understorey consists of a thick tree layer (shrubs > 2 metres) over a relatively open lower understorey which is grassy where the canopy is more open. Very little regeneration was present but given this forest type regenerates by episodic events this is not currently of concern. A good canopy cover of *E. ovata* (30% cover vs 40% benchmark cover) is present in reasonable health.

PHOTO-POINT

Easting: 535765mE Northing: 5251295mN

Images taken at eye-level and angled upwards (approx. 45°) at cardinal compass points of north, east, south and west.

NORTH**EAST****SOUTH****WEST**

APPENDIX 7: SUMMARY OF ON GROUND MANAGEMENT RECOMMENDATIONS

Landscape setting and connectivity	
R1	Undertake a feasibility study into the development of a Clarence Plains Riparian Greenway, incorporating a continuous biodiversity corridor and walking track along Clarence Plains Rivulet between Goodwins Road and Rokeby Beach.
Weed control	
R2	Undertake ongoing annual monitoring throughout all the Reserves for primary infestations of Texas needle grass.
R3	Undertake control of exotic grasses and broadleaf weeds only in revegetation areas and where necessary as part of a general Reserve maintenance program.
R4	Undertake an annual sweep and follow-up control of all previously targeted weeds at 45 & 45A Goodwins Road.
R5	Undertake ongoing monitoring and control of species with an inherent ability to regenerate, including serrated tussock, blue periwinkle, cumbungi and blackberry.
R6	Undertake follow-up GPS mapping of all weeds in the Reserve after five years to monitor progress and inform future weed control priorities
Regeneration and revegetation	
R7	New revegetation and landscaping activities should not be committed to unless sufficient resources are available to undertake ongoing regular maintenance of existing revegetation areas.
R8	Undertake targeted revegetation within the Reserves to improve visual amenity, provide animal habitat and regenerate bare areas following weed control activities.
Riparian zone management	
R9	Continue and enhance the existing water quality monitoring program in Clarence Plains Rivulet in conjunction with the development of the Clarence Plains Rivulet Stormwater System Management Plan.
Fauna habitat monitoring	
R10	Consider fauna habitat requirements when planning future bushfire management activities in the Reserves.
Vegetation and fauna monitoring	
R11	Undertake a follow-up vegetation condition assessment (VCA) of the <i>Eucalyptus ovata</i> forest community at 45A Goodwins Road in 2020.
R12	Establish photo points at several locations along Clarence Plains Rivulet to facilitate monitoring of annual regeneration growth.
R13	Undertake fauna surveys and establish a series of hair sampling devices along Clarence Plains Rivulet in 2016 and 2020 to assess species diversity and further inform on ground management activities.
R14	Undertake an analysis of all photo points, VCAs and fauna surveys in 2020 to determine trends and inform future management activities.
Reserve Entrances	
R15	Improve Reserve entrances by installing additional signage and undertaking landscaping activities as recommended in Table 2.

Tracks and trails	
R16	Create a sealed pedestrian linkage from 45 Goodwins Road to Glebe Hill Estate.
R17	Create a sealed pedestrian linkage from the northern end of 45A Goodwins Road to Rokeby Road, enabling a round trip via Grange Road East
R18	Enhance the walking track between 10 Grange Road West and Emmanuel Christian School.
R19	Establish formal access to 60A Droughty Point Road.
Infrastructure	
R20	Install dog waste bag dispensers and bins near the stone bridge near G1, and at Reserve entrances G2 and RB1.
R21	Design and install new outdoor seating and a shade shelter at RB1 using Crime Prevention Through Environmental Design principles.
R22	Promote a preferred kayak launch site at RB1.
R23	Undertake a review of the infrastructure requirements of the Reserves in 2020
Coastal erosion and inundation	
R24	The Tasmanian Coastal Works Manual should be consulted prior to undertaking any on ground activities
R25	Undertake a detailed risk assessment of hazards to the shoreline at Rokeby Beach to inform future adaptation responses.
Community participation and awareness	
R26	Consider, and fund as necessary, community education to facilitate behavioural change and encourage ownership and appreciation of the values of the Reserves
R27	Install an interpretation sign near the stone bridge at the northern end of 45 Goodwins to provide directional information and educate users about the natural and cultural values of Clarence Plains Rivulet.
R28	Actively engage with TACPLACI, Green Army and Work for the Dole teams to seek support Reserve management activities.
R29	Support opportunities for local schools, landcare groups and other community groups to participate in the long term development of the proposed Clarence Plains Riparian Greenway.
R30	Continue to provide opportunities for the local community to share the responsibility for rubbish clean ups in the Reserves through participation in Clean Up Australia Day and other volunteer litter collection activities.
Implementation Plan	
R31	Review progress against all performance measures identified in the Implementation Plan annually
R32	Review the <i>Clarence Plains Reserves Activity Plan 2016-2020</i> in 2020 to assess progress and determine ongoing management priorities for the Reserves

11.5.3 REVIEW OF BUSHFIRE FIRE MANAGEMENT STRATEGY

(File No 12-01-07)

EXECUTIVE SUMMARY**PURPOSE**

To seek Council endorsement to release the draft Bushfire Management Strategy, Best Management Practice Guidelines and 15 Bushfire Management Plans for public consultation in order to obtain feedback from the broader community.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2010-2015, Bushfire Management Policy and Community Participation Policy are relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Consultation was held with relevant State Government Agencies as part of the development of the Bushfire Management Strategy, Best Management Practice Guidelines and 15 Bushfire Management Plans.

FINANCIAL IMPLICATIONS

Funds for the implementation of the Bushfire Management Strategy, Best Management Practice Guidelines and 15 Bushfire Management Plans are included in the 2016/2017 Annual Plan. Council will consider, as part of future Annual Plans, on-going funding for the future implementation of the Bushfire Management Strategy, Best Management Practice Guidelines and 15 Bushfire Management Plans.

RECOMMENDATION:

- A. That Council authorises the General Manager to undertake community consultation for the draft Bushfire Management Strategy, Best Management Practice Guidelines and 15 Bushfire Management Plans as outlined in the Associated Report.
- B. That the results of the community consultation be reported back to Council.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council, at its Meeting of 15 March 2011 endorsed the Bushfire Management Strategy (Strategy) for Council owned and managed land.

- 1.2.** A requirement of the endorsed Strategy is to undertake a review every 5 years. Since the last review was endorsed in 2011, it is now time to undertake a further review in 2016. Since the previous review was completed Council has accepted additional bushland reserves at Glebe Hill Reserve and Rokeby Hills Reserve. These 2 Reserves comprise an additional 36ha of bushland which Council must manage for fire risk and maintain.
- 1.3.** A Workshop was held on Monday, 8 August 2016 where Council's Fire and Bushland Vegetation Management Works Officer presented the outcomes of the key stakeholder consultation and the draft Bushfire Management Strategy, Best Management Practice Guidelines and 15 Bushfire Management Plans (Documents).

2. REPORT IN DETAIL

- 2.1.** In 2004, Council adopted a Bushfire Management Policy which was the driver for the Documents. The Bushfire Management Policy is still a relevant document despite the effluxion of time:

“Clarence City Council Bushfire Management Policy

In order to fulfil its responsibilities as a landowner, and in recognition of its community role in land management Clarence City Council will:

- *Implement current recommended practices for bushfire risk management on all land under its control;*
- *Encourage all owners of private and public bushland areas within Clarence to implement current recommended practices for bushfire risk management;*
- *Meet all its statutory obligations for bushfire management;*
- *Educate the Clarence community regarding the risks from bushfires in collaboration with the Tasmania Fire Service;*
- *Consult with community and other stakeholders when planning bushfire management activities on Council managed land; and*
- *Use planned burning as a management tool in areas to reduce bushfire risk, and maintain and enhance biodiversity”.*

- 2.2.** This review is the third revision of the Documents and builds on previous methodologies and principles. The draft Documents have been developed to deliver a holistic management approach to mitigating the impacts of bushfire.

This revision is to ensure that Council's bushfire management practices are based on current recommended practices for protecting life and assets from bushfires and to maintain and enhance biodiversity within land managed by Council.

2.3. The development of the draft Documents included extensive consultation with key stakeholders to understand what they value. Key stakeholders included the following groups:

- Clarence City Council Officers;
- Land Care and Coast Care Groups in general;
- Tasmania Fire Service (TFS) – Fuel Reduction Unit;
- Department of Primary Industries Water and the Environment (DPIPWE) – Nature Conservation Branch;
- Aboriginal Heritage Tasmania;
- Landowners adjoining each Reserve; and
- Community groups with a specific interest in the Reserves, ie Land Care Groups.

2.4. Residents adjoining the Reserves and key stakeholder groups were invited to attend community “Walk and Talk” sessions for each Reserve. These were held on weekends during November 2015 and the results of the consultation are included in the draft Documents.

2.5. The draft Bushfire Management Strategy includes 10 recommendations ranging from operations of Council's fire crew to community education programs, as well as there are 12 key Management Procedures from the draft Best Management Practice Guidelines to guide operations of fire management activities on Council owned and managed land.

2.6. The draft Bushfire Management Strategy recommendations are as follows.

- **Recommendation 1**

A permanent Technical Officer Fire and Bushland Management position to provide specialised operational and technical advice to internal and external stakeholders. This is a reallocation of human resources within the Operations Group and not a new position in the establishment.

- **Recommendation 2**

Advancement of Fire and Bushland Management Teams certified Tree Fallers from intermediate to advanced qualification. This will allow the staff to develop advanced land management and fire and ecology qualifications within Fire and Bushland Management Team.

- **Recommendation 3**

Further investigation into the procurement of a dedicated 4wd Fire and Bushland Management Team water cart for planned burning, with a minimum 3000 litre water capacity. This is a risk mitigation issue in terms of planned burns.

- **Recommendation 4**

Specialist plant and machinery operators to be included in the Plant and Equipment section of the Multi-use Registrar to suit operational requirements. This is an administrative efficiency and is already underway.

- **Recommendation 5**

Annual meetings held between Council's Fire and Bushland Management Team, Landcare and Coastcare groups to discuss relevant annual planned works. This a communication matter to ensure the operations of both groups do not interfere or hinder each other and contribute to a more efficient use of Council's Natural Resources.

- **Recommendation 6**

During future developments of Bushfire Management Plans and Reserve Activity Plans, Council's Fire and Bushland Management Team, Natural Resource Management and consultants are to be involved at consultation stage to alleviate conflicting recommendations. This is about effective use of Council's resources and ensuring there is a consistent approach to Council's operations.

- **Recommendation 7**

Council's Fire and Bushland Management Team develop and implement a community awareness and education program structured on the 2016-2021 Documents.

- **Recommendation 8**

Council's Fire and Bushland Management Vegetation Monitoring Program be further incorporated into Council's Fire Management GIS context. This is an operational efficiency issue as is the recommendation to expand the Vegetation Monitoring Program to include threatened species plots.

