

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 14 DECEMBER 2020

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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****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 23 November 2020, 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**

Coastal Hazards Policy Promotion Plan

Tree Policy

Lauderdale Canal Draft Master Plan

Lauderdale Saltmarsh Reserve Activity Plan

30 November

Kangaroo Bay Hotel and Hospitality School

Kangaroo Bay Boulevard Site Car Parking

City Heart Consultation

Property Matter

7 December

RECOMMENDATION:

That Council notes the workshops conducted.

5. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE

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
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(Note: Petitions received by Aldermen are to be forwarded to the General Manager within seven 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

Teena Bourne has given notice of the following questions:

LEASE AGREEMENTS

1. In the new lease agreements between Clarence City Council and the Tenants of Clarence City Council properties, organisations/tenants. Are the tenants to pay the costs listed below?
 - all government stamp duty, fees, taxes expenses and GST;
 - all charges related to TasWater consumption;
 - security, replacement of glass in properties (if vandalised);
 - removal of graffiti;
 - Clarence City Council service rates;
 - all land taxes, services rates, and service charges and any other service charges;
 - maintain and repair all fittings on doors and willows [sic];
 - maintain, install and repair all structural matters;
 - faulty light globes;
 - power points;
 - wiring;
 - plumbing fixtures;
 - drains;
 - water pipes;
 - sewer pipes and pumps;
 - free blockages;
 - all damages on said properties.
2. Does the Clarence City Council pay the rates and TasWater consumption for all their properties leased to tenant/organisations?
3. Is there any properties/premises that the Clarence City Council leases that it also expects organisation/tenants to pay for rates?

7.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

7.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

7.4 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
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(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.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representatives: Ald James Walker
(Ald Luke Edmunds, Deputy Representative)

Quarterly Reports

The Copping Refuse Disposal Site Joint Authority has distributed the Quarterly Summary of its Meetings (refer Attachment 1).

The Copping Refuse Disposal Site Joint Authority has also distributed its Quarterly Report for the period 1 July to 30 September 2020.

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

Representative Reporting

- **TASWATER CORPORATION**

- **GREATER HOBART COMMITTEE**

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



Copping Refuse Disposal Site Joint Authority

30 November 2020

Mr Ian Nelson
General Manager
Clarence City Council
PO Box 96
ROSNY PARK 7018

Mr Robert Higgins
General Manager
Sorell Council
P O Box 126
SORELL 7072

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

Ms Kim Hossack
General Manager
Tasman Council
1713 Main Road
NUBEENA 7184

Dear General Manager

COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY REPORTS

Participating Councils and the Director, Local Government agreed to establish 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 routine report to your Council.

Annual General Meeting held on 26 November 2020

Material matters addressed in the meeting:

- Received the Annual Report of the Authority Chair for the financial year ended 30 June 2020
- Received the Annual Report of the Directors of Southern Waste Solutions for the financial year ended 30 June 2020
- Received the combined Annual Report of the CEO and Comptroller for the financial year ended 30 June 2020
- Received the financial statements for the financial year ended 30 June 2020
- Received the Auditors' Report for the financial year ended 30 June 2020
- Received the Strategic plan 2020/21-2024/25 and the Business Plan 2020/21-2022/23
- Appointed the Tasmanian Auditor-General as the Authority's auditor for 2020/21
- Appointed the CEO as Comptroller for 2020/21
- Elected Mayor Kerry Vincent as Chair of the Authority until the AGM 2022.

Authority meeting held on 26 November 2020

Material matters addressed in the open meeting:

- Received the September 2020 Quarterly Report
- Approved repayment of Clarence City Council's overpaid Gate Fee for 278,551.82 for the period from June to October 2020
- Reviewed the outcomes of the Authority's Risk Appetite Workshop and endorsed the Authority's risk appetite
- Appointed Tasman Council as the Authority's representative (proxy) to the C Cell Trust Unitholders' Meeting(s) for the forthcoming meeting (anticipated for 28 January 2021)
- Agreed the Authority's meeting dates for calendar year 2021
- An update on activities of the Boards of Southern Waste Solutions and C Cell Pty Ltd provided by the Board Chair.

In discussion with the SWS Board Chair, the Authority requested the Board investigate a significant, emerging business opportunity and report to the February Authority meeting.

The September 2020 Quarterly Report and the agreed meeting schedule for 2021 are attached.

At its meeting on 26 November, the Authority considered two matters in closed meeting. These are summarised below.

1. Purchase of property

The Authority agreed to formally write to Hobart City Council and Glenorchy City Council to express its desire to purchase the Lutana waste transfer site.

2. Board succession

The Authority considered a report and recommendations from the Board Selection Panel which was convened in August to recruit a new Board Chair and address any other consequential matters. Directors Ron Ward and John Brennan complete their final terms in March 2021.

The Authority appointed Dr Christine Mucha as SWS Director and Board Chair from 19 March 2021 – 18 January 2024. Dr Mucha was also appointed to the Board of C Cell Pty Ltd as Trustee to replace Ron Ward. As well, the Authority appointed current SWS Director Mike Hunnibell to the Board of C Cell Pty Ltd to replace John Brennan.

Currently held by Director Ernie Hacker from June 2020 – mid March 2021 on the SWS Board, the Authority agreed to go to market for the fourth director position. As a result, the Authority reconvened the Board Selection Panel comprising the Authority Chair, Authority Secretary and the new Board Chair-elect, Dr Mucha.

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, it is requested that the Quarterly Report is tabled only in Councils' Closed Meetings.

Similarly, the strategic, contractual, statutory and other obligations in other reports are considered commercial-in-confidence and are requested to be tabled in Councils' Closed Meetings only.

Any Closed Meeting items considered by the Authority should also be tabled only in Closed Meeting of Council.

SWS Board Meeting held on 29 July 2020

Material matters addressed:

- Increased capital expenditure for purchase of an excavator
- Commissioned an update of the business valuation
- Recommended the Authority authorise no increase to apply to Clarence City Council's gate fee for 2019/20 and beyond until Council was able to execute its Deed of Amendment to reduce its gate fee to those of other Participating Councils
- Discussed preliminary outcomes of the workshops facilitated by Mike Ritchie and Associates to identify future business opportunities
- Noted the 6 monthly Balanced Scorecard Report
- Noted SWS's Monthly Operational Overview and Financial Report for the month of June 2020
- Endorsed the C Cell management report for the month of June 2020

SWS Board Meeting held on 26 August 2020

Material matters addressed:

- Update on negotiations to extend the lease at Lutana waste transfer station site
- Reviewed the draft consolidated financial statements 2019/20, as submitted by CEO
- Noted the Recycling Modernisation Fund
- Agreed its meeting schedule for calendar year 2021
- Endorsed the C Cell Management Report for the month of July 2020
- Noted SWS's Monthly Operational Overview and Financial Report for the month of July 2020

SWS Board Meeting held on 30 September 2020

Material matters addressed:

- Adopted the consolidated financial statements for the financial year ended 30 June 2020, after review by the Audit & Risk Committee, noting the unmodified (clear) audit opinion from the Tasmanian Audit Office
- Prioritised progress of the influencing strategy included in the strategic plan
- Endorsed the C Cell Management Report for the month of August 2020
- Noted SWS's Monthly Operational Overview and Financial Report for the month of August 2020

C Cell Pty Ltd Board meeting held on 29 July 2020

Material matters addressed:

- Approved the issue of a formal “cash flow positive notice” to Clarence City Council as a lender to C Cell Pty Ltd as Trustee, in accordance with the loan agreement
- Approved the issue of a formal “cash flow positive notice” to Southern Waste Solutions as lessor to C Cell Pty Ltd as Trustee, in accordance with the lease agreement
- Noted the June 2020 Quarterly Report from Southern Waste Solutions
- Passed the annual solvency resolution for C Cell Pty Ltd as Trustee
- Changed to registered address of C Cell Pty Ltd as Trustee to that of the company secretary with effect from 1 August 2020.

Note: As minutes of meetings of the Southern Waste Solutions Board and C Cell Pty Ltd Board are commercial in confidence, it is requested that these be held on file for perusal by Aldermen / Councillors but not tabled at Council meetings.

Yours sincerely



Carolyn Pillans
Secretary

Attachment 1: Quarterly Report to the Authority September 2020
Attachment 2: Authority Meeting Schedule 2021

11. REPORTS OF OFFICERS**11.1 ***WEEKLY BRIEFING REPORTS**

The Weekly Briefing Reports of 23 and 30 November and 7 December 2020 have been circulated to Aldermen.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 23 and 30 November and 7 December 2020 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 PDPLANPMTD-2020/013574 – 60 CAMBRIDGE ROAD, BELLERIVE - PARTIAL CHANGE OF USE TO RESIDENTIAL AND ADDITIONS**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a partial change of use to residential and additions at 60 Cambridge Road, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned Particular Purpose Zone 4 – Kangaroo Bay and subject to the Parking and Access Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

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

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

Council is required to exercise a discretion within the statutory 42 day period which expires on 18 December 2020.

CONSULTATION

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

- access arrangements;
- construction impacts;
- lack of on-site car parking;
- design drawing detail;
- building regulations; and
- residential amenity.

RECOMMENDATION:

A. That the Development Application for a partial change of use to residential and additions at 60 Cambridge Road, Bellerive (Cl Ref PDPLANPMTD-2020/013574) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. An amended elevation plan drawn to scale and suitably dimensioned must be submitted to and approved by Council's Manager City Planning prior to the commencement of the use/development showing the following:

- clear glass balustrading for the western elevation of the upper level deck; and
- floor to ceiling windows extending the full length of the western elevation of the upper level addition.

When approved, the plans will form part of the permit.

3. GEN C2 – CASH-IN-LIEU – [\$20,000] [2].
4. The development must meet all required Conditions of Approval specified by TasWater notice dated 9/11/2020 (TWDA 2020/01827-CCC).

ADVICE

The applicant is advised that Council does not provide dedicated resident parking within the Bellerive area.

- 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

Council approved a change of use from a restaurant to a shop in 2004 (Planning Permit reference D-2004/38). A further planning permit was granted for a change of use from a shop to a restaurant and take-away on 6 June 2005 (Planning Permit reference D-2005/100).

The applicant requested a preliminary planning assessment in 2017 for the redevelopment of the upper level as a residence. The applicant was advised Council may require a cash-in-lieu payment for any deficient parking.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Particular Purpose Zone 4 – Kangaroo Bay under the Scheme.

- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to use and on-site car parking.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 35 – Particular Purpose Zone 4 – Kangaroo Bay; and
 - Section E6.0 – Parking and Access Code.
- 2.4.** Council’s assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a rectangular shaped lot with a land area of 144m². The site is situated between Cambridge Road and the Bellerive Yacht Club slipway. The site is located within the Bellerive Village retail precinct and is developed with a two-storey commercial building. The lower level of the building contains a restaurant with the upper level accommodating storage facilities for the lower level business.

No on-site car parking or vehicle access is provided to the site however, a public carpark is located adjacent to the boardwalk to the south-east of the site. Pedestrian access is provided via a shared stairwell from Cambridge Road.

3.2. The Proposal

The proposal is for the redevelopment of the upper level to provide a single dwelling. The redevelopment includes a 40m² addition (effectively doubling the existing floor area) to the rear of the upper level to enable the use of the upper level as a dwelling. The dwelling would contain two bedrooms, bathroom, laundry and open plan living space.

An internal courtyard and 18.52m² deck are proposed to extend from the western elevation of the upper level.

The addition would extend to the west of the existing upper level roof line, would be finished with a low-pitched gable roof profile and would maintain the same height. Floor to ceiling glazing is proposed to extend along the western elevation facing the Bellerive boardwalk. The northern and southern elevations of the addition would adjoin the upper level of the respective buildings to the north and south.

No on-site car parking is proposed.

The proposal does not involve any internal or external alterations to the existing ground level tenancy which is currently used as a restaurant.

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.”

References to these principles are contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the Particular Purpose Zone 4 – Kangaroo Bay and Parking and Access Code with the exception of the following.

Particular Purpose Zone 4 – Kangaroo Bay

- **Clause 35.4.1 A1 (Building Design)** – The proposal will effectively double the floor area of the upper level therefore the proposal is not deemed to form minor additions.

Performance Criteria	Proposal
<i>“P1 – The urban design of the development satisfactorily responds to the context of the site through:</i>	See below assessment.
<i>(a) private spaces are to provide open and clear connection to public spaces;</i>	<p>The west elevation plan does not provide detail on the intended external finishes. The applicant has been contacted and confirmed the use of floor to ceiling glazing and clear glass balustrading. A condition has been included requiring the production of an amended plan detailing the external materials and finishes.</p> <p>The proposal includes a deck at the rear overlooking the Bellerive boardwalk. The deck would provide for a clear line of sight to the Bellerive boardwalk area using clear balustrading as confirmed by the applicant.</p> <p>The external appearance is considered to draw a maritime influence with extensive glazing and would be consistent with surrounding contemporary built form.</p>
<i>(b) development forecourts are to be interconnected to provide for easy and legible movement between each other;</i>	The proposal is for an upper level addition. Ground level development forecourts are not achievable on the ground level due to the façade abutting the street edge.
<i>(c) frontages to the street and pedestrian areas are to be active while entrances to buildings and spaces are to be legible in the wider streetscape.”</i>	The site fronts Cambridge Road. The addition would be contained to the rear of the upper level therefore would not alter the existing upper level façade fronting Cambridge Road.

Parking and Access Code

- **Clause E6.6.1 A1 (Number of parking spaces)** – Two on-site car parking spaces are required by the Acceptable Solution for a single dwelling. No on-site car parking spaces are proposed as this is not practically achievable due to the existing building occupying the entire site. There is also no available credit in this instance that can be applied to the car parking calculations.

Performance Criteria	Proposal
<i>“P1 - The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i>	See below assessment.
<i>(a) car parking demand;</i>	<p>No on-site car parking is proposed. The applicant seeks a waiver of the required two car parking spaces as there is insufficient area on the site to accommodate on-site car parking. While seeking a waiver, the applicant has indicated that they would accept a condition dealing with a financial payment in-lieu of any deficient on-site car parking if considered necessary.</p> <p>The proposed residence would contain two bedrooms and it is possible the future occupants will own two cars. This is founded on recent Australian Bureau of Statistics Census data indicating that Tasmania continues to report the strongest growth rate in motor vehicle ownership with vehicle registrations increasing. Census data also indicates approximately half of the Tasmanian population own two vehicles per household. Alternatively, one car space and one visitor space could be expected. While access to sustainable public transport options will reduce daily car dependency, dependency on car ownership will remain as walking, cycling and public transport modes are not of a sufficiently high standard on the eastern shore to provide access to the full range of recreational employment, social and service needs generally relies upon across Greater Hobart.</p>

	<p>The demand for parking will also be constant as opposed to the short duration car parking demand created by users accessing commercial premises in the area.</p> <p>Bellerive Village is separated from the City of Hobart therefore it is likely the occupants of the residence will be car dependent.</p> <p>In consideration of the demonstrated parking demand, it is not considered appropriate to waive the two-space shortfall without the requirement for a financial contribution in-lieu of the parking shortfall generated by the development. The application of a cash in-lieu arrangement is discussed further below.</p>
<p><i>(b) the availability of on-street and public car parking in the locality;</i></p>	<p>A review of Council's parking restrictions within the vicinity of the subject site indicates Cambridge Road is subject to no standing, 30 minute and 2-hour restricted parking. A no standing zone extends immediately in front of the subject site with 30-minute parking available a short distance to the south and on the opposite side of the road.</p> <p>Council adopted the <i>City of Clarence Strategic Management and Car Parking in Activity Centres: Policy, Strategy and Action Plan 2011-2015</i> (Car Parking Strategy) to guide solutions for the management and provision of parking facilities within the area in response to the parking pressures experienced within Rosny Park and Bellerive Village.</p> <p>The Car Parking Strategy indicates that new demand for on-street and public car parking cannot be absorbed within the capacity of the existing private parking supply. Further, parking pressures are likely to be increased through the recently approved redevelopment of the Bellerive Yacht Club marina.</p>

	<p>Council's latest parking survey found that the on-street parking along Cambridge Road has reached 75-78% occupancy with peak hour occupancy at 100%. Council's acceptable service level on a carpark close to a commercial area is generally 85%. The nearby Percy Street and boardwalk carparks are operating at 60% occupancy when averaged across the day.</p> <p>In view of the above, the constant demand for parking by the occupants will create an impractical and inconvenient demand for on-street parking which will ultimately diminish residential amenity. The proposed use is likely to create additional pressure on the limited parking supply within Cambridge Road and surrounding streets of an early morning, late afternoon and overnight. The peak parking demand extends through to 9pm each evening due to the number of restaurants open of an evening. Unrestricted parking would be available within the surrounding commercial streets of a late evening and overnight.</p> <p>Given the demand for parking associated with a residence would be during peak times (late afternoon and evenings) the parking shortfall will exacerbate parking pressure in the area during peak times which is indicative of the lack of available parking in the area. For this reason, a financial contribution in-lieu of the parking shortfall is considered necessary, as discussed further below.</p>
<p><i>(c) the availability and frequency of public transport within a 400m walking distance of the site;</i></p>	<p>The property is a short distance from a bus stop located along Cambridge Road (adjacent to the Bellerive Yacht Club). The Rosny Park bus mall provides a regular bus service to Hobart. Access to surrounding suburbs by bus generally involves two separate bus trips.</p>

	While the site is provided with convenient access to public transport, the public transport available is limited to a bus service which is not considered to be of a suitable standard to form a sustainable alternative to car ownership given the distance from the City of Hobart and outer lying suburbs. It is therefore considered the occupants of the residence will be mostly car dependent.
<i>(d) the availability and likely use of other modes of transport;</i>	<p>The other alternative modes of transport available to the site are walking, cycling and taxi services available along Cambridge Road and the Bellerive boardwalk which forms part of the Clarence Foreshore Trail.</p> <p>The Rosny Park and Bellerive Village areas lack dedicated cycle lanes within the road reservation and contains busy streets which may reasonably discourage cyclists from relying on this as a reliable alternative means of transport. However, the property is located within proximity to the Clarence Foreshore Trail. The distance to recreation facilities, the City of Hobart and outer lying suburbs also precludes walking as a viable alternative for most clients.</p> <p>It is therefore considered the occupants of the residence will be primarily car dependent.</p>
<i>(e) the availability and suitability of alternative arrangements for car parking provision;</i>	There are no alternative car parking options available in the area for the use of the occupants of the residence.
<i>(f) 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>	There is no practical opportunity for the carparks to be shared between residential and commercial users on adjoining or nearby land during business hours.
<i>(g) any car parking deficiency or surplus associated with the existing use of the land;</i>	A requirement for a cash contribution totalling \$80,000 (based on an 8-space shortfall) was waived under planning permit D-2005/100 in accordance with Council policy that applied at that time.

	<p>The payment related to a planning permit associated with the ground floor tenancy (restaurant) which is still operating and not proposed to be impacted by the proposed new use. It is therefore established that there is no available car parking surplus in this case which could be applied to the proposal.</p>
<p>(h) <i>any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i></p>	<p>The upper level of the building is currently used as storage associated with the existing use of the ground floor restaurant. The car parking rate applied under the previous planning permit for the restaurant was based on seating capacity as opposed to floor area. The ground floor restaurant is proposed to continue operating in accordance with former approvals. There is therefore no available credit associated with the use of the ground floor level that could benefit the proposed upper level redevelopment.</p>
<p>(i) <i>the appropriateness of a financial contribution in-lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i></p>	<p>The Performance Criteria allows Council to consider the appropriateness of a financial contribution in-lieu of parking to be invested towards the costs of parking facilities where such facilities are planned. As discussed under (b) above, Council has strategic plans to develop major public car parking facilities in the Bellerive area.</p> <p>While the greatest demand for car parking is likely to be within the surrounding unrestricted residential streets, there will be times when the occupants utilize the surrounding restricted on-street car parking and public carparks.</p> <p>Given the empirical evidence that the supply of car parking in the local area is near capacity and that Council has consistently required cash-in-lieu for deficient car parking within with Bellerive Village area, it is considered appropriate to require a financial contribution to invest into the development of new car parking facilities in the area including a public carpark within Bellerive.</p>

	<p>The applicant accepts the payment of a financial contribution amounting to two spaces and a condition is included to this effect.</p> <p>This issue is further considered under the assessment relating to E6.6.1 A2 below.</p>
<i>(j) any verified prior payment of a financial contribution in-lieu of parking for the land;</i>	No cash-in-lieu payment has been required for the former uses of the site.
<i>(k) any relevant parking plan for the area adopted by Council;</i>	The property is not located within a zone covered by Council's Interim Car Parking Plan. Furthermore, the Policy is of no benefit in this case as the car parking requirement under the Scheme is the same as the Clarence Planning Scheme 2007 (two spaces for a single dwelling).
<i>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;"</i>	Not applicable as the site is not listed as a place of heritage significance under the Historic Heritage Code.

Parking and Access Code

- **Parking and Access Code Clause E6.6.1 A2 (Cash-in-Lieu payment)**
 - Given there is no Acceptable Solution, discretionary consideration is required under the corresponding Performance Criteria.

Performance Criteria	Proposal
<p><i>"P2 - Use and Development on land within the Activity Centres specified in Table E6.3 must make a cash-in-lieu payment for any deficient spaces at the rate specified in Table E6.3.</i></p> <p><i>Alternative arrangements may be made in accordance with any parking plan adopted by Council."</i></p>	<p>The proposal would be located within the Bellerive Activity Centre and is therefore subject to a cash-in-lieu payment for the identified two deficient car parking spaces which amounts to \$20,000 in accordance with the rate specified in Table E6.3 of the Parking and Access Code. A condition is recommended to this effect to ensure compliance with the performance criteria.</p>

5. REPRESENTATION ISSUES

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

5.1. Access Arrangements

The representor is concerned access to the residence would be via the adjoining slipway which is currently leased from the Crown to the Bellerive Yacht Club.

- **Comment**

Pedestrian or vehicle access is not proposed from the western side of the property. Pedestrian access would be via the existing Cambridge Road entrance. Vehicle access to the site is not proposed. The adjoining slipway would therefore not be affected by pedestrian access to the property.

5.2. Construction Impacts

The representors are concerned the proposed additions will impede access to the adjoining properties during the construction phase (due to reliance on a shared internal stairwell) and will impede access to the adjoining footpath.

- **Comment**

Council's Building Officer has advised a Building Surveyor will be required to be engaged to determine whether the internal stairwell requires upgrades. Should upgrades be deemed necessary, provision for temporary access to the adjoining tenancy will need to be made during the construction phase. While this may result in some inconvenience, the inconvenience caused would be temporary and would ultimately provide for a higher quality internal fit out. In any event, this is not a relevant planning consideration.

A permit to carry out works within the road reservation (including footpath) will be required from Council should the footpath be obstructed during the construction phase. Such impacts would be temporary and alternative safe pedestrian access arrangements would need to be provided to Council's satisfaction.

5.3. Lack of On-site Car Parking

The representor is concerned the proposed residence will not be provided with adequate on-site parking to meet parking demand. The representor has noted that occupants cannot rely on surrounding on-street car parking or public car parking as these facilities are currently restricted.

- **Comment**

This is a valid concern and is intended to be addressed through a permit condition requiring the payment of a cash contribution in-lieu of the identified car parking shortfall. The funds will be used to invest in the development of new public car parking facilities within the Bellerive area.

5.4. Design Drawing Detail

The representors are concerned the proposal plans do not provide enough detail on the height and external materials of the proposed addition. The representor is particularly concerned about the removal of the existing windows to the stairwell as this will affect natural light into the stairwell.

- **Comment**

The proposal plans are considered to provide satisfactory detail to determine compliance with all relevant development standards of the Scheme. The addition would maintain the same height as the existing upper level roof line and would be clad with masonry solid walls on the southern and northern elevations to provide for required fire ratings. The western elevation of the addition would consist of floor to ceiling glazing.

The loss of natural light to the stairwell is not a relevant planning consideration and could be rectified through the installation of lighting.

5.5. Building Regulations

The representor has queried whether the addition will be required to meet fire separation and noise insulation requirements.

- **Comment**

Matters such as fire separation and insulation to meet current noise and energy efficiency requirements will be required to be addressed as part of the final design detail submitted with a future Building Permit Application.

5.6. Residential Amenity

The representor is concerned the proposed residence will be subject to a loss of amenity due to the proximity of the dwelling and deck to the adjacent Bellerive Yacht Club slipway. The representor is concerned the introduction of a residential use in this location may interfere with the existing slipway operations.

- **Comment**

The proposal is for a residential use and development within a mixed-use area. The occupants are likely to have a degree of tolerance with noise and activity stemming from nearby non-residential activities. The proposal is not expected to unduly interfere with surrounding commercial and maritime operations.

6. EXTERNAL REFERRALS

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

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

The proposal for a partial change of use to residential and additions at 60 Cambridge Road, Bellerive is considered to satisfy all relevant Acceptable Solutions and Performance Criteria of the Scheme and is accordingly recommended for conditional approval.

