

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 6 FEBRUARY

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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

Nil.

2. CONFIRMATION OF MINUTES

(File No 10/03/01)

RECOMMENDATION:

That the Minutes of the Council Meeting held on 16 January 2017 and the Special Council (Planning Authority) Meeting held on 23 January 2017, 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

Lauderdale Urban Expansion Study
Abandoned Vehicles – Stokell Creek

DATE

23 January

Car Parking – Kangaroo Bay and Bellerive Village
Legal Matters
Hard Waste Collection
Invitation from Binzhou
Commonwealth Grant Programme

30 January

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.

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

September Quarterly Report pending.

Representative Reporting

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

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

Quarterly Reports

December Quarterly Report pending.

Representative Reporting

- **SOUTHERN WASTE STRATEGY AUTHORITY**

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

Quarterly Reports

September Quarterly Report pending.

Representative Reporting

- **TASWATER CORPORATION**

The TasWater Corporation has distributed its Quarterly Report to 31 December 2016 (refer Attachment 1).

RECOMMENDATION:

That the TasWater Corporation Quarterly Report to Owners' Representatives to 31 December 2016 be received.



Quarterly Report to Owners' Representatives

Progress update to 31 December 2016



Document Approval and Issue Notice

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

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 Recipients should remove superseded versions from circulation.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

PREPARED:

(for release) Jason Browne, Department Manager Business Performance Date: 25/01/17

ENDORSED:

(for release) Dean Page, General Manager Finance and Commercial Services Date: 25/01/17

APPROVED:

(for acceptance) Michael Brewster, Chief Executive Officer Date: 25/01/17

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1. Introduction

We are pleased to present our second quarter (Q2) FY2016/17 Quarterly Report to Owners' Representatives in accordance with the requirements of the Shareholders' Letter of Expectations.

Outlined below are reports on the key aspects of our performance over the past quarter and year-to-date. These are followed by scorecards reflecting the status of our performance against key performance indicators outlined in our Corporate Plan FY2017–19, and our financial performance compared to the FY2016/17 Budget.

2. General update

2.1 Flood recovery

The total impact of the June 2016 floods is now estimated at \$7.4 million. This is a significant reduction from earlier advice as a result of a reduction in the extent of repairs required to the Forth Clear Water Storage, which is now estimated at \$2.0 million. We are not anticipating the need to write off any further assets. The full year impact on our FY2016/17 pre-tax profit is estimated at \$1.3M after taking into account insurance recoveries.

Our eligibility for compensation under the National Disaster Relief Recovery Arrangements (NDRRA) is still with the State Attorney-General's Office. No indication of the timing of a decision in relation to our eligibility has been provided although we continue to maintain contact with the relevant officer.

2.2 Twenty four towns program

We remain on track to remove the permanent Public Health Alerts¹ (PHA) for 24 small towns² by August 2018, which as at 1 July 2016 could not drink their water straight from the tap.

Of the 11 towns that already have upgrades underway, two PHAs were removed (Scamander and Whitemark) during the quarter. Of the remaining nine towns, eight remain on track for removal of the PHAs by 30 June 2017³ with Gretna being the only exception.

Tenders have been received for the Gretna upgrade which incorporates the introduction of drinking water to the towns of Bushy Park and Glenora. However construction contracts have not been awarded due to higher than anticipated tender costs, and the potential opportunity to expand the scheme to address recently identified water quality issues at Fentonbury, Westerway, National Park and Maydena.

By incorporating some or all of Fentonbury, Westerway, National Park and Maydena into the Gretna scheme, it is possible we may be able to significantly reduce the long term cost to deliver safe drinking water to these towns. These four towns were not part of the original 24 towns program but have recently had temporary Boil Water Alerts applied as a result of the Regulator's assessment that there are inadequate barriers of protection to ensure the water is safe to drink.

We remain committed to providing quality water to our Gretna customers, but a slight delay to enable us to revisit solutions as new information becomes available is prudent.

¹ Public Health Alert is the term used by DHHS which includes Boil Water Alerts (BWAs) and Do Not Consume notices (DNCs).

² Twenty four towns are Scamander, Lady Barron, Whitemark, Mole Creek, Avoca, Ringarooma, Branxholm, Derby, Legerwood, Winnaleah, Gretna, Pioneer, Mountain River, Cornwall, Epping Forest, Gladstone, Gormanston, Herrick, Judbury, Mathinna, Rossarden, Wayatinah, Conara and Bronte Park.

³ The final decision on whether to remove a PHA rests with the DHHS, hence timing advice is subject to DHHS timeframes for approval which TasWater does not control.

There are two service replacement programs underway (Pioneer and Mountain River) which we are intending to close out by 30 June 2017 subject to the approval of the Economic Regulator (OTTER). Community meetings are scheduled in January to take customers through the service replacement close out program and receive their feedback.

The 11 towns that form part of our Small Towns Program (Cornwall, Epping Forest, Gladstone, Gormanston, Herrick, Judbury, Mathinna, Rossarden, Wayatinah, Conara and Bronte Park) are being managed as a program of work which will be split into packages for delivery. Options analysis has been completed for each town followed by a call for Expressions of Interest (EOI) which was issued before Christmas. EOIs will close in mid-January and will be followed by a call for tenders from short listed organisations to undertake the work needed to have the PHAs removed by our August 2018 deadline. Community meetings and letters to customers have also been instigated to ensure that customers are kept abreast of progress and have an opportunity for input.

2.3 Macquarie Point sewage treatment plant relocation

On 26 October 2016 we were advised that no further payments will be made for our design and planning services until such time as the Crown provides confirmation to the Macquarie Point Development Corporation that funding is available for decommissioning of the sewage treatment plant (STP). We have since put the project into hibernation.

The Tasmanian Planning Commission upheld the requirement for a 400 metre “buffer” to be retained around TasWater’s STP meaning that sensitive uses (involving human occupation for prolonged periods) may not commence in that area until the STP is decommissioned. In addition, a variety of medium to high risk non-sensitive uses (eg eating establishments, hotels, sports and recreation facilities) may only be undertaken prior to decommissioning within that zone if a number of criteria are satisfied to demonstrate that the use will not be adversely impacted by the continued operation of the STP.

2.4 Launceston City Council dispute

The arbitrator’s determination took effect from 1 July 2016. The determination included the back payment of charges from the commencement of the *Urban Drainage Act 2013*, as well as setting the basis for future charges and review periods. We have finalised an ongoing Service Agreement with Launceston City Council, and all monies due before the end of 2016 have been received.

2.5 PSP3 and LTSP

Preparation of the Long Term Strategic Plan (LTSP) and Price and Service Plan 3 (PSP3) are now well underway. The model that underpins the LTSP is under development and will determine an optimal set of capital and operational investments to achieve our strategic objectives using our current 10 year Financial Plan as a base. We have held a meeting with our regulators to discuss our approach to the LTSP and the resulting trade-offs between prices, service standards and the time to reach full compliance.

We have also published a Consultation Issues Paper to seek feedback from our customers and stakeholders on key aspects of PSP3. We have held six focus groups around the state to explore these issues with our customers, and additional customer consultation activities will take place through February 2017.

We are currently gathering data to forecast our operating expenditure over the PSP3 period (1 July 2018 to 30 June 2021).

2.6 Legislative changes

In principle support has been received from the Department of Treasury and Finance in relation to proposed legislative changes. We are working with the Department to develop appropriate drafting instructions for the Office of Parliamentary Counsel.

Further discussions will be had with other government departments that have legislative responsibility for other areas in which changes are sought over the coming months.

2.7 Devonport office

We celebrated the opening of our new Devonport office on 28 November 2016 centralising the bulk of our North West office staff. The new office co-locates the Network Operations Centre and the Customer Service Centre consolidating important statewide services in the North West of Tasmania.

The focus of the new office is to ensure a modern working environment that supports zero harm and collaboration of staff through access to meeting rooms, break out spaces and video conferencing facilities. We anticipate improved staff engagement driving productivity improvements and better service outcomes for our customers.

2.8 Removal of cash payment facilities in Launceston and Devonport

Following review of cash payment facilities our Launceston and Devonport shopfronts went cash free on 3 January 2017 to ensure consistency of payment options offered to customers via our shopfronts. We will continue to assist customers with all enquiries including payments using EFTPOS, credit card and cheque. Cash payments can be made for our customer accounts at Service Tasmania and Australia Post, which are within close proximity to both the Launceston and Devonport shopfronts.