- **Recommendation 9**

Implement Recommendation 1 to allow for accurate internal and external annual dataset sharing and database management for Council's Fire and Bushland Management Team operations.

- **Recommendation 10**

Council with guidance from TFS to investigate a formalised additional vehicle escape route for residents living at Mt Rumney and future subdivisions within and adjacent to Mt Rumney to consider allowing a vehicle escape route for residents living at Mt Rumney.

Future Bushfire Management Strategy reviews be undertaken internally by Council's Fire and Bushland Management Team.

2.7. The Management Procedures from the draft Best Management Practice Guidelines deal with the following:

- fire trail construction;
- fire trail inspection and maintenance;
- trail closure and rehabilitation;
- foot track construction, inspection and maintenance;
- creating defensible spaces from bushfire;
- maintaining a defensible space;
- planned burning;
- weed control, pre and post burning;
- co-ordinating bushfire management activities;
- recording fires;
- recording bushfire management activities; and
- post fire recovery.

2.8. The draft Documents contain a 5 year On-ground Works Program 2016-2021, which guides operational matters, including prescribed burns, for each of the 15 Reserves and is broken down to individual Vegetation Management Units. This program will guide scheduling of works and budgeting of on-ground activities over the 5 years.

2.9. There are 15 Bushfire Management Plans which identify specific values and operational matters unique to each of the Council owned and managed bushland Reserves. The Bushfire Management Plans relate to the following Reserves:

- Bedlam Walls;
- Canopus Centuri;
- Glebe Hill;
- Lauderdale Wetlands;

- Mortimer Bay;
- Natone Hill;
- Pilchers Hill;
- Roches Beach/Nowra Bushland;
- Rokeby Hills;
- Roscommon;
- Rosny Foreshore;
- Rosny Hill;
- Seven Mile Beach;
- Waverley Flora Park; and
- Wiena.

3. CONSULTATION

3.1. The draft Documents were developed from input provided by Crown agencies, Council officers and numerous key stakeholders. A broader community consultation process is still required to be carried out in order to obtain feedback on the draft Documents.

Given the complex nature of the draft Documents and the large number of documents involved (amounting to several hundred pages); the community consultation will be undertaken utilising the following options:

- copy of the draft Documents and associated feedback forms will be placed on Council's web site;
- copy of the draft Documents will be made available on CD upon request;
- a letter to residents adjoining the 15 Reserves asking them to comment on the draft Documents by either:
 - completing the feedback form and returning it in the self-addressed envelope; or
 - completing the feedback form on Council's website;

- a letter and CD to Land Care and Coast Care Groups, TFS, DPIPWE and Aboriginal Heritage Tasmania asking them to comment on the draft Documents by either:
 - completing the feedback form and returning it in the self-addressed envelope; or
 - completing the feedback form on Council’s website;
- advertisement in “The Mercury” newspaper advising of the consultation process and the various options available to provide feedback.

The community consultation will extend for a 4 week period.

3.2. State/Local Government Protocol

Consultation was held with relevant State Government Agencies as part of the development of the draft Documents.

3.3. Other

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

- 4.1.** Council’s Strategic Plan 2010-2015 under the Goal Area Social Inclusion has the following Community Safety and Well-being Strategy to:

“Develop and implement plans for dealing with:

- *Bushfire”.*

- 4.2.** Council’s Strategic Plan 2010-2015 under the Goal Area Social Inclusion has the following Natural Area Management Strategy to:

*“Protect natural assets through:
maintenance and review of a fire management strategy for the
City”.*

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

There are no risk and legal implications from carrying out public consultation.

7. FINANCIAL IMPLICATIONS

Council could consider the allocation of funds as part of its consideration of future Annual Plans once the consultation process is complete and Council has adopted the final versions of the draft Documents.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. A requirement of the endorsed Strategy is to undertake a review every 5 years. Since the last review was endorsed in 2011, Council has acquired additional bushland reserves at Glebe Hill Reserve and Rokeby Hills Reserve.

9.2. Consultation was held with relevant State Government Agencies, key stakeholder groups and Council officers as part of the development of the draft Documents.

9.3. The recommendations outlined in the draft Documents intend to facilitate the implementation of a holistic approach to fire management of Council's Bushland Reserves.

9.4. Following the conclusion of the community consultation the results will be presented at a future Council Workshop at which further consideration will occur in relation to the adoption of the draft Documents.

Attachments: Nil.

Ross Graham
ACTING GROUP MANAGER ASSET MANAGEMENT

**11.5.4 TOLLARD DRIVE SAFETY IMPROVEMENT UPGRADE PLAN –
APPROVAL TO ADOPT**
(File No T014)**EXECUTIVE SUMMARY****PURPOSE**

To seek Council's approval of the Tollard Drive Safety Improvement Upgrade Plan for adoption and implementation of the works.

RELATION TO EXISTING POLICY/PLANS

Council's adopted Strategic Plan 2010-2015, Community Participation Policy, Bicycle Strategy 2013-2017 and associated Bicycle Action Plan 2013-2017 are relevant.

LEGISLATIVE REQUIREMENTS

Not applicable.

CONSULTATION

Officers from the Department of State Growth, as well as Council Officers and the Bicycle Steering Committee have provided input and feedback on the Plan prior to carrying out community consultation.

FINANCIAL IMPLICATIONS

Funds have been allocated in the 2015/2016 Annual Plan to undertake the draft Tollard Drive Safety Improvement Upgrade Plan.

RECOMMENDATION:

That Council adopts the draft Tollard Drive Safety Improvement Upgrade Plan as outlined in the Associated Report and authorise the General Manager to implement the necessary works generally in accordance with the proposed plan.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** For a number of years developers at the southern end of Tollard Drive have argued for Council to connect Tollard Drive to the South Arm Highway and to invest in cycle way infrastructure along Tollard Drive.

- 1.2.** Council, at its Meeting of 10 November 2014 resolved to authorise the General Manager to contribute 50% of the cost to build a 3m wide shared path along the eastern side of Tollard Drive as part of the Department of State Growth (DSG) project to upgrade the Pass Road/Tollard Drive/South Arm Highway intersection.
- 1.3.** Following the connection of Tollard Drive to South Arm Highway significant traffic issues were identified in a post construction road safety audit. As a result, Council allocated funds for traffic safety improvements along Tollard Drive to address the recommendations from the road safety audit.
- 1.4.** Council, at its Meeting of 4 July 2016 resolved:
- “A. That Council authorise the General Manager to undertake community consultation for the draft Tollard Drive Safety Improvement Upgrade Plan as outlined in this report.*
- B. That the results of the community consultation be presented to Council at a future workshop”.*
- 1.5.** This Agenda Item deals with the community consultation results.

2. REPORT IN DETAIL

- 2.1.** The major issues identified with Tollard Drive can be summarised as follows:
- the road was originally designed to allow it to function as a Major Collector, with the long term plan that it would provide a ring road along with Oceana Drive on the western side of Droughty Point peninsula;
 - there were sight distance issues with Tollard Court south/Tollard Drive intersection;
 - the road was operating as a low traffic residential street until it was connected to South Arm Highway;
 - as a result of the connection there has been significant traffic increases;
 - speed has also increased with the direct connection;

- bus services have been redirected as a result of the direct connection;
- there is a wide pavement with no line markings;
- no definition for travel lane/parking/cyclists;
- there are kerb extensions designed to calm traffic; and
- there is unconnected share path infrastructure at both ends.

2.2. Council officers developed a proposal for safety improvement of Tollard Drive that addresses the issues identified above and involves:

- improvement of Tollard Court south access; with left in and left out to mitigate against the poor sight lines;
- provision of intersection turning lanes;
- channelisation of traffic lanes on the very wide road to improve traffic flow and control speed;
- removal of parking on western side;
- removal of kerb bulbs to improve road safety and make room for parking and cycle ways; and
- provision of cycle ways on both sides of the road.

These works are Stage 1 of a multi-stage process to treat all of Tollard Drive. A series of sketches outlining these improvements for Stage 1 is Attachment 1; these sketches formed the basis of the community consultation.

2.3. As indicated in 4 July 2016 Agenda, letters were sent to 702 properties/residents along Tollard Drive and surrounding areas. Also to attempt to catch other interested parties a public comment box with feedback forms was provided at Council's office foyer and there was also the opportunity to comment through the plans and feedback forms on Council's website.

2.4. In total 44 written responses were received.
79.54% (35) respondents supported the proposal with or without some additional comments and recommendations. Large number of responses in this category made reference to the bike lane being a good initiative and also the developer towards end of Tollard Drive provided strong support to the proposal, which has been included on this category.

6.82% (3) respondents raised concern about losing on-street parking on one side of the street; however, have not completely objected to the proposal.

13.64% (6) respondents made comments not directly related to the proposal.

Overall speeding and associated enforcement was mentioned as a major issue along with the width of the road. The proposals ability to cater for a diversity of road users and the implementation of turning lanes have been appreciated.

2.5. On 22 August 2016, a workshop was held with Council on the above results of the community consultation.

2.6. The proposed Stage 1 works deal with issues raised by the change in function that Tollard Drive now plays in the City's road network, as well as addressing matters identified in the road safety audit. Given the support expressed through the community consultation, it is appropriate for Council to adopt this plan for implementation.

3. CONSULTATION

3.1. Community Consultation

The Plan was drafted from input provided by Council and DSG Officers and feedback from some of the community.

A community consultation was undertaken utilising the following options:

- advertisement in “The Mercury” newspaper advising the community that they can make comments on the Tollard Drive Safety Improvement Upgrade Plan on Council’s website or at Council offices;
- letter to local residents along and in the vicinity of Tollard Drive which included a feedback form;
- completing the feedback form available at the Council offices and placing in the feedback box; or completing the feedback form on Council’s website; and
- mailing the feedback form to the Council Offices.

The community consultation took place over a 4 week period.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

- #### **4.1.**
- Council’s Strategic Plan 2010-2015 with the Goal Area Social Inclusion contains the following Community Safety and Well-being Strategy to: *“Provide essential infrastructure to support, sustain and enhance community safety and social well-being”*.

- 4.2.** Council's Strategic Plan 2010-2015 under the Goal Area Social Inclusion has the following Public Spaces and Amenity Strategy to:

“Develop Plans to improve the amenity of public spaces, including:

- Implementation of Tracks and Trails Plan and Cycle Plan”.*

- 4.3.** The Tollard Drive Safety Improvement Upgrade Plan is in accordance with the Hobart Regional Arterial Bicycle Network Plan, which was adopted by Council on 30 November 2009.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

There is funding available from the Annual Plan for the implementation of Stage 1 of the Plan.