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

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

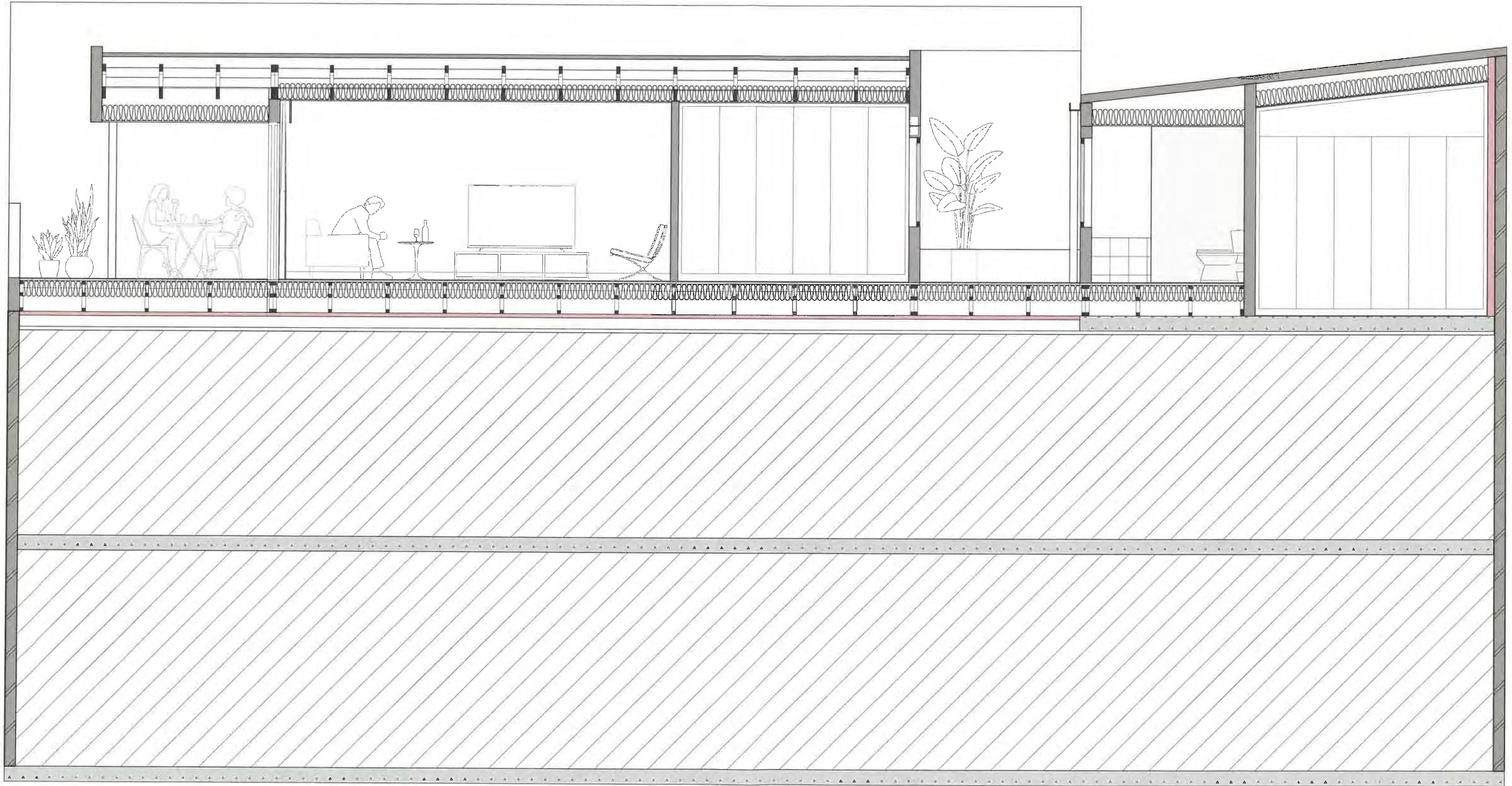


This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

12/3/2020

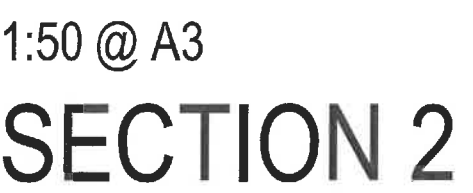
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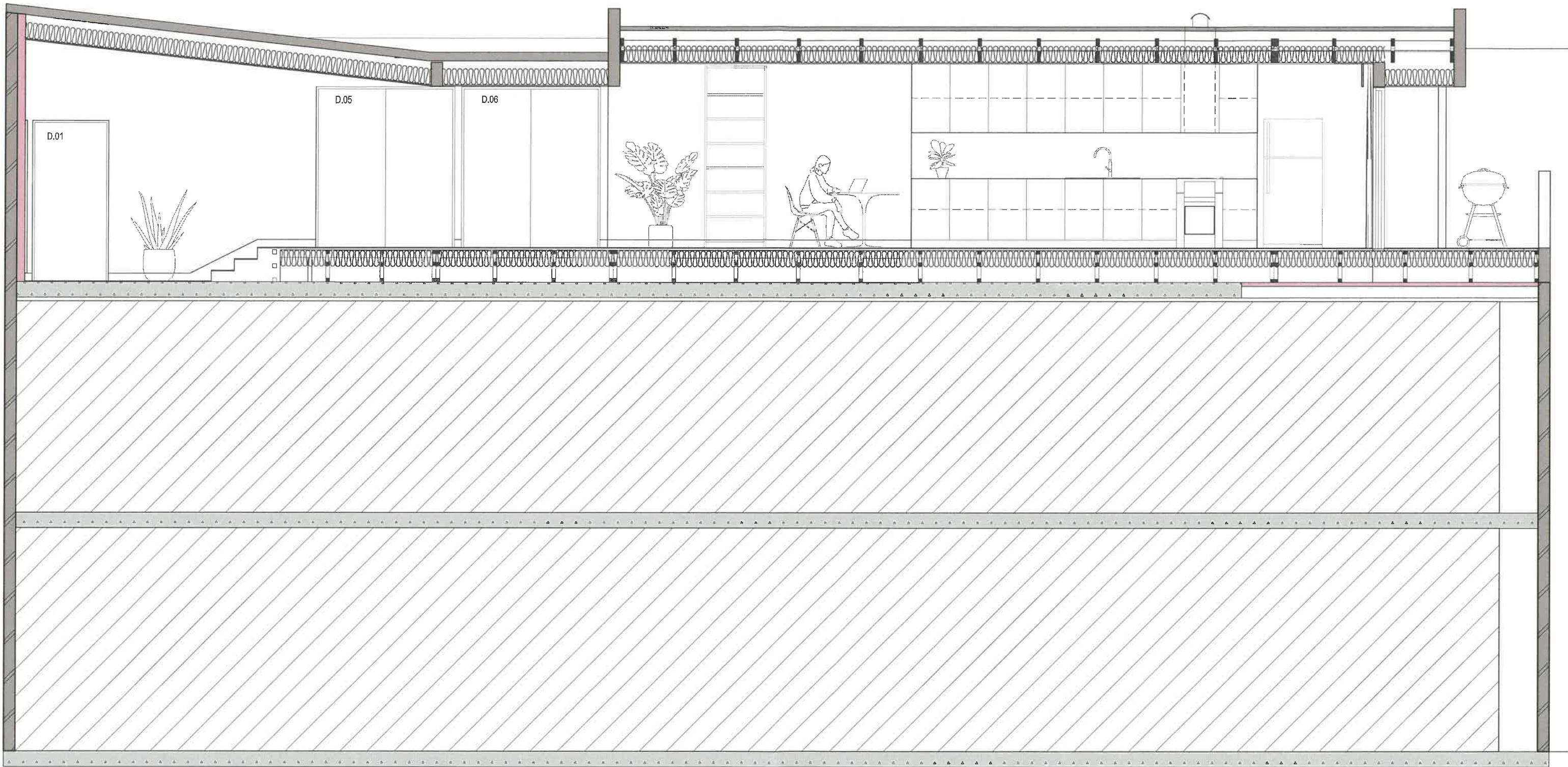




1:50 @ A3
SECTION 1

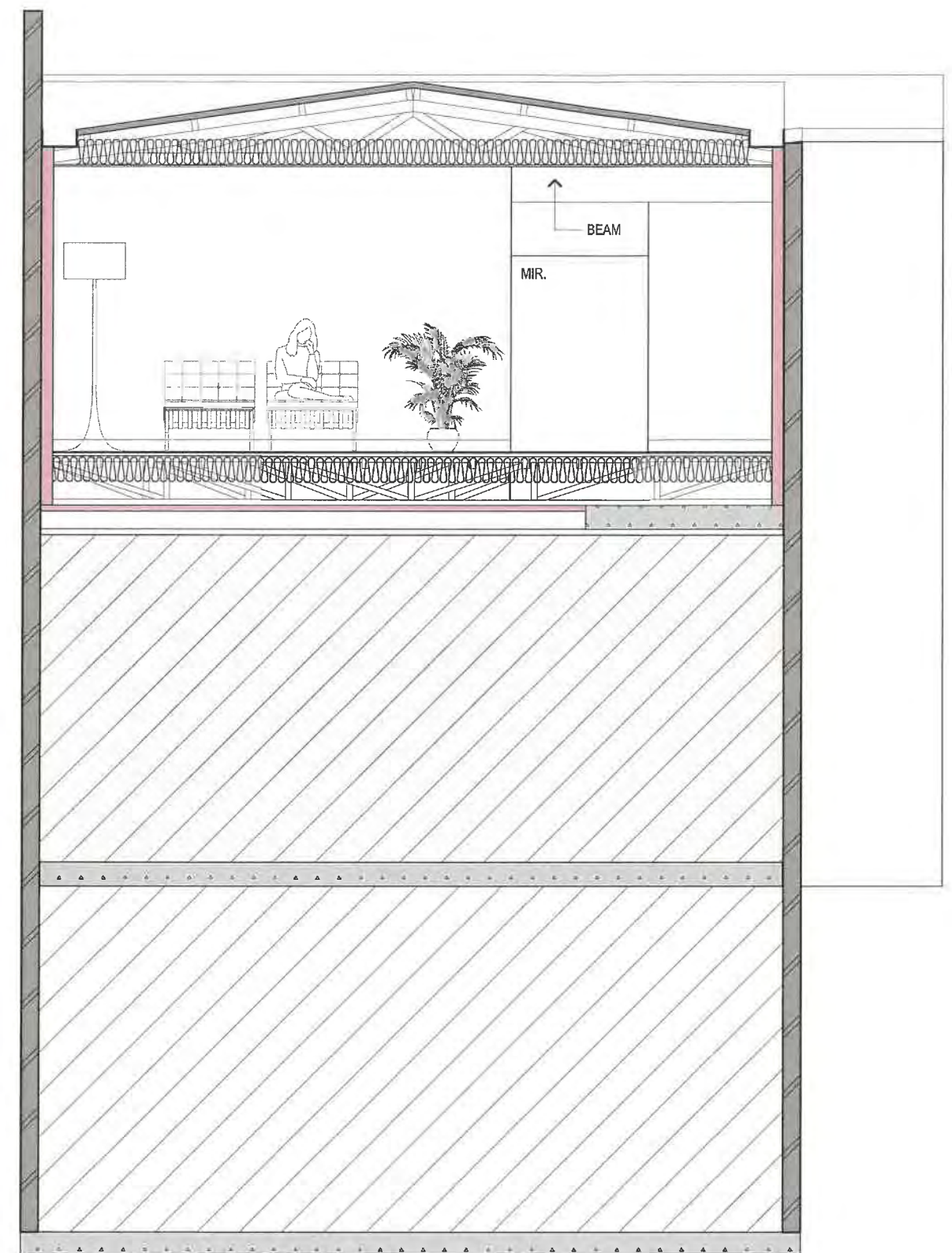
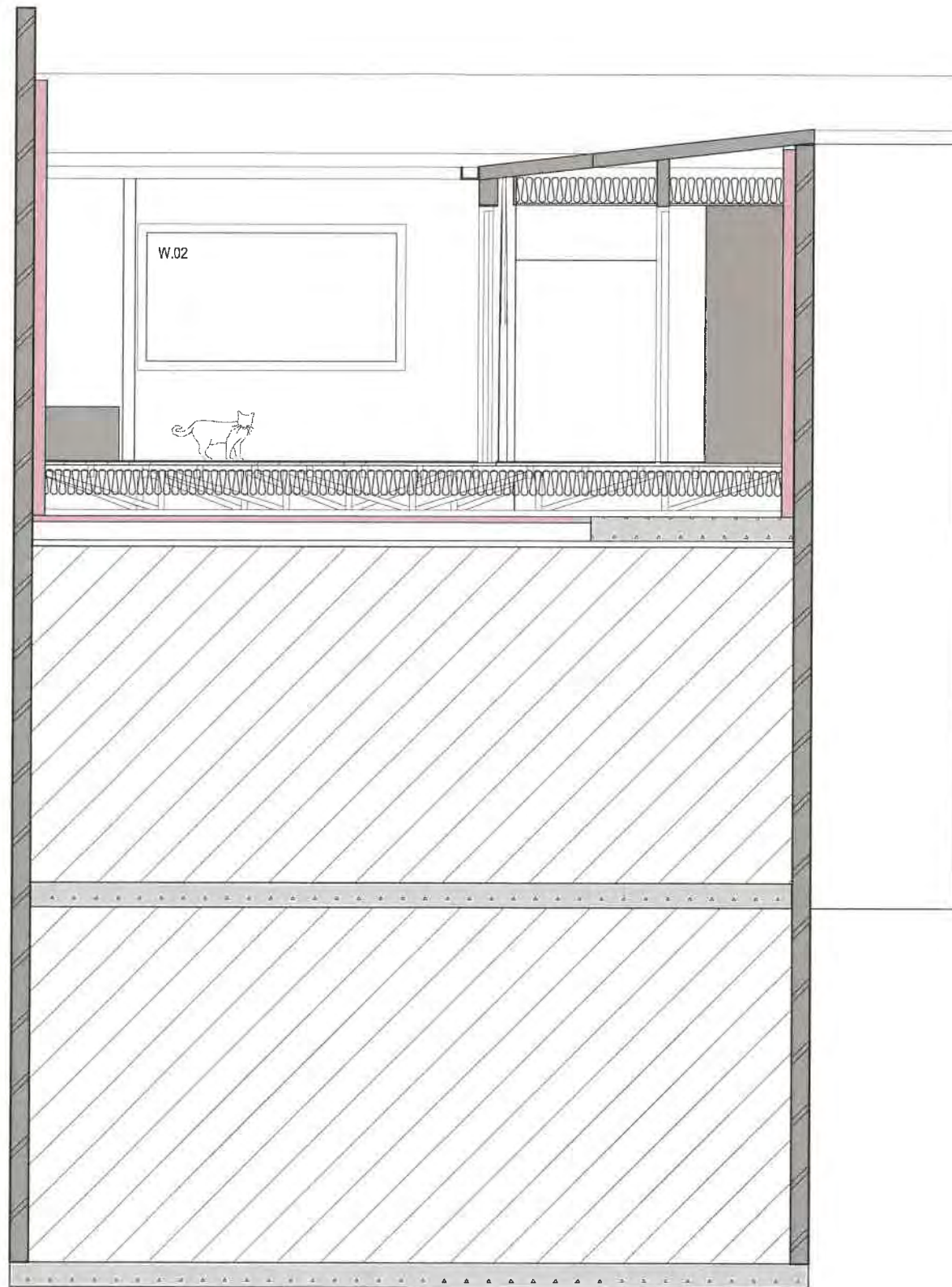






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SECTION 3



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SECTION 4 & 5

Attachment 3

Site photo
60 Cambridge Road, BELLERIVE



Photo1. Site viewed from Cambridge Road

11.3.2 DEVELOPMENT APPLICATION PDPLANPMTD-2020/012846 – 82 EAST DERWENT HIGHWAY, LINDISFARNE - 2 MULTIPLE DWELLINGS (1 EXISTING + 1 NEW)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 Multiple Dwellings (1 existing + 1 new) at 82 East Derwent Highway, Lindisfarne.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the 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.

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

Council is required to exercise a discretion within the statutory 42-day period which expires on 17 December 2020.

CONSULTATION

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

- overshadowing;
- visual impacts;
- privacy;
- private open space; and
- traffic

RECOMMENDATION:

A. That the Development Application for 2 Multiple Dwellings (1 existing + 1 new) at 82 East Derwent Highway, Lindisfarne (CI Ref PDPLANPMTD-2020/012846) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. ENG A2 – CROSSOVER CHANGE.
 3. ENG A5 – SEALED CAR PARKING.
 4. ENG M1 – DESIGNS DA.
 5. ENG S1 – INFRASTRUCTURE REPAIR.
 6. The development must meet all required Conditions of Approval specified by TasWater notice dated 15 October 2020 (TWDA-2020/01590-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.

ASSOCIATED REPORT

1. BACKGROUND

A planning application for the adjoining property at 84 East Derwent Highway, Lindisfarne was refused at council’s meeting on 23 November 2020. An appeal has been lodged with the Resource Management Planning Appeals Tribunal.

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;
 - Section 10 – General Residential Zones; and
 - Section E6.0 – Parking and Access and Stormwater Management 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 1103m² property with one existing dwelling and associated outbuilding (carport). The site has frontage and access to the East Derwent Highway. There is slight slope to the site, being approximately seven degrees and falling to the west.

3.2. The Proposal

The proposal is for one additional dwelling on the site. The proposed dwelling would be located behind the existing dwelling.

It would have a 4m setback from the rear boundary, 1.57m from the northern side boundary and 1m from the south side boundary. The maximum height would be 6.2m. The proposed dwelling would have a double garage incorporated, contain three bedrooms and have a deck from the upper level.

The proposed dwelling would be constructed of cladded walls and have a pitched Colourbond roof.

The existing house is a 3-bedroom single storey, weatherboard dwelling with a floor area of 111m². No internal or external alterations or additions are proposed for this dwelling. The works would also include the replacement of the existing carport, a new driveway and car parking arrangement.

Waste storage facilities would be provided for the exclusive use of each dwelling.

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.”

References to these principles are 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 and Stormwater Management Codes with the exception of the following.

General Residential Zone

- **Clause 10.4.2 A3 (Building Envelope)** – the proposal would project beyond the prescribed 3D building envelope, at the rear boundary.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause 10.4.2 as follows.

Clause	Performance Criteria	Assessment
10.4.2 P1	<i>“The siting and scale of a dwelling must:</i>	
<i>(a)</i>	<i>not cause unreasonable loss of amenity by:</i>	The application is considered to comply as:
<i>(i)</i>	<i>reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i>	<p>The shadowing diagrams provided demonstrate that the development would impact upon the habitable room windows for 80A East Derwent Highway. However, it is noted that this dwelling would receive unimpeded sunlight to windows between 9am and 1pm on the Winter Solstice.</p> <p>The proposed development would overshadow the habitable room windows of 80 East Derwent Highway for approximately one hour between 9am and 10am.</p> <p>Therefore, it is considered that the proposed development would not cause an unreasonable impact upon neighbouring dwellings by reducing sunlight to habitable rooms.</p>

(ii)	<i>overshadowing the private open space of a dwelling on an adjoining lot; or</i>	<p>The proposed development would cast shadowing upon two lots during the hours of 9am and 3pm on the Winter Solstice. These are 80 East Derwent Highway and 80A East Derwent Highway.</p> <p>The property at 80A East Derwent Highway is a large (approximately 1500m²) internal lot. The site has large areas of private open space (over 590m²) which consists of paved areas in front of the house and lawn areas on southern, eastern and western sides of the property. Each of these areas meet the relevant criteria regarding size, solar orientation and gradient to be utilised as private open space areas.</p> <p>The property at 80A East Derwent Highway would be moderately impacted by overshadowing to their private open space areas between 1pm and 3pm on the Winter Solstice. As indicated above, 80A East Derwent Highway has multiple areas that can be utilised as private open space areas noting that the minimum area requirement for private open space is 25m² under the Scheme. As demonstrated by the overshadowing diagrams, at the worst time of day during Winter Solstice, a minimum of 70% of these areas will receive unimpeded solar access.</p>
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		<p>The majority of these private open space areas, such as the lawn areas that occupy a land area of over 350m², situated on the northern side of 80A East Derwent Highway, will not be impacted by overshadowing from the proposed development.</p> <p>The lawn and paved areas that occupy a land area of approximately 230m², situated on the western and eastern side of 80A East Derwent Highway will be impacted by overshadowing from the proposed development for approximately one hour between 10am and 12pm and 1.30pm and 3pm.</p> <p>The property at 80 East Derwent is located east to the subject site. The site has an area of private open space directly at the rear of the house. The overshadowing from the proposed development would impact on the private open space area between 9am and 10am, which is considered not to have an unreasonable impact upon amenity.</p>
(iii)	<i>overshadowing of an adjoining vacant lot; or</i>	There are no vacant residential lots adjoining the subject site.
(iv)	<i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i>	<p>The maximum height of the proposed development would be 6.232m from Natural Ground Level.</p> <p>The building elevations that face adjoining lots contain several design elements to articulate the building form and avoid blank expanses which might impact on bulk and mass. The design would employ several materials, textures and elements to lessen visual bulk. The proposed design solutions, such as varied external finishes, will make the dwelling appear lighter and less bulky.</p>

		<p>Building and design elements, such as different window sizes and heights, varied building height across the elevations, proposed roof pitch, angled building shape as shown on the site plan, will all reduce bulkiness and mass of the proposed development.</p> <p>Each of the proposed elevations consists of these elements that will make the proposed dwelling appear lighter.</p> <p>Furthermore, it is noted that when viewed from adjoining or neighbouring property, such as 28 Loatta Road or 82 East Derwent Highway, the subject site is located on a lower contour line and will appear smaller than shown on the eastern elevation.</p> <p>The proposed dwelling is a suburban scale structure with a maximum height of 6.2m and a floor area of 170.5m². The majority of the surrounding buildings are double storey dwellings with a similar maximum height, optimising the panoramic views towards the Derwent River.</p> <p>The proposed development would not be unreasonable and is consistent with the mass and scale of residential buildings in the surrounding area.</p>
(b)	<i>provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</i>	<p>There are several instances of similar developments with comparable separation in the surrounding area.</p> <p>Examples can be seen at 87 and 89 East Derwent Highway which both consist of several units in 2 storey redbrick conjoined buildings.</p>

		<p>28A Loatta Road contains units with separation distances 2.5m between dwellings.</p> <p>The subject site is also opposite 7 Ballawinnie Road which contains higher density residential aged care units (conjoined and standalone).</p> <p>The proposal is therefore consistent with the separation of dwellings in the area and considered compatible in the streetscape.</p>
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- Clause 10.4.3 A2 (Private Open Space)** – the proposed dwelling provides an alfresco area that is not accessible from a habitable room. The POS for the proposed dwelling would be a 38m² area on the northern side of the proposed dwelling.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause 10.4.3 as follows.

Clause	Performance Criteria	Assessment
10.4.3 P2	<i>"A dwelling must have private open space that:</i>	<p>The private open space for the proposed dwelling would be located on the northern side of the proposed dwelling.</p> <p>The deck occupying a floor area of 20.5m² and facing the Derwent River is considered to be an additional private open space area that the residents of the proposed dwelling are capable of utilising as their private open space.</p>
(a)	<i>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>	The private open space for the proposed dwelling would be of adequate solar aspect, size, and location to serve future occupants.

		The back and front yard of the proposed dwelling are large enough for children's play, while the alfresco area located at the proposed deck could comfortably accommodate outdoor dining.
(i)	<i>conveniently located in relation to a living area of the dwelling; and</i>	<p>The alfresco area on the deck would be directly accessible from the open plan living areas.</p> <p>The private open space area located at the front and backyard would be accessible from the laundry room, via the open space living room area.</p>
(ii)	<i>orientated to take advantage of sunlight."</i>	<p>Both areas of private open space would receive adequate sunlight through the day.</p> <p>During the morning, the backyard of the proposed dwelling would receive reasonable sunlight, and the alfresco areas would have good solar access in the afternoons. Over 50% of the backyard area would receive at least 3 hours of sunlight on the Winter Solstice and the proposed alfresco at the deck would almost receive unimpeded sunlight from 10am onwards on the Winter Solstice.</p>

- **Clause 10.4.6 (Privacy for dwellings)** – the proposal would not have screening across the entire width of the alfresco deck areas which would require to have a setback of 6m from the dwelling on the same side.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 10.4.6 as follows.

Clause	Performance Criteria	Assessment
10.4.6 P1	<i>“A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:</i>	The proposed dwelling would have an alfresco deck on the second storey that would be less than 6m from a dwelling on the same site.
(a)	<i>a dwelling on an adjoining lot or its private open space; or</i>	The alfresco/balcony is proposed to have screening along the length that would face a side boundary. The screening would have a maximum of 25% transparency and a height of 2.4m above the finished floor level to minimise overlooking of a dwelling and its private open space on an adjoining lot.
(b)	<i>another dwelling on the same site or its private open space; or</i>	<p>The alfresco deck on the second storey of the proposed dwelling would have a screen with a height 1m above finished floor level.</p> <p>However, it is noted that the existing dwelling does not have any windows on its eastern elevation, and therefore the proposed deck does not impact on the privacy of the existing dwelling on the same site.</p> <p>It is noted that the area on the northern elevation of 82 East Derwent Highway is its primary open space. It includes a large private open space area that is accessible from the entrance of the dwelling.</p>

		<p>The private open space area located at the rear of 82 East Derwent Highway is not considered to form a necessary part of their recreational private open space as it is south facing, not accessible from any of their habitable rooms.</p> <p>The area would presumably be used for activities such as clothes drying, rather than an area where the residents would spend long periods of time.</p> <p>It is considered that the proposed development meets the relevant performance criterion.</p>
(c)	<i>an adjoining vacant residential lot."</i>	There are no vacant residential lots to the subject site.

5. REPRESENTATION ISSUES

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

5.1. Setbacks and Building Envelope

Concern was raised by one representor regarding the overshadowing that would be caused by the proposed development with respect to the habitable rooms and private open space of their dwelling. The representor has also requested Council to take into consideration the cumulative effect of the proposed development at 84 East Derwent Highway (PDPLANPMTD- 2020/012606).

- **Comment**

Overshadowing impacts have been discussed in further detail in the assessment of Clause 10.4.2 P3 above and has been found to not unreasonably impact upon an adjoining lot based on quantitative assessment. The application is considered to comply with the Performance Criteria for this clause. Both the private open space and habitable room windows will receive well above three hours of sun light during the Winter Solstice.

The development application (PDPLANPMTD- 2020/012606) which was refused at council's meeting on 23 November 2020 this is now subject to an appeal. Whether or not that appeal is upheld it is considered that the adjoining property will still retain sufficient solar access in accordance with the Scheme.

5.2. Visual Impacts

Concern was raised by two representors with respect to the visual bulk and impact of the proposed development.

- **Comment**

This issue has been discussed in the assessment of Clause 10.4.2 P3 earlier in this report. There are several examples of similar developments in the surrounding area. The proposal would not unreasonably impact upon amenity due to bulk height or mass for the reasons discussed above. It is worth noting that having consideration to *R Kasem v Hobart City Council and Ors* [2018], which discussed the matter of visual impact, regard was given to an outlook from a habitable window in its entirety but not to the protection of any particular view, such as one to a mountain. Therefore, based on the above Council cannot take into consideration a protection of a particular view or a sight line.

The application is considered to comply with the Performance Criteria for this clause.

5.3. Privacy

Concern was raised by one representor with respect to the privacy and the overlooking of the windows on the eastern elevation of the additional dwelling.

- **Comment**

The proposal complies with the relevant Clause *10.4.6 A2 Privacy for all dwellings*, and therefore the matter does not have any determining weight.

5.4. Private Open Space

Concern was raised by one representor with respect to the compliance of its private open space.

- **Comment**

This issue has been discussed in the assessment of Clause 10.4.3 P2 earlier in this report. The proposed dwelling has several areas that can be utilised as a private open space and is considered to comply with the Performance Criteria for this clause.

5.5. Traffic Impact

Concern was raised by one representor with respect to the impact of traffic.

- **Comment**

Council's engineers were satisfied that the proposed development met all the relevant standards of the E6.0 - Parking and Access code. In particular, the site has adequate sight distance and will have negligible impact on traffic flow. Furthermore, the proposal was referred to State Growth. State Growth did not require any additional information or any conditions regarding the proposed development.