3. Performance update

3.1 Commercial and economic outcomes

Net Profit after Tax at the end of the second quarter was \$17.5 million compared to a budgeted result of \$13.9 million with expenses being \$0.8M below budget year to date. Loans and Borrowings were \$441.7 million at 31 December 2016, an increase of \$6.1 million from 1 October 2016. Refer to Tables 2, 3 and 4 at the end of this section for the status of our Balance Sheet, Income Statement and Cash Flow Statement.

Capital expenditure is below expectations due primarily to the loss of momentum associated with slowing down of the program leading into the start of the financial year. While we have since re-initiated a number of previously deferred capital projects, the time involved to do so is resulting in capital expenditure being below expectations. Refer to section 4 Capital Expenditure Projects and Programs for further detail on the capital program.

We have continued to focus on the delivery of \$4.5 million in productivity benefits for FY2016/17 (\$3.5M from operational savings and \$1M from addressing revenue leakage) as per our Corporate Plan FY2017-19. At the end of Q2, \$1.574 million of the productivity benefits have been banked against a year to date target of \$1.953 million.

While the banked amount at the end of Q2 is less than we had targeted, most of the benefits involve the setup of projects⁴ in the first half of the year with benefits flowing in the second half. At this point in time we are forecasting realisation of \$4.4 million in overall productivity benefits for the year.

Priority productivity initiatives completed at the end of quarter two include review of our capital delivery system and governance, consolidation of the northern and southern laboratories, reduction in travel costs, review of electricity contracts and re-negotiation of our external laboratory contract. Other initiatives currently in progress include a review of our biosolids operations, revenue leakage review, meter replacement savings, laboratory productivity review, service delivery model review, contract and insurance premium cost reduction, centralisation of our procurement process, fleet review, business systems review and roll out of an Asset Management Information System.

A number of these projects will roll over into the next financial year where in some cases the majority of the project related benefits will be delivered as part of our \$5M target for FY2017/18 to bring the total annualised benefits to \$10.4M for the 3 year period from FY2015/16 to FY2017/18. We are also preparing to undertake reviews of our customer service operations, finance and commercial services processes and identification of further opportunities to reduce the cost to deliver our projects. These reviews will use the results of a number of national benchmarking exercises to identify key opportunities for cost reductions.

The number of water systems currently totals 71, being three greater than our target of 68 and an increase from our FY2015/16 result of 70 due to the transfer of the privately owned Bronte Park system. The total is set to decrease to 66 with work currently underway to decommission existing drinking water systems at Avoca, Branhholm, Derby, Legerwood, and Winnaleah. This is consistent with our goal to rationalise the number of plants thereby reducing our operating costs into the future.

⁴ The program involves 19 high priority projects

The number of dams that plot above the ANCOLD limit of tolerability for societal risk remains at 11. However we expect to meet our targeted reduction to 10 by the end of the financial year as a result of planned upgrade works at Conglomerate Dam.

Year to date we have recorded 10 non-compliances rated serious with a correction to what was reported in the first quarter due to a change by Department of Health and Human Services (DHHS) in the declaration process for BWAs. All serious non-compliances reported in the first quarter were due to heavy rainfall and high levels of turbidity (cloudiness) in systems that are disinfection only. The Maydena system experienced high levels of turbidity in October and consequently a Boil Water Alert was issued.

Table 1: Commercial and economic performance to date

				FY2016/17			FY2015/16
Strategy	KRA	KPI		Q2*	YTD*	Target	Actual
1	Ensure we have the necessary funding sources to deliver our desired long term outcomes	Financial performance	Net Profit After Tax	\$9M	\$17.5M	\$26.3M	\$19.3M
			Capital Expenditure	\$24.4M	\$49.2M	\$105M	\$129M
			Interest cover ratio (times)	3.3	3.3	3.0	2.74
			Gearing ratio	27.5%	27.5%	29.0%	26.05%
			Net cash flow from operations	\$18.2M	\$36.4M	\$87.1M	\$74.5M
2	Improve business productivity and reduce costs to achieve our financial plans	Productivity improvement	Sustainable cost savings	\$0.2M	\$0.2M	\$3.5M	\$0.9M
			Number of water systems	71	71	68	70
			Increase income from revenue leakage initiatives	\$0.2M	\$0.2M	\$1.0M	\$1.8M
3	Operate the business in a manner that is consistent with our risk appetite	Risk management	Number of dams that plot above the ANCOLD limit of tolerability for societal risk	11	11	10	12
		Compliance	Water commercial and industrial customers on target tariff	Under review	Under review	93.1%	Not recorded
			Sewage commercial and industrial customers on target tariff	Under review	Under review	61.1%	Not recorded
			Non-compliances rated serious	1	10	4	15

*Note scores rounded to nearest whole number where target has no decimal places.

Key:

GREEN = on or better than target

AMBER = within 20% of target

RED = greater than 20% outside target

Table 2: Financial statements – Balance Sheet

Balance Sheet	Closing Position at 31 December 16	Opening Position at 1 July 16	Year to Date Movement	FY2016/17 Corporate Plan
	\$ '000	\$ '000	\$ '000	\$ '000
CURRENT ASSETS				
Cash & Cash Equivalents	2,208	2,748	(540)	2,500
Trade Receivables	28,971	27,663	1,308	31,636
Other Receivables	19,267	14,086	5,182	16,130
Asset for Flood Recoverables to Date	2,834		2,834	-
Insurance Monies Received to Date	(2,000)		(2,000)	-
Inventories	5,603	5,587	15	5,852
Prepayments	5,094	2,726	2,368	1,968
Current Tax Assets	3,822	(1,417)	5,239	-
TOTAL CURRENT ASSETS	65,799	51,392	14,406	58,086
NON-CURRENT ASSETS				
Property, Plant & Equipment	2,019,080	2,000,351	18,729	1,983,506
Net Deferred Tax Assets	44,126	44,126	-	59,347
TOTAL NON-CURRENT ASSETS	2,063,206	2,044,476	18,729	2,042,853
TOTAL ASSETS	2,129,004	2,095,869	33,136	2,100,939
CURRENT LIABILITIES				
Loans and Borrowings	(73,516)	(98,031)	24,515	(158,881)
Employee Benefits	(16,353)	(15,480)	(873)	(16,048)
Payables	(19,278)	(24,586)	3,568	(29,217)
Unearned Income	(1,833)	(1,590)	(243)	(1,414)
Current Tax Liability	-	-	-	(615)
TOTAL CURRENT LIABILITIES	(112,719)	(139,687)	26,967	(206,175)
NON-CURRENT LIABILITIES				
Loans and Borrowings	(368,232)	(332,252)	(35,980)	(295,064)
Employee Benefits	(12,695)	(12,855)	160	(9,237)
Unearned Income	(31,891)	(32,577)	686	(33,942)
Other	(3,778)	(3,787)	9	-
TOTAL NON-CURRENT LIABILITIES	(416,596)	(381,471)	(35,125)	(338,243)
TOTAL LIABILITIES	(529,315)	(521,157)	(8,158)	(544,418)
NET ASSETS	1,599,689	1,574,712	24,978	1,556,520
MEMBERS FUNDS				
Retained Profits	37,427	12,450	24,978	28,706
Revaluation Reserve	34,448	34,448	-	-
Contributed Equity	1,527,814	1,527,814	-	1,527,814
TOTAL MEMBERS FUNDS	1,599,689	1,574,712	24,978	1,556,520