8. ANY OTHER UNIQUE ISSUES

- 8.1.** Tollard Drive is part of Council's Principal Bike Route.
- 8.2.** DSG released a “Tasmanian Walking and Cycling for Active Transport Strategy 2010” and 1 of the priorities was to improve infrastructure and facilities that support walking and cycling for transport.
- 8.3.** DSG has also released a “Positive Provision Policy for Cycling Infrastructure”. In the words of the policy: *“The purpose of this policy is to help achieve those Priorities (set out in the ‘Tasmanian Walking and Cycling for Active Transport Strategy 2010’) by establishing a set of criteria for mainstreaming the provision of transport oriented cycle facilities as part of transport projects and maintaining these facilities at an acceptable standard through maintenance contracts on State-owned roads”.*

- 8.4.** While this Policy is intended to apply to State-owned roads there is a specific section that deals with local roads. The rationale being that the nature of cycling and walking should adopt a holistic approach about the journey, similar to that adopted with the seamlessness of State and Local roads, rather than one based on tenure.

“4.5 Local Roads

There are many segments of the Principal Urban Cycling Networks located on local roads. Where changes to these local roads are planned requiring approval of traffic control devices under the Traffic Act 1925, such as the installation of roundabouts, traffic islands, traffic signals, new intersections and changes to line markings and lane widths for other road users, these improvements should also take account of the Principal Urban Cycling Network routes and cater for cyclists”.

9. CONCLUSION

- 9.1.** The Tollard Drive Safety Improvement Upgrade Plan has been designed to provide the necessary infrastructure to deal with the increased traffic while still meeting the safety and amenity needs of the community and road users.
- 9.2.** Following the conclusion of the community consultation results it is recommended that Council adopt the Tollard Drive Safety Improvement Upgrade Plan as the basis for implementation.

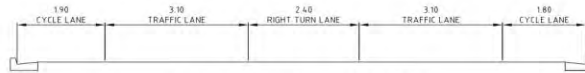
Attachments: 1. Plan No 6268, Sheet 1 – 3 - Tollard Drive - Traffic Management – Concept Plan (3)

Ross Graham

ACTING GROUP MANAGER ASSET MANAGEMENT

ATTACHMENT 1

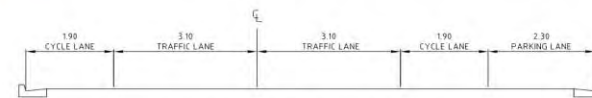
PLAN
No. 6268



TYPICAL SECTION - RIGHT TURN LANE
SCALE 1:50



PLAN
SCALE 1:500



TYPICAL SECTION - PARKING ONE SIDE
SCALE 1:50

NOTES

1. FULL DETAILED DESIGN IN ACCORDANCE WITH AUSTRROADS & RELEVANT AUSTRALIAN STANDARDS IS REQUIRED.
2. APPROXIMATELY 20 GRATED SIDE ENTRY PITS REQUIRE MODIFICATION TO CYCLE SAFE TYPE.

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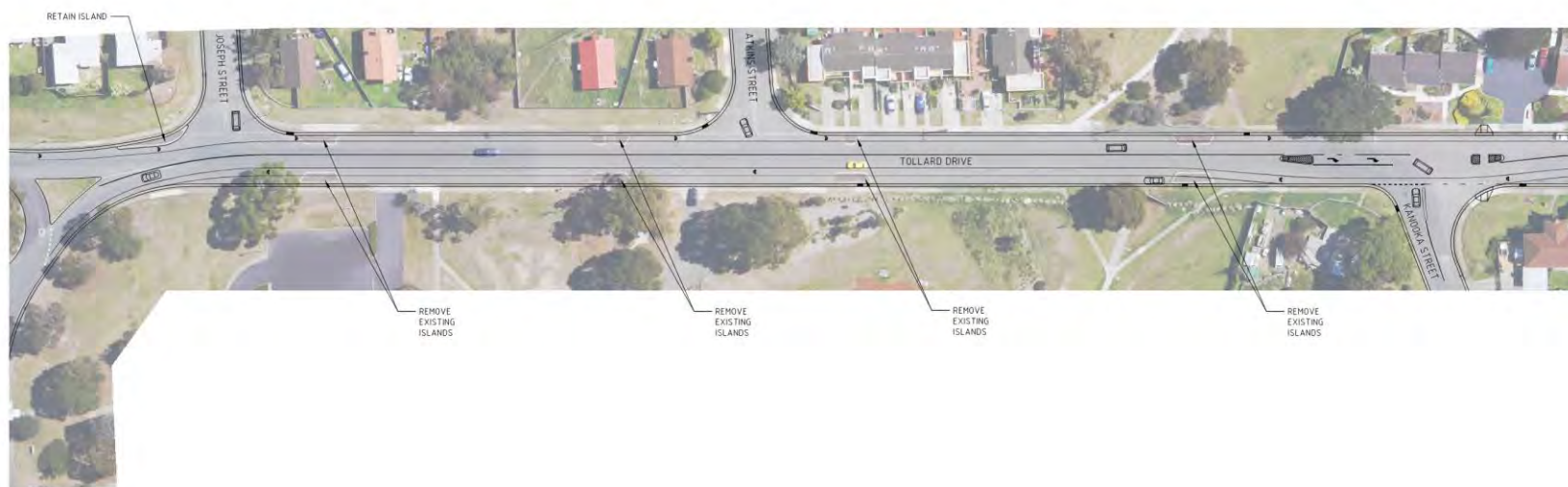
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SCALES — PLAN As Shown HORIZONTALLY As Shown VERTICALLY As Shown		NOTATION		DATE	
SECTION	DD494/AND	DATE			
DESIGNED	AWB	DATE	FEB'15		
DRAWN	AWB	DATE	FEB'15		
CHECKED	AWB/GW	DATE	FEB'15		
APPROVED		DATE			
REVISIONS		INITIAL	DATE	REVISION	



TOLLARD DRIVE, ROKEBY
TRAFFIC MANAGEMENT CONCEPT
PLAN — SHEET 1 OF 3

REFERENCE		CONTRACT	
PLAN No. 6268-1	PROJECT No.		A1



PLAN
SCALE 1:500

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SCALES - PLAN As Shown HORIZONTALLY As Shown VERTICALLY As Shown NORTH - EAST NORTH WEST COMPUTER FILE REFERENCE				DESIGN NO. SCANNED DRAWN ARB FEB'15 DETAILED DESIGNED ARB/CN FEB'15 CHECKED EXAMINED APPROVED		DATE FEB'15 FEB'15	
NO.	REVISIONS	INITIAL	DATE	SCANNED	ENCLOSURE		



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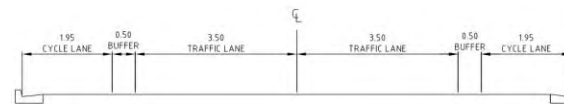
P.O. BOX 96, ROSHY PARK, 7018
TELEPHONE: (03) 62 458 600
FACSIMILE: (03) 62 458 700

TOLLARD DRIVE, ROKEYB
TRAFFIC MANAGEMENT CONCEPT
PLAN - SHEET 2 OF 3

REFERENCE DRAWINGS	CONTRACT NUMBER	-
PLAN No. 6268-2	PROJECT No.	A



PLAN
SCALE 1500



TYPICAL SECTION - TRAFFIC & CYCLE LANES ONLY
SCALE 150

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SCALES - PLAN As Shown HORIZONTALLY As Shown VERTICALLY As Shown			DATE	
PLAN	As Shown	As Shown	DATE	GD494/AND
INTEREST - EAST	NORTH	ROTATION	REV	SCALED
REFERENCE			DESIGNED	AWB
			CHECKED	AWB/GN
			EXAMINED	
			APPROVED	
No.	REVISIONS	INITIAL	DATE	REMARKS



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TOLLARD DRIVE, ROKEBY
TRAFFIC MANAGEMENT CONCEPT
PLAN - SHEET 3 OF 3

REFERENCE DRAWING	CONTRACT NUMBER	
PLAN No. 6268-3	PROJECT No.	A1

11.6 FINANCIAL MANAGEMENT

Nil Items.

11.7 GOVERNANCE**11.7.1 TRANSPORT ACCESS STRATEGY – FEEDBACK TO DEPARTMENT OF STATE GROWTH**

(File No 28-04-01)

EXECUTIVE SUMMARY**PURPOSE**

To consider the Department of State Growth (DSG) Draft Transport Access Strategy.

RELATION TO EXISTING POLICY/PLANS

Consistent with Council's Strategic Plan 2010–2015.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

The DSG's Draft Transport Access Strategy is open for public consultation until 9 September 2016. Comments have been received from members of Council's Positive Ageing, Disability Access Advisory and Health and Wellbeing Committees as well as individual staff. Community consultation has not been undertaken.

FINANCIAL IMPLICATIONS

Nil.

RECOMMENDATION:

- A. That Council supports the Department of State Growth Draft Transport Access Strategy.
- B. That Council authorises the General Manager to write to the Department of State Growth on the Draft Transport Access Strategy recommending:
- Council's general support;
 - the inclusion of actions to strengthen local government partnerships and recognising local innovations and responding to local needs;
 - more focus on the broader canvas of transport access covering a range of modes such as water, air and rail;
 - the inclusion of actions to define a strategy for continuous improvement;
 - the inclusion of actions to define the role of utilities in removing barriers to the public transport system.
 - the inclusion of actions to strengthen the approach for infill development and transport planning associated with workplaces; and
 - more focus on clarifying the responsibility for bus stops and shelters.

TRANSPORT ACCESS STRATEGY – FEEDBACK TO DEPARTMENT OF STATE GROWTH /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1. DSG's Draft Transport Access Strategy is open for public consultation. A copy of the strategy is Attachment 1.
- 1.2. A copy of the Draft Transport Access Strategy was forward to Council's Positive Ageing, Disability Access Advisory and Health and Wellbeing Committees for feedback and input into this Agenda Item.
- 1.3. A Council Workshop was held on the strategy on 22 August 2016.

2. REPORT IN DETAIL

- 2.1. The Draft Transport Access Strategy summarises the purpose of the strategy as:

"The Draft Transport Access Strategy sets out the Tasmanian Government's approach to providing better integrated and coordinated transport services for all Tasmanians, particularly those disadvantaged through economic circumstances, age or disability.

The draft strategy aims to improve social connectivity and access to employment (paid and voluntary), training and education, services and recreational opportunities by focusing on progressing the following priority areas:

- ***Living closer:*** improved opportunities for people to live closer to employment, education, services, recreational opportunities and key transport corridors.
- ***Working together:*** stronger collaboration and partnership between governments, key service providers, and public, private and not-for-profit transport providers.
- ***Connected transport system:*** a focus on frequent, efficient, accessible, affordable and reliable transport services.
- ***Better integration:*** ensuring public transport is easier to use through better coordination and integration of services.