6. EXTERNAL REFERRALS

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

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

9. CONCLUSION

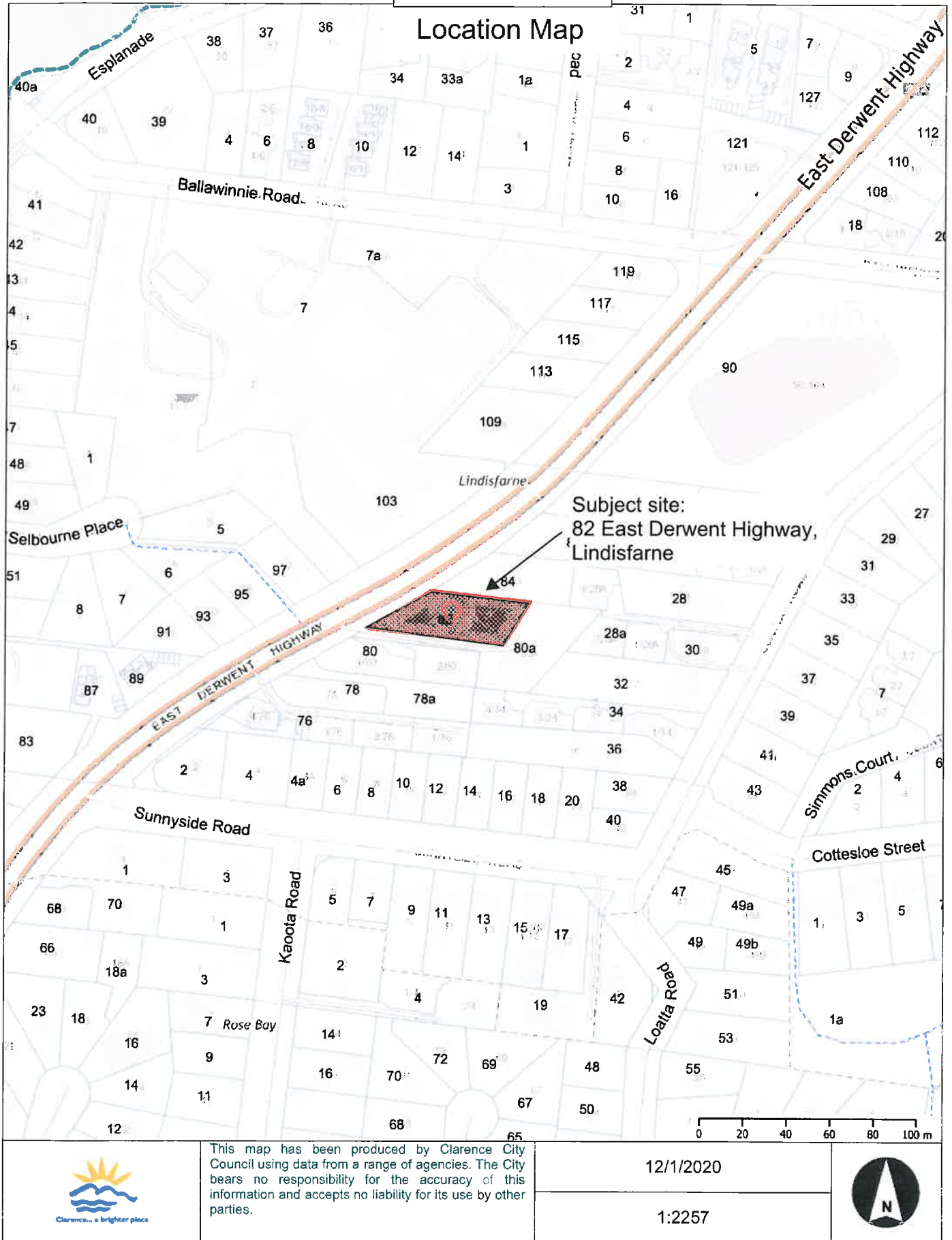
The proposal is recommended for conditional approval.

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

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

Location Map



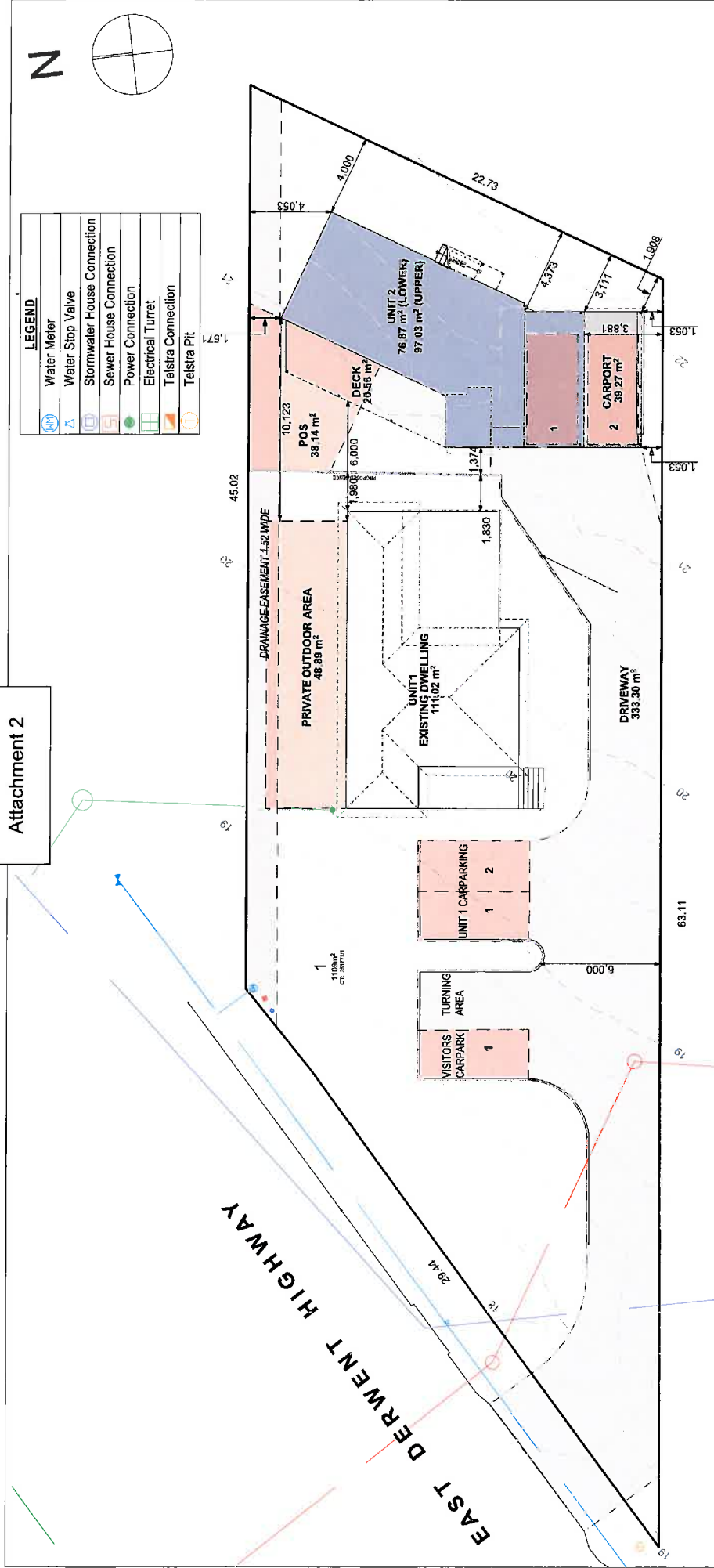
This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

12/1/2020

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Attachment 2



Amendments	
Date	Description

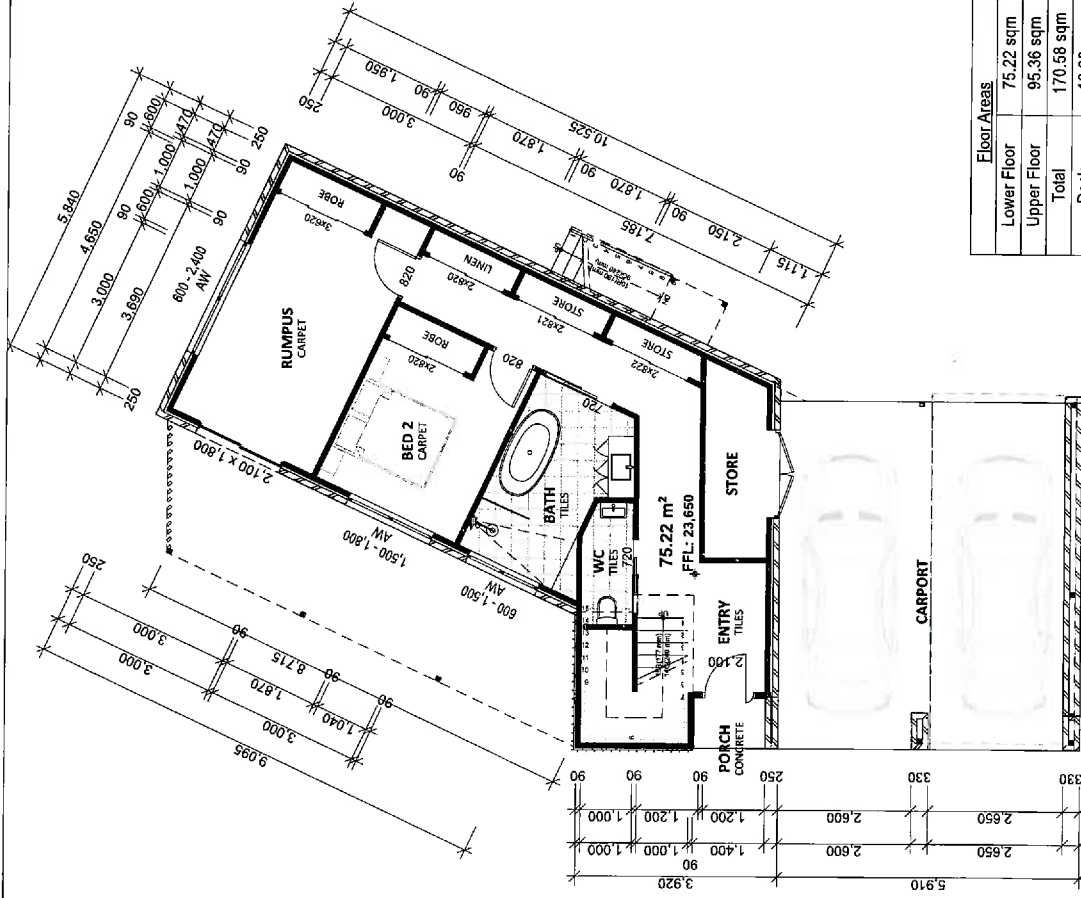
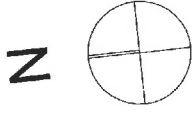
bdga
BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA



Proposal:	Unit Development	Scale: 1:200 @ A3	Job No: 115-2020	Pg. No: DA.01
Client:	David & Kirsty Bower	Date: 05/10/20	Engineer:	
Address:	82 East Derwent Highway, Lindsfarne 7015			
	Drawn: JRN			
	Building Surveyor:			
PINNACLE DRAFTING & DESIGN, CG6073Y 2 Kennedy Dr, Cambridge 7170 P: 03 6248 4218 E: admin@pinnacleddrafting.com.au				

Site Plan





Lower Floor Plan

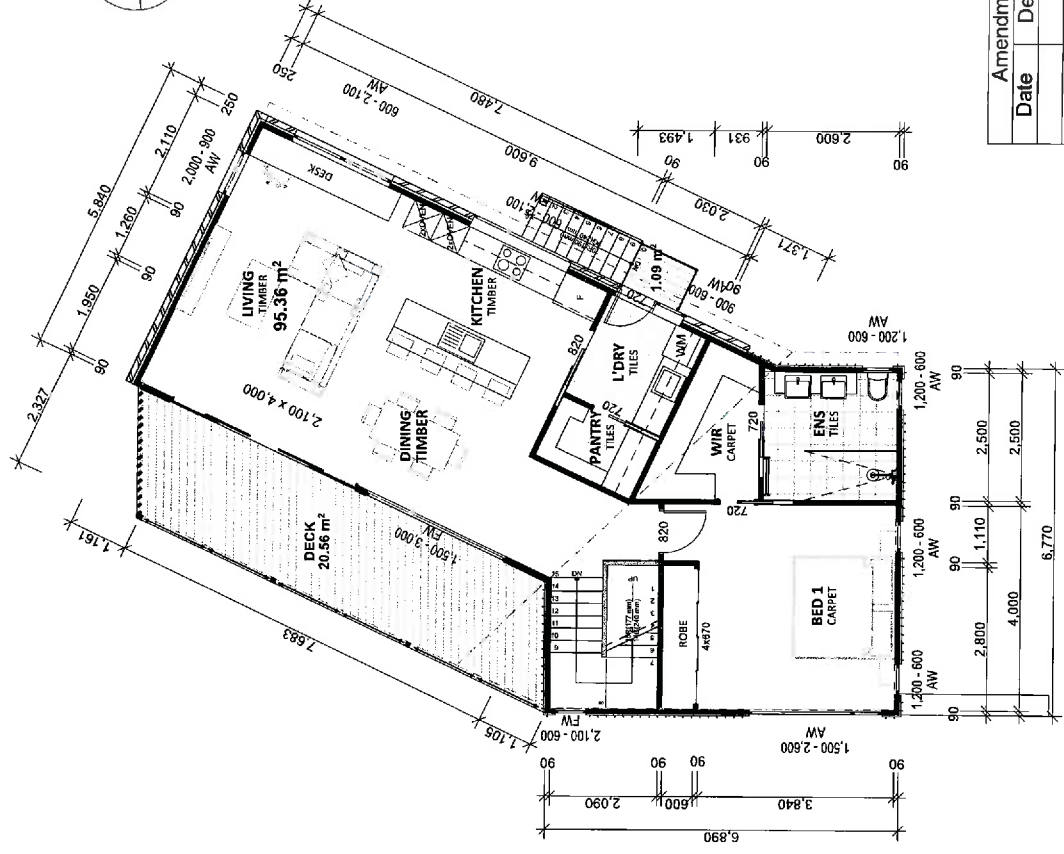
Floor Areas	
Lower Floor	75.22 sqm
Upper Floor	95.36 sqm
Total	170.58 sqm
Deck	18.00 sqm

Floor Plan



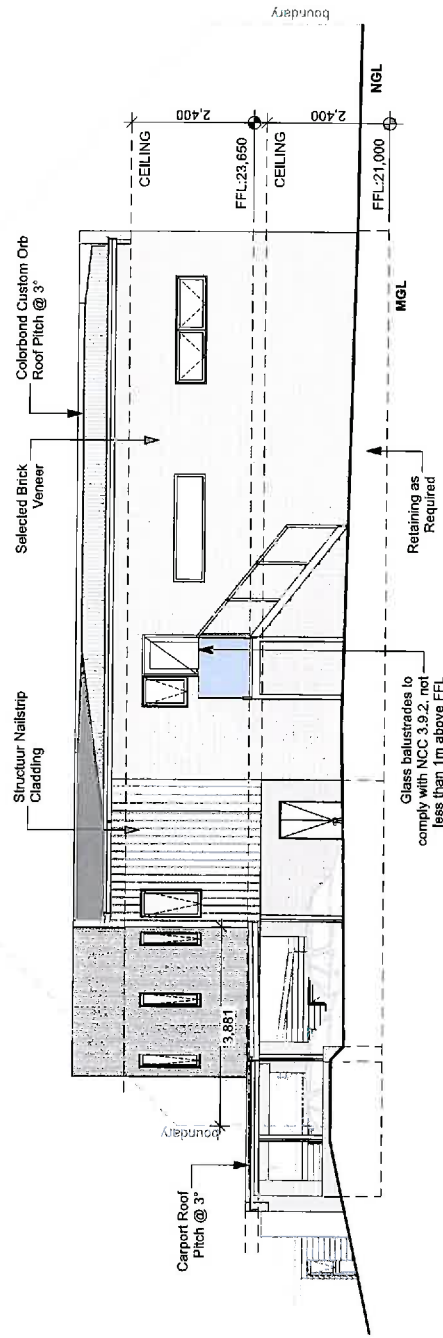
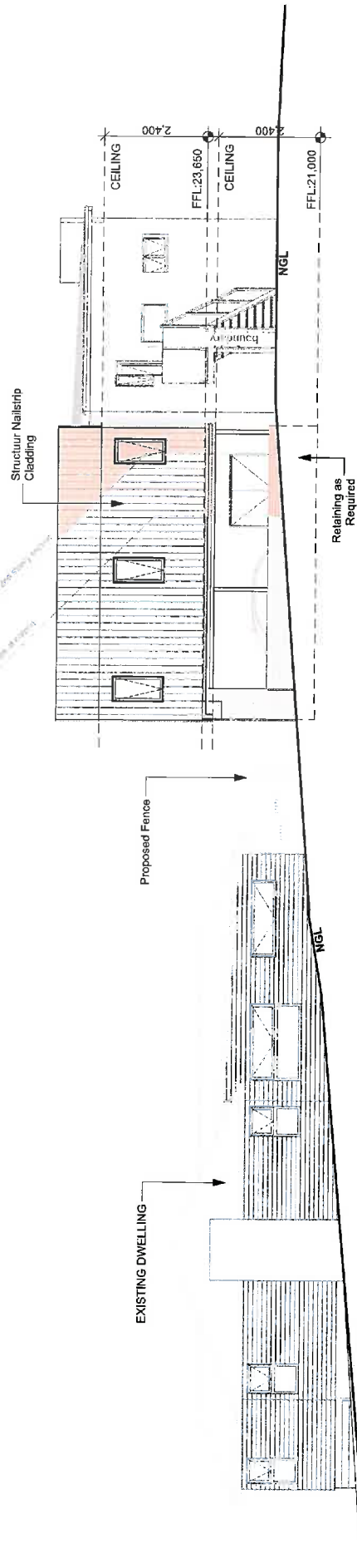
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Proposal:	Unit Development
Client:	David & Kirsty Bower
Address:	82 East Derwent Highway, Lindisfame 7015
PINNACLE DRAFTING & DESIGN, CC6073Y 2 Kennedy Dr, Cambridge 7170 P: 03 6248 4218 E: admin@pinnacledrafting.com.au	
Pg. No: DA.05	
Scale:	1:100 @ A3
Job No:	115-2020
Date:	05/10/20
Engineer:	
Building Surveyor:	

Upper Floor Plan



Amendments	
Date	Description





Amendments	
Date	Description

East Elevation

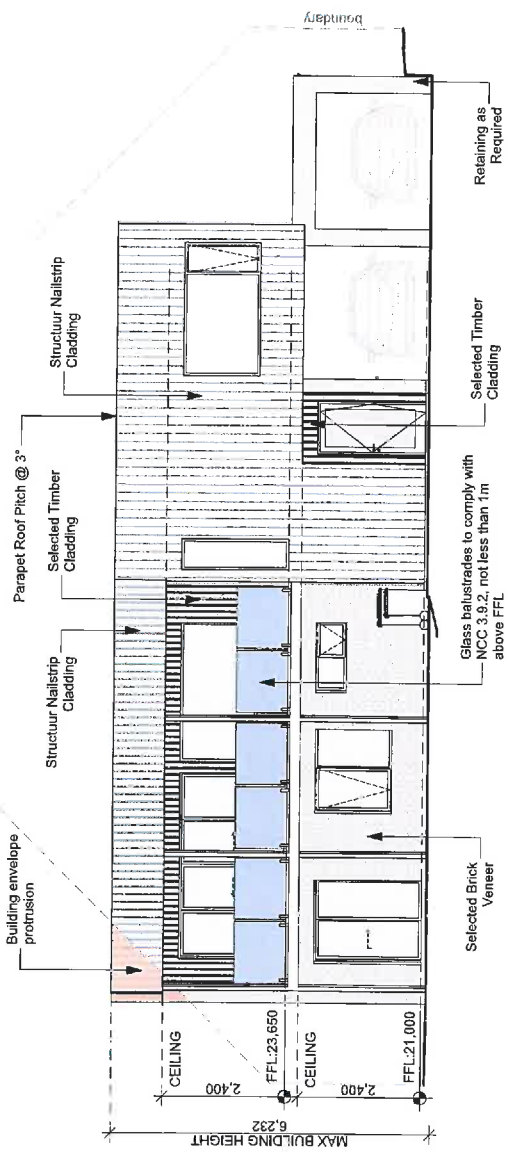
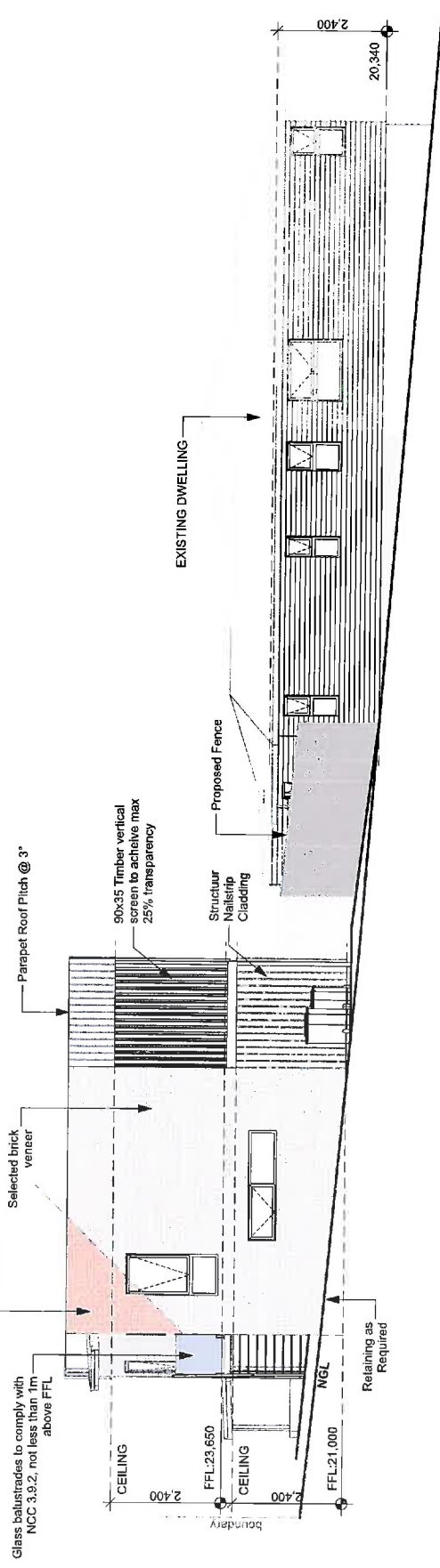
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Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 115-2020	Pg. No: DA.06
Client:	David & Kirsty Bower	Date: 05/10/20	Engineer:	
Address:	82 East Derwent Highway, Lindsfarne 7015		Drawn: JRN	Building Surveyor:
PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Drv, Cambridge 7170 P: 03 8248 4218 E: admin@pinnacledrafting.com.au				

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building
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DRAUGHTS DESIGN



West Elevation

Elevations

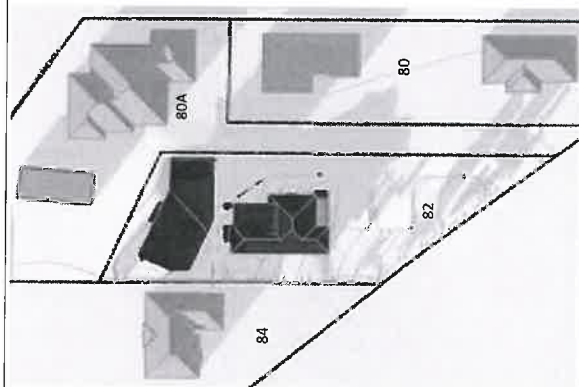


Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 115-2020	Pg. No: DA.07
Client:	David & Kirsty Bower	Date: 05/10/20	Engineer:	
Address:	82 East Derwent Highway, Lindisfarne 7015	Drawn: JRN	Building Surveyor:	
PINNACLE DRAFTING & DESIGN, CC6073Y 2 Kennedy Dr, Cambridge 7170 P: 03 6248 4218 E: admin@pinnacledrafting.com.au				

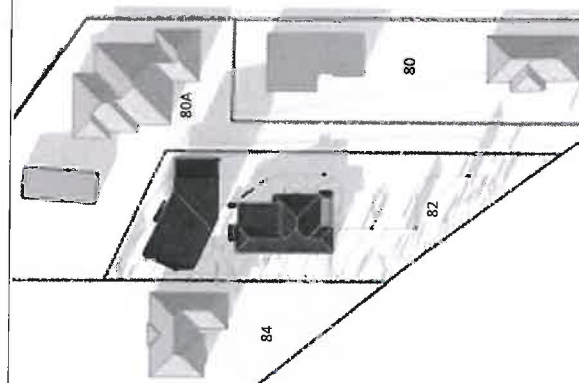
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Amendments	
Date	Description

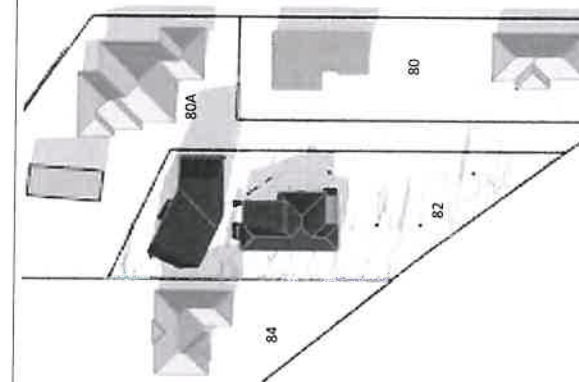




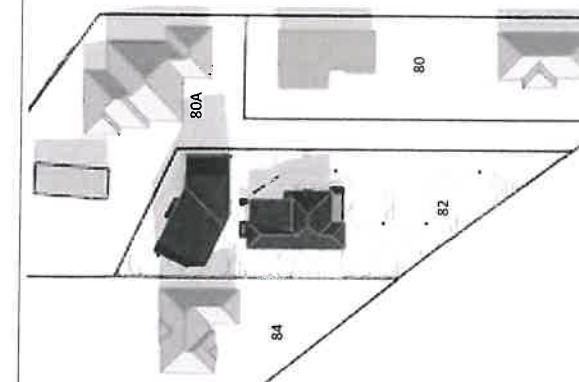
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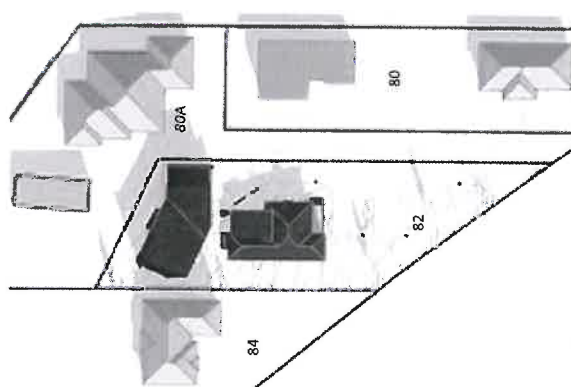
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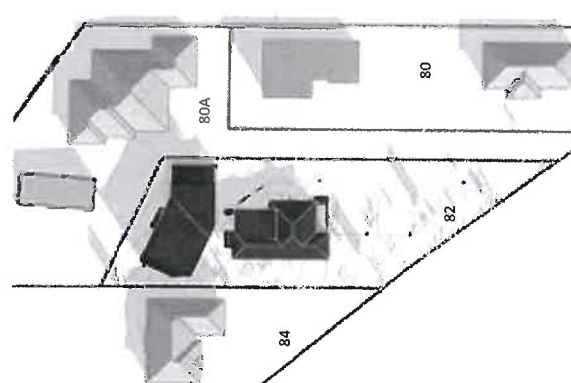
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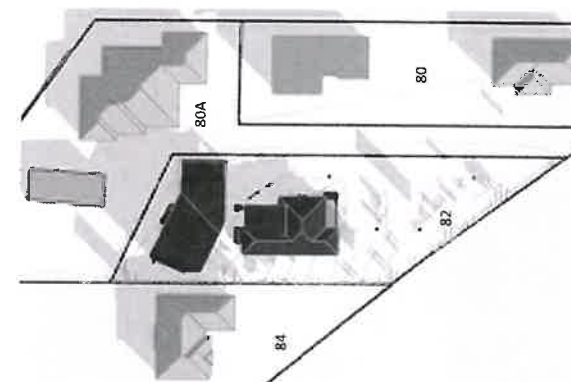
June 21 - 12:00



June 21 - 13:00



June 21 - 14:00



June 21 - 15:00



Shadow Diagrams

Amendments	
Date	Description

June 21 - 15:00

Proposal:	Unit Development	Scale:	@ A3	Job No:	115-2020	Pg. No:	DA.09
Client:	David & Kirsty Bower	Date:	05/10/20	Engineer:			
Address:	82 East Derwent Highway, Lindisfarne 7015	Drawn:	JRN	Building Surveyor:			

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Attachment 3

Site Photo
82 East Derwent Highway, LINDISFARNE



Photo1. Site viewed from East Derwent Highway, LINDISFARNE

11.3.3 DEVELOPMENT APPLICATION PDPLANPMTD-2020/012847 – 20 AND 30 KANGAROO BAY DRIVE, ROSNY PARK - MARKET**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a market at 20 and 30 Kangaroo Bay Drive, Rosny Park.