Table 3: Financial statements – Income Statement

Income Statement	Year to Date Actual	Year to Date Budget	Year to Date Variance	FY2016/17 Corporate Plan
	\$ '000	\$ '000	\$ '000	\$ '000
Revenue				
Fixed Charges	110,344	109,494	851	218,990
Volumetric Charges	28,712	28,569	143	60,922
Services & consulting revenue	2,401	2,530	(129)	5,060
Headworks	204	125	79	250
Contributed assets	10,924	6,000	4,924	12,000
Government grants	691	774	(84)	1,549
Sundry revenue	1,089	835	254	1,668
Launceston Combined System	3,127	4,500	(1,373)	5,250
Macquarie Point Contribution	941	2,000	(1,059)	4,000
Total Revenue	158,433	154,827	3,606	309,689
Expenses				
Chemicals, Power & Royalties	9,994	11,463	(1,469)	23,913
Materials & Services	15,939	16,236	(297)	33,473
Water Sampling	1,599	1,538	61	2,650
Salaries & Related Personnel Expenditure	45,578	44,365	1,213	88,798
Regulatory Costs	1,277	1,335	(58)	2,670
Governance	491	552	(61)	1,151
Information Systems	2,503	2,786	(283)	6,118
Customer Collection Expenses	1,850	1,708	142	3,416
External Specialist Support	2,167	1,996	171	3,649
Administration Other	1,882	1,837	45	3,680
Community Relations	137	162	(25)	329
Facility Management	3,783	3,737	46	7,726
Insurance	775	815	(40)	1,630
Motor vehicle	1,819	2,036	(217)	4,071
Total Expenses	89,794	90,565	(771)	183,273
Earnings before Interest & Depreciation	68,638	64,262	4,376	126,416
Loan guarantee fee (LGF)	1,264	1,308	(44)	2,599
Interest expense	8,037	8,159	(121)	16,271
Depreciation	34,359	34,976	(617)	69,952
Net Operating Profit before Tax	24,978	19,819	5,159	37,594
Tax	7,493	5,946	1,548	11,278
Net Profit after Tax	17,484	13,873	3,611	26,316

Table 4: Financial statements – Cash Flow Statement

Cash Flow Statement	Year to Date Actual	Year to Date Budget	Year to Date Variance	2016 Corporate Plan
	\$ '000	\$ '000	\$ '000	\$ '000
Cash Flows from Operating Activities				
Receipts from Customers	137,298	135,276	2,023	294,627
Receipts from Government/Grants	6,209	4,288	1,921	-
Payments to Suppliers & Employees	(100,932)	(105,268)	4,337	(201,600)
Interest Received	22	31	(9)	62
Interest Paid	(7,829)	(8,009)	180	(15,793)
Loan Guarantee Fees Paid	(202)	-	(202)	(1,457)
Income Tax Equivalents Paid	(5,239)	(3,558)	(1,681)	(7,116)
GST Refund	7,067	9,421	(2,353)	18,327
Net Cash from Operating Activities	36,394	32,180	4,215	87,050
Cash Flows from Investing Activities				
Payments for Property, Plant & Equipment	(49,220)	(59,910)	10,690	(105,000)
Government Contributions	-	-	-	-
Proceeds from Sale of Property, Plant & Equipment	820	100	720	200
Net Cash Flows from Investing Activities	(48,400)	(59,810)	11,410	(104,800)
Cash Flows from Financing Activities				
Net Proceeds from Borrowings	11,465	27,665	(16,200)	39,177
Dividends Paid	-	-	-	(21,427)
Net Cash Flows from Financing Activities	11,465	27,665	(16,200)	17,750
Net Movement in Cash for the Year	(541)	34	(575)	(0)
Opening Cash Balance	2,749	2,466	283	2,500
Closing Cash Balance	2,208	2,500	(293)	2,500

3.2 Customer and community outcomes

The number of complaints at the end of quarter two was unfavourable against target due to ongoing concerns on water quality issues including those relating to high turbidity, taste and odour.

The ratio of favourable to unfavourable media articles was below target for the quarter, however there has been a notable improvement with favourable media relating to removal of Boil Water Alerts and the 24 towns initiative.

Sewer breaks and chokes per 100 kilometres of main improved on the previous quarter primarily due to more favourable climatic conditions, however is still tracking unfavourably against target.

Unplanned water supply interruptions per 100 kilometres of main continue to track unfavourably against target although improved on the previous quarter's result. Action has subsequently been taken to reduce the probability of unplanned interruptions by improving the preventative maintenance prioritisation process for high consequence water mains.

The measure for wet weather sewage spills to sensitive receiving waters is under review to ensure consistency of the calculation. This will be addressed for the next Quarterly Report.

Table 5: Customer and community performance to date

				FY2016/17			FY2015/16
Strategy		KRA	KPI	Q2*	YTD*	Target	Actual
1	Invest in programs that enhance customer experiences	Customer experience	Customer satisfaction	93%	92%	70%	90%
			First point resolution	87%	79%	75%	61%
			Customer effort score	1.5	1.4	2.0	1.3
			Calls answered in the first 30 seconds	95%	89%	85%	88%
			Complaints (per 1,000 properties)+	3	6	9	14
2	Take a long term strategic approach to engaging with key stakeholders and the broader community	Reputation	Ratio of favourable to unfavourable media articles	1.6:1	1.6:1	2.0:1.0	1.3:1.0
3	Minimise service interruptions and impacts from sewage spills and water interruptions	Service standards	Time taken to attend Priority 1 water bursts and leaks (minutes)+ ¹	32	31	60	35
			Time to attend sewage breaks, chokes and spills (minutes)+ ¹	48	57	60	56
			Sewer breaks and chokes (per 100km of main)+	14	30	52	61
			Unplanned water supply interruptions (per 100km of main)+	19	40	68	84
			Wet weather sewage spills to sensitive receiving waters^	Under review	Under review	35	Not recorded
			Oyster farm shutdowns caused by sewage spills^	0	0	3	2
			Reportable dry weather sewage spills per annum	16	36	110	109

*Note scores rounded to nearest whole number where target has no decimal places.

[^]For rainfall events of less than 1 in 5 recurrence interval

+Regulated performance indicator – Office of the Tasmanian Economic Regulator (OTTER)

¹To be achieved at least 90% of time per Customer Service Code

Key:

GREEN = on or better than target

AMBER = within 20% of target

RED = greater than 20% outside target

3.3 Water and environmental outcomes

In addition to the towns with permanent PHAs being addressed as part of our 24 Towns Program, a further six towns (Colebrook, Rocky Creek, Fentonbury, Westerway, National Park and Maydena) have been issued with Boil Water Alerts (BWA) over the last six months. Some of these towns have had more than one alert resulting in a year to date total of 10 towns with Short Term Boil Water Alerts.

BWAs for each of these additional towns have arisen as a result of heavy rainfall leading to high turbidity that in turn has reduced the effectiveness of chlorination. The Department of Health and Human Services is reluctant to remove the BWAs until either a permanent solution can be found, or testing can demonstrate that the system no longer poses a risk and that there will not be a need to repeatedly apply and remove BWAs. To the extent that project based solutions may be required, we are investigating how we might address the water quality issues at each of these towns in a timely manner and wherever possible integrating them into our existing 24 Towns Program.

Wastewater compliance continues to be below target and will likely remain so until the work being undertaken by the newly formed sewerage system optimisation team starts to take effect. A three per cent improvement on the previous quarter may be due to an increased focus on the larger sewage treatment plants or a natural variation.

Table 6: Water and environmental performance to date

Strategy		KRA	KPI	FY2016/17			FY2015/16 Actual
				Q2*	YTD*	Target	
1	Invest in robust drinking water systems to ensure water is safe for consumption	Drinking water quality	Number of systems from which we receive more than 10 taste and odour water supply complaints per annum	2	3	5	5
			Number of <i>E.coli</i> detections	2	4	30	Not recorded
			Short term boil water alerts put in place by DHHS	10 ¹	10	2	8
			Towns on long term Boil Water Alerts or Public Health Alerts	24	24	13	23
			Percentage of compliant fluoride systems	97%	97%	96%	100%
			Percentage of compliant potable systems	100%	100%	98%	96%
2	Lift sewerage system performance to align with modern day environmental standards	Environmental compliance and impact	Trade waste customers with current consents/contracts	88%	88%	80%	80%
			Volume of compliant effluent	49%	42%	52%	39%
			Number of environmental non-compliances rated serious	0	0	0	1

*Note scores rounded to nearest whole number where target has no decimal places.

¹ BWAs applied to the towns of Colebrook, Rocky Creek, Fentonbury, Westerway, National Park and Maydena are included in this number until we either receive confirmation from DHHS that they will remain permanently in place while a solution is developed or they are authorised for removal.

Key:

GREEN = on or better than target

AMBER = within 20% of target

RED = greater than 20% outside target

3.4 Our people and culture

At the end of quarter two (Q2) our rolling Lost Time Injury Frequency Rate (LTIFR) was 4.6, representing a 25 per cent decrease from the previous quarter and a 6 per cent decrease Financial Year to Date (FYTD).