- ***Closing transport gaps:** developing innovative approaches to enable those members of the community who are transport disadvantaged to overcome transport barriers.*
- ***Innovative pricing:** developing innovative pricing mechanisms to support the greater use of public transport in order to make it more viable.*
- ***Improved infrastructure:** providing more opportunities for people to walk, cycle and use public transport by making sure infrastructure is safe, accessible and attractive to use”.*

2.2. The comments on the strategy can be classified as follows:

- Council committees;
- individual comments; and
- specific comments on the 7 priority areas.

2.3. The various Council committees submissions can be summarised as:

Strengthen Local Government Partnerships

- Overall the strategy lacks the inclusion of local government as a key responsible partner in continuing to drive and support current initiatives. The strategy requires a genuine commitment to strengthening this partnership. Creating a cross organisational working group (similar to the Disability Access Working Group with practical actions) could be a solution to actually getting things done.

Recognising Local Innovations and Responding to Local Needs

- Understanding community needs and supporting them are focus areas. The strategy seems more about moving people closer to what is available rather than creating better links. It is very important to raise that supporting local needs and responding to them innovatively is what local government is currently trying to do (not just here in Clarence but in other municipalities) and there should be better recognition of this.

2.4. The individual comments covered a wide range of topics as set out below but basically were general comments on the strategy as follows:

- there were a number of comments that can be summarised as it was very difficult to discover a real focus to the Transport Access Strategy;
- the report references separate land use and transport plans which are not intertwined hence the lack of clarity and focus;
- seems to be about improving Public Transport and active travel on roads and streets rather than the broader canvas of transport access covering a range of modes such as water, air and rail.
- very limited in terms of actual actions – mainly about evaluate, investigate etc;
- there is no clarity on who deals with accessibility of bus stops;
- there appears to be no role for government utilities such as TasNetworks whose infrastructure regularly renders the first and last mile inaccessible eg 103 East Derwent Highway;
- there appears to be no mechanism/strategy for continuous improvement such as:
 - no mention of mechanisms for user groups to complain eg how do the disabled deal with the recent complaints about taxis. There should be an approach other than through the Office of the Anti-Discrimination Commissioner;
 - any continuous improvement action should provide for training and cultural awareness of service providers;
 - service providers are regulated by the State; what mechanisms are in place for reporting and how do people find out about what improvements, if any, have happened?
 - agencies and GBE's should include this strategy and report on it in their Disability Action Plans which are required as part of the State Government's Disability Framework for Action.

2.5. The following are specific comments relating to the priority areas identified in the strategy:

- **Living Closer**

The focus of the living closer argument is to modify communities rather than the links to service those communities; there is a self-evident need to deal with existing issues.

There is no mention of what will happen to infilled residents when they move into these areas. Will there be transport planning at the same time as the infill or will this occur after (say 60%) of the development is occupied? More people may move into these areas with a firm backing that public transport will be there from day 1.

- **Working Together**

As stated in the strategy workplaces need to be advertising places for public transport. The majority of the working population commute to the same workplace daily, so one end of the transport trip is stable, the other end, where people live, is more flexible. This is similar to schools. Once the other end of the trip is stable, by creating infill development, then it will be much easier to create these reliable networks between, workplaces/schools and other organisations promoting active/public transport.

- **Connected Public Transport System**

There is a major point which is lacking in this priority area. There is no mention of the increase of the inner city campuses in Burnie/Launceston/Hobart. There is a major opportunity now, before they are open, to make sure that students of these campuses use public transport to access classes. As classes are only 1 - 3 hours at a time, if nothing is done about this, then there will be a significant shortage of short term parking within the inner CBDs. Congestion will, in general, not be effected in peak hour, but the inter peak period will increase and become a noticeable change on CBD traffic.

- **Better Integration/Improved Infrastructure**

For all services, however, not as much for turn-up and go, it is important that the bus shelters are places where people want to be. If the bus shelter does not provide enough cover for people in inclement weather; not enough light in dark periods; not safe enough; does not provide information including prices of tickets, then people are not going to use them. New bus shelters will work as well as new buses as inviting people to use the network. Would you go to a dirty dark restaurant for your food? It does not matter what the service is like, if it is not an inviting place to be.

- 2.6.** The Draft Transport Access Strategy is a complex and varied document. Council should support the strategy as part of its broad social inclusion obligation and commitment to its community for its health and wellbeing, as well as offering the comments as detailed above.

3. CONSULTATION

3.1. Community Consultation

Community consultation has not been undertaken.

3.2. State/Local Government Protocol

The letter received from DSG did specify a response time of 9 September 2016, which is according to the requirements of the Premiers Local Government Council for comments on State Policies and Strategies.

3.3. Other

Comments have been received from members of Council's Positive Ageing, Disability Access Advisory and Health and Wellbeing Committees as well as individual staff.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan in the Community and People section states the following Strategy to: *"Develop and implement plans and programs that respond to community safety and well-being issues"*.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

There are no immediate financial implications in supporting and commenting on the Draft Transport Access Strategy.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

It is recommended that Council acknowledge and support the Draft Transport Access Strategy as well as provide the following comments relating to:

- strengthen local government partnerships;
- define a strategy for continuous improvement;
- the role of utilities in removing barriers to public transport system.
- strengthen the approach for infill development and transport planning associated with workplaces; and
- more focus on responsibility for bus stops and shelters.

Attachments: 1. Draft Transport Access Strategy (28)

Ross Graham

ACTING GROUP MANAGER ASSET MANAGEMENT

Public consultation

Draft Transport Access Strategy



Department of State Growth



A1073496

Contents

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Purpose

The *Transport Access Strategy* sets out the Tasmanian Government's approach to providing better integrated and coordinated transport services for all Tasmanians, particularly those disadvantaged through economic circumstances, age or disability.

This Strategy will help give effect to the Government's commitment to building a modern economy for Tasmania and providing essential services that create resourceful and resilient people, strong communities, and viable industry.

The *Transport Access Strategy* aims to improve social connectivity and access to employment (paid and voluntary), training and education, services and recreational opportunities through progressing the following priority areas:

1. **Living closer:** improved opportunities for people to live closer to employment, education, services, recreational opportunities and key transport corridors.
2. **Working together:** stronger collaboration and partnership between governments, key service providers, and public, private and not-for-profit transport providers.
3. **Connected transport** system: a focus on frequent, efficient, accessible, affordable and reliable transport services.
4. **Better integration:** ensuring public transport is easier to use through better coordination and integration of services.
5. **Closing transport gaps:** developing innovative approaches to enable those members of the community who are transport disadvantaged to overcome transport barriers.
6. **Innovative pricing:** developing innovative pricing mechanisms to support the greater use of public transport in order to make it more viable.
7. **Improved infrastructure:** providing more opportunities for people to walk, cycle and use public transport by making sure infrastructure is safe, accessible and attractive to use.

Policy context

Transport access issues are often complex and are unlikely to be effectively resolved in isolation from the broader policy environment. Consequently the *Transport Access Strategy* favours a holistic, collaborative approach to addressing transport issues and gaps.

A number of new Tasmanian Government initiatives are already underway that will contribute towards improving access to employment, education and training, services and public transport. For example the state-wide land use planning reform process and the *Tasmania's Affordable Housing Strategy 2015-25*.

The engagement and collaboration of a wide range of community, transport, local and state government stakeholders will be required to develop and implement the initiatives identified in the *Transport Access Strategy*. For initiatives where there is shared responsibility, negotiation and flexibility will be required.

The development and implementation of initiatives will also need to take into account, and be responsive to, differences between urban and non-urban environments, and differing local community needs.

The *Transport Access Strategy* complements the *Tasmanian Urban Passenger Transport Framework* which aims to provide a safe and responsive passenger transport system that supports improved accessibility, liveability and health outcomes in our urban areas.

The *Transport Access Strategy* will extend the considerations set out in the *Tasmanian Urban Passenger Transport Framework* by:

- improving transport access for those who may experience disadvantage due to economic circumstances, age or disability
- addressing 'transport gaps' in urban areas
- addressing the transport disadvantage faced by many Tasmanians living in urban-fringe, rural and regional areas.

Links to other initiatives and policies

- *Tasmanian Infrastructure Strategy*.
- *Tasmanian Urban Passenger Transport Framework*.
- *Tasmanian Walking and Cycling for Active Transport Strategy*.
- *Draft Main Road Transit Corridor Plan*.
- *Draft Greater Launceston Metropolitan Passenger Transport Plan*.
- *Regional Integrated Transport Plans: Northern Integrated Transport Plan, Southern Integrated Transport Plan, Cradle Coast Integrated Transport Strategy*.
- The Tasmanian Government's planning reform agenda, including the development of the Tasmanian Planning Scheme and Tasmanian Planning Policies.
- *Regional Land Use Strategies: Living on the Coast: The Cradle Coast Regional Land Use Planning Framework, Regional Land Use Strategy of Northern Tasmania, Southern Tasmania Regional Land Use Strategy 2010-2035*.
- *Tasmania's Affordable Housing Strategy 2015-25*.
- *Inclusive Ageing Tasmania 2012-2014 Strategy*.
- *Tasmania's Plan for Physical Activity 2011 – 2021*.
- *Disability Framework for Action 2013-2017*.
- *Working in Health Promoting Ways* framework document.
- *A Hand Up for Vulnerable Tasmanians and Celebrating Seniors – The Plan to Rebuild Essential Services*.

- *Delivering Safe and Sustainable Clinical Services*, white paper 2015.

The nature of transport disadvantage in Tasmania

Transport disadvantage occurs where those members of the community are not able to access either public or private transport to get to where they need to go.

Transport disadvantage is often experienced by specific sections of the community such as young people, people with a disability or single parents. However transport disadvantage can also occur as a result of where you live. People living in urban fringe and regional areas are more likely to experience difficulty in accessing transport.

ABS research conducted in 2010 shows that:

- 26 percent of Tasmanians in the lowest income quintile could not easily get to the places they needed to go
- for unemployed adults, the figure was higher at 34 percent.
- for those with poor health, the figure was even higher at 40 percent
- 42 percent of Housing Tasmania renters reported not being able to get to places they needed to go, with 46 percent lacking access to a vehicle¹.

State-wide community consultation conducted by the Tasmanian Council of Social Services (TASCOSS) in 2013 found that the group currently most vulnerable to transport disadvantage are people who are not necessarily aged or living with a disability but are:

“...not eligible to drive or who cannot afford a vehicle and who live outside the catchment of regular services, cannot afford existing taxi fares and are not formally eligible to use existing not-for-profit services².”

TasCOSS notes that younger people currently constitute a high proportion of those falling into this category. Being able to access post-secondary education and training, employment, essential services, recreation and social networks is vital if young people are to contribute to the economic and social fabric of our communities.