RELATION TO PLANNING PROVISIONS

The land is zoned Recreation and Particular Purpose and subject to the Road and Railway Assets, Inundation Prone Areas 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.

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

Council is required to exercise a discretion within the statutory 42 day period which expires on 16 December 2020.

CONSULTATION

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

- noise;
- weather;
- traffic;
- pedestrian safety;
- cleaning;
- impact on playground;
- proximity to sports ground;
- lifespan of proposal; and
- support.

RECOMMENDATION:

- A. That the Development Application for a market at 20 and 30 Kangaroo Bay Drive, Rosny Park (Cl Ref PDPLANPMTD-2020/012847) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. The market may operate from the site only until such time as the commencement of development pursuant to a planning permit issued on the land at 30 Kangaroo Bay Drive, or 30 Kangaroo Bay Drive no longer remains in the ownership of Clarence City Council (whichever occurs first).
3. A traffic management plan to show all proposed signage and traffic management measures associated with the market is to be submitted to and approved by Council's Group Manager Engineering Services, prior to the first market event. This traffic management plan is to be modified as required to ensure its relevance, to provide for minimisation of local impacts and to ensure safe and efficient traffic management.
4. Hours for the market must be on Saturday and as follows:
 - trading within the hours of 9.00am to 1.00pm;
 - setting up from 7.30am to 9.00am; and
 - removal and pack up from 1.00pm to 2.00pm.
5. The applicant is to enter into a licence agreement in accordance with Council's adopted Leased Facilities Pricing and Terms of Lease Policy, indemnifying Council for activities conducted on the land occupied by the development. The agreement shall be entered into prior to the commencement of the use.
6. GEN S1 – SIGN CONSENT.

ADVICE

- a. All businesses/stall holders handling food intended for sale, or selling food must apply to register under the Food Act 2003. All food must be manufactured/handled in a kitchen that is currently registered under the Act.
- b. Prior to the commencement of use, a Place of Assembly Licence under the *Public Health Act 1997* must be granted.
- c. In accordance with Section 228 of the Building Act 2016 and Regulation 70 of the Building Regulations 2016, temporary structures must not be occupied unless exempt under the regulations, or alternatively that a Building Surveyor has provided a Temporary Occupancy Permit as required. Should there be any queries arising in relation to the necessary approvals please contact Council's Building Team on (03) 6217 9580.
- d. The site of the market being within the Kangaroo Bay Parklands is a prohibited area for dogs as defined by the Dog Control Act 2000, meaning that dogs are not permitted within the market area. This area is patrolled and any person taking their dogs in this area could be issued with an infringement notice.

- e. Copies of the COVID19 risk management and safety plans for the market are to be provided to Council's Corporate Support Group for review prior to the commencement of the use.
 - f. The activity is not permitted to cause a noise nuisance to nearby residents as described in the *Environmental Management and Pollution Control Act 1994*.
 - g. All traffic controllers to be on-site and directing vehicular movements within the road reservation for the duration of each market are to be suitably trained and qualified for that purpose.
- 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

A planning permit was granted under D-2012/249 for a farm gate market at 30 Cambridge Road, Bellerive on 17 September 2012. The proposal plans include reference to the site approved by the above-mentioned permit, which is in effect and can also be acted upon by the market operators as an alternative to the site proposed by this application.

It is submitted that this application follows the successful operation of this market and will be managed by the same operators as the Hobart Twilight Market which holds regular markets at Long Beach, Lower Sandy Bay and Brook Street Pier, in Hobart.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Recreation and Particular Purpose under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme and is for a discretionary use within both zones.
- 2.3.** The relevant parts of the Planning Scheme are:
 - Section 8.10 – Determining Applications;
 - Section 18.0 – Recreation Zone;

- Section 35.0 – Particular Purpose Zone;
- Section E5.0 – Road and Railway Assets Code;
- Section E6.0 – Parking and Access Code; and
- Section E15.0 – Inundation Prone Areas 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 of the proposed market is comprised of two lots, the first of which is 20 Kangaroo Bay Drive, which has an area of 4.7ha supports the existing sports ground, cricket club, playground and picnic facilities at the south-eastern part of the site, adjacent Kangaroo Bay Drive. The site of the proposed market is confined to the south-eastern part of the site, to the south-east of the playground area.

The second lot is proposed to provide for parking associated with the proposal, at 30 Kangaroo Bay Drive, to the east of the market site. This lot has an area of 6675m² with frontage to Kangaroo Bay Drive and Pembroke Place, has a gravel surface, an existing access from Pembroke Place, is used for car parking purposes at present and is capable of accommodating in excess of 80 vehicles. The location of the site is shown in the Attachments.

3.2. The Proposal

The proposal is for a market at the site. The proposed market would trade from 9am to 1pm every Saturday, with a 1.5 hour set up time period from 7.30am to 9am as described by the applicant in the proposal plans, including the attachments. Removal of stalls and reinstatement of the site will take from 1pm to 2pm.

It is anticipated that there would be a total of 32 stalls associated with the market, with a breakdown of design (craft), food and beverage stalls. It is proposed that the market be managed on the day by employees of the market, and that staff would monitor traffic flows, bins, pedestrian movements and cleaning throughout its duration. Parking associated with stallholders and visitors to the market will be directed to 30 Kangaroo Bay Drive by staff as appropriate. It is not proposed to close or modify traffic movements on Kangaroo Bay Drive as part of the market.

The site and detailed description of the proposal are provided 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.”

References to these principles are contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the Recreation and Particular Purpose Zones and Road and Railway Assets and Parking and Access Codes with the exception of the following.

Recreation Zone

- **Clause 18.3.2 (A1) and (A2)** – the proposal does not demonstrate that the noise limits established by the acceptable solution are met by the proposal and use of amplified loudspeakers is proposed.

The proposed variation must be considered pursuant to the Performance Criteria (P1) and P2) of Clause 18.3.2 as follows.

Clause	Performance Criteria	Assessment
18.3.2 P1 and 18.3.2 P2	<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.”</i>	<p>The proposal is for the operation of a market with 32 stalls, from 9am to 1pm each Saturday. The nearest residential zone is approximately 40m to the east of the development site, and the market operators propose that a public announcement (speaker) would be the most significant noise generating activity, which would only be used for emergency announcements. This would therefore be used infrequently during market operation, with other noise being general and vehicular activity. There is no proposal for amplified music.</p> <p>It is considered that the likely impacts, coupled with the proposed trading hours of the market, would limit the risk of any environmental harm associated with noise. This is supported by the provisions of the <i>Environmental Management and Pollution Control Act 1994</i>, and advice recommended for inclusion as part of a planning permit if granted that the use must not cause a nuisance.</p> <p>The proposal is therefore considered to satisfy this performance criteria.</p>

Recreation Zone

- **Clause 18.3.4 (A1)** – the proposal involves stallholders setting up for the market from 7.30, being 30 minutes earlier than prescribed by the acceptable solution at 8am.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 18.3.4 as follows.

Clause	Performance Criteria	Assessment
18.3.4 P1	<p><i>“Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p><i>(a) the time and duration of commercial vehicle movements;</i></p> <p><i>(b) the number and frequency of commercial vehicle movements;</i></p> <p><i>(c) the size of commercial vehicles involved;</i></p> <p><i>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p> <p><i>(e) noise reducing structures between vehicle movement areas and dwellings;</i></p> <p><i>(f) the level of traffic on the road;</i></p> <p><i>(g) the potential for conflicts with other traffic.”</i></p>	<p>See below assessment.</p> <p>It is proposed that the setting up of the market would occur from 7.30am to 9pm. These movements are likely to generate low levels of noise associated with stallholders setting up marquees associated with each stall, and parking vehicles.</p> <p>Number of movements are likely to be low in this time period in that they would be associated with stallholders only and would likely include smaller vehicles and trailers. Such vehicles would likely not be commercial (or large) vehicles, meaning that there would be limited reversing/warning noise generated.</p> <p>Low levels of traffic are likely in this timeframe, therefore ensuring that conflicts with non-market traffic and users is likely to be low. It is therefore considered that the requirements of the performance criteria are therefore met by the proposal.</p>

Recreation Zone

- **Clause 18.3.4 (A2)** – there is no associated acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P2) of Clause 18.3.4 as follows.

Clause	Performance Criteria	Assessment
18.3.4 P2	<i>“A traffic management plan must be provided for any event generating more than 3,000 persons. Such plan must provide for safe and efficient traffic management with local impacts minimised.”</i>	Council’s development engineer is satisfied that the proposal, and proposed site management measures could be readily integrated as part of a traffic management plan for the proposal. This will include consideration of local traffic flows and impacts, and a condition has been included as part of the recommended conditions to ensure this occurs, to the satisfaction of Council’s Group Manager Engineering Services. This will ensure that the requirement of this part of the Scheme are met.

Recreation Zone

- **Clause 18.3.5 (A1)** – there is no associated acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 18.3.5 as follows:

Clause	Performance Criteria	Assessment
18.3.5 P1	<i>“Discretionary use must complement and enhance the use of the land for recreational purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.”</i>	The proposed market would provide a nexus between users of the cycle and walking paths that border Kangaroo Bay within proximity of the site, in that the proposed market would encourage visitors and patrons to use alternative modes of transport for access.

		The market would complement the recreational use of the adjacent sports ground by encouraging multi-purpose visits to the area. It would add vitality and activity to the recreational area and promote use of the existing facilities. This test is therefore considered to be met by the proposal.
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Particular Purpose Zone

- **Clause 35.3.1 (A2), (A3) and (A5)** – the proposal does not demonstrate that the noise limits established by the acceptable solution are met by the proposal. The proposal incorporates the use of amplified loudspeakers, and involves stallholders setting up for the market from 7.30, being 30 minutes earlier than prescribed by the acceptable solution at 8am.

The proposed variation must be considered pursuant to the Performance Criteria (P2), (P3) and (P5) of Clause 35.3.1 as follows.

Clause	Performance Criteria	Assessment
35.3.1 P2 and 35.3.1 P3	<i>“The operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through noise or other emissions in their timing, duration or extent.</i>	<p>As discussed above, the proposal is for the operation of a market with 32 stalls, from 9am to 1pm each Saturday. The portion of the site within the Particular Purpose Zone, however, is to be used for parking only but is directly adjacent the land within the Inner Residential Zone to the east of the development site.</p> <p>As discussed above in relation to the Recreation Zone provisions, it is considered that the likely impacts of parking at 30 Kangaroo Bay Drive, coupled with the proposed trading hours of the market, would limit the risk of any environmental harm associated with noise, as part of the proposal.</p>

		<p>This is supported by the provisions of the <i>Environmental Management and Pollution Control Act 1994</i>, and advice recommended for inclusion as part of a planning permit if granted, the use must not cause a nuisance as described.</p> <p>The proposal is therefore considered to satisfy this performance criteria.</p>
35.3.1 P5	<p><i>Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p>(a) <i>the time and duration of commercial vehicle movements;</i></p> <p>(b) <i>the number and frequency of commercial vehicle movements;</i></p> <p>(c) <i>the size of commercial vehicles involved;</i></p> <p>(d) <i>the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p>	<p>See below assessment.</p> <p>It is proposed that the setting up of the market would occur from 7.30am to 9pm. These movements are likely to generate low levels of noise associated with stallholders setting up marquees associated with each stall, and subsequent parking of vehicles at 30 Kangaroo Bay Drive, being the portion of the site within the Particular Purpose Zone.</p> <p>Number of movements are likely to be low in this time period in that they would be associated with stallholders only and would likely include smaller vehicles and trailers. Such vehicles would likely not be commercial (or large) vehicles, meaning that there would be limited reversing /warning noise generated.</p>

	<p>(e) <i>noise reducing structures between vehicle movement areas and dwellings;</i></p> <p>(f) <i>the level of traffic on the road;</i></p> <p>(g) <i>the potential for conflicts with other traffic.”</i></p>	<p>Low levels of traffic are likely in this timeframe, therefore ensuring that conflicts with other traffic and users is likely to be low. It is therefore considered that the requirements of the performance criteria are therefore met by the proposal.</p>
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Road and Railway Assets Code

- **Clause E5.5.1 (P3)** – the proposal would generate an increase in vehicular movements of more than 40 vehicle movements per day, as prescribed by the acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P3) as follows:

Clause	Performance Criteria	Assessment
E5.5.1 P1	<p><i>“Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i></p> <p>(a) <i>the increase in traffic caused by the use;</i></p> <p>(b) <i>the nature of the traffic generated by the use;</i></p>	<p>See below assessment.</p> <p>Council’s engineers have assessed the existing access and parking arrangements for the proposal and consider that the development would meet all relevant Australian Standards for the location and design of the access.</p> <p>It is considered that the nature of the traffic generated by the use would be readily accommodated by the existing road network, and that the development would not have an unreasonable impact upon the efficiency of the road.</p>

	<p>(c) <i>the nature and efficiency of the access or the junction;</i></p> <p>(d) <i>the nature and category of the road;</i></p> <p>(e) <i>the speed limit and traffic flow of the road;</i></p> <p>(f) <i>any alternative access to a road;</i></p> <p>(g) <i>the need for the use;</i></p> <p>(h) <i>any traffic impact assessment; and</i></p> <p>(i) <i>any written advice received from the road authority."</i></p>	<p>Council's engineers are satisfied that the available sight distances for vehicles entering and exiting Pembroke Place are adequate for the use, and that the available sight distances comply with the minimum sight distance requirements of the Australian Standards as required by Acceptable Solution E6.7.2 (A1) of the Parking and Access Code which provides for safe intersecting sight distances for private accesses. Traffic flow for non-market traffic associated with both Pembroke Place and Kangaroo Bay Drive would therefore not be compromised.</p> <p>None available.</p> <p>The market would complement the recreational use of the adjacent sports ground by encouraging multi-purpose visits to the area and would add vitality and activity to the recreational area. It is a use appropriate for the site.</p> <p>Not provided, nor required.</p> <p>For the reasons given above as part of the considerations of the proposal by Council's development engineers, it is considered that the proposal satisfies the relevant requirements of this performance criterion.</p>
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5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and three representations were received (two in opposition, one in support). The following issues were raised by the representors.

5.1. Noise

Concern is raised by the representations that noise associated with the timeframe for setting up the market would risk creating a noise nuisance for local residents.

- **Comment**

The proposal has been assessed against those provisions of the Scheme relevant to noise, at Clauses 18.3.4, 18.3.4 and 35.3.1, above. It is considered that the relevant tests are met by the proposal, and that this is supported by advice recommended for inclusion as part of a planning permit if granted to highlight the obligations of the operator under the *Environmental Management and Pollution Control Act 1994*. This issue is therefore not of determining weight.

5.2. Weather

One representation raises concern that inclement weather would have an adverse impact upon the market, safety and its success.

- **Comment**

This is not a relevant consideration under the Scheme.

5.3. Traffic

The representations express a number of concerns in relation to traffic impacts of the proposal. The concerns include the likely high volume of traffic associated with the development, safety impacts for local traffic and traffic congestion associated with the proposal.

- **Comment**

Council's engineers consider that there is capacity in the existing road network to absorb and cater for the additional traffic likely as a result of the proposal without compromise to the efficiency of the road network.

The proposal satisfies the relevant tests of the Scheme in relation to the Road and Railway Assets and Parking and Access Codes, addressed above, and Council's engineers are satisfied that the available sight distances for vehicles entering the parking area at 30 Kangaroo Bay Drive from Pembroke Place are adequate for the proposed development, and that these sight distances comply with the minimum sight distance requirements of the Australian Standards as required by Acceptable Solution E6.7.2 (A1) of the Parking and Access Code.

The development provides for on-site parking in excess of the minimum requirements of the Parking and Access Code. Council's engineers are satisfied that the demand for additional on-street parking is not likely to increase on this basis. The impact, therefore, on traffic flows associated with the Kangaroo Bay Drive corridor (and extended network) would therefore be minimal.

As part of the proposal, the Scheme requires the preparation of a traffic management plan for the market. This would be required to show all proposed signage and traffic management measures associated with the market, and must ensure that the market provides for safe and efficient traffic management, and must be submitted to and approved by Council's Group Manager Engineering Services prior to the first market event.

5.4. Pedestrian Safety

Concern was raised by the representations that pedestrian safety would be compromised as a result of the proposal. The concerns are related to the high number of pedestrian and vehicular movements likely as a result of the proposal to and from both sides of Kangaroo Bay Drive, which would make pedestrian access unsafe in the vicinity of the site.

- **Comment**

Council's engineers are satisfied that there is capacity within the existing network, both pedestrian and vehicular, to cater for the proposed development. Sight distances are compliant with the relevant Australian Standards, and as such the safety of pedestrians utilising footpaths in the vicinity of the site would not be compromised by the proposal.

It is additionally noted that the Scheme requires the preparation of a traffic management plan for the proposal, which must ensure minimisation of local impacts as part of the ongoing operation of the market. A condition has been included above to ensure this is provided prior to commencement of use.

That said, Council's engineers advise that the management of pedestrians crossing would not be regulated by Council as part of the management plan, referred to above. Kangaroo Bay Drive is a 40 km/h speed limit area, meaning that pedestrian movements are to occur without management and as would occur on non-market days. This issue is therefore not of determining weight.

5.5. Cleaning

One representation raises concern that the site must be appropriately cleaned at the conclusion of each market day, both in terms of the gravel and paved areas relevant to the site.

- **Comment**

This is not a relevant consideration under the Scheme. That said, the licence agreement with Council would address clean up requirements.

5.6. Impact on Playground

Concern is raised that the use of the playground and amenities would be unreasonably compromised by the market, if approved.

- **Comment**

The site of the market has been selected to avoid impact on the adjacent playground and associated amenities. The required licence agreement would provide for the market to occur only in the area shown, which would not compromise use of playground. This issue is therefore not of determining weight.

5.7. Proximity to Sports Ground

Concern is raised that the site of the proposed market is inappropriate, in that there is a risk of patrons being injured or vehicles being damaged by cricket balls from the adjacent oval.

- **Comment**

This issue is not a relevant consideration under the Scheme. Nevertheless, as landowner, it is noted that the site is adjacent to an existing playground and would occupy an area already used for outdoor recreation.

5.8. Lifespan of Proposal

The representations raise the longevity of the permit as a concern, in that there is no end date for the market proposed.

- **Comment**

If a planning permit is granted for the proposal, the Act provides for a two-year timeframe within which the use must be substantially commenced. The planning permit can be extended on two occasions under the Act upon request of Council, for up to a total of up to six years.

A condition has been included in the recommended conditions to ensure that if an alternative use is approved and commenced for 30 Kangaroo Bay Drive (being the site of the parking for this proposal) or alternatively that the land is no longer in the ownership of Council, that the permit will cease. In any event, as landowner Council controls the length of the licence.

5.9. Support

Of the representations, one received was in support of the proposal. The representor submits that the proposed market would be of benefit to the community and enhance the use of the area.

- **Comment**

The support of the representor is noted.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which confirmed that the proposal does not require a submission or conditions from TasWater as part of a planning permit, if granted.

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

9. CONCLUSION

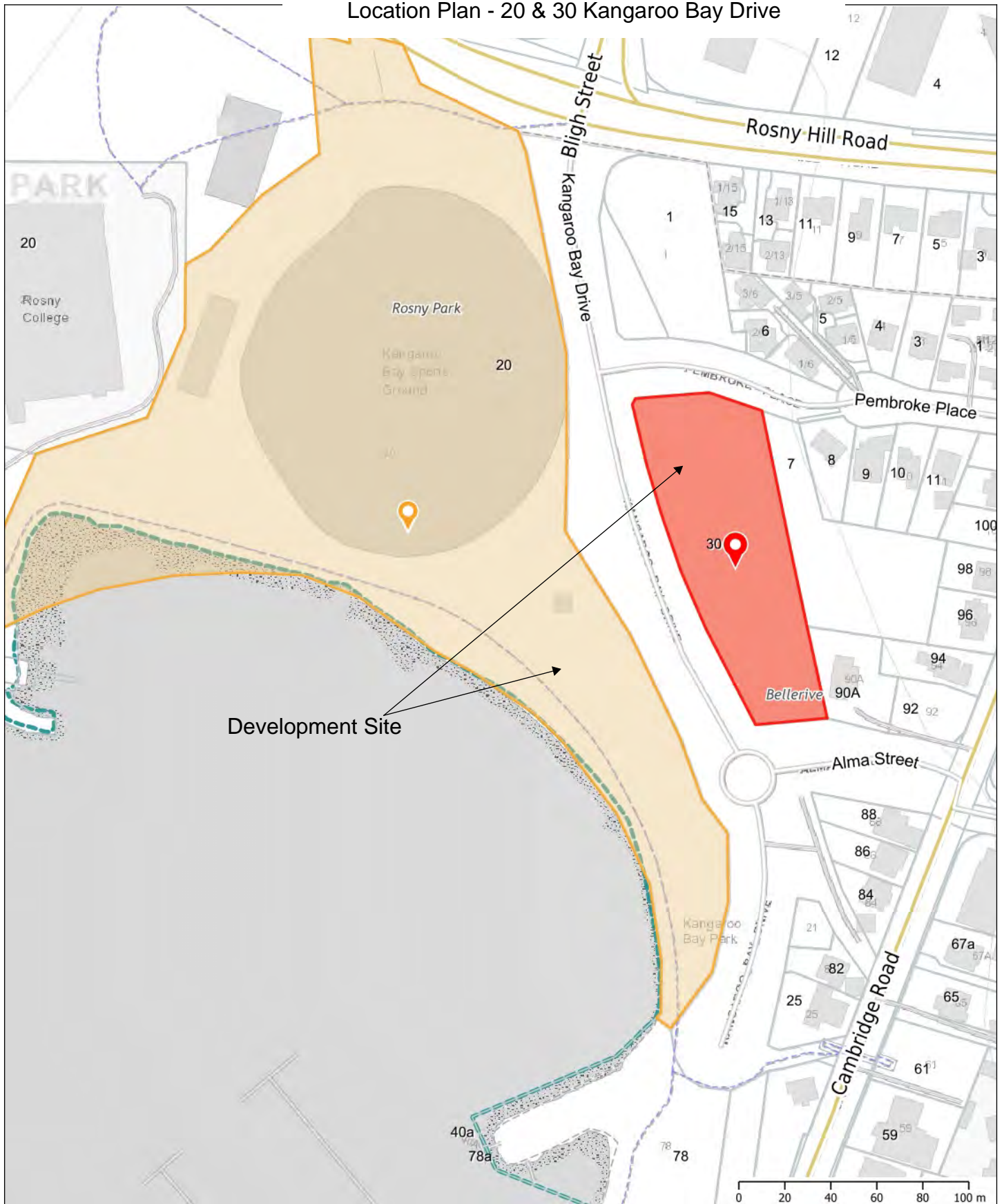
The proposal is for a market at 20 and 30 Kangaroo Bay Drive, Rosny Park. The proposal satisfies the relevant requirements of the Scheme and is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (23)
3. Site Photo (2)

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

Location Plan - 20 & 30 Kangaroo Bay Drive



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

12/1/2020

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Attachment 2

Site of Proposed Market - 20 & 30 Kangaroo Bay Drive



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

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Lasted Updated: 14/08/20 1645hrs



Traffic & Crowd Management Plan/Risk Assessment/Waste Management

PURPOSE

This Traffic & Crowd Management Plan (TCMP), Risk Assessment (RA), Weather Management (WX), Waste Management (WM) has been completed for the operation of the Tasmanian Produce Market (TPM) at Bellerive Boardwalk/Kangaroo Bay Park.

Operating frequency: Every Saturday 9:00 am – 1:00 pm with a 1.5 hours bump in and 1-hour bump out.



LOCATION OF MARKET – KANGAROO BAY PARK



Market site

It is not possible to provide details on the exact breakdown of stall types or power requirements due to stallholder rotation. Stalls will be positioned on either side of the gravel walkways

Indicative stall breakdown

12 Design

6 Drink

14 Eats

Indicative power requirements

6 x 10 AMP

6 x 15 AMP

LOCATION OF MARKET – BELLERIVE BOARDWALK



Market site

It is not possible to provide details on the exact breakdown of stall types or power requirements due to stallholder rotation. Stalls will be positioned on either side of the gravel walkways

Indicative stall breakdown

15 Design

6 Drink

16 Eats

Indicative power requirements

6 x 10 AMP

6 x 15 AMP

AIM

The aim of this document is to identify risks and ensure processes are in place to handle situations, along with implementing processes to reduce any disruption the general public and tenants surrounding the market during bump-in, market operating hours, and bump-out. (Risk) means the effect of uncertainty on what is desired; and the market objectives and purpose. Risk is neither positive nor negative but dependent on whether the risk has the potential to be advantageous or not.



EVENT BACKGROUND

The Tasmanian Produce Market is a new market, however, the team operating the market is highly experienced as existing operators of the Hobart Twilight Market which commenced in October 2014. The Hobart Twilight Market operates regular markets at Long Beach, Lower Sandy Bay and Brooke Street Pier Hobart, along with a number of pop up markets in Launceston and providing support to other local and interstate events.

The Tasmanian Produce Markets (TPM) aim is to provide visitors with an authentic community experience by offering a community space to connect and an environment that fosters diversity, creativity and economic benefits to the businesses that work at the markets. As a regular public event the market operational and marketing team have several responsibilities to ensure the market operates legally, safely and without disruption.

The Hobart Twilight Market has built a strong brand reputation with stallholders, suppliers and visitors; with the expansion to offer the Tasmanian Produce Market, this will see the same level of relationships established with new stallholders. The good reputation can be attributed to having sound planning practices in place and whilst each market has different requirements the core processes implemented allow the market team to deal with changes without major disruption.

KANGAROO BAY PARK

Kangaroo Park Bay is less than a 10-minute journey by vehicle from the Hobart CDB, located between the Eastlands Shopping complex and Bellerive Quay. The market site can be accessed by vehicle with ample free parking, or by foot and bike. Public toilets are onsite. Several fixed public seats and walkways exist. Children's play infrastructure is located in the park area making it popular with families.

BELLERIVE BOARDWALK

Bellerive Boardwalk is less than a 10-minute journey by vehicle from the Hobart CDB, located at Bellerive Quay. The market site can be accessed by vehicle with ample free parking, or by foot and bike. Public toilets are onsite. Several fixed public seats and walkways exist.

Roles and Responsibilities

The TPM will be responsible of and ensure the Traffic Management Plan is implemented to prevent property damage, injury to the public, stall holders and TPM staff.

- (1) Everyone has a responsibility to report potential hazards,
- (2) The risk associated with a reported hazard must be the responsibility of the TPM,
- (3) The TPM must assess and manage the risk posed, and
- (4) Risks must be reported to Clarence City Council if it is something that cannot be resolved by the TPM. The TPM must ensure their staff are aware of their hazard reporting responsibilities, and that they know the appropriate process for reporting hazards.

Emergency Procedures

In the event of an incident or accident first aid shall be administered as required, and medical assistance called upon if required. The TPM will always ensure at least one First Aider is on duty during market bump-in, operation, and bump-out. a first aid kit will be positioned at the dedicated HPM information marquee with a first aid sign to indicate the location.