The Total Recordable Injury Frequency Rate (TRIFR) as at the end of Q2 was 13.3 representing a decrease of 13 per cent from the previous quarter and a 14 per cent decrease FYTD. No regulatory reportable safety incidents were recorded during the reporting period.

During the first half of FY2016/17 the Contractor Management project work has resulted in a steady and noticeable decline in the number of contractor related injuries and significant incidents. This project, along with our Fatality Risk Reduction Program, will continue throughout the second half of FY2016/17 and is on track for completion by the end of this financial year.

In summary safety statistics for the first half of FY2016/17 are trending favourably to target. If injury rates continue at or below target averages, all end of year Key Performance Indicators relating to injury targets will be met.

Table 7: People and culture performance to date

				FY2016/17			FY2015/16
Strategy	KRA	KPI		Q2*	YTD*	Target	Actual
1	Invest in programs that create a safe working environment	Safety performance	Lost time injury frequency rate (LTIFR)	6.1	4.6	4.0	4.9
			Total recordable injury frequency rate (TRIFR)	15.3	13.3	15.0	15.4
			Notifiable incidents	0	4	5	7
2	Invest in leadership development, skills training programs and innovation	Organisation capability	Innovations under trial	1	1	3	3
			% of internal appointments to vacancies	57%	47%	40%	31%
			% of completions for formal qualifications	80%	80%	75%	80%
3	Develop programs to realise our desired culture	Culture development	Voluntary turnover rate	10%	10%	10%	9.3%

*Note scores rounded to nearest whole number where target has no decimal places.

Key:

GREEN = on or better than target

AMBER = within 20% of target

RED = greater than 20% outside target

4. Capital expenditure projects and programs

The capital budget for FY2016/17 is \$105.0 million. However, in announcing the acceleration of the capital program in August 2016, we revised the current year capital expenditure target to \$125.0 million. The total capital expenditure for the first half up to 31 December 2016 was \$49.2 million.

There are large projects that will increase capital expenditure in the coming months including King Island water supply scheme, Kingborough sewerage scheme and Conglomerate Dam upgrade. The awarding of King Island water supply scheme and Kingborough sewerage scheme occurred in quarter two, contracts have been finalised and we are developing detailed program plans with mobilisation expected in quarter three.

Due to development application approval delays with the Kingborough project associated projects are also delayed including the Margate water main upgrade, which may be delayed further due to tender validity issues.

The Flinders Island water supply and Avoca water supply are operational and the Boil Water Alerts are due to be removed in the third quarter (February).

The Longford to MacKinnons Hill Reservoir project completion date has been extended due to land acquisition issues, a referral will be submitted to the Department of the Environment in quarter three (January).

The Conglomerate Dam project is currently in the tender award stage with a view to award the contract in quarter three and works to be completed within 12 months.

The Asset Management Information System is now scheduled for completion in January 2017, rather than the targeted November 2016. The project remains within budget.

Minor works, asset safety improvements, renewal programs, investment in SCADA network upgrade and minor dam improvements contribute to the overall program.

Table 8: Top 25 major capital projects (by value)

Project Title	Driver	Current Project Stage	Project Budget ('000)	Completion Date
Northern Midlands Sewerage Improvement Plan (NMSIP)	Compliance	Planning	\$56,000	To be confirmed
Kingborough Sewerage Strategy - Treatment	Growth	Implementation	\$31,500	Dec-19
Small Town Water Supply Strategy	Compliance	Planning	\$25,000	Aug-18
Ridgeway Dam – upgrade post tensioned anchors	Compliance	Design	\$22,000	To be confirmed
Tolosa Dam replacement infrastructure	Compliance	Construction	\$18,550	Jun-17
Kingborough Sewerage Strategy – network	Growth	Implementation	\$17,500	Dec-19
King Island treated water supply	Compliance	Construction	\$15,805	Sep-17
Ringarooma Valley water Supply Scheme	Compliance	Construction	\$14,396	May 17
Asset Management Information System (AMIS) – Stage 2	Improvement	Implementation	\$13,300	Nov 16-
Flinders Island Water Supply ⁵	Compliance	Construction	\$10,979	Feb-17
Lake Mikany Dam safety upgrade	Compliance	Planning	\$7,120	Jun-18
Sewage Treatment Plant Inlet Works	Compliance	Defects	\$5,870	Completed
Flagstaff Gully – dam safety upgrade	Compliance	Planning	\$5,200	To be confirmed
Avoca Full Treated Water Supply	Compliance	Construction	\$4,790	Feb-17
Margate Water Main Upgrade Stage 2	Growth	Construction	\$4,662	Jun-17
Cambridge Wet Weather Emergency Storage & Plant Process Improvements	Compliance	Deferred	\$4,570	To be confirmed
Orford Sewage Pump Stations & Network Upgrade	Compliance	Deferred	\$4,563	To be confirmed
Conglomerate Dam Upgrade	Compliance	Design	\$4,188	Jun-17
Longford to MacKinnons Hill Reservoir Rising Main	Growth	Construction	\$4,057	Jun-17
Ti Tree Bend - Digester	Compliance	Planning	\$3,989	To be confirmed
Winnaleah Treated Water Supply	Compliance	Construction	\$3,800	Mar-17
Burnie STP Upgrade (LION Trade Waste)	Growth	Construction	\$3,360	Jun-17
Gretna/Bushy Park/Glenora Water Supply Upgrade	Compliance	Procurement	\$3,337	Sep-17
Girdlestone Reservoir Rectification	Renewal	Design	\$3,082	Jun-17
Swansea Clay Liner	Compliance	Planning	\$3,000	TBC

GREEN = On target for agreed scope, budget and time

ORANGE = At risk of not meeting agreed scope, budget or time

RED = Outside of agreed scope, budget or time

GREY = Deferred as part of review of capital works program

⁵ Whitemark is complete, Lady Barron is due for completion in February.

Table 9: FY2016/17 Top 10 capital programs (by value)

Project Title	Budget ('000)	Comment
Sewage Treatment Plant Renewal Program	\$5,530	Annual program
Sewage Pump Station Renewal Program	\$5,301	Annual program
SCADA Program	\$5,000	Annual program
Sewer Main Renewals Program	\$4,525	Annual program
Meter Program	\$4,300	Annual program
Water Main Renewals Program	\$4,200	Annual program
Minor Projects Program	\$4,000	Annual program
Water Treatment Plant Renewal Program	\$3,310	Annual program
Electrical Program	\$2,000	Annual program
Fleet (Vehicle and Plant) Replacement Program	\$2,000	Annual program

GREEN = On target for agreed scope, budget and time

AMBER = At risk of not meeting agreed scope, budget or time

RED = Outside of agreed scope, budget or time



10.2 REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES**TRACKS AND TRAILS ADVISORY COMMITTEE**

(File No 07-06-09)

Chairperson's Report – Alderman R James

Report to Council for the 3 month period for 1 October 2016 to 31 December 2016.

1. PRINCIPAL OBJECTIVES AND GOALS

The Committee's prime objectives are to:

- provide advice and make recommendations, including policy, to assist Council in the development of tracks and trails in the City;
- assist in the development and periodic review of Council's Tracks and Trails Strategy;
- develop and maintain a Tracks and Trails Register which captures all existing and possible future trail and track networks (including multi-user pathways) in Clarence;
- develop and review (on a rolling basis) the Tracks and Trails Action Plan for endorsement by Council that articulates the development initiatives prioritised and proposed to be conducted over a 5 year programme which recognises the access and needs of all users eg: walkers, horse riders, mountain bikers, etc;
- monitor progress and work to address the actions of the plan according to their level of priority;
- as part of internal referral process to provide input and advice on the provision and requirements for trail networks and the provision of trail linkages as part of new subdivisions.

In working towards these goals, the Committee undertook a range of activities, which are set out below.

2. CAPITAL WORKS PROJECT**Blessington Coastal Reserve Track**

Work commenced on 28 November 2016 to construct the gravel walking track through the Reserve. Work is anticipated to be completed by early 2017.

Pilchers Hill Reserve

The Downhill Track was constructed in October 2016.

Kangaroo Bay Rivulet Track

Work to complete the remaining section of track from the rear of the Council Offices through to Rosny Barn commenced in December 2016, with completion of the track from Gordons Hill Road and Rosny Barn by late January 2017.