During the TasCOSS consultation process³ participants identified a range of issues specifically relating to public transport:

- Bus services are limited to particular areas, people have trouble getting to the bus and getting from the bus to their destination.
- People often need transport outside the span of hours in which buses (and community based transport) operates.

¹ ABS General Social Survey: Tasmania (2010) 4159.0.55.003, ABS.

² *Transport in the Community Project Final Report* Tasmanian Council of Social Services, October 2014 www.tascoss.org.au/Portals/0/Documents/Publications/Reports/TasCOSS%20Transport%20in%20the%20Community%20Project%20report%20Oct%202014.pdf .

³ *Transport in the Community Project Phase 1 Report*, Tasmanian Council of Social Services, February 2014.

- It is often necessary to catch more than one bus operated by different companies and the timetables are often not coordinated.
- It is often physically difficult for people to transfer between services as the bus stops or interchanges used by different operators are often not co-located or near each other.
- Public transport fares are unaffordable for many and it is necessary to buy separate tickets for each different bus service. Concessions are not available to people on low wages.
- It is difficult to find information about bus services as there is no centralised source of information about services in particular areas, timetables, fares or routes.
- It is difficult to provide feedback to transport operators about their services.

Challenges for public transport

Tasmania's small and highly dispersed population makes it difficult for our public transport system to meet the needs of all users. Tasmanians are highly dependent on the car as a means of travelling to work, accessing education, training and services and participating in recreational and social activities. Those without access to a car are likely to have difficulties accessing the places they need to go. This affects individuals' quality of life and the productivity and vibrancy of our communities.

Public transport patronage in Tasmania is low. The *Greater Hobart Household Travel Survey 2010* found that 75 percent of all trips are made by car, with public transport accounting for only four percent of all trips⁴.

In Tasmania 85 percent of journey to work trips are undertaken by car, with bus travel accounting for six percent of mode share in Hobart, two percent in Launceston and well under one percent in Burnie and Devonport. Across Tasmania, six percent of people walk to work, three percent catch a bus and less than one percent cycle⁵.

For school related trips within Tasmania, 53 percent of students travel by bus, 30 percent by car and 15 percent walk or cycle⁶.

People who live in rural or urban fringe areas, and those who need to travel to the urban fringe (for example to industrial estates) or rural areas to work may experience difficulty accessing public transport. Where bus services are available in regional, rural and urban fringe areas, they are likely to be less frequent and operate over a shorter span of hours compared with urban services.

Therefore people who live in these areas may be forced into car ownership through a lack of alternative transport options. For low income households this is likely to result in a higher proportion of spending on

⁴ *Greater Hobart Household Travel Survey 2010*, Department of Infrastructure, Energy and Resources.

⁵ *ABS Census 2011 – Journey to Work data*, Australian Bureau of Statistics 2012.

⁶ *ABS, Method of Travel to School*, Australian Bureau of Statistics 2011.

transport, meaning less money available for other household purposes. Low income households are also likely to be more vulnerable to increases in costs associated with car use, including rising fuel prices⁷.

Where public transport is available, journey times are likely to be slower than by car. This is exacerbated if bus services utilise circuitous routes, or transfers between services involve long waiting times.

People who start and finish work outside the weekday 8:00am-6:00pm span of hours (hospitality and food industry workers, some retail employees, shift workers, agriculture and aquaculture industry employees) are likely to have difficulty using public transport to commute to work. For these groups, and those who use public transport for social and recreational outings, the provision of services across all days of the week and a wide span of hours is important.

Given that Tasmania's population is ageing faster than the rest of Australia and we have a high level of car dependency, it is likely that there are greater numbers of older people experiencing difficulty in accessing essential services⁸, particularly for those living in urban fringe and regional areas.

As a consequence of the challenges in providing public transport that meets the needs of all Tasmanians and factors that support car use, cars will continue to be the dominant transport mode in Tasmania. Tasmania's terrain and our dispersed population dictates that, (despite the challenges of providing bus services that meet the needs of all users) buses should continue to be the cornerstone of public transport into the near future⁹.

7 Currie G; and Z Sensberg, "Exploring forced car ownership in metropolitan Melbourne" (30th Australasian Transport Research Forum) 25-27 September 2007 Melbourne AUST.

8 Riverline – Hobart Light Rail Strategic Assessment PricewaterhouseCoopers for the Department of Infrastructure, Energy and Resources, March 2014, p25.

9 Riverline – Hobart Light Rail Strategic Assessment, PricewaterhouseCoopers for the Department of Infrastructure, Energy and Resources, March 2014 p3.

Public transport needs

The needs of public transport users are varied – which is in itself a challenge for public transport provision.

People commuting to employment, education and training generally aim to minimise total journey time and consequently value frequent, fast, reliable and direct services. They also may be prepared to walk further, particularly in urban areas to access efficient services that minimise overall journey time.

Other people, including those who have mobility limitations because of age or disability (or the need to carry the weekly shopping or manage a pram) may place higher value on being able to access public transport close to where they live or their travel destination. For people with mobility limitations, the distance (however short) between their home or travel destination and the bus stop can constitute a major barrier to the use of public transport, particularly if there are no footpaths or footpaths which are difficult to negotiate. The accessibility of (disability discrimination compliant) bus stops and buses can also be a major barrier for those with shopping, prams or personal mobility limitations.

For some people with mobility limitations, using a bus is impractical or impossible. Wheelchair accessible taxis (WATs) may be the only transport alternative. Transport issues arise in areas where WATs are not available at all, or not available when required, or too expensive for people to use for long trips, (even with a Transport Access Scheme subsidy).

For people with greater physical mobility, walking and cycling as part of daily transport journeys can be cost effective and form part of a daily physical activity regime which can deliver a range of social, physical and mental health benefits, including reducing the risk of chronic diseases like cardiovascular disease¹⁰. However people need safe, well connected walking and cycling routes in order to walk and cycle as part of transport journeys.

In order to use public transport, people living or working in non-urban or urban fringe locations need to be able to physically get to the bus stop from their residence or place of work. Addressing the ‘first mile/last mile’ issues that often arise in these settings is important in enabling people to access public transport for their every-day journeys.

The provision of early, late and weekend services are important in meeting the needs of those travelling for recreation or social purposes, and those who work outside the typical weekday 8:00am-6:00pm span of hours.

Service provision needs to reflect a balance between providing fast, efficient, direct and reliable services on key public transport corridors; while also ensuring that people who live away from key corridors, have mobility limitations or need to travel outside peak periods have access to transport.

¹⁰ National Heart Foundation 2014 *Blueprint for an active Australia* 2nd edition Melbourne: National Heart Foundation of Australia 2014.

Addressing transport gaps: focusing on supporting mobility

Whilst regular bus services should form the ‘spine’ of public transport into the future, the bus network cannot in isolation, efficiently and effectively meet the disparate needs of all users, especially given Tasmania’s small and dispersed population.

Addressing ‘transport gaps’ demands a holistic, collaborative approach to public transport, including the innovative use of a range of public, private and not-for-profit services to facilitate transport access for a diverse public. Taxis, ride-sourcing, community cars, under-utilised school buses and private car pools are resources that might potentially be used in various ways to address identified transport issues and gaps.

In urban areas and some larger regional centres, taxis provide a flexible (though relatively expensive) transport alternative. There may be potential to also use taxis as an adjunct to bus transport by contracting operators to collect passengers from areas that cannot be efficiently serviced by buses and deliver them to key bus routes.

The Tasmanian Government has also introduced legislation to provide for the operation of ride-sourcing businesses in Tasmania. Ride-sourcing can provide a convenient point to point transport option through the use of application summoned rides.

The Tasmanian Government funded Transport Access Scheme provides Tasmanians with a disability who qualify for the scheme with subsidised taxi travel. In combination with the availability of VATs, the Transport Access Scheme provides people living with a disability with a ‘door to door’ transport option. A ‘door to door’ service may be the best way to meet the needs of some users, but there may be potential for combining subsidised taxi transport and regular bus services to provide a more cost-effective option for some users or journeys.

The provision of permit-based ‘disability parking’ is another measure that aims to address transport access issues for people with a disability – providing that person has access to a car.

Australian Government and state funded community transport services provide transport for eligible people – generally aged people or those with a disability. Community-type transport services are also provided by a number of other bodies (such as neighbourhood houses, councils, clubs and religious groups) that do not necessarily receive funding through Australian Government programs. There may be scope to utilise these vehicles in combination with regular passenger transport services in order to address service gaps.

There are also on-line car-pooling schemes that could potentially be leveraged to provide cost-effective alternatives and adjuncts to public transport for some people.

Structure of the strategy

The *Transport Access Strategy* identifies seven priority areas for improving transport access for Tasmanians, particularly those who are disadvantaged through economic circumstances, age or disability. The priority areas are mutually reinforcing and some of the identified initiatives contribute to the realisation of aims in more than one priority area.

The priority areas contain initiatives that are already underway including existing commitments by the Tasmanian Government. The future opportunities section of the *Transport Access Strategy* provides direction on how transport access can be further improved in the future.

The Transport Access Strategy is a 'living document' and it is acknowledged that some initiatives may be added or deleted and others may be modified through a process of review, as the implementation of the strategy progresses. Changes to technology and product innovation will require this to occur if finite resources are to be best applied.

Priority areas

1. **Living closer:** Improved opportunities for people to live closer to employment, education, services, recreational opportunities and key transport corridors.

Growth in urban fringe areas has been a key characteristic of Tasmania's development pattern over recent decades. This has resulted in dispersed, low density residential development, separation of land uses and the location of large public housing areas on the fringe of major urban areas. Greater Hobart has a larger geographic footprint than Manhattan but only 13 percent of the population¹¹ and the trend continues with 85 percent of new dwellings in Hobart being constructed in greenfield areas¹². This pattern of development makes it difficult for people to walk and cycle for transport, and poses significant challenges to the provision of fast, frequent and reliable public transport services.

Where students live and go to school, particularly if they attend schools beyond their home area can add to travel demand. It is estimated that 10-15 percent of car traffic in the morning peak in Launceston is generated by

¹¹ *Riverline – Hobart Light Rail Strategic Assessment* (PriceWaterhouse Coopers for the Department of Infrastructure, Energy and Resources) March 2104.

¹² *Infill Development in Greater Hobart Stage 2 Report*, (Pitt and Sherry with PDA Hill) March 2014.

school-related trips¹³. Encouraging attendance at local schools has the potential to reduce the need for travel and support more active travel options to school.

Providing opportunities for people to live closer to employment, education, services and key public transport corridors, especially affordable and social housing, increases the transport options available to people, thereby reducing car dependency and transport disadvantage.