In the event the market site needs to be evacuated all stall holders, TPM staff, and market patrons will be asked to assemble in the open space near the public toilets if safe to do so. If this is deemed not safe, an alternate location will be provided by market Operations Manager or Coordinator. This will be communicated via the music PA system or portable microphone. The emergency activation will be the process of a loud siren and the words

evacuate, evacuate. The siren will only be used in an emergency. Stallholders are provided this information in their pre-stall holder briefing document which is issued at least 48 hours prior to every market.

Pre-market Communication

Prior to each market, stallholder pre market briefing documents are sent to all stallholders containing information and reminders about; the securing of marquees, weather information, licence reminders for food and beverage operators, parking information, power access, rubbish disposal, stall presentation, emergency contacts, COVID-19 updates, and a reminder about general security and safety. These documents are sent with the purpose of reiterating their importance and to ensure the TPM reputation is not tarnished. Any changes to processes are added to the start of the documentation.

Communication/Contact on market day

The TPM will be available on market days and contactable via the market mobile [0448 99 77 48](tel:0448997748). The TPM market staff onsite communicate with two-way radios and are easily identified by their fluorescent vests with the TPM or HTM (Hobart Twilight Market) logo. The TPM will have a dedicated information booth at all markets as a point of contact for both market patrons and stall holders.

Plan for (Bump-in)

- Begin Bump-in 1.5 hours prior to market commencement (7:30 am)
- TPM staff will guide any vehicles onto the market site with a requirement for vehicles to engage their hazard lights
- **Stall holders operating from within marquee's will be bumped in as a priority**, followed by food vans or trailers
- Bump will entail groups of 10 stall holders at specified times
- (Marquee) stall holders bump in 7:30 am x 10, 8:00 am (stall holders will be provided a stall number and bump-in time)
- (Food trailer/vans) stall holders bump in 8:15 am (stall holders will be provided a stall number and bump-in time)
- Stall holders will be asked to unload and remove their vehicle as a priority
- Stall holders will be requested not to park in the surrounding vicinity of the market site in the interest of local businesses and visitors to the area
- TPM staff will be positioned at the entry and exit areas of the market site during bump-in/out (identifiable by high Vis vests refer page 11)
- TPM staff will verbally advise members of the public to proceed around the market site with caution during bump in/out
- Stall holders will receive bump in information at least 48 hours prior to market day advising their bump in time with reminders not to queue in a way that will prevent traffic flow in any areas surrounding the market site
- All vehicles need to vacate the market site at least 15 minutes prior to market commencement (9:00 am)
- Gates to be locked (Long Point Road entry/exit to market site and gate to sportsground) 4:20 pm
- Cords to be covered with heavy duty cables protectors by 9:00 am
- Bins to be positioned throughout the site no later than 9:00 am
- All relevant signage placed throughout the market for COVID-19 (distancing, hygiene, symptoms check list)

- Hand sanitiser to be made readily available throughout the market site
- First Aid kit, facemasks and portable emergency siren and PA positioned at the markets information marquee
- Sweep of site at minus 5 minutes from the commencement to ensure no safety hazards exist

During market operation (9:00 am – 1:00 pm)

- TPM staff will monitor traffic movements in the market vicinity to ensure there is no disruption to the general traffic flow, and will provide any assistance should these vehicles be intending on visiting the market
- TPM staff will monitor bin levels every 30-minutes
- TPM staff will monitor social distancing and any safety hazards (ongoing)
- TPM will ensure regular cleaning of tables and chairs
- TPM will take the required action if anyone is unwell (as per COVID Safe Plan)
- TPM will endeavour to temperature check as many people as possible (not a mandatory requirement)
- TPM will record the number of people at the market with a click counter, counting app or electronic recording device

Bump-Out

- 1:00 pm stallholders will be permitted to begin packing up their stalls, no earlier
- Stall holders are requested to complete the pack down of their stalls prior to retrieving their vehicle and entering the market zone
- The TPM staff will assist throughout this process in ensuring that vehicle congestion does not cause any major concerns
- Once the site is clear of vehicles a final sweep of the site will be completed by TPM staff
- Bins removed from site

Public Transport

- The TPM will promote alternate methods of travel to the market such as by Metro Tasmania, foot or by bike to minimise traffic congestion and promote health and wellbeing in the following ways;
 - Via the market social media platforms the use of Metro bus services and walking from the city
 - Informing patrons via the market social media platforms of suggested parking options
 - Adding a 'Notes' section on the market Facebook page about parking and accessibility options to enter the market
 - Offering a valet bike parking service (storing bicycles throughout the market)

RISK MANAGEMENT PLAN ****There are separate documents for COVID-19 Risk Management Plan and COVID-19 Safety Plan****

The TPM have many processes in place to ensure the safety and security of all attendees (this includes market patrons, stallholders and staff). TPM staff are aware that the community expect that they can safely visit our markets. The plan for a safe and secure market operation is hinged on the following:

Ensuring all lease, licences and insurance policies are current and maintained, plus other processes as below.

- Public Liability
- Workers Compensation
- Liquor Licence
- Public Assembly Licence
- Property lease
- Maintaining and operating with lease agreement conditions
- Notifying the local Police station of our market dates and operating hours
- Ensuring stallholders and market staff are aware of the Emergency Assembly location
- Ensuring the market portable microphone and emergency siren is charged and accessible at all times
- Ensuring all stallholders are aware of the food hygiene standards and the responsible service of alcohol
- Ensuring all COVID-19 processes are activated (signage, cleaning and sanitiser stations)
- Ensuring noise levels (music) are within the local area guidelines
- Ensuring all electrical cords used by stallholders and entertainers are covered
- Ensuring there is at least one First Aider on duty during market operating hours
- Ensuring market staff are provided with an event plan which contains emergency contacts and other staff contacts at the market
- Ensuring all attendees can access a market staff at the dedicated market information marquee in case of an emergency
- Monitoring the weather conditions and make an educated decision to cancel the market if conditions could pose a danger to attendees (this is regardless of whether the market has commenced or not)

The TPM takes a proactive approach in identifying risks or hazards that need to be addressed before anything becomes more serious; and are conscious that the markets reputation can be compromised permanently by not having quality processes in place. Quality processes ensure risks are assessed and reduced; and maintaining a continuous improvement approach that uses a collect analyse and act methodology. If for some reason a risk or an issue has been identified during market operating hours the TPM will attempt to (where possible) reduce the risk immediately. If the situation can't be fixed and still poses a danger such as a tripping hazard or spill causing a slippery surface we will cordon off the area and advise anyone operating within the area as to what has occurred.

RISK	RATING	IMPACT/EFFECT	MITIGATION STRATEGY
Unfavourable weather conditions	HIGH	Reduced visitation, confusion as to whether the market is operating	Adjust operating hours or cancel the market, advise all stakeholders via email, phone and social media
Loss of power to the market site	LOW	Stallholders not being able to operate, loss of audio for entertainment	Checking power supply prior market commencement and sharing the power load
No car parking and/or traffic congestion	MEDIUM	Not being able to attend the market, and potential for an accident with increased traffic	Ensuring stall holder vehicles use the designated parking area to free up space for market patrons
A sudden increase in crowd numbers, congestion	MEDIUM	Risk of injury and trouble with overcrowding in public market areas	Staff to monitor and report immediately to the Operations Manager. Staff are aware of the importance of maintaining situational awareness. The market site is setup in a way that patrons can flow in a circle with exits and either end. Under COVID-19 and public gatherings restrictions, market patron numbers are recorded via a manual click counter or phone app
Unruly behaviour	LOW	Risk of injury and loss of reputation	Whilst very unlikely due to the demographics that frequent the market, staff monitor the market site on a constant basis due the operational hours
Inadequate supply of cash for the cash facility	MEDIUM	Frustration amongst market visitors and the possibly of lower sales for our stallholders	Increasing the amount of cash by going to bank. Have stallholders use their own EFTPOS facility to accept credit card transactions
Dog bite	LOW	Injury to a person, damaged to market reputation, possible requirement to remove a key point of difference to the market	Ensure all dogs are on leads, and monitor the market area on a regular basis

Alcohol intoxication	LOW	Injury to the person or others. Unsocial behaviour, damage to market reputation as family friendly	The market only offers tastings for purchase subject to the producers permit issued by Liquor and Gaming Tasmania. Ensuring all stallholders hold a Responsible Service of Alcohol certificate. Ensuring there is a good supply of non-alcoholic drinks for purchase
Slips, trips and falls	MEDIUM	Injury to a person, possible permanent damage	Ensuring all cords are covered with heavy duty matting
Terrorist threat	LOW	Disruption to market operation, injury to people, possible death	Risk to be accepted in current environment, monitor media, monitor market site regularly for an unusual behaviour
Furniture collapse	LOW	Injury to a person, negative impact on market	Regular maintenance of furniture to reduce likelihood of a failure, replacement of equipment when required
Unsafe electrical installations	MEDIUM	Electrocution, injury to a person, death	All equipment to be tested and tagged, includes distribution boards used by the TPM
Marquee collapse during high winds	MEDIUM	Injury to a person, property damage, death	Ensure adequate weights are used on each marquee leg (20kgs per leg)
Poor standards in food preparation	MEDIUM	Food poisoning, negative impact on market	Ensure all food and beverage operators have relevant licences at time of application
Injury to a pedestrian from a stall holder or TPM vehicle	LOW	Injury to a person, negative impact on market	TPM staff to monitor the market site and alert the general public that a market is being setup. All vehicles driving in/out of the market site to use their amber lights
Overflow of rubbish bins	MEDIUM	Rubbish entering the water, hygiene risk, slipping hazard	Regular monitoring of bin levels, ensuring replacement bins are on standby



TPM high Vis vests

WEATHER MONITORING AND MANAGEMENT

Both the TPM Operations Manager and Operations Co-ordinators will be responsible for the monitoring of weather conditions across the market site and take appropriate action if required.

On market day a weather report is viewed at 0600hrs and again 30 minutes before bump-in via Weather Zone website or app
<http://www.weatherzone.com.au/tas/lower-derwent/hobart/detailed-forecast>

Stall holders are advised (via the stall holder pre-market briefing) that there is a requirement for weights to be a minimum of 20kgs per marquee leg

Stall holders are advised to check the closed TPM Facebook page and email prior to arriving at the market for bump-in for any changes to the market operating hours or cancellation due weather.

Marquees, tables, chairs, umbrellas intended for outdoor use are subject to environmental forces such as rain, varying temperatures and most importantly wind.

Reports of wind in excess of 40kh/hr or greater, would require the following actions to take place (for infrastructure not having an engineered wind rating);

1. All available TPM staff to advise stall holders due to strong winds that immediate action is required to reduce the risk of marquees causing injury or damage
2. Side walls to be removed from marquees as a priority
3. Marquees to be packed down
4. Chairs to be removed and stacked
5. All signage (sandwich boards, tear drop banners) to be removed
6. Bins to be relocated to an area out of the direct wind to prevent spillage

Rain

Consistent rain will require the cancellation of the event due to having no undercover spaces. Given the market operates on soft ground (not a hard surface) the market would also be cancelled due to risk of damage to the ground and potential slipping hazards.

Waste Management

The Tasmanian Produce Market contracts Veolia Waste Management Services for collection and removal of rubbish generated from the market. The TPM use multiple 240 litre bins throughout the market site and have a sufficient supply of bins on standby. TPM staff monitor the bins every 30-minutes to ensure bins do not overflow.

Stallholders bring their own water supplies and ice to site and are aware they need to take any grey water away from the site post market. Stallholders are aware not to dump unused ice on grass or walkways.

The market has banned to use, sale of plastic bags, plastic straws and plastic bottles, this includes single use plastics.

All stallholders (existing and new) will be advised of the Clarence City Councils policy for ALL events to use compostable materials for serving and no single use plastics

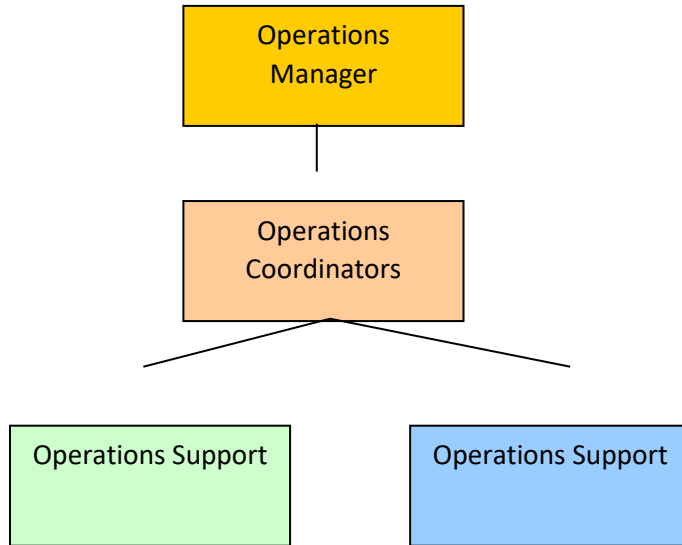
CROWD CONTROL MANAGEMNT

Purpose

1. All TPM staff are responsible for the health, safety and welfare of all staff, stallholders and patrons attending the market.
2. The purpose of the crowd control plan is to ensure that crowd control is conducted safely and professionally and that all stakeholders understand their responsibilities.
3. TPM staff will have the following key duties:
 - controlling entry and exit to the market site
 - maintaining order and patron enjoyment
 - identifying, reporting or preventing potential safety risks
 - monitoring and controlling individual or crowd behaviour
 - managing potentially aggressive or abusive behaviour
 - coordinating first aid care or emergency response
 - coordinating emergency evacuation
 - recording patron numbers via a manual click counter or phone app. Limits on public gathering numbers is subject to current Public Health Tasmania requirements

Organisation

4. The organisation of the crowd control management is as follows:



Management Responsibilities

5. Operations Manager The Operations Manager is responsible for:

- overall responsibility for management of the market
- attendance at all planning meetings
- appointing Operations Coordinators and Operations Support teams
- ensuring the market is staffed by competent and sufficiently trained staff
- ensuring effective communication
- ensuring adequate safety measures

- ensuring the event safety strategy is communicated to all staff
- ensuring adequate response measures

6. Operation Coordinators The Operation Coordinator is responsible for:

- deploying and controlling Operations Support staff
- ensuring support staff are deployed at critical areas such as entrances, exits and walkways between marquees
- recognising critical crowd conditions, crowd distress and emergencies
- ensuring good radio and other communications between all staff

7. Operation Support. The Operations Support is responsible for:

- all aspects of safety
- regular market site sweeps to monitor crowd activity including any potential congestion issues
- ensuring all pre-event checks are carried out
- managing all safety measures during the event including crowd control
- liaising with the fire, medical and police services where required
- advising the Operations Manager on the initiation of emergency procedures

DETAILS OF THE EVENT

- Dates and detailed timings (contained with the stallholder bump in/out document)
- Location - site map (contained within the stallholder bump in/out document)
- Expected occupancy and demographics
- Entrances and Exits
- Stage activities (music)
- Parking areas (stallholder and patrons)
- Locations where crowd control necessary (monitored and discussed pre and post markets)

CROWD MANAGEMENT STRATEGY

Command Post

- Central communication point is the HTM information marquee.
- Stakeholders:
 - TPM Operational staff
 - TPM Stallholders
- Equipment
 - Radios and alternative means of communication (mobile phone, list of contacts located in the front of the TPM Operations Manual (blue) stored at the TPM information marquee)
 - Emergency siren and PA
 - First Aid (includes a small supply of face masks for emergency situations)
 - Good supply of hand sanitiser and cleaning equipment

Operations Support

- General Duties
 - be familiar with the site layout and facilities
 - be familiar with crowd safety and report developing difficulties
 - be familiar with the fire, medical and evacuation policies
 - be calm, courteous and helpful
- Specific duties may include:
 - ensuring all walkways are kept clear and are immediately available for use
 - responding appropriately to various situations
 - directing and controlling queues and patrons entering or leaving the market site
 - directing persons approaching the market site
 - assisting at entrances
 - patrolling the market site
 - removing from the crowd persons in distress or persons whose behaviour is unacceptable
 - monitoring crowd activity

- Induction Training
 - Event details
 - Job description and responsibilities (written copy) for each job
 - Work arrangements including rest break, refreshment, smoking etc.
 - Orientation of the market site
 - Location of all facilities including fire equipment, first aid, emergency exits
 - Workplace boundaries
 - Meet key people
 - Code of conduct
 - Workplace policies
 - Rest breaks
 - refreshment
 - smoking
 - mobile phones
 - security of personal equipment
 - Health and Safety
 - COVID-19 Safety (includes processes for reporting any symptoms, hygiene procedures, and dealing with a possible COVID-19 case at the market)
 - Event policy
 - Drugs and Alcohol Policy
 - Emergency evacuation procedure
 - Administering first aid policy

- Harassment and discrimination policy
- Hazards and controls identified in the workplace
- Hazard, incident and injury reporting procedures
- Personal protective equipment
- Assisting disabled patrons

TRAFFIC MANAGEMENT – KANGAROO BAY PARK

Notes

Whilst the Tasmanian Produce Market will be operated by the Hobart Twilight Market team, the market will be somewhat different. The purpose of the Tasmanian Produce Market is to allow local residents and people visiting the Clarence municipality the option to engage, learn and experience local products with the intention to purchase for offsite consumption. Unlike the Hobart Twilight Market, our expectation is that market patrons will shop and go, staying at the market for no more than 15 – 20 minutes, meaning that the overturn over car parking bays will be ongoing.

Traffic Management Process

All stallholder will be asked to unload and remove their vehicles for the immediate market vicinity as like the Hobart Twilight Market. Stallholders will of this process via our weekly Stallholder Bump In/Out document and via our private group Facebook Stallholder page.

Stallholders will park their vehicles in the fenced carpark opposite the market site. It is also work noting, many stallholders come to the market with another person who assists with their setup then departs the area taking the vehicle (returning for bump out).

Tasmanian Produce Market staff will be onsite from the entire duration of the market to managed traffic movements and identify and manage any issues that may arise.

The Tasmanian Produce Market will have its own courtesy shuttle operating within the Bellerive, Warrane, Rosny, Howrah and Lindisfarne areas offering door collection from a several accommodation properties.

From our current assessment of the Kangaroo Bay Park area there will be minimal impact to users of the area during bump in and bump out.

Stallholders are directed at bump in to unload and move vehicles to reduce any disruption to users of the area.

Stallholders are directed to pack down their stalls at bump out before retrieving their vehicles.

The market team generally travel in two vehicles maximum to markets to maximise the surrounding parking bays.

KANGAROO BAY PARK PROPOSED LAYOUT OF STALLS/BUMP IN – BUMP OUT

The below indicates the proposed layout of stalls at the market site. Please note, most stalls will be the standard 3 x 3 marquee with weights that are used at multiple markets through Tasmania. The other stall type will be light weight trailer, van style. The anticipated mix will be 15 – 25 marquees, 4 – 6 trailer or vans.



Stallholders unload area

Stallholders entry for trailers and vans

Stallholders will use this parking area post bump in

KANGAROO BAY PARK PROPOSED LAYOUT OF STALLS/BUMP IN – BUMP OUT



Proposed stall layout denoted by the white blocks

Possible opportunity to create a V shape into grass area

*Please note as this is a new site, like other new markets there will be some adjustments needed post the first market or even at the inaugural market

All access/paths will be kept clear

Attachment 3

20 & 30 KANGAROO BAY DRIVE, KANGAROO BAY



Photo 1: Market site viewed from Kangaroo Bay Drive, looking south.



Photo 2: Market site viewed from Kangaroo Bay Drive, looking north.



Photo 3: Market site viewed from Kangaroo Bay Drive adjacent roundabout, looking west.



Photo 4: Proposed parking area at 30 Kangaroo Bay Drive viewed from Kangaroo Bay Drive, looking north.

11.3.4 DEVELOPMENT APPLICATION PDPLANPMTD-2020/012765 – 44 TREVASSA CRESCENT, WITH ACCESS OVER 42 AND 46 TREVASSA CRESCENT, TRANMERE - 2 MULTIPLE DWELLINGS (1 EXISTING + 1 NEW)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 multiple dwellings (1 existing + 1 new) at 44 Trevassa Crescent, with access over 42 and 46 Trevassa Crescent, Tranmere.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Road and Railway Assets, Parking and Access, Stormwater and Waterway and Coastal Protection Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

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

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

Council is required to exercise a discretion within the statutory 42 day period which expires on 15 December 2020.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and two representations were received raising covenants affecting the site as an issue.

RECOMMENDATION:

A. That the Development Application for 2 Multiple Dwellings (1 existing + 1 new) at 44 Trevassa Crescent (with access over 42 and 46 Trevassa Crescent), Tranmere (CI Ref PDPLANPMTD-2020/012765) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A5 – SEALED CAR PARKING.
3. ENG M1 – DESIGNS DA.

4. ENG S1 – INFRASTRUCTURE REPAIR.
 5. The development must meet all required Conditions of Approval specified by TasWater notice dated 7 October 2020 (TWDA 2020/01579-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.

ASSOCIATED REPORT

1. BACKGROUND

The subdivision that created the subject lot was SD-2009/29, approved on 16 July 2010. A planning permit was granted on 4 September 2017 under D-2017/212 for the development of a single dwelling on the site.

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 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 E5.0 – Road and Railway Assets Code;
 - Section E6.0 – Parking and Access Code;
 - Section E7.0 – Stormwater Management Code; and
 - Section E11.0 – Waterway and Coastal Protection 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 1027m² internal lot with access and 4.27m frontage to Trevassa Crescent and is located within an established residential area at Tranmere. The site slopes down to the north-west and is developed with a dwelling and associated landscaped gardens and parking areas at the eastern part of the site. The site is serviced and provided with frontage to Trevassa Crescent.

The site is subject to reciprocal rights-of-way over 42 and 46 Trevassa Crescent and between the owners of each lot for access, which have been included in this application. A covenant relevant to the removal of vegetation applies to the site, and the location of the site is shown in the Attachments.

3.2. The Proposal

The proposal is for the development of 2 multiple dwellings (1 existing, 1 new) on the site.

The proposed dwelling would be 2-storey, would be accessed from an existing driveway to be extended between the dwelling and the northern property boundary, and would be setback 3.0m from the northern (front) boundary, 1.5m from the western (side) boundary, and 3.6m from the southern (rear) boundary. The dwelling would be 5.77m above natural ground level at its highest point, would contain three bedrooms and a single car garage.

The development would have a total building footprint of 292m² and would include provision for parking of five vehicles. It is proposed that the two parking spaces for Unit 2 would be in tandem, and the visitor space for the development would be located between the existing dwelling and eastern (side) boundary.

It is proposed to demolish the north-western part of the west facing deck on the existing dwelling, as part of the development, as shown. The proposal plans are provided 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.”

References to these principles are 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 Road and Railway Assets, Parking and Access and Stormwater Management Codes with the exception of the following.

General Residential Zone

- **Clause 10.4.2 (A1) setbacks and building envelope for all dwellings**
– the proposal is for the development of Unit 2 with a setback of 3.0m from the internal front boundary, which does not comply with the 4.5m front setback prescribed by the acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 10.4.2 as follows.

Clause	Performance Criteria	Assessment
10.4.2 P1	<p><i>“A dwelling must:</i></p> <p><i>(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and</i></p>	<p>See below assessment.</p> <p>The site is an internal lot with access to Trevassa Crescent via an existing access strip and driveway. The site of the dwelling unit would have limited visibility from the street, both by gradient and from development to occur on the ordinary lot separating the site from the road.</p>

		It is therefore considered that the proposal would be compatible with the dwellings in the street and consistent with the streetscape, given the limited visibility of the site from Trevassa Crescent and Tranmere Road.
	(b) <i>if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.</i>	not applicable

General Residential Zone

- Clause 10.4.2 (A3) setbacks and building envelope for all dwellings**
 - it is proposed that Unit 2 would be setback 3.0m from the internal front boundary and 3.55m from the rear (southern) boundary, and therefore not comply with the building envelope prescribed by the acceptable solution.

The proposed variation must therefore be considered pursuant to the Performance Criteria (P3) of Clause 10.4.2 as follows.

Performance Criteria	Proposal
<p><i>“P3 - The siting and scale of a dwelling must:</i></p> <p>(a) <i>not cause unreasonable loss of amenity by:</i></p> <p>(i) <i>reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i></p>	<p>See below.</p> <p>The adjoining sites at 352 and 354 Tranmere Road are located to the south of the development site. The shadow diagrams provided by the applicant (included in the Attachments) show that the development would have only minimal impact upon solar access to the dwelling at 352 Tranmere Road, and no impact upon the dwelling at 354 Tranmere Road at Winter Solstice.</p>

<p>(ii) <i>overshadowing the private open space of a dwelling on an adjoining lot; or</i></p> <p>(iii) <i>overshadowing of an adjoining vacant lot; or</i></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>The impact is therefore not considered unreasonable and meets this test of the performance criteria.</p> <p>On the basis that the proposal will not cause an unreasonable loss of sunlight to the adjoining dwellings, the requirements of this test are met.</p> <p>The proposal will cause overshadowing to parts of the ground level private open space at the rear of the site at both 352 and 354 Tranmere Road throughout the day at Winter Solstice.</p> <p>Shadow diagrams were provided as part of the application documentation and included in the advertised plans. The diagrams show that the impacted area at 352 Tranmere Road is limited to early morning at Winter Solstice, meaning that the extent of the overshadowing impact likely as part of this proposal to the outdoor living areas associated with that dwelling are not unreasonable, in that in excess of three hours of sunlight is available.</p> <p>The impact to the open space at 354 Tranmere Road is limited to a small portion of the site only from 12pm to 1pm, leaving well in excess of the minimum area required under the Scheme entirely uncompromised at Winter Solstice. For these reasons it is therefore considered to meet this test of the Scheme in that the impact is not unreasonable.</p> <p>not relevant</p> <p>The proposed dwelling is 2-storey and would have a maximum height above natural ground level that would not exceed 5.77m at its highest point above natural ground level.</p>
---	---

(b) <i>provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</i>	<p>The bulk, scale and separation of the proposed dwellings are compatible with the surrounding area and on this basis, the development is not considered to have an unreasonable visual impact on the adjoining properties.</p> <p>There are many examples in the surrounding area where dwellings are located in proximity to the rear and side boundaries of lots and on this basis, the separation between the proposed dwellings is considered compatible with that prevailing in the surrounding area.</p>
--	--

Parking and Access Code

- **Clause E6.7.5 (A1) layout of parking areas** – the proposal involves the parking of two vehicles in tandem as part of the parking layout for Unit 2, which does not meet the layout prescribed by the Australian Standard specified by the acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause E6.7.5 as follows.

Clause	Performance Criteria	Assessment
E6.7.5 P1	<i>“The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.”</i>	Council’s engineers have assessed the parking and driveway layout proposed. It is considered that the proposed tandem spaces for Unit 2 and associated manoeuvring areas for both dwellings would provide for safe vehicular access and egress from the site, as required by this performance criterion.

5. REPRESENTATION ISSUES

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

5.1. Covenants

Concern is raised by both representations that there are covenants affecting the subject lot that prohibit development of multiple dwellings, and further subdivision. The concerns are that the approval of this proposal would establish a precedent for further subdivision and multiple dwellings in the area, and would create issues for owners within the area who, it is submitted, purchased land on the basis that the limitation was for a single dwelling on each lot.

- **Comment**

A covenant stipulating the prohibition of multiple dwellings and further subdivision does exist over a number of lots within the same Sealed Plan as the subject lot, specifically Lots 1 to 4, 34 and 46. The subject lot is Lot 6, and the covenant does not apply to the site. The only covenant relevant to the site addresses the removal of vegetation.