3. RECURRENT INITIATIVES – MAINTENANCE AND UPGRADES

Clarence Mountain Bike Park

New signage has been installed on the Corkscrew, Dinosaur and Downhill Tracks.

Tangara Trail – Five Ways, Acton

Unauthorised dirt jumps were removed with a Land Care group formed to rehabilitate the area.

Track Audit

Contractors have been engaged to undertake inspections and provide an audit report of the trail network. Whilst the contractors are inspecting the tracks they will undertake minor maintenance activities such as vegetation pruning and minor track repairs.

Rosny Hill

New sign posts have been installed at the track intersections within the Reserve.

4. DESIGN AND INVESTIGATION WORK IN PROGRESS

Clarence Kayak Trail

A meeting was held with key stakeholders in November 2016, outcomes will be included in the draft document. The Clarence Kayak Trail will inform kayakers where suitable launching ramps and key points of interest are located along the Clarence foreshore.

5. GOVERNANCE MATTERS.

Committee Meetings

The Committee held 2 General Meetings during the quarter on 13 October 2016 and 8 December 2016.

6. EXTERNAL LIAISON

Parks and Wildlife Service is preparing Ministerial's, for approval by both Houses of Parliament, to change the status of the coastal reserve between Mays Point and Cremorne to allow for a walking track to be constructed within the Reserve.

RECOMMENDATION:

That the Chairperson's Report be received by Council.

Attachments: Nil.

Ald R James
CHAIRPERSON

BICYCLE STEERING COMMITTEE – QUARTERLY REPORT

(File No 04-03-02)

Chairperson's Report – Alderman S von Bertouch

Report to Council for the 3 month period 1 October 2016 to 31 December 2016.

1. PRINCIPAL OBJECTIVES AND GOALS

The Committee's prime objectives are to:

- advise Council on the identification, development and maintenance of cycling routes and infrastructure along roads and other easements throughout the City;
- facilitate and provide guidance for the implementation of Council's adopted Bicycle Strategy;
- be actively involved in providing design advice relating to cycling infrastructure projects undertaken by Council;
- be actively involved in providing advice to CyclingSouth on matters relating to regional cycling infrastructure; and
- promote information sharing of cycling related matters affecting the City.

In working towards these goals the Committee arranged and implemented a range of activities, which are set out below.

2. CAPITAL WORKS PROJECTS**2.1. Cambridge Road – Cambridge Village to Roundabout Painted Bike Lanes**

Parking survey has been completed recording a 15% parking density along this section of Cambridge Road. With strong support from the consultation for the Cambridge Master Plan this work can proceed.

2.2. Cambridge Road, Mornington – Painted Bike Lines

Currently being designed. Kerb and gutter to be installed along road to capture stormwater from roadway before flowing onto subdivision land. Parking survey revealed 10% parking density along Cambridge Road.

2.3. Clarence Foreshore Trail – Camelot Park to Pindos Park

Construction of the concrete path is complete. Council's Insurer MAV has provided recommendations for the development of design and maintenance guidelines for the entire Clarence Foreshore Trail.

2.4 Mornington Roundabout Pedestrian/Cycling Underpass

Pitt and Sherry have submitted a report for this project. Further investigation and assessment is required before proceeding.

2.5 Clarence Foreshore Trail – Simmons Park

Work has been completed on the upgrading of the foreshore trail at the northern end of Simmons Park.

2.6 Rosny Hill Road – City View Motel to Rosny Barn

Construction is underway.

2.7 Clarence Foreshore Track – Marana Avenue to Montagu Bay Park

Construction is scheduled for early 2017.

3. RECURRENT INITIATIVES

Nil.

4. DESIGN AND INVESTIGATION WORK IN PROGRESS**Clarence Street Safety Assessment Report**

Design has not yet commenced to implement Council's decision of 7 December 2015. Design deferred until the outcomes of the public consultation to be conducted in February 2017.

Clarence Foreshore Trail – Simmons Park to Anzac Park

A consultant's brief is being prepared seeking investigation and design options for widening the foreshore path.

Tasman Highway – Extension from Tasman Bridge to Montagu Bay Road

Shared funding is being sought from the Department of State Growth. Project deferred until funding arrangements have been agreed.

Howrah and Tranmere Roads – Investigation of Bike Infrastructure

The consultant's report is complete. Staff is currently working through the list of the recommended outcomes.

5. GOVERNANCE MATTERS.

Committee Meeting

The Committee held 1 meeting during the quarter on 3 October 2016.

6. EXTERNAL LIAISON

CyclingSouth Annual General Meeting was held on 23 November 2016.

RECOMMENDATION:

That the Chairperson's Report be received by Council.

Attachments: Nil.

Ald Sharyn von Bertouch
CHAIRPERSON

11. REPORTS OF OFFICERS

11.1 WEEKLY BRIEFING REPORTS

(File No 10/02/02)

The Weekly Briefing Reports of 16, 23 and 30 January 2017 have been circulated to Aldermen.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 16, 23 and 30 January 2017 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-2016/385 - 2 MOIRUNNA ROAD, LINDISFARNE - CHANGE OF USE - RESIDENTIAL AGED CARE TO MULTIPLE DWELLINGS (12)

(File No D-2016/385)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to consider the application made for a Change of Use from a Residential Aged Care Home (12 units) to Multiple Dwellings at 2 Moirunna Road, Lindisfarne.

RELATION TO PLANNING PROVISIONS

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

LEGISLATIVE REQUIREMENTS

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

Council is required to exercise a discretion within the statutory 42 day period which expires on 8 February 2017.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and no representations were received.

RECOMMENDATION:

- A. That the Part 5 Agreement affecting the subject land be ended upon formal request of Council by the proponent in accordance with Section 74(3) of the Land Use Planning and Approvals Act, 1993 prior to the commencement of use. All costs associated with ending of the Agreement are to be borne by the proponent.
- B. That, subject to Recommendation “A”, the development application for a Change of Use from a Residential Aged Care Home (12 units) to Multiple Dwellings at 2 Moirunna Road, Lindisfarne (Cl Ref D-2016/385) be approved subject to the following conditions and advice.
 - 1. GEN AP1 – ENDORSED PLANS.
 - 2. Each of the parking spaces is to be labelled using a permanent sign to identify the unit to which each space is allocated, including visitor parking, prior to the commencement of use.

3. The development must meet all required Conditions of Approval specified by TasWater notice dated 21 September 2016 (TWDA 2016/01337-CCC).
- 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

A permit was granted in 1982 under D-1982/65 for the development of 12 single bedroom elderly persons units on the subject property. The units were approved for construction in 1983 under B-1983/230 and first occupied in November 1983.

Council funded and first developed the subject units, with the assistance of a Commonwealth grant for the purposes of elderly person's accommodation. The units were transferred to the Queen Victoria Home to be operated as elderly person's accommodation by resolution of Council on 24 February 1992 by agreement, and providing that the agreements in place with the then tenants remained in place.

A permit was subsequently granted by Council on 7 August 2006 under D-2006/41 for the substantial redevelopment of the units, to update the units and increase the size of 8 of the units from 1 to 2 bedroom dwellings. This application sought approval for a variation to the car parking requirements by a shortfall of 5.5 parking spaces, as required by the Eastern Shore Planning Scheme 1963.

In response to the car parking variation requested by D-2006/41, Council resolved to approve the development on the basis that a Part 5 Agreement be created between the owner and Council and registered on the Certificate of Title, to require that the site is only to be used for aged care accommodation associated with the Queen Victoria Home.

A subdivision was also approved by Council on 3 November 2010 under SD-2008/7 to remove a portion of the land which was topographically removed from the nursing home, now known as 22 Tianna Road. The Part 5 Agreement in place was not relevant to the subdivided portion of the lot, and the Agreement and original Permit (D-2006/41) were modified to reflect this.

The agents for the owners have subsequently sought the advice of Council, which was provided confirming that a new planning permit would be required prior to application to Council for any strata of the site and the subsequent individual sale as Multiple Dwellings.

2. PART 5 AGREEMENT

As noted above, there is a Part 5 Agreement in place between the owner (the Queen Victoria Home Inc) of the subject property and Council, and is registered on the Certificate of Title. The agreement was registered on the Title and refers to the requirements of the Planning Permit granted by Council on 7 August 2006. It arose in relation to the request variation to parking, as approved by Council under D-2006/41, as described above.