The three regional land use strategies¹⁴ establish a framework for Tasmanian and local Governments to work together to manage growth and development. The strategies include a focus on promoting liveability (including improved access to transport), through facilitation of higher residential densities and management of urban growth boundaries. The Tasmanian Government's initiative to prepare Tasmanian Planning Policies will directly inform the future review of these strategies.

The Department of State Growth collaborated with local government to commission the *Infill Development Report* which identified barriers, enablers and potential measures to facilitate greater levels of infill development in Greater Hobart.

As part of progressing the first two actions in the *Infill Development Report*, the Department and the Hobart and Glenorchy City Councils have contributed funding to investigate priority sites for infill development along the Main Road Corridor between Hobart CBD and Glenorchy.

Housing Tasmania has developed the *Tasmania's Affordable Housing Strategy 2015-2025* and the *Tasmania Affordable Housing Action Plan 2015-2019* to decrease the number of low income Tasmanian households experiencing housing stress and to decrease the number of people experiencing homelessness. The strategy aims to ensure that affordable housing is better located in areas which are well serviced and close to transport corridors and employment and education opportunities.

In the medium to long term, there is potential for improving transport access through better integration between land use and passenger transport planning. Strategies to improve integration could include:

- As part of the development of the Tasmanian Planning Policies and in the implementation and review of regional land use strategies, consideration of how the design and location of significant new developments, such as greenfield residential or commercial developments can ensure the effective use of the transport network.
- Development of public transport network plans that identify land for future development that can be effectively serviced by public transport.
- Development and adoption by local government of street design guidelines that support walking, cycling and public transport.

¹³ Draft Greater Launceston Metropolitan Passenger Transport Plan, Department of State Growth (2015).

¹⁴ *Living on the Coast: The Cradle Coast Regional Land Use Planning Framework, Regional Land Use Strategy of Northern Tasmania, Southern Tasmania Regional Land Use Strategy 2010-2035.*

Initiatives:

	Underway	Responsibility
I.1	Implement <i>Tasmania's Affordable Housing Strategy 2015-2025</i> and <i>Tasmania's Affordable Housing Action Plan 2015-2019</i> to ensure that new residential development commissioned by Housing Tasmania meets the liveability and universal design policy requirements of the Minimum Standards for Social Housing and is well located close to services and transport.	Department of Health and Human Services (Housing Tasmania) By when: Action Plan implemented by 2019
I.2	Uphold urban growth boundaries and ensure residential density targets outlined in the regional land use strategies are met.	Tasmanian Planning Commission, Department of Justice, councils By when: on-going
I.3	Develop state planning policies to guide the location of development to ensure effective use of the transport network.	Department of State Growth, Department of Justice By when: 2017
I.4	Identify and undertake strategic planning for priority sites for infill development focusing on the Main Road corridor between Hobart and Glenorchy.	Department of State Growth, City of Hobart, Glenorchy City Council By when: 2016
	Future opportunities	
I.5	Investigate planning mechanisms to provide stronger integration between land use planning and passenger transport provision.	Department of State Growth, Department of Justice

2. **Working together:** Stronger collaboration and partnership between governments, key service providers, and public, private and not-for-profit transport providers

Developing transport options that address 'transport gaps' and effectively and efficiently meet the needs of communities, requires:

- collaboration between stakeholders to achieve better integration of land use and transport planning
- facilitating partnerships and alliances between public, private and not-for-profit transport providers to deliver cost effective and efficient transport outcomes
- partnerships and alliances between transport providers, essential service providers and businesses to facilitate access to services
- collaboration between all levels of government in relation to the provision of infrastructure, services and information to the public that supports transport access.

Addressing 'transport gaps' and issues demands a holistic approach to transportation – it is about supporting transport providers, service providers and various levels of government to form partnerships and alliances to facilitate and deliver transport that best meets the needs of the community.

The Ride2School initiative is an example of how the Bicycle Network, which is a not-for-profit organisation, can work with government, schools and the local community to encourage students to walk and ride to school.

The Tasmanian Council of Social Services (TasCOSS) recent *Transport in the Community Report* recommends that government service agencies:

- conduct transport needs/gap analysis
- create transport access plans
- provide information to their clients in relation to travel options.

A focus on working with organisations to facilitate travel planning (including 'travel training' appropriate to specific audiences) is a key opportunity to increase the uptake of walking, cycling and public transport.

Travel planning can be utilised by schools and other educational institutions to ensure that students are able to travel safely, sustainably and affordably, and to manage issues such as traffic movement and parking demand around their institutions.

For other organisations such as private business and not-for-profit organisations, travel planning provides opportunities for identifying transport issues for staff and clients and developing plans that address these issues. Travel planning can be of value in attracting and retaining staff and volunteers, meeting client needs, managing parking demand, and reducing parking impacts on surrounding areas.

Initiatives:

	Underway	Responsibility
2.1	<p>Encourage higher levels of active travel to school, by:</p> <ul style="list-style-type: none"> Working with the Bicycle Network to roll-out the Ride2School program to primary schools. Implementing the 'Part Way is OK' walk to school initiative for primary schools. 	<p>Ride2School: Department of State Growth</p> <p>By when: funding commitment is for 2015/16 (financial year)</p> <p>"Part Way is OK": Department of Health and Human Services</p> <p>By when: ongoing</p>
	Future opportunities	
2.2	<p>Develop a framework for schools and large employers to:</p> <ul style="list-style-type: none"> Ensure transport access is considered as part of the planning of new development. Provide guidance in developing travel plans for students, clients and staff. 	<p>Department of State Growth, Department of Justice</p>

3. Connected transport system: A focus on frequent, accessible, affordable, efficient and reliable services to connect people to employment, education, services and recreational opportunities

Improving public transport on both key urban corridors and in urban fringe and rural areas will improve access to employment, education and services for people living in these areas. For key urban corridors the emphasis is on achieving faster overall journey times, a higher level of frequency and services operating over a wider span of hours. For urban fringe and rural areas, service frequencies will be lower due to less demand, but the emphasis is still focused on providing services which are efficient and direct.

In 2013, through the *Wheels for Work and Training* grants program, the Tasmanian Government provided a grant to fund the *Integrated Bus Transport for the North West Coast Project*. The aim of the project was to improve access to, and travel time of, public transport services to key areas of employment, education and training – particularly for members of the community who are transport disadvantaged. The learnings of the project will be applied to the 2018 bus procurement process to develop a public transport network which is integrated, direct and easy to understand.

The Tasmanian Government is also working with stakeholders to plan and deliver better bus services on key transport corridors in urban areas. In Hobart, the draft *Main Road Transit Corridor Plan* focuses on introducing measures to improve bus frequency, travel time and reliability on the Main Road corridor, including the

introduction of the very successful¹⁵ 'Turn Up and Go' Metro Tasmania high frequency service between Hobart and Glenorchy.

Metro have introduced a new public transport network in Greater Hobart which is more efficient by providing more direct and express services, better connections at main interchanges and increased weekend services in some areas. The new network also improves frequency on key urban corridors such as the Hobart to Shoreline 'Turn Up and Go' service.

A draft *Greater Launceston Metropolitan Passenger Transport Plan* has also been developed to improve passenger transport in Greater Launceston. The key focus of the Plan is to improve the efficiency, reliability and effectiveness of the bus network. As an initial step in the implementation of the Plan the Tasmanian Government partnered with the University of Tasmania to trial a high frequency Metro 'Turn Up and Go' service on the Mowbray corridor between the Launceston CBD and the Newnham Campus. This trial was a success due to an increase in patronage by students (30 per cent increase in concession travel¹⁶) and will be continued in university term times in 2016.

In regional areas, the Tasmanian Government has provided funding for a trial service between Queenstown and Burnie, which will provide west coast residents with better access to their nearest service centre. The trial is due to commence in April 2016. The Tasmanian Government is also in the process of finalising specifications for a new bus service between Latrobe and Burnie, which will commence later in 2016.

The Tasmanian Government is currently finalising state-wide public transport service standards that will be used to guide network planning and inform the procurement of general access public transport services when existing contracts expire in 2018-2019.

Developing a new public transport network provides the opportunity to reduce route duplication (including routes on closely spaced parallel roads) and circuitous deviations. For example, route duplication may be reduced by allowing urban fringe bus operators that travel through metropolitan areas to collect passengers within the urban boundary. This may be particularly applicable where:

- identified Metro routes/services are under-patronised, enabling Metro to withdraw its services and better utilise the resources elsewhere
- allowing an urban fringe operator to collect passengers at some or all stops may increase the efficiency of the network by providing additional service frequency and capacity without incurring additional costs
- private operators can fill in the gaps of Metro timetables, particularly during peak times.

There may be potential to change the way that student services are delivered in order to create greater network efficiency. This might involve removing some student-only services and using general access services to carry students, and/or requiring students to transfer between services. Potential is strongest where student-only services are under-patronised and/or where student-only services operate on under-patronised general access routes.

¹⁵ The Metro Turn Up and Go initiative has delivered a nine per cent increase in patronage on the Main Road (Hobart – Glenorchy) route.

¹⁶ Metro Tasmania, 2016.

Any network improvements through either creating more efficient routes or conversion of student-only services to general access can result in potentially more resources being made available to provide a greater service frequency, or services over a broader span of hours.

Analysis of transport needs as part of the development for a new public transport network may reveal opportunities for improving transport access by altering routes in a logical manner to service existing and emerging needs and/or altering timetables to better match the requirements of the travelling public, local employers and training providers.

Developing a better understanding of people's travel needs, for example those with limited mobility, the aged or young people may also reveal a need for specific training to ensure that transport operators and providers of transport infrastructure are aware of specific user perspectives and requirements.

There may be scope for businesses, education institutions and other stakeholders to enter into partnerships with transport providers to develop services and products that best meet the needs of current and potential public transport users.

The *Disability Standards for Accessible Public Transport 2002* require that all new vehicles for general access bus services are accessible. State Growth, through its current contract payment system, has taken positive steps to support the progressive updating of Tasmania's bus fleet, including providing funding for the purchase of new, compliant buses and requiring that general access bus operators develop action plans in relation to accessibility.