Irrespective of the above, Council is not a party to the described covenant so would not be in a position to enforce it even if relevant to the site. This issue is therefore not a relevant consideration under the Scheme and is not of determining weight.

6. EXTERNAL REFERRALS

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

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

9. CONCLUSION

The proposal is for the development of 2 multiple dwellings (1 existing, 1 new) at 44 Trevassa Crescent, Tranmere. The proposal satisfies the relevant requirements of the Scheme and is recommended for approval subject to conditions.

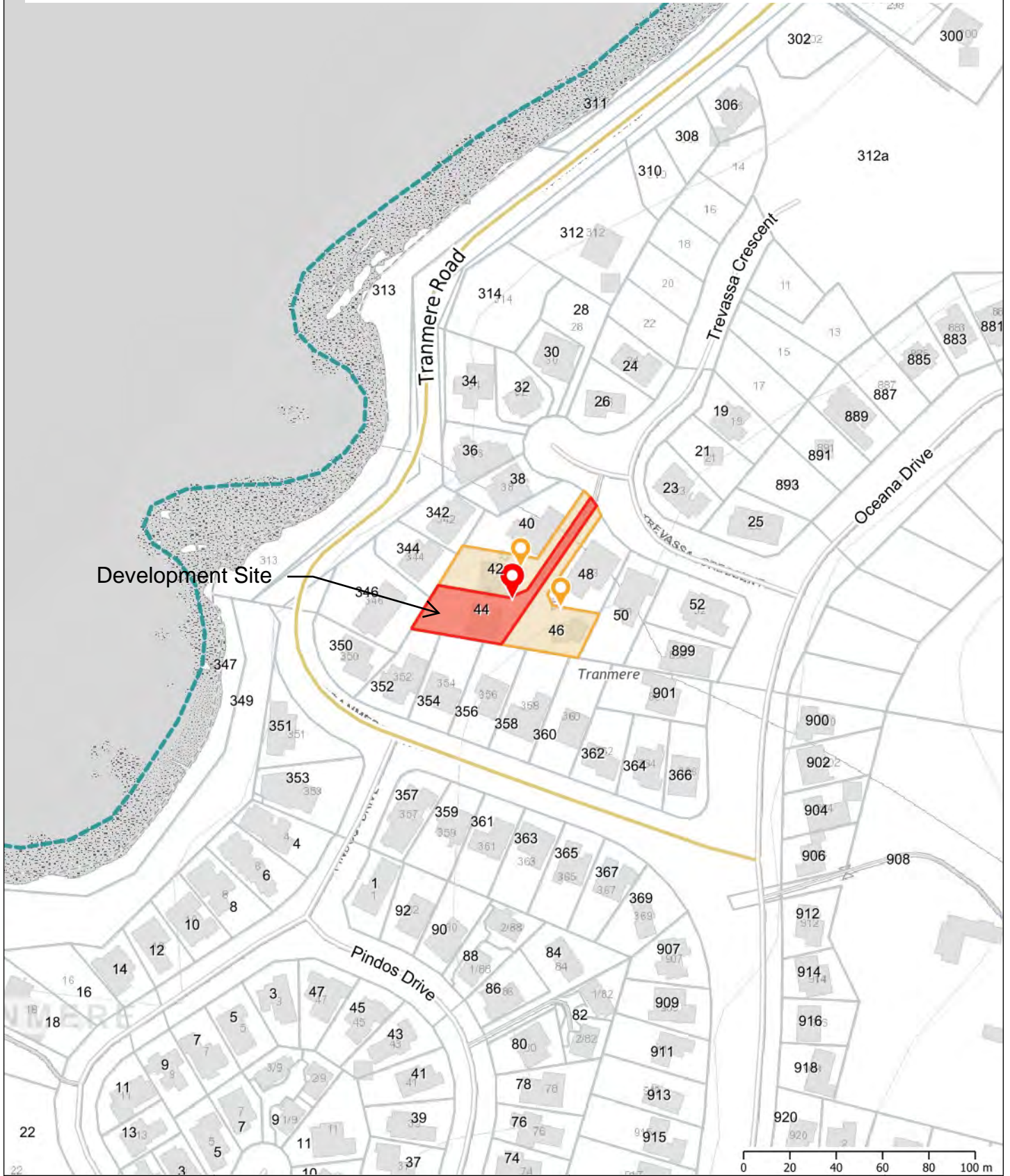
Attachments: 1. Location Plan (1)
2. Proposal Plan (12)
3. Site Photo (2)

Ross Lovell
MANAGER CITY PLANNING

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

Attachment 1

Location Plan - 44 Trevassa Crescent (with access over 42 & 46 Trevassa Crescent, Tranmere)



Development Site



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

12/3/2020

1:2257



GENERAL NOTES

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC 2019, ALL S.A.A.. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

SITE DETAIL

HORIZONTAL DATUM IS ARBITRARY

VERTICAL DATUM IS ARBITRARY

WARNINGS:

THE DETAIL SHOWN / RECORDED

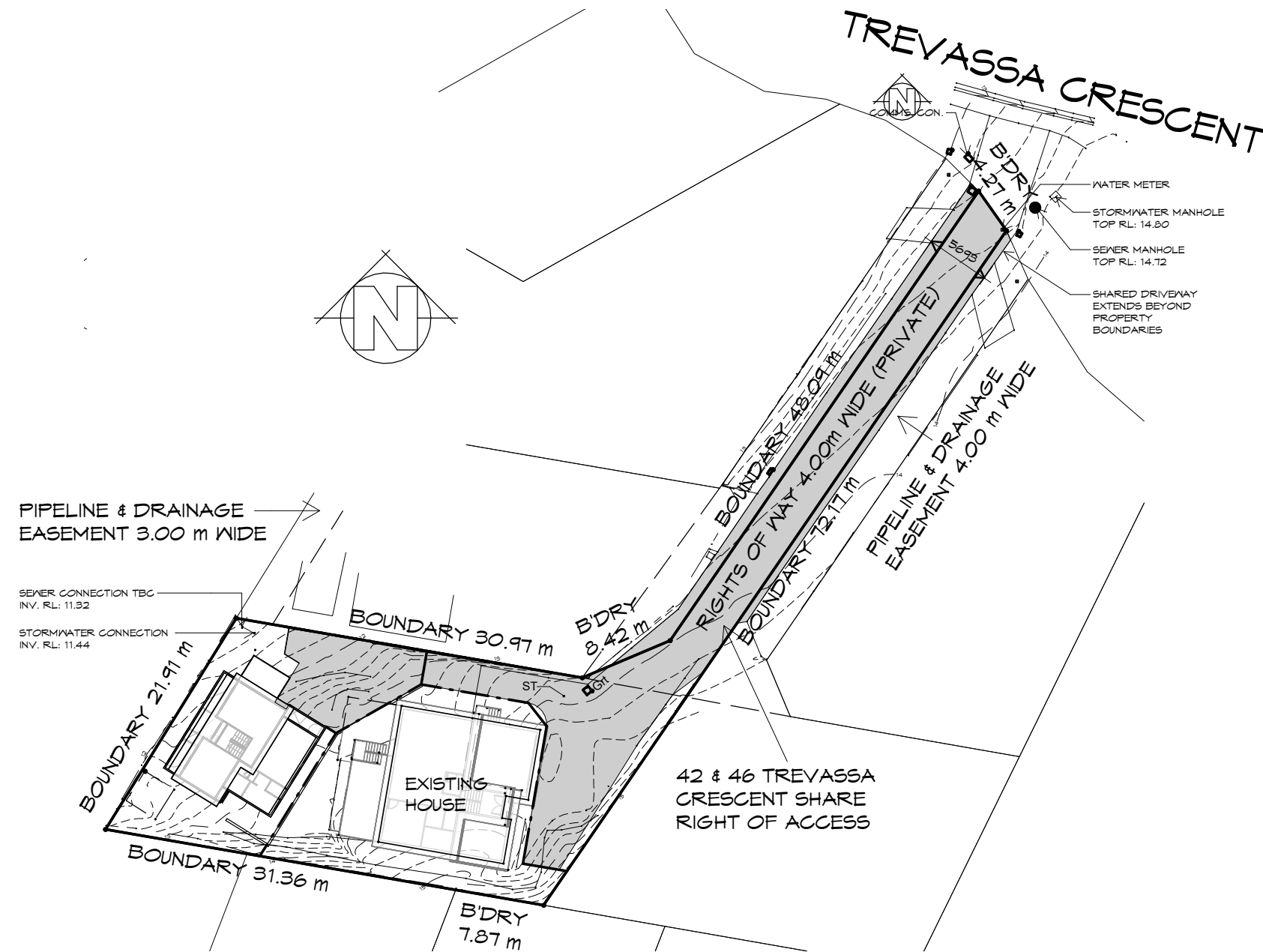
- MAY ONLY BE CORRECT AT THE DATE OF SURVEY.
- IS NOT A COMPLETE REPRESENTATION OF ALL SURFACE AND UNDERGROUND DETAIL.
- SHOULD ONLY BE USED FOR THE PURPOSES INTENDED.

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AS INDICATED BY SURFACE FEATURES.

PRIOR TO ANY CONSTRUCTION REFER TO RELEVANT AUTHORITIES FOR DETAILED LOCATION OF ALL SERVICES.

CONTOUR INTERVAL 0.20m

NOTE: DIMENSIONED BOUNDARY OFFSETS TO THE PROPOSED BUILDING ARE TO THE EXTERNAL CLADDING U.N.O.



SITE PLAN

1 : 500

LOT No.	LOT AREA	50%	25%
1027	513	257	



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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE**

Client name:
J. MOLE & B. MANN

Drafted by:
A.C.M.

Approved by:
Approver

Drawing:
SITE PLAN

Date:
28.10.2020

Scale:
1 : 500

Project/Drawing no:
PD20038 01

Revision:
02



Accredited building practitioner: Frank Geskus -No CC246A

- GENERAL NOTES
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
 - WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
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CONTOUR INTERVAL 0.20m

NOTE: DIMENSIONED BOUNDARY OFFSETS TO THE PROPOSED BUILDING ARE TO THE EXTERNAL CLADDING U.N.O.

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PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE

Client name:
J. MOLE & B. MANN

Drafted by:
Author

Approved by:
Approver

Drawing:
PART SITE PLAN

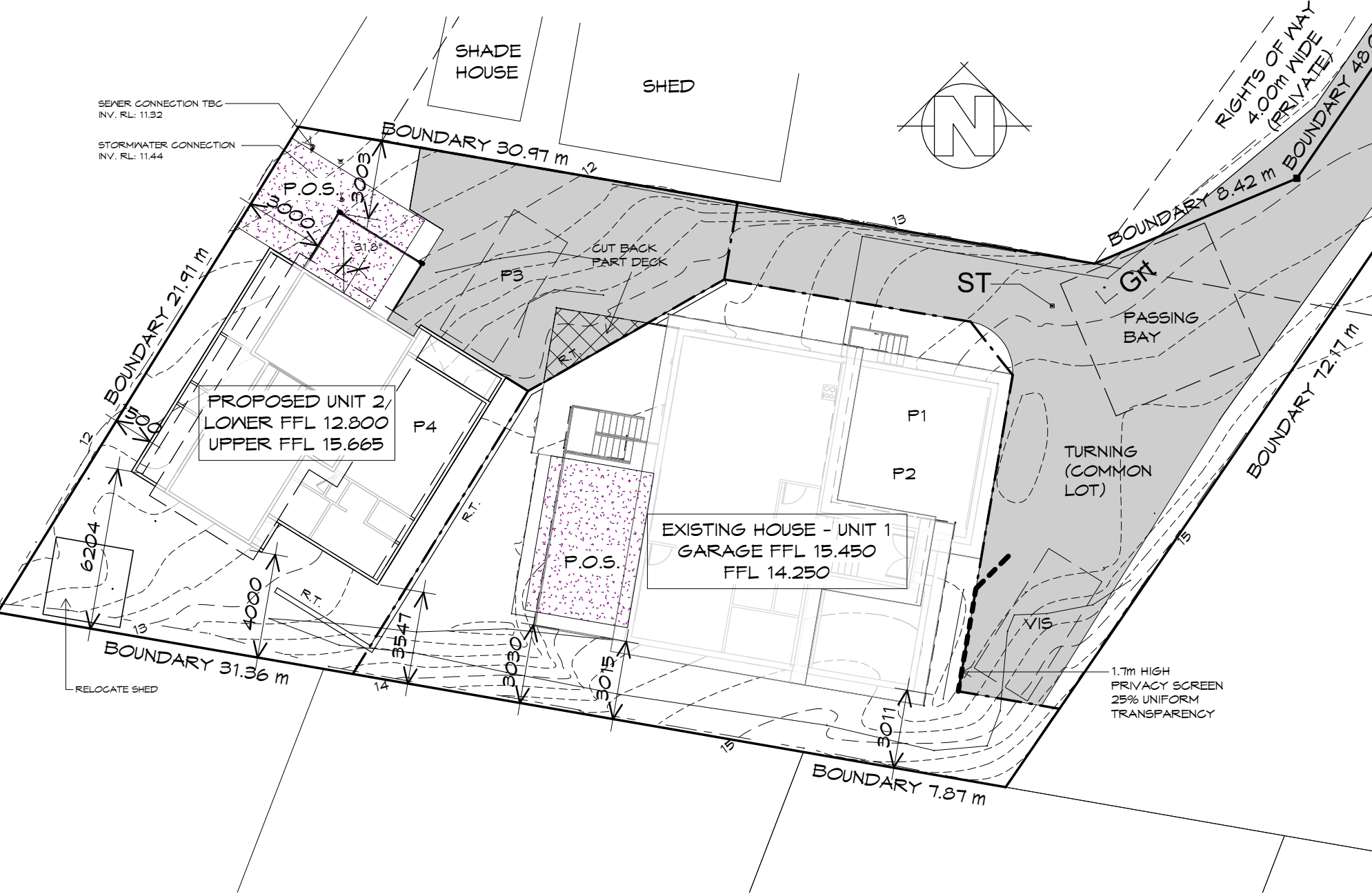
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Project/Drawing no:
PD20038 02

Revision:
02

Accredited building practitioner: Frank Geskus -No CC246A

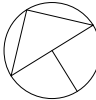


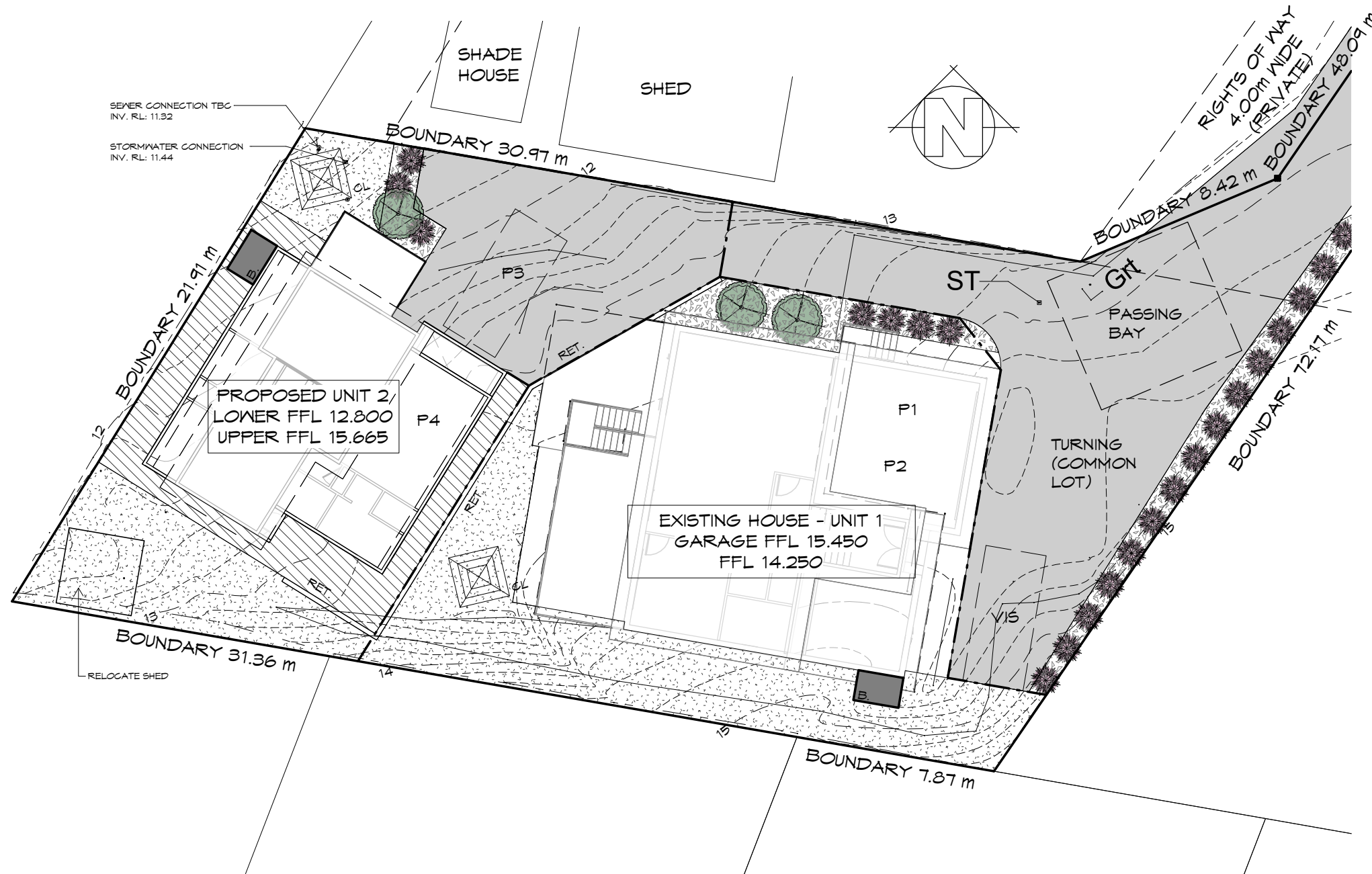
PART SITE PLAN

1 : 200



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PART SITE LANDSCAPING PLAN

1 : 200

LEGEND

	PROPOSED SHRUB		CONCRETE PATH/PAVING		SECURITY LIGHTS
	PROPOSED GROUNDCOVER/GRASS		CONCRETE DRIVEWAY		KERB
	GRAVEL / MULCH PATH		LETTER BOX		2X2m STORAGE SHED
	LAWN		WASTE STORAGE 1.5m²		CLOTHES LINES
	MULCH OR SIMILAR		GATE		ISLAND BLOCK & PAVING FREESTONE ECO RETAINING WALL SYSTEM OR SIMILAR
			FENCE 1.8m HIGH		

SITE COVERAGE

BUILDING FOOTPRINT 292m² / SITE AREA 1027 = 0.285
TOTAL SITE COVERAGE 28.5%

IMPERVIOUS SURFACES

NON-IMPERVIOUS SURFACES 734.84m² / SITE AREA
1027m² = 0.716
TOTAL SITE FREE FROM IMPERVIOUS SURFACES 28.4%



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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE**

Client name:
J. MOLE & B. MANN

Drawing:
SITE LANDSCAPING PLAN

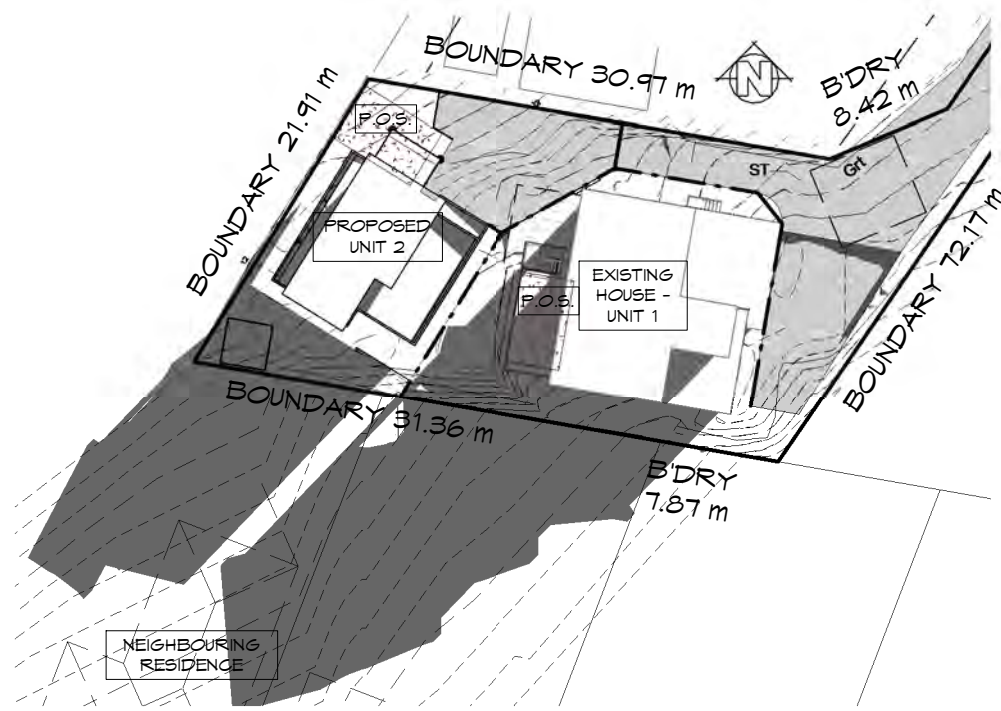
Drafted by: Author
Approved by: Approver

Date: 28.10.2020
Scale: 1 : 200

Project/Drawing no: PD20038 -03
Revision: 02

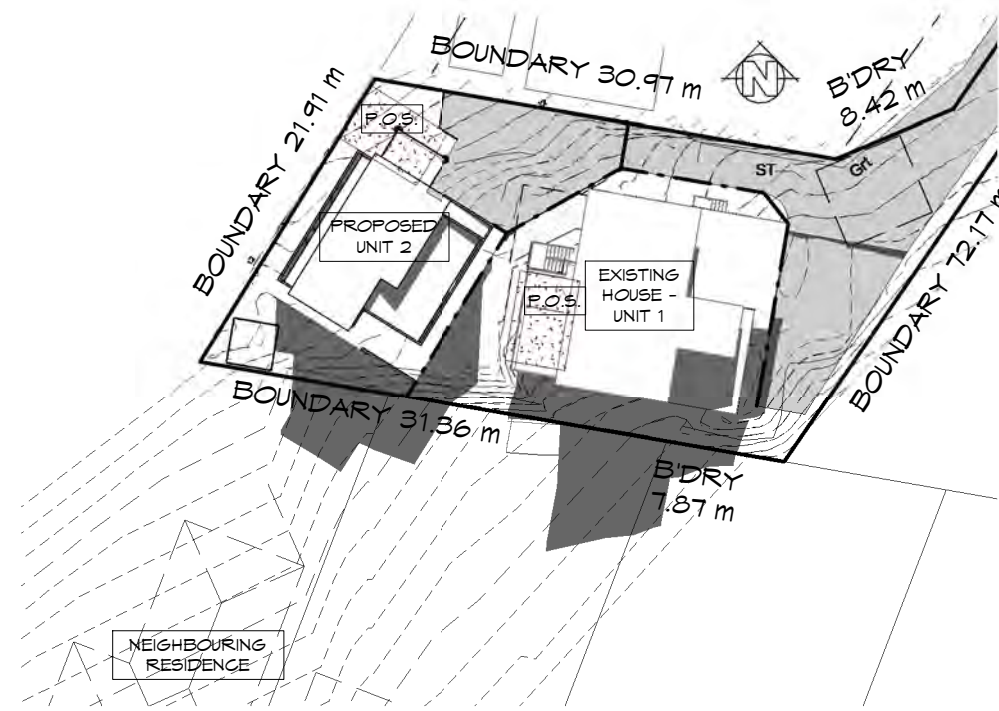
Accredited building practitioner: Frank Geskus -No CC246A





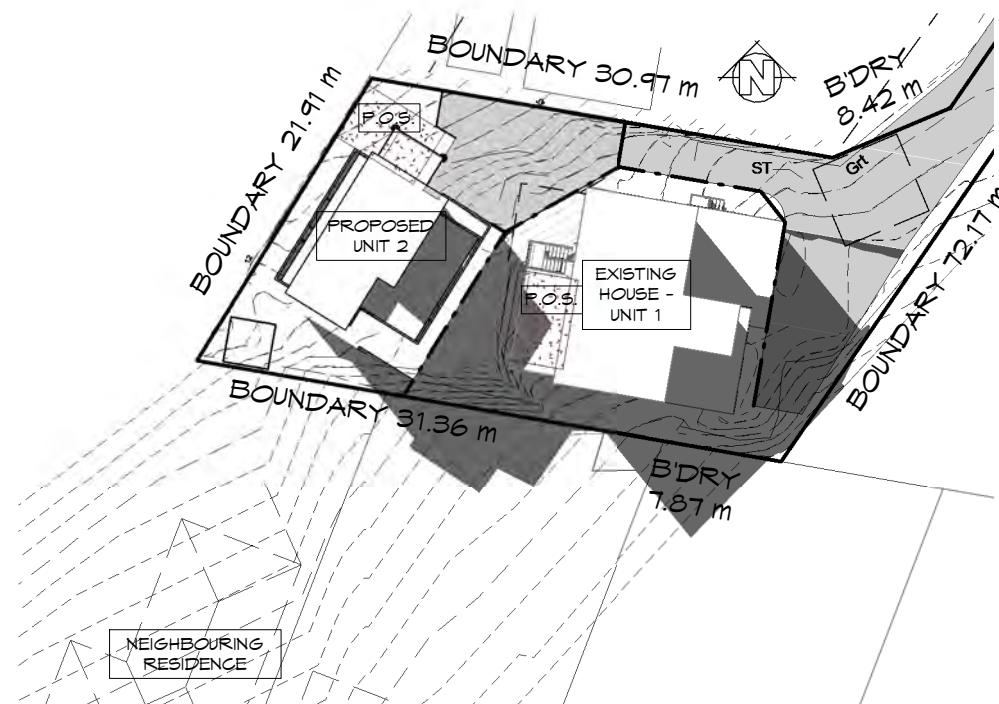
SHADOW DIAGRAM 21ST JUNE @ 9AM

1 : 500



SHADOW DIAGRAM 21ST JUNE @ 12PM

1 : 500



SHADOW DIAGRAM 21ST JUNE @ 3PM

1 : 500

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE**

Client name:
J. MOLE & B. MANN

Drawing:
SHADOW DIAGRAMS

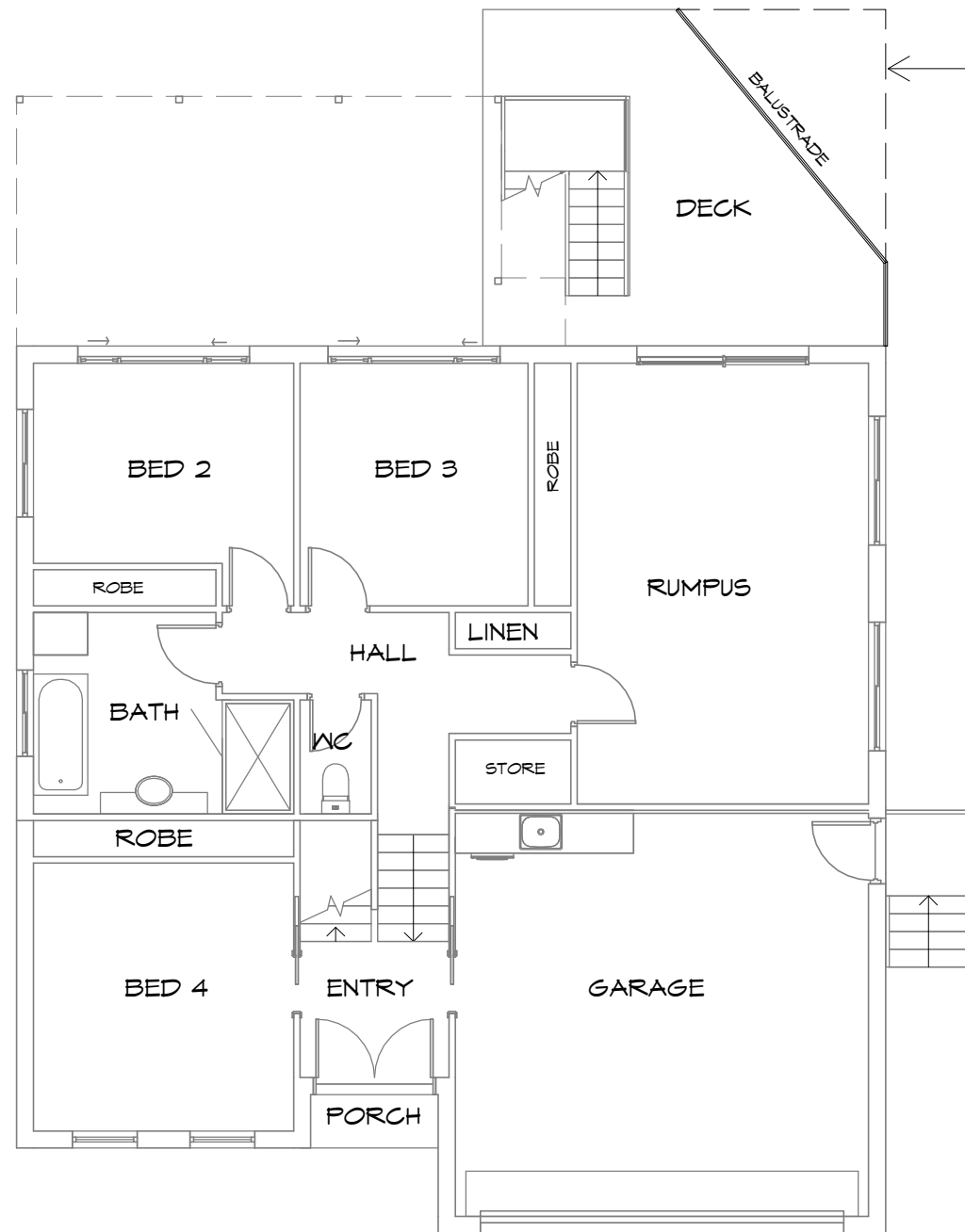
Drafted by: Author
Approved by: Approver