The detailed wording of the covenant specified by the agreement is as follows:

“In consideration of the Planning Authority granting the Planning Permit, the Owner hereby covenants with the Planning Authority to at all times ensure that the Land is not used for any purpose other than the provision of aged care accommodation associated with Owner”.

The ending of the Part 5 Agreement must first occur to enable the approval of the proposed change of use. The Planning Assessment at Section 5 below considers in detail the parking variation requested under the current Scheme.

In support of this application, the applicant submitted that the purpose of the proposed change of use is to facilitate the consolidation of the activities of the Queen Victoria Home at their main site at Milford Street, Lindisfarne. The Home is a not for profit organisation and it is submitted that the proposed change of use and likely future sale would enable reinvestment in the main site and would alleviate the nursing difficulties associated with satellite residential removed from the main nursing home.

The Moirunna Road site is not permanently occupied by staff; instead care staff attend the site when called upon by residents or in case of emergencies. The applicant submits that this can cause difficulties, particularly overnight.

Secondly and in relation to the initial funding agreement and purchase from Council, the applicant has submitted that the Queen Victoria Home has operated the proposed units over a 25 year period as residential aged care on the basis of the continued occupation of the units as residential aged care. It is submitted by the proponent that there has been a shift in the demand for residential aged care to now focus on central facilities and sites, able to be serviced by the core nursing staff of the facility.

Thirdly and in relation to the existing tenancy arrangements in place, it is submitted that the Queen Victoria Home has been in consultation with the existing tenants within the facility, who have all proposed to be relocated to within the main site at Milford Street should the units be sold by the Home. The timeline for relocation would depend upon the timing of the ending of each of their respective agreements, and Council is further advised that upon strata (and depending on demand) the Queen Victoria Home may retain ownership of several of the units, as part of this process.

On the basis that these submissions are accepted by Council, a Part “A” Recommendation has been included above in relation to the ending of the Part 5 Agreement as required.

3. STATUTORY IMPLICATIONS

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

3.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to the number of parking spaces for the proposed use.

3.3. The relevant parts of the Scheme are:

- Section 8.10 – Determining Applications;

- Section 10 – General Residential Zone; and
- Section E6.0 – Parking and Access Code.

3.4. Being a non-vulnerable use, the Landslide and Bushfire Prone Areas Codes do not apply to the proposal. Similarly, the Road and Railway Access Code does not apply as the development would not result in an increase in the number of vehicle parking spaces, so is unlikely to increase the number of vehicle movements to and from the site.

3.5. 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).

4. PROPOSAL IN DETAIL

4.1. The Site

The site is a triangular shaped, 4519m² lot with access from Tianna Road. The site is bounded by Moirunna Road, Tianna Road and Wellington Road. The units themselves are accessed by 3 separate access points to Moirunna Road.

The area is characterised by Single Dwellings on individual lots, with the Natone Hill Recreational Reserve immediately to the north. There are no similar facilities within proximity of the site.

4.2. The Proposal

Application is made to change the use from a residential aged care home (12 units) to Multiple Dwellings. The submitted purpose of the change of use is to enable the use of the units as Multiple Dwellings. This also creates potential for individual ownership through stratum title. No alterations or development relating to the existing buildings are proposed.

The units are a combination of 1 bedroom (5) and 2 bedroom (7) dwellings, and are located within proximity of public transport and commercial facilities at Lindisfarne.

The proposed parking layout would be as shown by the Attachments and is summarised by the following table.

Unit	Number of Bedrooms	Required Spaces	Provided Spaces	Required Visitor Spaces	Provided Visitor Spaces
One	1	1	1	0.25	1
Two	1	1	1	0.25	
Three	1	1	1	0.25	
Four	1	1	1	0.25	
Five	1	1	1	0.25	1
Six	2	2	1	0.25	
Seven	2	2	1	0.25	
Nine	2	2	1	0.25	
Ten	2	2	1	0.25	2
Eleven	2	2	1	0.25	
Twelve	2	2	2	0.25	
Thirteen	2	2	2	0.25	
Total spaces		19	14	3	4
Total spaces required = 22					
Total spaces provided = 18					

5. PLANNING ASSESSMENT

5.1. 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.

5.2. Compliance with Zone and Codes

The proposed development is for a change of use only, meaning that the development standards of the General Residential Zone do not apply and have therefore not been considered by this assessment.

That said, it is noted that the proposal is compliant with the density requirement of one dwelling unit per 325m² of land area.

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone and Parking and Access Code with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution	Proposed
E6.6.1 A1	Number of car parking spaces	<p>The number of on-site car parking spaces must be:</p> <p>(a) no less than the number specified in Table E6.1.</p> <p>except if:</p> <p>(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>One parking space per single bedroom unit (5), 2 parking spaces per 2 bedroom unit (7) and 1 visitor space per 4 units (3)</p> <p>= total 22 required spaces</p>	<p>A total of 18 parking spaces are provided on-site, being 3 less than the required 22 spaces specified by Table E6.1.</p> <p>Specifically, the shortfall of parking relates to Units 6, 7, 9, 10 and 11 which each have 1 space (rather than 2 each). Units 9, 10 and 11 are the units closest to Moirunna Road and Units 6 and 7 are the smaller of the 2 bedroom units. There would be 1 surplus visitor space.</p>

Further information was requested of the applicant in relation to the requested parking variation and the following justification was provided.

“The number of dwellings has not changed, nor has the size of the dwellings. The dwellings are an economical housing choice as they have a small footprint with modest areas of open space, and minimal space utilised for vehicle parking and manoeuvring areas. The application would contribute to further diversity of housing choice within the area consistent with the Zone purpose.

The Performance Criteria for E6.6.1 Number of Parking Spaces has been addressed on Page 16 of the planning report that formed part of the development application. Further to these discussions, if a single space were allocated to each of the 12 dwellings, appropriate to the likely residents and to the scale of housing, then there would be 6 remaining spaces for visitor parking on-site in excess of requirements. This distribution of parking would mean that the proposal would be unlikely to require additional parking to be accommodated off-site.

If, however, there was any overflow from the site there is approximately 75m of frontage along Moirunna Road, and 75m on Tianna Road excluding accesses, these are quiet suburban streets that are subject to the urban speed limit of 50km/hr. The surrounding streets would be capable of accommodating parking in excess of the shortfall of on-site parking”.

The proposed variation can be supported pursuant to the Performance Criteria (P1) of the Clause E6.6.1 for the following reasons.

Performance Criteria	Comment
<p><i>“P1</i> <i>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i></p>	<p>See below.</p>
<p>(a) car parking demand;</p>	<p>The car parking demand generated by the proposal is likely to be low, in that the units are of a relatively small size that would remain well-suited to the elderly, or potentially smaller household sizes, and therefore able to cater for the needs of likely occupants of the site.</p> <p>In support of the requested variation to the parking requirements of the Scheme, it is reasonable for Council to include a condition requiring that each of the parking spaces be clearly labelled on-site in relation to their respective unit and/or if visitor parking. The condition must require that this be undertaken in accordance with the endorsed site plan.</p>

(b) <i>the availability of on-street and public car parking in the locality;</i>	Council's Development Engineer is satisfied that the proposed parking arrangement is acceptable, in that Moirunna Road has capacity for on-street parking, if required, in that the road is sufficiently wide and there is in excess of 100m frontage to Moirunna Road. This, in conjunction with the expected low demand for 2 vehicles per household, irrespective of the size of the units, is considered to satisfy this element of the performance criterion.
(c) <i>the availability and frequency of public transport within a 400m walking distance of the site;</i>	There is a bus network within vicinity of the site, with a separation distance of 350m from the nearest stop on Derwent Avenue with an average of 30 minutes between departures.
(d) <i>the availability and likely use of other modes of transport;</i>	The proximity of the site to the nearby commercial precinct and sporting/recreational areas would encourage a range of alternative modes of transport such as cycling and pedestrian activity, thus supporting a reduction in parking provision on-site.
(e) <i>the availability and suitability of alternative arrangements for car parking provision;</i>	As noted, the nature of the existing and proposed uses is likely to generate low numbers of vehicular movements and the relatively small size of Units 1 – 5 and Units 6 and 7 is considered likely to require single parking spaces only. The larger Units 12 and 13 have 2 parking spaces each.
(f) <i>any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i>	Not applicable.
(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i>	The existing use has a deficiency of 5.5 spaces under D-2006/41 and the proposed use would have a deficiency of 4 spaces.