Initiatives:

	Underway	Responsibility
3.1	Develop and implement state-wide public transport service standards to inform general access public transport planning and procurement.	Department of State Growth By when: 2019
3.2	Progressively improve the accessibility of public transport: <ul style="list-style-type: none"> Through providing a funding model to incentivise the purchase of compliant vehicles. Requiring all general access bus operators to provide an Action Plan to the 'Australian Human Rights Commission'. 	Department of State Growth (for contracted bus services), bus operators By when: ongoing
3.3	Finalise the <i>Greater Launceston Metropolitan Passenger Transport Plan</i> .	Department of State Growth By when: 2016
3.4	Improve transport needs on the north west and west coasts by: <ul style="list-style-type: none"> Improving bus services between Latrobe and Burnie to minimise travel times and improve connectivity, particularly between the North West Regional Hospital and the Mersey Community Hospital to support the implementation of health reform, as well as to the Burnie campus of the University of Tasmania. Trialling improved bus services between the west coast and Burnie. 	Department of State Growth, Department of Health and Human Services, bus operators By when: services to commence in 2016
3.5	As part of the 2018 bus procurement project develop a public transport network which is integrated, direct and easy to understand.	Department of State Growth By when: 2019
	Future opportunities	
3.6	Implement the Main Road Transit Corridor bus priority and bus stop optimisation measures to improve travel time reliability.	Department of State Growth, City of Hobart, Glenorchy City Council
3.7	Review existing data, identify gaps and determine requirements for new data collection to improve public transport services.	Department of State Growth

4. **Better integration: ensuring public transport is easier to use through better coordination and integration of services.**

Public consultation conducted by TasCOSS in 2013 identified the lack of coordination between services, and the absence of common bus stops and interchanges as key transport issues for transport disadvantaged Tasmanians.

The 2018 bus procurement project provides an opportunity to ensure services are better integrated, by providing a mechanism to ensure services and timetables are better coordinated.

Implementing a system of transfers, particularly on urban fringe and student-only services, may improve network function by bringing passengers into high frequency corridors or interchanges rather than endeavouring to deliver passengers to their final destination.

The use of transfers to deliver general access (urban and urban fringe) and student-only services has the potential to reduce route duplication and make the delivery of services more efficient, thus freeing up bus resources for more frequent services, or services over a wider span of hours.

In order to make transfers acceptable to passengers, particularly in Tasmania where transfers have not traditionally been part of network design:

- waiting time between services must be acceptable
- timetables must be harmonised
- transfers must deliver an overall benefit to passengers in terms of overall journey time, service frequency and/or span of hours
- ticketing arrangements must be convenient for passengers
- stops need to be co-located, safe, accessible and have a reasonable standard of passenger amenity.

Providing information and reassurance to passengers about the arrival time of connecting bus services is important. Timetable information at stops should be a minimum requirement, but ultimately initiatives such as providing 'real time' information represents a better benefit to customers.

The absence of common/integrated ticketing was also identified as an issue in TasCOSS' consultations. While common/integrated ticketing (together with harmonisation of fares and concessions) would provide greater convenience and potential cost savings for passengers, there are quite significant challenges for transport providers and the state government in achieving this.

Lack of access to reliable information about services, timetables, fares and location of bus stops were also identified as an issue through TasCOSS' consultations. Where multiple providers are involved in the delivery of transport services, it is highly desirable that comprehensive information about all services is available in one location.

Developing a 'one stop' passenger information resource on the internet would be one method of improving the provision of passenger transport information. The development of a 'journey-planner' would also enable passengers to use technology to identify and link together all the elements of their journey. This is particularly important to people who need to make complex journeys using a number of different services.

Initiatives:

	Underway	Responsibility
4.1	Finalise the planning and design of the Hobart and Launceston CBD bus interchanges.	Department of State Growth, City of Hobart, City of Launceston, bus operators By when: 2017
4.2	Pilot a web-based 'one stop' resource for the north west coast that provides information about public transport routes, timetables and fares.	Department of State Growth, bus operators, Cradle Coast Authority By when: 2016
4.3	As part of the 2018 bus procurement project, ensure timetables are better coordinated to improve overall journey times for passengers.	Department of State Growth, bus operators By when: 2019
	Future opportunities	
4.4	Upgrade bus interchanges and bus stops to facilitate transfers, including: <ul style="list-style-type: none"> Implementing the Hobart CBD and Launceston CBD bus interchanges. Identifying the location and upgrade requirements for major transfer points on the network. 	Department of State Growth, bus operators, councils
4.5	Introduce common ticketing across bus companies, including consistency of fares and concessions.	Department of State Growth, bus operators
4.6	Improve the provision of consistent and reliable service information to passengers by developing a state-wide web based 'one stop' passenger information resource including a smart phone journey planner application.	Department of State Growth, bus operators

5. Closing transport gaps: developing innovative approaches to enable those members of the community who are transport disadvantaged to overcome transport barriers.

Community transport, taxis and community buses/cars already help to fill transport gaps for the wider public and those with particular needs. Through collaboration between community, industry and government stakeholders, there may be opportunities to use existing resources (including school buses in the off-peak), taxis (including WATs), council and community buses and cars and car-pooling arrangements in innovative and flexible ways to fill other gaps in the transport market.

The introduction of legislation to make it legal for ride-sourcing businesses to operate in Tasmania will also provide an opportunity for ride-sourcing to be used as an alternative transport option to help fill the transport gaps.

Transport gaps may be spatial in the case of 'first mile/last mile' (getting to the bus stop/getting to the end destination) issues, or temporal where there is a need to provide early or late services to fulfil identified needs. Adjunct services could be 'scheduled' or 'demand-responsive', but the aim would be to augment and support regular bus services by connecting passengers to those services, rather than operating in competition with these services.

Car-pooling, car-sharing (subscription-based) and bike-share schemes may also help to fill transport gaps in limited contexts.

There are barriers that would need to be overcome to using resources such as taxis, community cars/buses and school buses to fill gaps in regular passenger transport services. For example:

- the school bus fleet (and school bus stops) are not currently required to be DDA (*Disability Discrimination Act 1992*) compliant which has significant implications for use of those buses and stops for general access services
- many community transport services are funded by the Tasmanian or Australian Government to deliver services to specific client groups, and have limited scope for operating outside this remit
- existing legislation may limit the ways that taxis can be used as adjuncts to regular passenger services.

Scope may exist however, to work through these issues to provide better and more accessible transport services for all Tasmanians. For example:

- The *Integrated Bus Transport for the North West Coast* project explored the feasibility of using alternative transport resources as adjuncts to fill gaps in general passenger transport services. There may be value in delivering similar pilot projects in other areas to provide a wider range of operators and stakeholders with experience of the concepts, and to more fully develop an understanding of the opportunities and limitations that might apply in different environments.
- *Drive 2 Work* (a project funded through the *Wheels for Work and Training Grant Program*) aims to reduce transport-related barriers to employment in rural industries by facilitating car-pooling for work related travel. The project also supports people to gain their driver licence.

- The 2008 *Rural Rides Project*¹⁷ (a project funded through a Climate Connect Grant) explored the potential for, and barriers to, car-pooling in two rural Tasmanian communities.
- *Youth Futures* (also funded through the *Wheels for Work and Training Grant Program*) focuses on providing specialised transport services to support job seekers to obtain employment in vineyards, orchards and forestry in rural areas where public transport is not available.

Evaluation of the outcomes of these projects may help to inform the development of innovative solutions to transport 'gaps' and issues.

Initiatives:

	Underway	Responsibility
5.1	<p>Evaluate the outcomes of the initiatives funded through the <i>Wheels for Work and Training Grants Program</i>, in respect of:</p> <ul style="list-style-type: none"> • Overcoming transport barriers to enable Tasmanians to participate in employment, education and training opportunities. 	<p>Department of Premier and Cabinet (Communities, Sport and Recreation Division)</p> <p>By when: 2016</p>
	Future opportunities	
5.3	<p>Trial the use of taxis (including accessible taxis), ride-sourcing, school buses and community transport in urban, urban fringe and rural areas to:</p> <ul style="list-style-type: none"> • Replace existing bus routes which are poorly patronised, circuitous and inefficient. • Address 'first mile/last mile' issues. • Increase span of hours. 	Department of State Growth
5.4	Investigate car-pooling, car-sharing and bike share schemes to help address transport 'gaps'.	Department of State Growth, community advocacy groups

¹⁷*Increasing Car Pooling to Cut Carbon Emissions, Report to the Tasmanian Climate Change Office*, Waddell and Marshall 2008, www.climatechange.tas.gov.au/__data/assets/pdf_file/0004/130963/RURAL_RIDES_FINAL2_2.pdf.

6. Innovative pricing: developing innovative pricing mechanisms to support the greater use of public transport in order to make it more viable.

If public and private bus operators are to grow their businesses and continue to provide transport access for all Tasmanians, public transport mode share needs to rise from its current level of four percent for all trips¹⁸ and three percent for all journeys to work - and transport a greater number of full fare passengers.

Tasmania's heavy reliance on cars for transport results in low numbers of full fare paying passengers on public transport. For example, Metro's state-wide first boardings show that:

- full fare paying adults constitute 21 percent of patronage
- student travel (which is heavily subsidised for travel to schools both within the local school area and to schools outside those areas) accounts for 46 percent of total passenger numbers in peak periods - when the cost of providing services is high
- adult concession passengers, who make up the majority of bus users in the off-peak, constitute 34 percent of the market¹⁹.

If the overall viability of public transport is threatened by lack of patronage and fare revenue, the most affected will be those who do not have access to a car. There is a need to better understand the needs of both existing and potential passengers in order to develop services and fare products that encourage mode shift from private cars to public transport.

Together with convenient ticketing arrangements, fare products that incentivise travel by full fare paying adults are mechanisms with potential for increasing bus ridership and fare revenue, whilst lowering costs associated with peak bus services²⁰. For example, there may be opportunities to develop fare products that encourage full fare paying (commuter) adults to use buses before/after the early morning peak and in the inter-peak.

Examining the potential for removing some student-only services, and either removing or reducing the subsidy for student travel beyond local schools, might be considered as mechanisms for lowering costs associated with moving students during peak periods (when service provision is expensive), and enabling more effective use of public transport resources.

18 *Greater Hobart Household Travel Survey*, Department of Infrastructure, Energy and Resources, December 2010.

19 Metro Tasmania first boarding data 2013.

20 *Riverline – Hobart Light Rail Strategic Assessment* PriceWaterhouse Cooper for the Department of Infrastructure, Energy and Resources March 2014 p86.

www.stategrowth.tas.gov.au/__data/assets/pdf_file/0005/88619/Hobart_Light_Rail_2014_-_Strategic_Assessment.pdf.

Parking pricing provides another mechanism for incentivising effective public transport usage both in general and for particular groups (for example, commuters). Low cost or free parking in and around Tasmania's urban centres has been identified as a factor that contributes to on-going dependency on private cars for transport²¹.

The *Hobart Passenger Transport Case Study* modelled an increase in the price of car parking in central Hobart, and found that it would result in a decrease in car vehicle kilometres travelled (VKT) by two percent and an increase in public transport share by around two percent with more significant change experienced in the peak periods. The *Tasmanian Urban Passenger Transport Framework* identified parking policy as one of the most effective support measures for promoting the greater use of public transport.

Policies that could be adopted include imposing maximum parking requirements for developments, Tasmanian Government imposed car parking levies, and/or creating car parking accords across local government areas to manage council operated, private and on-street parking in a way that results in better land use and higher public transport patronage²².