Date: 28.10.2020
Scale: 1 : 500

Project/Drawing no: PD20038 -06
Revision: 02

Accredited building practitioner: Frank Geskus -No CC246A





GROUND FLOOR AREA	142.46	m2	(	15.32	SQUARES)
PORCH AREA	1.77	m2	(	0.19	SQUARES)
GROUND DECK AREA	22.20	m2	(	2.39	SQUARES)
FIRST FLOOR AREA	79.10	m2	(	8.50	SQUARES)
FIRST DECK AREA	25.55	m2	(	2.75	SQUARES)
TOTAL AREA	271.07			29.15	

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



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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT,
TRANMERE**

Client name:
J. MOLE & B. MANN

Drawing:
GROUND FLOOR PLAN

Drafted by: D.D.H.	Approved by: A.C.M.
Date: 28.10.2020	Scale: 1 : 100

Project/Drawing no: PDH20034 -U1-01	Revision: 02
Accredited building practitioner: Frank Geskus -No CC246A	

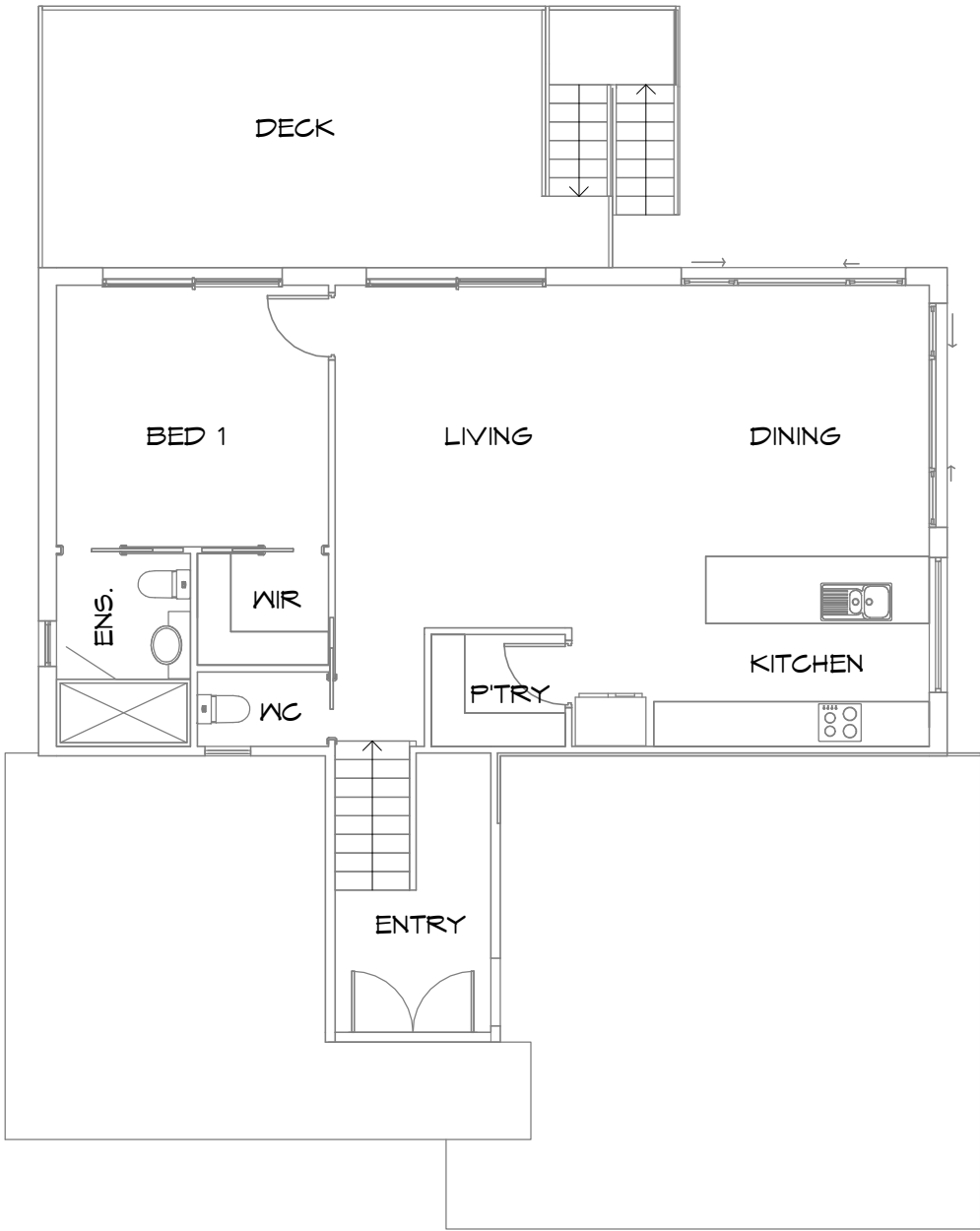


GROUND FLOOR PLAN

1 : 100

FIRST FLOOR PLAN

1 : 100



GROUND FLOOR AREA	142.46	m2	(15.32	SQUARES)
PORCH AREA	1.77	m2	(0.19	SQUARES)
GROUND DECK AREA	22.20	m2	(2.39	SQUARES)
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Project:
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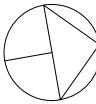
Client name:
J. MOLE & B. MANN

Drawing:
FIRST FLOOR PLAN

Drafted by: D.D.H.	Approved by: A.C.M.
Date: 28.10.2020	Scale: 1 : 100

Project/Drawing no: PDH20034 -U1-02	Revision: 02
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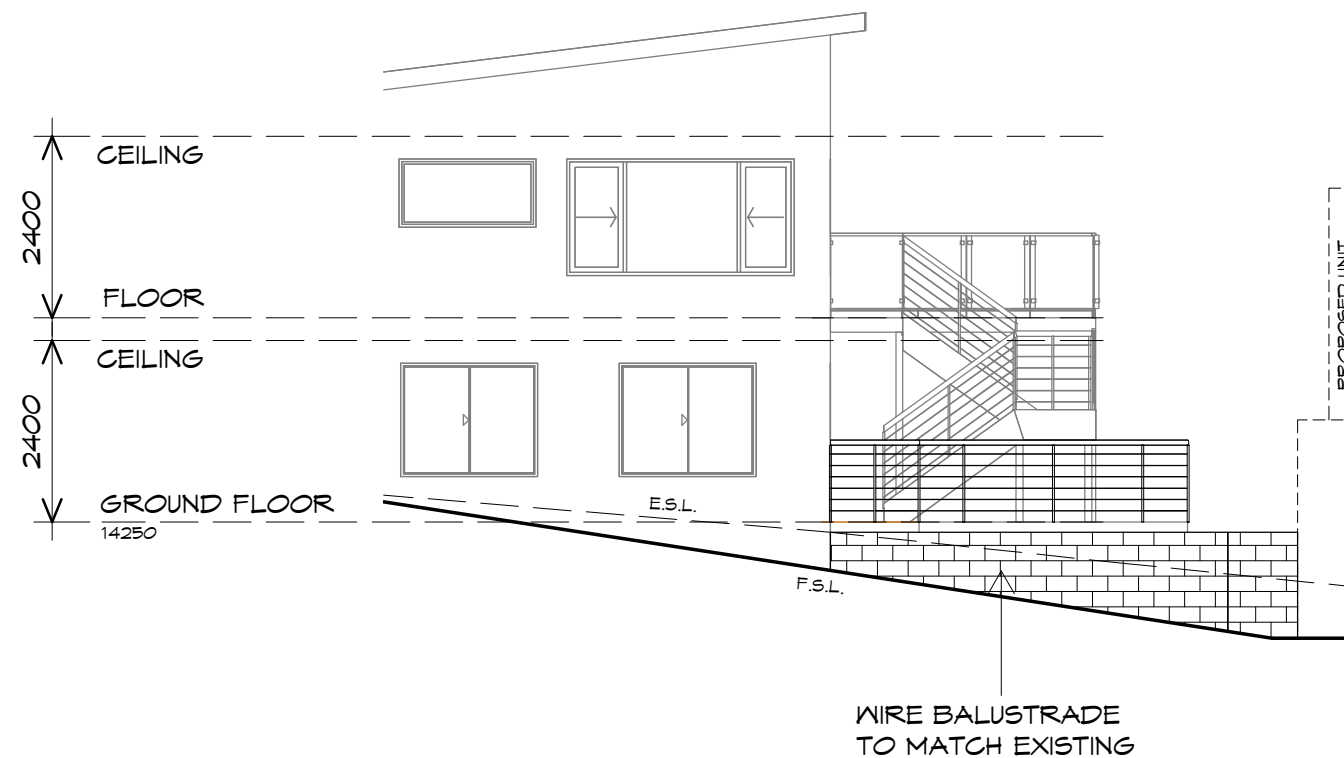
Accredited building practitioner: Frank Geskus -No CC246A





WESTERN ELEVATION

1 : 100



NORTHERN ELEVATION

1 : 100



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Client name:
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Drawing:
ELEVATIONS

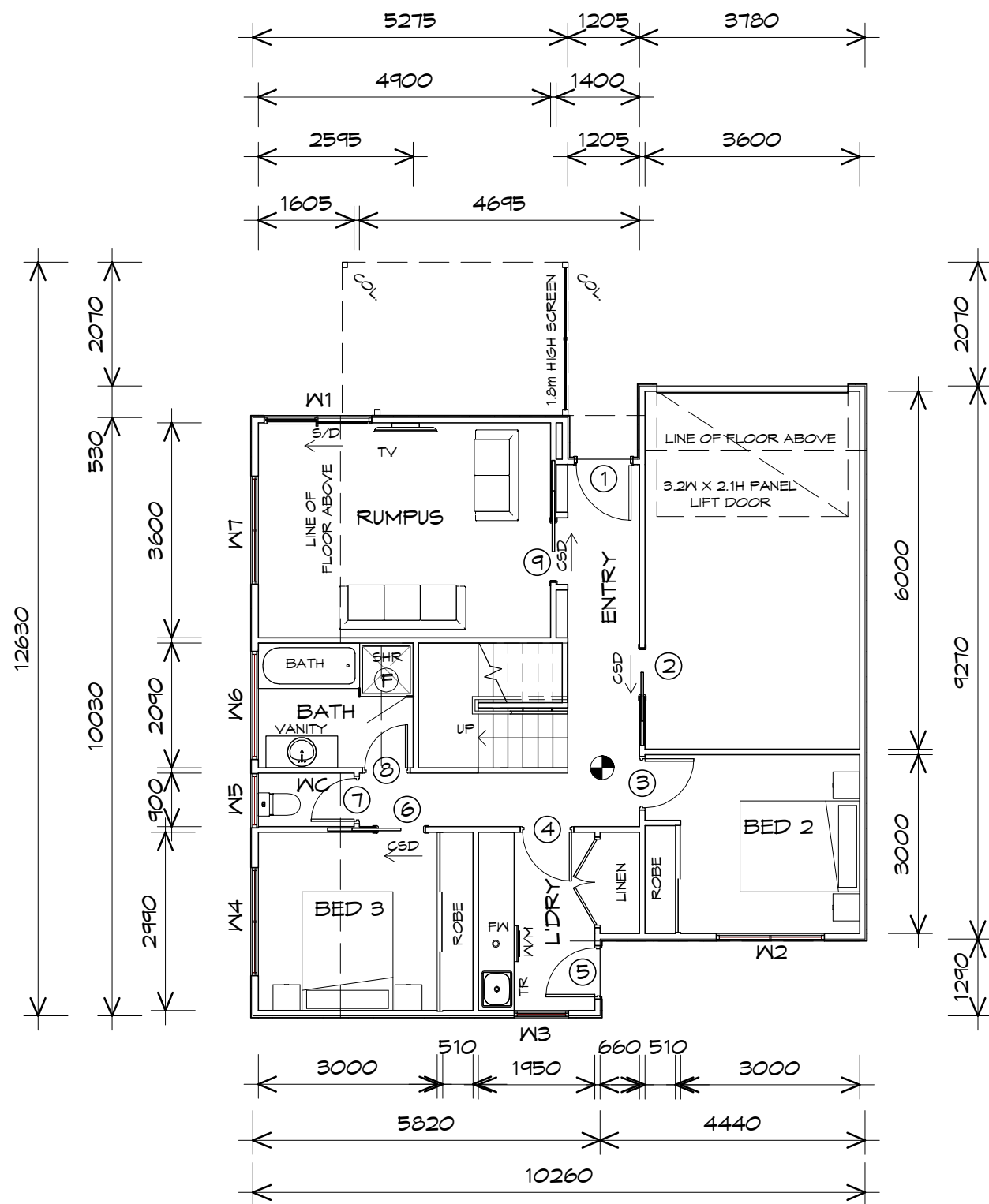
Drafted by: D.D.H. Approved by: A.C.M.

Date: 28.10.2020 Scale: 1 : 100

Project/Drawing no: PDH20034 -U1-03 Revision: 02

Accredited building practitioner: Frank Geskus -No CC246A





GROUND FLOOR PLAN

1 : 100

FIRST FLOOR	79.18	m ² (8.51 SQUARES)
GROUND FLOOR	99.81	m ² (10.73 SQUARES)
TOTAL AREA	178.99	19.25

NOTE:

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

LEGEND

- Ⓢ EXHAUST FAN-VENT TO OUTSIDE AIR.
- Ⓢ 240V SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- Ⓢ FW FLOOR WASTE
- S/L SIDELIGHT
- COL COLUMN
- G.S. GLASS SCREEN

PLANNING

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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE**

Client name:
J. MOLE & B. MANN

Drawing:
GROUND FLOOR PLAN

Drafted by:
A.C.M.

Approved by:
Approver

Date:
28.10.2020

Scale:
1 : 100

Project/Drawing no:
PD20038 -U2-01

Revision:
02

Accredited building practitioner: Frank Geskus -No CC246A



PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

- 0
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FIRST FLOOR	79.18	m2 (8.51 SQUARES)
GROUND FLOOR	99.81	m2 (10.73 SQUARES)
TOTAL AREA	178.99	19.25

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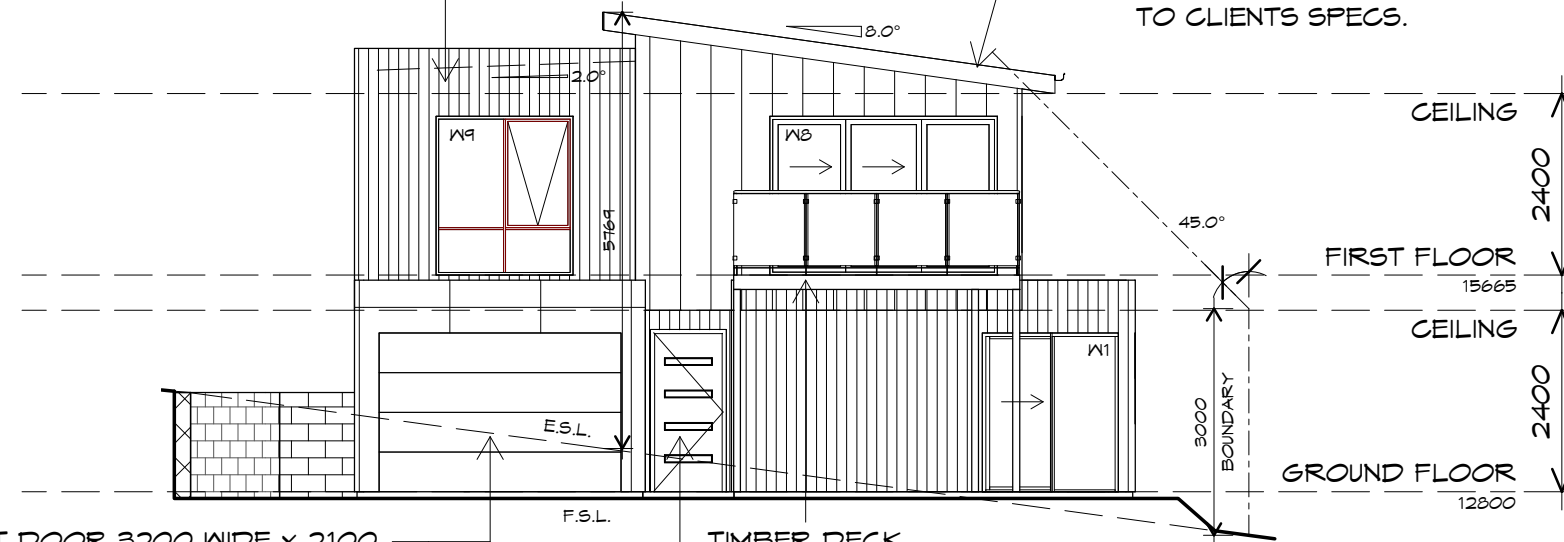
02

Accredited building practitioner: Frank Geskus -No CC246A

UNIT 2

SCYON AXON 133 INSTALL AND COAT TO MANUFACTURERS SPECIFICATIONS.

ROOF CLADDING
COLORBOND CUSTOM ORB
TO CLIENTS SPECS.



PANEL LIFT DOOR 3200 WIDE x 2100 HIGH CLADDING PANELS TO CLIENTS SPEC FIXED IN ACCORDANCE WITH MANUFACTURERS SPEC

TIMBER DECK

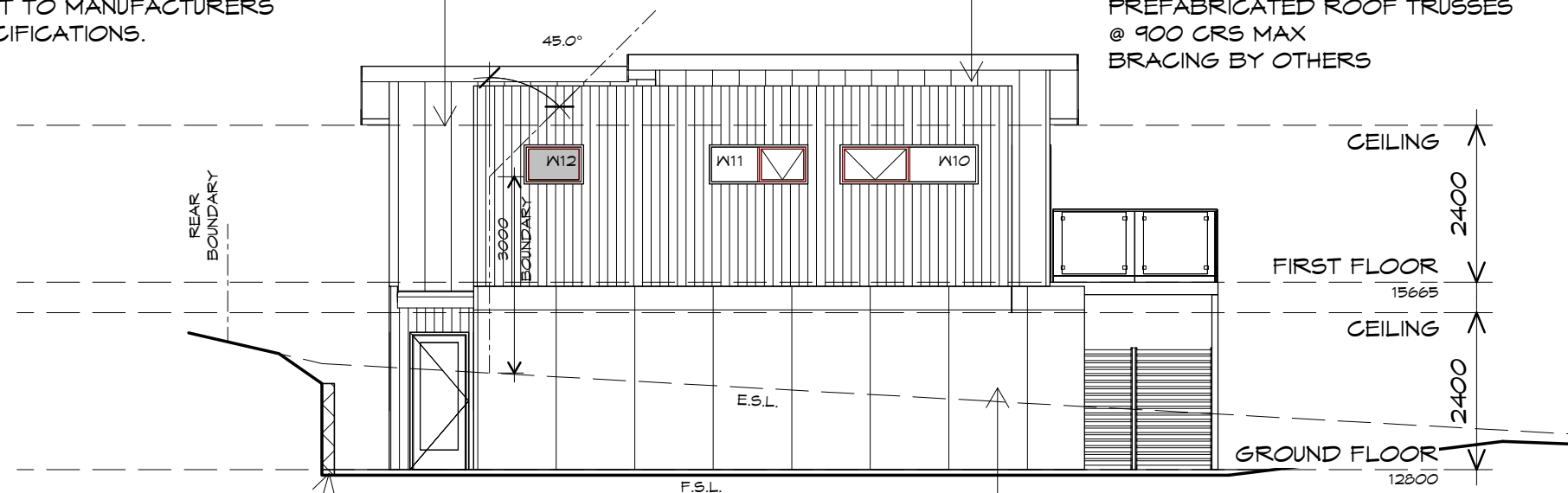
DOORS AND WINDOWS TO BE SEALED IN ACCORDANCE WITH NCC 2019 PART 2 3.12.3

NORTH EASTERN ELEVATION

1 : 100

SCYON AXON 400 INSTALL AND COAT TO MANUFACTURERS SPECIFICATIONS.

ROOF FRAMING
PREFABRICATED ROOF TRUSSES
@ 900 CRS MAX
BRACING BY OTHERS



ENGINEERED
RETAINING WALL

SCYON EASYLAP INSTALL AND COAT TO MANUFACTURERS SPECIFICATIONS.

SOUTH EASTERN ELEVATION

1 : 100



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Client name:
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Drawing:
ELEVATIONS

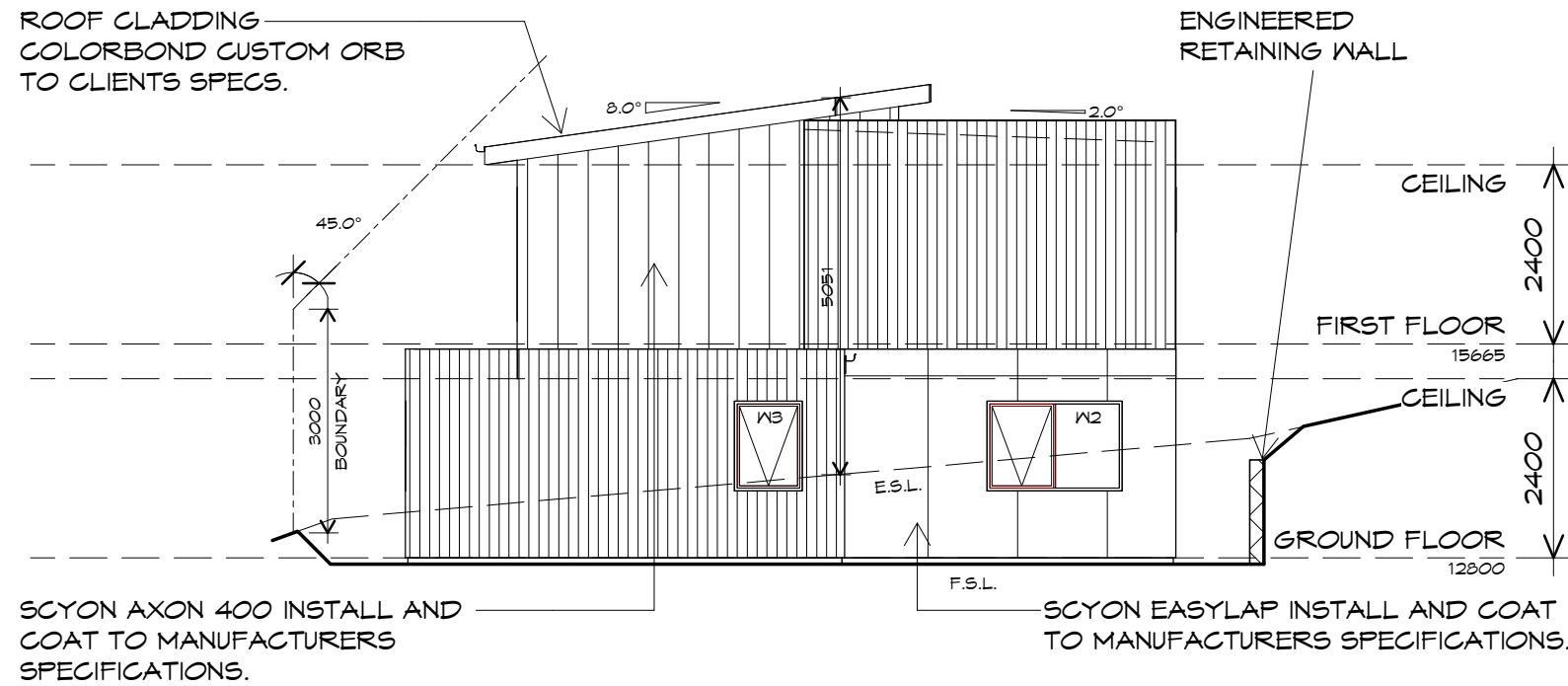
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Approved by: Approver

Date: 28.10.2020
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Revision: 02

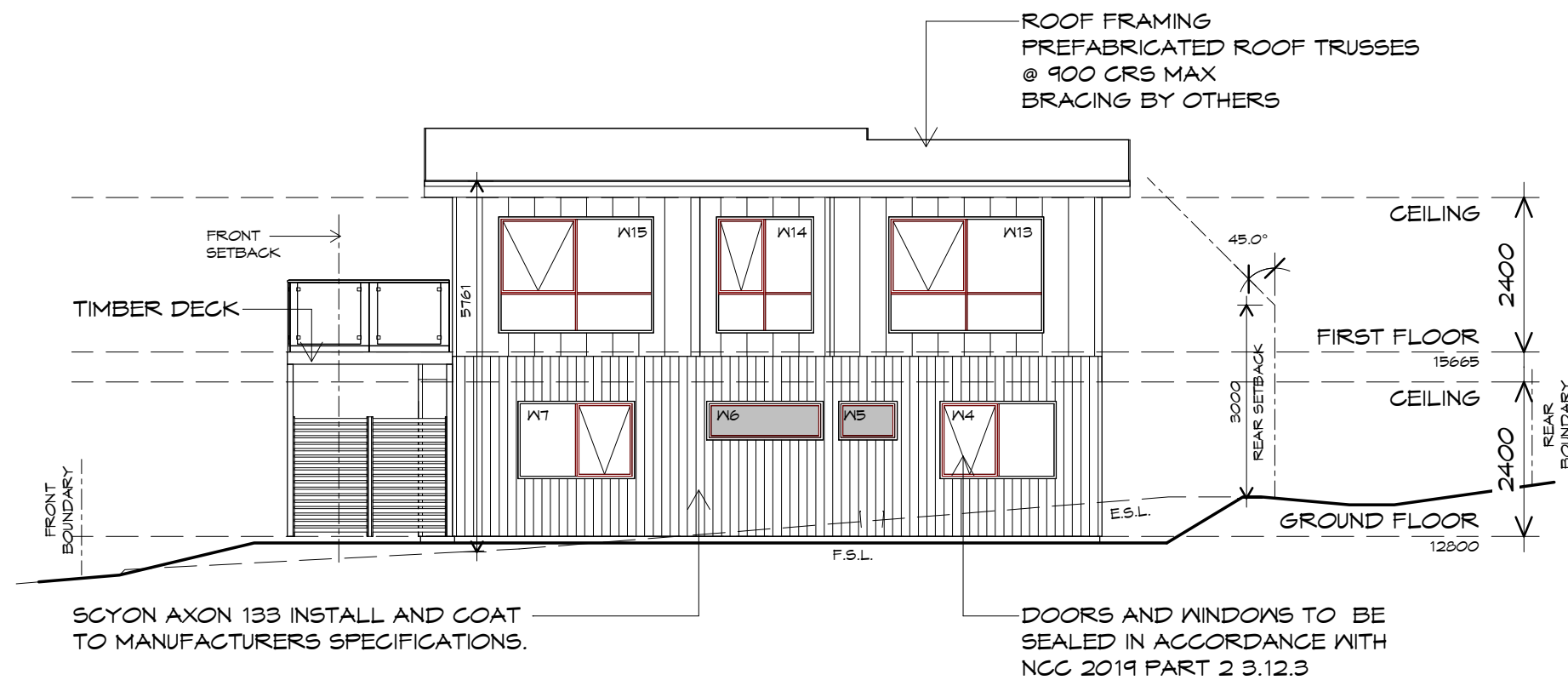
Accredited building practitioner: Frank Geskus -No CC246A





SOUTH WESTERN ELEVATION

1 : 100



NORTH WESTERN ELEVATION

1 : 100

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS



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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE**

Client name:
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Drawing:
ELEVATIONS

Drafted by: Author
Approved by: Approver

Date: 28.10.2020
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Project/Drawing no: PD20038 -U2-05
Revision: 02

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Project:
**PROPOSED UNIT DEVELOPMENT
44 TREVASSA CRESCENT
TRANMERE**

Client name:
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Drawing:
PERSPECTIVES

Drafted by: Author Approved by: Approver

Date: 28.10.2020 Scale:

Project/Drawing no: PD20038 -U2-07 Revision: 02

Accredited building practitioner: Frank Geskus -No CC246A



UNIT 2

Attachment 3

44 TREVASSA CRESCENT (WITH ACCES OVER 42 & 46 TREVASSA CRESCENT), TRANMERE



Photo 1: Site viewed from access strip of site, looking south.