<i>(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i>	Not applicable.
<i>(i) the appropriateness of a financial contribution in-lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i>	It is not considered appropriate for Council to require a cash contribution in-lieu of the parking shortfall, in that there are no identified parking facilities or other transport networks within the vicinity of the site, towards which a financial contribution could be made.
<i>(j) any verified prior payment of a financial contribution in-lieu of parking for the land;</i>	Not applicable.
<i>(k) any relevant parking plan for the area adopted by Council;</i>	There is no parking plan adopted by Council for this part of Lindisfarne.
<i>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code”.</i>	Not applicable.

6. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and no representations were received.

7. EXTERNAL REFERRALS

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

8. STATE POLICIES AND ACT OBJECTIVES

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

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

9. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

10. CONCLUSION

The proposal seeks approval for the Change of Use of 12 existing from a Residential Aged Care Home (12 units) to Multiple Dwellings at 2 Moirunna Road, Lindisfarne.

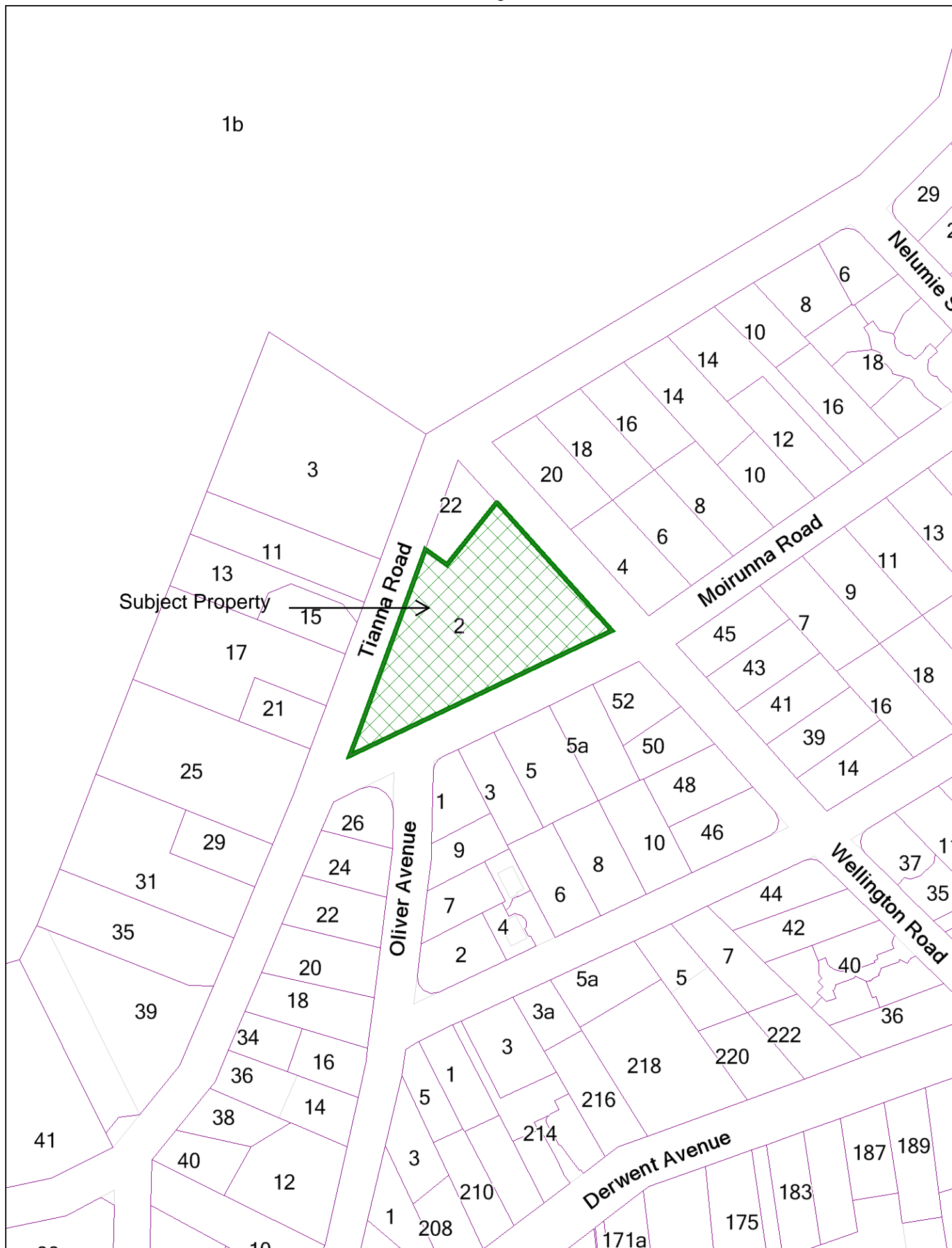
To enable the approval of the development application, the Part 5 Agreement in place must first be ended, and given that the proposed use satisfies the relevant Acceptable Solutions and Performance Criteria of the Scheme, it is considered reasonable for Council to do so. The proposal is therefore recommended for approval in 2 parts, above, and subject to conditions.

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

Ross Lovell
MANAGER CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.

1b



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:** Tuesday, 24 January 2017 **Scale:** 1:1,931 @A4

KEY

- U10

Parking space with designated unit number
- V2

Visitor parking space



2 MOIRUNNA ROAD, LINDISFARNE
Site Plan - Parking Layout

2 Moirunna Road, LINDISFARNE



Site viewed from intersection of Moirunna and Tianna Roads, looking northeast



Site viewed from Moirunna Road, looking northwest towards site



Site viewed from Moirunna Road, looking west towards Unit 9

11.4 CUSTOMER SERVICE

Nil Items.

11.5 ASSET MANAGEMENT**11.5.1 KANGAROO BAY PUBLIC CAR PARKING STRATEGY**

(File No)

EXECUTIVE SUMMARY**PURPOSE**

To consider options and adopt a strategy for the supply of public car parking in the Kangaroo Bay/Bellerive Area.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026 and Council's Parking Policy and Strategy and associated Action Plan 2011-2015.

LEGISLATIVE REQUIREMENTS

Council has powers under the Local Government (Highways) Act 1982 to control and regulate parking. Additionally the Council's Public Places and Permits Bylaw provide the basis for the regulation, management and control of these areas through appropriate notification, signage and infringement in default.

CONSULTATION

Consultation will be undertaken with key stakeholders, as well as adjacent property owners will have opportunities through any Development Approval process.

FINANCIAL IMPLICATIONS

Short term measures of providing clear signage will be minimal cost to allow the existing gravel area of Lot 3 Kangaroo Bay Drive to be used for immediate parking. The funds for the other preferred strategy options to be implemented will be subject to approval in future year's Annual Plan.

RECOMMENDATION:

That Council agree to:

- A Install clear signage and undertake necessary minimal works for the gravel area of Lot 3 of Kangaroo Drive, Bellerive to be used for temporary car parking.
- B The development of Lot 4 Kangaroo Bay Drive as a car park and that the necessary design and approvals be sought with the funding referred to the 2017/18 budget for consideration.
- C Develop concept plans for a multi-level car park at the Bellerive Yacht Club site, ensuring connectivity for all users, in consultation with the Bellerive Yacht Club and key stakeholders, and report back to a future Council workshop.

- D Develop concept plans and investigate funding opportunities for multi-level car parks, inclusive of potential commercial development at Winkleigh Place and Percy Street car parks, and report back to a future Council Workshop.

ASSOCIATED REPORT

1. BACKGROUND

- 1.1** Council at the Meeting of 26 September 2011 adopted Council's Parking Policy and Strategy 2011-2015.
- 1.2** This was further reviewed with the results of the biennial parking survey at the Council Meeting of 1 June 2015 and a number of actions adopted.
- 1.3** Recent development of the Kangaroo Bay Park and Oval, and growth of facilities and events near the Bellerive Village precinct has increased the demand for public car parking.
- 1.4** Council recently approved a Hotel and Hospitality Training School at 40 and 40A Kangaroo Bay Drive, Bellerive. The permit conditions included the provision of cash-in-lieu contribution for car parking. This will be held in Council's car parking reserve and assist Council with an economic means to developing public car parking infrastructure in the area.