Without access to attractive, accessible public transport services, car parking pricing will not in itself be effective in incentivising bus travel²³.

Initiatives:

	Future opportunities	Responsibility
6.1	Undertake research to better understand the public transport market and develop 'fare products' that incentivise public transport use.	Department of State Growth, bus operators
6.2	<p>In conjunction with local government explore the opportunity to manage the demand, supply and pricing of car parking through measures such as:</p> <ul style="list-style-type: none"> • Examining the way that car parking requirements are set for developments. • Shared parking provisions. • Developing an accord between councils to manage parking across municipalities. 	Department of State Growth, Tasmanian Planning Commission, Department of Justice, councils

²¹ Ibid p49.

²² Ibid p78 & 83.

²³ Ibid p79.

7. Improved infrastructure: providing more opportunities for people to walk, cycle and use public transport by making sure infrastructure is safe, accessible and attractive to use.

Walking and cycling are low cost, healthy transport options for short trips, and supporting people to walk and cycle to fulfil part or all of their everyday travel needs provides health benefits for individuals and a range of social and economic benefits to the wider community - including reducing traffic congestion, lower greenhouse gas emissions, increasing public safety and improving social connectivity²⁴.

National data analysed and mapped by the Heart Foundation found that Tasmania has the highest rate of cardiovascular disease in Australia with one in four people affected²⁵. Tasmanians are among the most overweight and physically inactive people in Australia:

- Seven out of 10 people aged 18 years and older are classified as being inactive or having low physical activity levels.
- Seven out of 10 children aged between five and 11 years do not do enough physical activity.
- The statistics are even more alarming for Tasmanians aged between 12 and 17 years, with nine out of 10 not doing enough physical activity to deliver health benefits²⁶.

Additionally, 64 percent of Tasmanians are overweight or obese²⁷.

Participating in 30 minutes of moderately intense physical exercise daily can lower the risk of cardiovascular disease, diabetes and osteoporosis, and improve overall health and wellbeing. Supporting walking and cycling for transport can play an important part in increasing physical activity across the community.

There is evidence that people will cycle around six kilometres to work and other destinations, and three kilometres to access high quality public transport, providing there are suitable bike storage facilities at the transfer point²⁸. Safe, well-connected, direct cycling routes are important in supporting people to cycle or 'bike-bus' for transport.

24 National Heart Foundation 2014 *Blueprint for an active Australia* 2nd edition Melbourne: National Heart Foundation of Australia 2014.

25 Heart Foundation Top Twenty Regional of CVD Prevalence, www.heartfoundation.org.au/SiteCollectionDocuments/140814%20CVD%20Prevalence%20Maps%20National%20MR%20-%20FINAL.pdf August 2014 (from ABS Australia Health Survey Data 2011/12).

26 ABS 2013. *Australian Health Survey, 2013*, Cat. No 43640DO014_20112012 Table 114.1 Australian Health Survey: Physical Activity 2011-12 – Australia.

27 Ibid.

28 Ensor M and Slason J PE *Forecasting the Benefits of Integrating Cycling and Public Transport* IPENZ Transportation Group Conference: Auckland: March 2011.

It is accepted that most people will walk around three kilometres to work and other destinations, and 400-800 metres to access quality bus services²⁹. However in order for people to walk as part of their journeys, they need well-connected, navigable, direct and safe walking routes.

There is also evidence that higher density, more compact environments encourage people to walk more because the places they need to go are located closer together³⁰.

The National Heart Foundation's *Healthy by Design* (Tasmania) guidelines³¹ provide guidance to local practitioners around best practice support for active travel.

Accessible walking routes, including access to bus stops is particularly important for people living with a mobility related disability to be able to make use of public transport for all or part of their every-day journeys. The *Disability Standards for Accessible Public Transport 2002* seeks to improve transport access for people with a disability, including supporting the development and maintenance of accessible routes to bus stops, and the provision of accessible bus stop infrastructure.

The Tasmanian Government's *Walking and Cycling for Active Transport Strategy 2010* provides a framework for supporting active travel, and consideration could be given to the development of planning instruments that support the creation of built environments that are conducive to active travel.

In addition to the above initiatives, the Department of Premier and Cabinet and the Council on the Ageing Tasmania (COTA Tas) are working to develop a range of resources that can benefit older people and support their active participation in the community.

29 Burke M and Brown A 2007 'Distances people walk for transit' *Road and Transport Research*, 16(3) pp17-29.

30 *Does Density Matter* – Discussion Paper, Heart Foundation, 2014

www.heartfoundation.org.au/SiteCollectionDocuments/Heart_Foundation_%20Does_density_matter_FINAL2014.pdf.

31 www.heartfoundation.org.au/SiteCollectionDocuments/Healthy-by-Design-Tasmania.pdf.

Initiatives:

	Underway	Responsibility
7.1	Implement the <i>Positive Provision Policy</i> to support development of cycling infrastructure on key cycling routes.	Department of State Growth By when: ongoing
7.2	Develop a system to prioritise cycling projects and a funding framework to upgrade and develop suitable cycling infrastructure.	Department of State Growth By when: 2016
7.3	Implement the Safer Roads Vulnerable Road User Program to implement infrastructure treatments to improve the safety of pedestrians, cyclists and motorcyclists.	Department of State Growth By when: funded until 2016-2017 (financial year)
7.4	Implement the rural school bus stop grant program to improve safety at bus stops.	Department of State Growth By when: 2017
7.5	COTA Tas to develop a range of resources that can benefit older people and support their active participation in the community.	Department of Premier and Cabinet By when: 2017
	Future opportunities	
7.6	Continue to improve the safety, amenity and accessibility of bus stops.	Department of State Growth, bus operators, councils
7.7	Continue to implement the <i>Walking and Cycling for Active Transport Strategy 2010</i> focusing on: <ul style="list-style-type: none"> Working with stakeholders to implement the principal urban cycling network. Implementing the <i>State Growth Cycleway Directional Resource Manual</i>. Working with councils to improve walking and cycling connections to major destinations. 	Department of State Growth, councils, cycling advocates



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11.7.2 APPOINTMENT OF DIRECTORS – C CELL PTY LTD

(File No)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to enable Council to consider the appointment of 2 Directors to C Cell Pty Ltd.

RELATION TO EXISTING POLICY/PLANS

Council has previously resolved to invest in the C Cell Pty Ltd Unit Trust and as such is entitled to appoint 2 Directors to the 5 member C Cell P/L Board.

LEGISLATIVE REQUIREMENTS

C Cell Pty Ltd is a company established under the Corporations Act.

Council's investment in C Cell Pty Ltd is subject to approvals from the Treasurer. The Treasurer has granted approval to Council under Section 75 of the Local Government Act, 1993 to invest in the Copping C Cell Unit Trust.

CONSULTATION

Not applicable.

FINANCIAL IMPLICATIONS

There are no financial implications in Council considering to appoint Directors to the C Cell Pty Ltd.

As Council appointees, any Directors being an elected member or Council officer member would not be eligible for Directors fees in respect of their service to the company.

RECOMMENDATION:

- A. That Council resolve to appoint 2 Directors to C Cell Pty Ltd.
- B. That 1 Director be Alderman
- C. That 1 Director be nominated by the General Manager and that nominee be an employee of the Clarence City Council with relevant experience in waste management issues.

NB: The 3 Recommendations should be considered “ad seriatum”.

APPOINTMENT OF DIRECTORS – C CELL PTY LTD /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council, at their Meeting of 14 June 2016 resolved to purchase equity of 40 units (40%) in the Copping C Cell Unit Trust (C Cell Pty Ltd) at a value of \$1.6M.
- 1.2.** Council also resolved to provide loan finance to the Trust (C Cell Pty Ltd) to provide for the construction of the Copping C Cell.
- 1.3.** The investment by Council was subject to resolution of a number of matters including the Treasurer's approval under Section 75 of the Local Government Act, 1993 for Council to make the proposed investments.
- 1.4.** All outstanding pre-conditions including approval from the Treasurer have now been received.

2. REPORT IN DETAIL

- 2.1.** As a 40% unit holder in the Copping C Cell Unit Trust, Council is entitled to appoint 2 Directors to the 5 member Board of C Cell Pty Ltd as trustee of the Unit Trust to oversee the operations of the Copping C Cell.
- 2.2.** The other 3 Directors of the company have been appointed by the Copping Refuse Disposal Site Joint Authority and are the existing Directors of Southern Waste Solutions.
- 2.3.** Council may choose to appoint any persons as a Director, however, it is recommended that Council appoint 1 elected member and 1 Council officer, with some expertise in waste management, as nominated by the General Manager.

The purpose of appointing an officer to a Director position is that it will enable some flexibility in complementing the skill sets of other Board Directors.

- 2.4.** Council nominated Directors will not be eligible to receive any remuneration or fees by virtue of their appointment to the Board. However, reasonable out of pocket expenses, such as travelling costs, would be expected to be recompensed by C Cell Pty Ltd.

3. CONSULTATION

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council has previously resolved to invest in the C Cell Pty Ltd Unit Trust and as such is entitled to appoint 2 Directors to the 5 member C Cell Pty Ltd Board.

5. EXTERNAL IMPACTS

The appointment of Directors to the Board will have no external impacts.

6. RISK AND LEGAL IMPLICATIONS

- 6.1.** The appointment of Directors to the Board will be in accordance with the Constitution and Unit Holders Trust Deed.
- 6.2.** All insurances for Directors and Officers will be provided through C Cell Pty Ltd or through Council's policies.
- 6.3.** With the Treasurer's consent to Council's investment into C Cell Pty Ltd it is appropriate to appoint 2 Directors.

7. FINANCIAL IMPLICATIONS

- 7.1.** There are no financial implications in Council considering to appoint Directors to the C Cell Pty Ltd.

- 7.2.** As Council appointees, any Directors being an elected member or Council staff member would not be eligible for Directors fees in respect of their service to the company.

8. ANY OTHER UNIQUE ISSUES

- 8.1.** Council resolved to invite Kingborough, Sorell and Tasman Councils to share in Council's equity investment in C Cell Pty Ltd.

- 8.2.** Should this offer be taken up to a reasonable extent then it would be expected that Council would forego 1 of the Directors roles (officer position) to the Council/s taking up the equity share.

9. CONCLUSION

It is in order for Council to appoint 2 Directors to the Board.

Attachment: Nil.

Andrew Paul
GENERAL MANAGER

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 REPORTS FROM SINGLE AND JOINT AUTHORITIES
- 13.3 PROPERTY MATTER - LAUDERDALE
- 13.4 LEGAL MATTER

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:

- proposals to acquire land or an interest in land or for the disposal of land;
- information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;
- applications by Aldermen for a Leave of Absence;
- matters relating to actual or possible litigation taken, or to be taken, by or involving the council or an employee of the council;

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”.