2. REPORT IN DETAIL

- 2.1.** At Council Workshop of 30 January 2017 three sites were presented to Council for discussion on their potential to provide additional public car parking supply. They include:
- Site 1: Council Quay Car Park, Percy Street, Bellerive Village;
- Site 2: Kangaroo Bay Drive area vacant lots;
- Site 3. BYC Clubhouse and Marina Carpark.

Refer to the Plan in Attachment 1.

2.2. Site 1: Council Quay Car Park, Percy Street, Bellerive Village

The Quay car park currently has 100 ground level parking spaces of various restrictions and 8 business permit parking spaces. A five level car park with 452 car spaces may cost an estimated \$18.5 million.

A second option is to construct three levels now, ie 276 car spaces at an estimated cost of \$11.7 million. It will be possible to build additional floors, on top in the future.

Both of these options could be considered in conjunction with private sector Commercial development opportunities to minimise the cost of the development to the community

2.3. Site 2: Kangaroo Bay Drive area vacant lots

There are four options within this site, being:

Option A: Lot 3: provide 150 spaces at an approximate cost of \$2.25 Million.

Option B: Lot 3: (Southern End): Provide 60 spaces at an approximate cost \$0.9 Million.

Option C: Lot 3: (Northern End): Provide 90 spaces at an estimated cost of \$1.35 Million.

Option D: Lot 4: approximately 3550m² of land at Lot 4 off Kangaroo Bay Drive via Pembroke Place will provide 100 spaces at an estimated cost of \$1.5 Million.

Refer to the Plan in Attachment 2.

2.4. Site 3: BYC Clubhouse and Marina Carpark

The land at this site is in the ownership of Crown Land Services and leased to Bellerive Yacht Club (BYC). A two storey car park could be developed with the provision of approximately 118 spaces, with the bottom level of 58 spaces dedicated to the BYC as currently exists, and 60 spaces on the top level for public car parking. An estimated budget to construct this is \$4.5 million.

Any development of this site would need to include extensive consultation and discussion with the BYC.

- 2.5.** A summary of the three Site Options is shown following: Noting that the costings are estimates for car parking development only and at this time make no provision for offsets or savings for potential commercial co development on the site.

OPTION	CAR SPACES	CAPITAL COST	CONST. COST PER SPACE
Site 1: Option A - Quay Car Park, Bellerive Village - 5 Levels	452	\$18.5 M	\$41,000
Site 1: Option B - Quay Car Park, Bellerive Village – 3 Levels	276	\$11.7 M	\$42,300
Site 2: Option A - All Lot 3 Kangaroo Bay Drive – ground level	150	\$2.25 M	\$15,000
Site 2: Option B - Southern end Lot 3 Kangaroo Bay Drive – ground level	60	\$0.90 M	\$15,000
Site 2: Option C - Northern end Lot 3 Kangaroo Bay Drive – ground level	90	\$1.35 M	\$15,000
Site 2: Option D - Lot 4 off Pembroke Place – ground level	100	\$1.5M	\$15,000
Site 3: BYC parking deck(s)	60 (118)	\$4.5M	\$38,100

- 2.6.** There are a number of considerations in assessing the best site. These include consistency with Councils Parking Policy and Strategy, Planning Scheme Compliance, location, parking supply, cost and urban design outcomes.

- 2.7.** Site 2 Option D being Lot 4 Kangaroo Bay Drive best meets the assessment considerations in that:

- it is at an amenable location for walking distance to the demand area Kangaroo Bay Park and Oval;
- it is within Council’s funding capacity to deliver;

- it provides approximately 100 car space for the precinct;
- it is consistent with Council's Parking Strategy; and
- the site can be further developed in the future to take into account the opportunity cost of the land.

2.8. The demand for car parking is likely to grow over time. A staged implementation of developing car parking infrastructure is the best means Council has to economically deliver.

2.9. There is an immediate demand for parking due to the popularity of the Kangaroo Bay area. The gravel area of Lot 3 has been used for car parking in the 2016. With some clear signage and minimal work this site can be used to meet the current car parking demand, until other sites are fully developed in the future. As such proceeding with development plans for Site 2 Option D should commence now as the completion of this project may take 12 months.

2.10. Site 1 and Site 3 require further investigation with developing concept plans in consultation with Key Stakeholders and evaluating potential funding opportunities as they require significant capital investment to deliver.

3. CONSULTATION

3.1. Community Consultation

Development of car parking areas requires Development Approval at which time adjacent property owners will be notified of the proposal.

3.2. State/Local Government Protocol

Development of Site 3 will enquire liaison with Crown Land Services who have ownership of the land.

3.3. Other

Any development of Site 3 will require liaising with Crown Land Services and the Bellerive Yacht Club.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2016-2026 within the Goal Area of A well-planned liveable city contains the following: *"Monitor and provide public car parking facilities within activity centres both (on-street and off-street) as a component of broader transport and access strategies involving public transport and alternative transport modes"*.

5. EXTERNAL IMPACTS

Further development and events in the Kangaroo Bay/Bellerive Village area will create additional demand for car parking in the precinct.

6. RISK AND LEGAL IMPLICATIONS

Council has powers under the Local Government (Highway) Act 1982 to control and regulate parking. Council's Group Manager Asset Management has a delegation from the Transport Commission to approve the installation of parking controls of all the devices described in Australia Standard AS 1742.11, Manual of Uniform Traffic Control devices, Part II; Parking Controls.

7. FINANCIAL IMPLICATIONS

7.1. A staged implementation is recommended for providing public car parking infrastructure to the area, in alignment with funding capacity and the demand for car parking.

7.2. The first stage of ensuring adequate signage and entry conditions to the gravel area Lot 3 Kangaroo Bay Drive will involve minimal cost and can be funded from the current Roads Programme.

7.3. The permit conditions for the Development Approval of a Hotel and Hospitality Training School at 40 and 40A Kangaroo Bay Drive included the provision of cash-in-lieu contribution for car parking. Council's car parking reserve will be included in the economic plan to develop the car parking infrastructure.

7.4. Subsequent stages of providing car parking infrastructure will be subject to approval through future year's Annual Plans.

8. ANY OTHER UNIQUE ISSUES

Not applicable.

9. CONCLUSION

- 9.1.** A staged strategy of providing car parking infrastructure to the Kangaroo Bay/Bellerive precinct, in consideration of the car parking demand, will best meet Council's funding ability.
- 9.2.** The first stage is to provide clear signage and undertake necessary minimal works for the gravel area of Lot 3 of Kangaroo Drive, Bellerive to be used for temporary car parking. This will assist in meeting the current demand from Kangaroo Bay Park and Oval until other car parking infrastructure is provided.
- 9.3.** The second stage is to develop plans and implement necessary actions for the provision of car parking infrastructure at Lot 4 Kangaroo Bay Drive, Bellerive.
- 9.4.** Also develop concept plans for a multi-level car park at the Bellerive Yacht Club site, ensuring connectivity for all users, in consultation with the Bellerive Yacht Club and key stakeholders, and report back to a future Council workshop.
- 9.5.** For future planning, develop concept plans and investigate funding and commercial development opportunities for multi-level car parks at Winkleigh Place and Percy Street car parks, and report back to a future Council workshop.

Attachments: 1. Plan - Site options (1)
2. Site 2 (1)
3. Site 3 (1)

Ross Graham

ACTING GROUP MANAGER ASSET MANAGEMENT

Attachment 1

KANGAROO BAY - BELLERIVE
NEW PUBLIC CAR PARKING SUPPLY – SITE OPTIONS



Site 1 – Council Quay Car Park, Percy Street, Bellerive Village

Site 2 – Kangaroo Bay Drive vacant Council owned lots

Site 3 – BYC Clubhouse & Marina/boat ramp car park (Crown land)

Attachment 2

SITE 2 -LOT 3 or LOT 4 off KANGAROO BAY DRIVE via PEMBROKE PLACE



Attachment 3

SITE 3 – BELLERIVE YACHT CLUB WATERFRONT - 2 NEW PARKING DECKS



11.6 FINANCIAL MANAGEMENT

Nil Items.

11.7 GOVERNANCE

Nil Items.

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 TENDER T1135-16 - ROAD REHABILITATION 2016/17 STAGE 1

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:

- contracts and tenders for the supply of goods and services;
- applications by Aldermen for a Leave of Absence.

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.