Photo 2: Site of proposed dwelling viewed looking west.



Photo 3: Site of proposed dwelling viewed looking southwest.



Photo 4: Site of proposed driveway access between the existing dwelling and the northern (front) boundary, viewed looking west.

11.4 CUSTOMER SERVICE

Nil Items.

11.5 ASSET MANAGEMENT**11.5.1 LAUDERDALE SALTMARSH RESERVE ACTIVITY PLAN – 2020-2030**

(ECM 3800626)

EXECUTIVE SUMMARY**PURPOSE**

To consider the adoption of the Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 following community consultation.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026, Clarence Bushland and Coastal Strategy 2011 and Community Engagement Policy are relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Extensive consultation was undertaken, involving the Derwent Estuary Program, University of Tasmania, Birdlife Tasmania Inc., Department of State Growth Department of Primary Industries, Parks, Water and Environment, Parks and Wildlife Service, Lauderdale Coastcare Group Inc., and the community in accordance with Council's Community Engagement Policy 2020.

FINANCIAL IMPLICATIONS

The adoption of the Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 has no direct financial impact. The implementation of the Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 is planned to be staged over several financial years, subject to Council approval of future Annual Plans.

RECOMMENDATION

- A. That Council adopts the Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 subject to the following three Management Action amendments.
1. Amend Management Action 5 as follows: *“Implement a maintenance program to remove blockages from three existing drains flushing into the saltmarsh and investigate potential long-term engineering solutions.”*
 2. Amend Management Action 21 as follows: *“Design trailhead landscape and signage for reserve with path map and reserve use guide signage, including signage directing walkers to other nearby trails such as the Tangara trail. Include adjacent saltmarsh species and threatened species for education.”*

3. Amend Management Action 30 as follows: *“Sensitively design and develop a 9-hole disc golf course on the tip site.”*
- B. Council notes the Lauderdale Tip Passive Recreation Concept Plan is a vision for the area and subject to future budget funding for the development of the site.

ASSOCIATED REPORT

1. BACKGROUND

- 1.1. Council provided funding in the 2019/2020 Annual Plan for the development of Reserve Activity Plans to assist in the management of its natural reserves. This report details the proposed Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 (Plan).
- 1.2. North Barker Ecosystem Services 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. Key management issues were identified from online feedback, a “walk and talk” session and discussions with stakeholder groups such as Derwent Estuary Program, University of Tasmania, Birdlife Tasmania Inc., Department of State and Lauderdale Coastcare Group. A summary of the management actions arising from the key management issues and the status of each action is provided in Appendix C, Appendix D and Appendix E of the draft Reserve Activity Plan.
- 1.4. A workshop on the proposed Lauderdale Saltmarsh Reserve Activity Plan was presented to Aldermen on 30 November 2020.

2. REPORT IN DETAIL

- 2.1. From 27 January through to 15 March 2020, the draft Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 was released for public consultation. Additional to the extensive 90-page draft Plan (**Attachment 1**), an Executive Summary was also released detailing the key aspects of the draft Plan.

A letter which included the Lauderdale Saltmarsh Reserve Report Card (Plan's Appendix F) was sent to all residents in Lauderdale as well as key stakeholder groups, seeking on-line comments in general on the plan and endorsement or otherwise of the nine key management actions by circling "yes" or "no".

2.2. The Council website received 1500 separate page visits. Analytics revealed that of these visits 944 were "informed participants" who downloaded documents from the website. Forty-two visitors fully or partially completed the on-line survey. A detailed summary of the proposed amendments, comments and voting results are provided in **Attachment 2**.

2.3. The Plan, **Attachment 1**, sets out actions to address the management issues raised as part of consultation as well as the statutory, environmental, cultural and recreational management responsibilities Council is committed to as a landowner. The main themes addressed in the Plan are:

- Conservation of natural values, particularly the nationally threatened ecological saltmarsh community and threatened flora and fauna;
- Protection and enhancement of saltmarsh habitat for both threatened shorebirds and juvenile fish;
- Staged restoration of tidal flushing from its estimated 11% currently, towards its natural unimpeded flushing regime;
- Protection of the current extent of the saltmarsh and its future retreat corridor as it progressively adapts to ongoing sea level rise;
- Development of community recreation activities on the old tip site including possibly disc golf course, track network, dog park, adventure play area, nature spaces and picnic area;
- Walking and cycling connection from Tangara Trail to the old tip site; and
- Saltmarsh and aboriginal interpretation opportunities for local schools and community participation and awareness.

2.4. The main objectives of the Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 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 2020-2030; 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. As a result of the review and evaluation of public comments, three amendments to the Draft Lauderdale Saltmarsh Reserve Activity Plan are recommended.

“Management Action 5:

Implement a maintenance program to remove blockages from three existing drains flushing into the saltmarsh and investigate potential long-term engineering solutions

Management Action 21:

Design trailhead landscape and signage for reserve with path map and reserve use guide signage, including signage directing walkers to other nearby trails such as the Tangara trail. Include adjacent saltmarsh species and threatened species for education.

Management Action 30:

Sensitively design and develop a 9-hole disc golf course on the tip site.”

2.6. A summary of additional changes for the draft Plan is included at **Attachment 2**.

2.7. The Lauderdale Tip Passive Recreation Concept Plan is a vision for the area. No costings have been prepared on the proposed development. These will be prepared to present to future council budget sessions for possible staged development of the site.

3. CONSULTATION

3.1. Community Consultation

Extensive consultation was undertaken, involving the Derwent Estuary Program, University of Tasmania, Birdlife Tasmania Inc., Department of State Growth Department of Primary Industries, Parks, Water and Environment, Parks and Wildlife Service, Lauderdale Coastcare Group Inc., and the community in accordance with Council's Community Engagement Policy 2020.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

3.4. Further Community Consultation

No further community consultation is planned to be undertaken.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. Council's Strategic Plan 2016-2026 under the Strategy - An Environmentally Responsible City has the following: *"Clarence is a city that values its natural environment and seeks to protect, manage, and enhance its natural assets for the long term environmental, social and economic benefit of the community"*.

4.2. Council's Strategic Plan 2016-2026 under the Strategy - An Environmentally Responsible City has the following: *"Develop activity plans for all the natural reserve areas in accordance with Council open space strategies and work with bushcare, landcare, coastcare and other volunteer groups to implement plans and initiatives"*.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

The development of the Plan will be staged over the coming ten-year period, subject to Council funding approval as part of future Annual Plans.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 provides clear direction for both on ground works and associated investment, to be undertaken within the Bushland Reserve by Council workforce, Council contractors, Lauderdale Coastcare Group, Lauderdale Primary School, members of the Lauderdale and Sandford community as well as other volunteer groups such as Conservation Volunteers Australia, “Work for the Dole” and Risdon Prison Day Release Program participants.

Attachments: 1. Draft Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 (93)
2. Summary of Proposed Amendments to Draft Lauderdale Saltmarsh Reserve Activity Plan 2020-2030 (14)

Ross Graham

GROUP MANAGER ENGINEERING SERVICES



DRAFT

Reserve Activity Plan

2020-2030

LAUDERDALE SALTMARSH RESERVE



ADVICE PREPARED BY NORTH BARKER
ECOSYSTEM SERVICES FOR CLARENCE
CITY COUNCIL

December 2019



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1 Introduction

1.1 Objectives and Outline

Clarence City Council intend for the Lauderdale Saltmarsh Reserves Activity Plan (RAP) 2019–2029 to fulfil three main objectives:

- '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 and/or volunteer groups as resources become available; and
- Encourage community engagement through raising awareness of the reserve's values and encourage participation in activities to minimise threats to these values.

To facilitate these objectives, a process of extensive consultation has been undertaken within the local community and the extended scientific community. The process included revision of site-specific literature (Appendix A), a community event (Appendix B), interpersonal discussions with scientific stakeholders (Section 4), community groups and organisations (Section 4), and an invitation to the local residents to submit feedback and suggestions via mail, web submission(s), and/or in person via contacting the consultant (author) or the Council's project manager (Appendix A). All parties are also being given the opportunity to comment on a draft version of the report.

To meet the objectives and address the desires of the community, the RAP contains:

- A summary of existing literature relating to the natural and social values (including ecosystem services) of the Lauderdale saltmarsh system (Appendix A).
- Discussion of the degrading processes impacting on the ecological systems in the saltmarsh system (Appendix A and Section 5).
- A brief overview of the current surface conditions of the 9 ha disused tip site and an outline of passive recreation and restoration opportunities available for use of the site (Section 5).
- A community and stakeholder register demonstrating how feedback and specialist recommendations were incorporated into the above components (Appendices D and E).
- A series of recommendations for the future management of the saltmarsh system, including monitoring (Section 5 and Section 7).

1.2 Site Description

The Reserve Activity Plan covers a 120 ha area (Figure 1) roughly 20 km east of Hobart, adjacent to Ralphs Bay; the area includes:

- Racecourse Flats
- East Marsh Lagoon
- Doran's Road saltmarsh
- Disused Lauderdale tip site

Although the reserve area is being referred to as the Lauderdale Saltmarsh, the disused tip site area is not currently a saltmarsh ecosystem as this was replaced with the refuse dump and is now comprised of regrowth and revegetation. Saltmarsh however remains extant within Racecourse Flats, East Marsh Lagoon and Doran's Road; these three extant patches are referred to as the Lauderdale Saltmarsh System. The Lauderdale Saltmarsh System is the largest saltmarsh cluster in the Derwent Estuary¹, covering around 87 ha. Racecourse Flats covers an area of 68.5 ha within this system and is the largest single section of saltmarsh associated with the Derwent Estuary.

Although these discrete components are the core of the reserve, it is critical to acknowledge that saltmarsh components are part of an interconnected ecosystem complex including tidal mudflats, seagrass beds, rocky foreshores, marine ecosystems and adjacent terrestrial habitats. Due to this connectivity and inter-reliance, the RAP in several cases includes reference to the supporting habitats and makes specific management recommendations in relation to them when there is a benefit to the RAP area.

1.2.1 Tenure and Surrounds

Clarence City Council owns the titles and manages all of Racecourse Flats, East Marsh Lagoon, the Doran's Road saltmarsh section, and the disused Lauderdale tip (as well as the adjacent sports oval).

The Tasmania Parks and Wildlife Service (Department of Primary Industries, Parks, Water, and Environment - DPIPWE) manages the adjacent Ralphs Bay Conservation Area. The Department of State Growth manages South Arm Road, which intersects the Lauderdale Saltmarsh System.

The reserve area is bordered by mid-density residential land, the Lauderdale oval, and mostly cleared private land with fragments of remnant native vegetation. The Tangara Trail, used by walkers and horse riders, runs along the edge of Racecourse Flats.

2 Research and Reporting on the Reserve Area²

The reserve area is well studied and the management issues well understood. The following reports and studies have been investigated to inform the literature review (Appendix A) and the management recommendations (Section 5) (a full list of references is given in Appendix F).

Aquenal (2008a). Wader utilisation surveys in and around Lauderdale. Report for Cardno

Pty Ltd and Walker Corporation Pty Ltd. Aquenal Pty Ltd.

Aquenal (2008b) Surveys of wader prey species at Lauderdale and surrounding sites. Lauderdale

Quay Proposal. Report for Cardno Pty Ltd and Walker Corporation Pty Ltd.

Cook, F. (2012). Notes from site visit and scoping of Racecourse Flats saltmarsh restoration. Unpublished report for the Derwent River Estuary Program.

Derwent Estuary Program (2018). Increasing tidal flushing at Racecourse Flats Saltmarsh, Lauderdale – A brief to interested parties, March 2018.

¹ Prahalad et al., 2009; Prahalad 2012

² Including previous management recommendations and plans.

- Derwent Estuary Program (2017). Increasing tidal flushing at Racecourse Flats Saltmarsh, Lauderdale – A brief to TLC from the Derwent River Estuary Program, 31 June 17.
- Derwent Estuary Program (2013). Advice: Derwent Estuary Program to DIER – South Arm Rd (Lauderdale) SHEET 0024 pipe upgrade from 360 to 450 mm.
- Harrison, A. 2008. Foraging ecology of the Pied Oystercatcher and other waders at Lauderdale and surrounding sites. Report for Cardno Pty Ltd and Walker Corporation Pty Ltd.
- McQuillan, P. (2013). Observation notes on two rare saltmarsh butterflies in south eastern Tasmania. Unpublished note supplied to Council.
- Ng, D. (2016). Change in a Tidally Isolated Saltmarsh in the Derwent Estuary, 2012-2016. Unpublished KGA300 Environmental Research Report, School of Land and Food, University of Tasmania.
- North Barker Ecosystem Services (2012) – with 2013 addendum. Lauderdale Salt Marsh Threatened Flora Survey. Unpublished report for the Derwent Estuary Program.
- North Barker (2008). Lauderdale quay vegetation and impact assessment. Report for Cardno.
- Prahalad, V. (2012). Vegetation Community Mapping and Baseline Condition Assessment of the Lauderdale Race Course Flats Saltmarsh, Derwent Estuary. Unpublished report for NRM South, Hobart, Tasmania.
- SGS Economics and Planning (2012). Tasmanian Coastal Adaptation Pathways Project – Lauderdale Recommended Actions.
- Whitehead, J. (2012). Lauderdale Environmental Assets: assessment of climate change impact on coastal and marine areas. Report prepared by the Derwent Estuary Program (DEP), for the Local Government Association of Tasmania (LGAT) as part of the Tasmanian Coastal Adaptation Pathways (TCAP) project in the Lauderdale area.
- Woxvold, I. (2008). A review of the populations, behavioural ecology and life history of Australian pied oystercatchers and migratory shorebirds common to the Derwent Estuary-Pittwater Area, south-east Tasmania.



Figure 1: Lauderdale saltmarsh reserve area (bound by red)

3 Community Concerns and Values

3.1 Community Consultation

Previous work around the Lauderdale area has found that local residents have a strong appreciation of natural values and acknowledge their contribution to the community lifestyle as well as property values³. As such, the community in general has a strong desire to protect and restore natural character as much as possible, which in the past has manifested itself in cohesive and effective community action against developments (e.g. the proposed marina-style development of Ralphs Bay) or in driving change in local government landuse (e.g. closing the Lauderdale tip).

The results of the current community consultation were broadly consistent with past trends, in that there was a strong response rate in relation to environmental factors and potential community recreation opportunities within the old tip site (Appendix C).

From the sample of 50 respondents⁴, 44 response themes⁵ emerged in 6 categories: passive recreation; environmental; socio-political; education and community; access (vehicular); and maintenance (Table 1).

Table 1: Variation in number of themes within response categories

Response theme category	Number of response themes
Passive recreation	16
Environmental	15
Socio-political	7
Education and community	4
Access (vehicular)	1
Maintenance	1

Thirteen response themes were mentioned by at least 5 % of respondents, with these dominant themes primarily being in the passive recreation and environmental categories (Table 2). The most frequently reported theme overall was the desire for more walking tracks (including mentions of maintaining/upgrading current track and linking track(s) to other areas). The next most frequent theme was in the environmental category and related to the understanding of the need for and support of tidal flushing within parts of the saltmarsh as means of improving ecosystem health. Two other themes were reported by 10 % or more of respondents, these being a desire for a disc golf course and the desire for more bike riding opportunities, both of which related to potential passive recreation use of the old tip site. The only theme from outside

³ Daniels (2011), SGS (2012)

⁴ Excluding a small number that did not include valid response themes

⁵ Themes were derived from collating community feedback into consistent management comments/desired uses, etc.

of the passive recreation and environmental categories to be reported by at least 5 % of respondents was the desire for interpretation and educational signage.

The desire for a disc golf course not only received a very high response rate but was subject to some of the more detailed submissions from the public. Several of the supportive responses for a disc golf course came from residents beyond the Lauderdale region (presumably encouraged from within the disc golf community), suggesting that a course would be likely to attract more than just local use, as was indeed suggested by several of the disc golf proponents. Purported potential benefits from a course included:

Economic:

- Relatively low costs of construction, maintenance and participation.
- Capacity to attract players to the community, due to general lack of courses in the region and the purported desire for more courses, particularly at the beginners end of the spectrum.

Health and safety:

- Innovative way to provide community members of all demographics a new avenue for outdoor exercise, with all the resultant benefits.
- Mental stimulation benefits due to nature of game.
- Increased public presence in area (potential to reduce crime, vandalism, *etc.*).

Educational:

- Local schools may be able to integrate classes with use of the courses, including lessons on physics (flight paths, *etc.*) and physical education.

Community involvement:

- Capacity to bring families and community together, through formal and informal participation or attendance.

These potential benefits are not unique to a disc golf course, but nor is the presence of a course incompatible with other passive recreation uses and the potential benefits of those. Indeed, the theme of the old tip site being capable of supporting multiple compatible uses was broadly evident across the entire pool of respondents, with most participants that made responses in relation to passive recreation opportunities listing multiple suggestions/preferences.

Table 2: Dominant response themes (with at least 5 % response rate)

Dominant response themes	Number of respondents (n = 50)	% respondents
Passive recreation		
Desires more walking tracks/maintenance of current track, and linkage to other tracks/areas	15	30
Desires a disc golf course	13	26
Desires/values bike riding opportunities	10	20

Desires bird hides/platforms and boardwalks for bird watching	7	14
Area seen as valuable resource for potential recreation benefits	6	12
Desires landscaped social area (park, gardens, BBQs, picnic facilities, playground, toilets, outdoor gym equipment, etc.)	6	12
Desires seating	5	10
Environmental		
Emphasises importance and supportive of tidal flushing for saltmarsh health	14	28
Values area for general biodiversity	8	16
Supportive of/desires planting of vegetation, including trees/arboretum	7	14
Specifically mentioned unblocking drains/engineering changes for saltmarsh flushing, some with reference to perceived responsibility of State Growth	6	12
Values area for its wildlife habitat, particularly birds	6	12
Education and community		
Desires interpretation/education signage	5	10

4 Stakeholder Input and Priorities

The following stakeholders were consulted for specialist input on a range of topics relating the Lauderdale Saltmarsh System. Stakeholder input was used to define and refine recommended management actions with respect to their specialist knowledge, responsibilities, and experience with the project area. Brief summaries of key priorities and discussion points are provided here, while more detailed notes from each meeting are given in Appendix E, with priorities aligning with recommended management actions noted in Appendix F.

4.1 Inger Visby – Derwent Estuary Program

Priorities from this stakeholder revolved around desires to improve general ecosystem health of the saltmarsh and improve the associated habitat values, including via the mechanism of restored tidal flushing. However, it was strongly emphasised the any recommended actions must be feasible to achieve in terms of financial costs and the capacity to have the outcomes maintained. Subsequently, an immediate priority is maintaining the flow of the existing culverts through a regular maintenance program, while exploring additional long-term tidal connectivity solutions.

4.2 Vishnu Prahalad – UTAS

Priorities from this stakeholder revolved around desires to improve the quality of the saltmarshes biodiversity values but also ensure we have a greater understanding of the values with improved monitoring and subsequent management. Suggested that a more achievable short-term goal may be improved environmental health via some restoration of tidal connectivity, but that the flow on effects of that in relation to overall biodiversity values may be longer term.

4.3 Eric Woehler and Mike Newman – Birdlife Tasmania

Priorities from this stakeholder revolved around the maintenance or improvement of habitat quality for resident and migratory shorebirds, with various observations and suggestions in relation to foraging, roosting and nesting opportunities.

4.4 Susan Hovington – Lauderdale Coastcare Group

Priorities from this stakeholder revolved around the long-term direction for the saltmarsh and the old tip site. Specifically, this related to longevity of components of the passive recreation area, long term goals for revegetation and restoration, and make sound planning decisions now that will allow for the consistent good management of the area into the future.

4.5 Tim Leaman and Mia Potter – Department of State Growth

Discussion with this stakeholder revolved around the issue of drain/culvert maintenance and the relationship of tidal connectivity to various conservation significant values and ecosystem processes.

It was stated that the Department currently does not have plans to upgrade South Arm Road and that it is unknown whether this will be considered a priority in future. The Department currently does not have allocated funding to replace the existing culverts with an alternative design to facilitate tidal connectivity and it is unclear whether the costs associated with the proposed culvert replacement for the purposes of saltmarsh management, rather than road asset management, would be a responsibility of the Department of State Growth as the road authority. The Department acknowledged their responsibility for maintenance of culverts in an unblocked state in accordance with their existing maintenance regimes and stated that this matter would be followed up internally with their maintenance team and relevant contractors to ascertain further details of the current maintenance regime.

4.6 Karen Richards – Threatened Species Section, DPIWWE

Discussion with this stakeholder revolved around the protection of threatened species and their habitats in the area, with a particular focus on threatened lepidopterans. Emphasised the importance of monitoring soil and water conditions (and their relationship to habitat condition) around the old tip site if the level of tidal connectivity is improved.

4.7 Matt Lindus and Rowena Hannaford – Parks and Wildlife

Discussion with this stakeholder revolved around their priorities in relation to the Ralph's Bay Conservation Area and concerns/desires about how actions related to this project might lead to conflicts or mutual benefits to their management of the conservation area.

4.8 Justin Burgess – Clarence Council (Natural Asset Management)

Discussion with this stakeholder revolved around their on-ground priorities and desires for the restoration of nativeness within vegetation on the old tip site and how their experiences on site might inform this.

4.9 Lauderdale Football Club

This stakeholder was contacted for a stakeholder contribution but did not respond.

5 Management Issues and Recommendations

5.1 Maintaining Lauderdale Saltmarsh Vegetation Communities

Saltmarshes are threatened nationally and recognised as being in decline across the Derwent Estuary due to human disturbance (including clearance, vehicle access, inappropriate fire regimes, weed invasion, altered drainage and landfilling), sea level rise (coastal squeeze), and coastal erosion⁶. The Lauderdale Saltmarsh System also suffers significant local impacts from altered tidal connectivity (Appendix A).

5.1.1 Tidal flushing/connectivity

5.1.1.1 Context

Tidal connectivity is recognised as a critical factor in maintaining condition within saltmarshes, so much so that disconnection from tidal movements is one of the condition criteria used to exclude patches of saltmarshes from the national threatened ecological community subtropical and temperate coastal saltmarsh⁷. The level of tidal influence is evident in the stratification of saltmarsh plant communities across inundation gradients⁸. Tides alter nutrient and sediment availability, salinity levels and waterlogging rates, which in turn influence the ecosystem functions via abiotic factors.

Within the Lauderdale Saltmarsh System, the construction of the South Arm Secondary Road causeway in the 1930s blocked almost all of the tidal connectivity between Ralphs Bay and Racecourse Flats, resulting in the formation of the East Marsh Lagoon, and separating Dorans Road saltmarsh area from Racecourse Flats (Figure 1). Alteration of the tidal connectivity in the area however started much earlier, with reported influence from a road and associated dikes in early settlement⁹. Currently three culverts are in place under the South Arm Road causeway to facilitate tidal flushing of Racecourse Flats and East Marsh Lagoon. However, due to a combination of factors relating to culvert size, design, and management (Appendix A), they are regularly partially or fully blocked by sand (Figure 2). Frequently only one 360 mm drain pipe is functional. In addition, this pipe slopes to the west, causing partial burial and restricted flow on the seaward (western) side, as well as preventing full drainage of the lagoon due to the elevated lip on the eastern side.

⁶ Prahalad (2009); Whitehead (2012)

⁷ DSEWPAC (2013)

⁸ Prahalad (2012); Ng (2016)

⁹ Ng (2016)



Figure 2: Blocked culvert (from DEP 2017)

The limited tidal connectivity has resulted in changes to the composition of the vegetation northeast of the road¹⁰ (Appendix A, Figure 3). The altered vegetation has had subsequent impacts on ecological values of the site¹¹ as well as interfering with ecosystem processes such as methane retention, carbon sequestration and nutrient cycling. Acid sulphate soil issues are also thought to be prevalent in Racecourse Flats, due to lack of inundation, and are thought to have contributed to subsidence of the flats by ~20 cm in height¹². The lack of flushing also impacts the East Marsh Lagoon, causing it to become eutrophic for periods of time.



Figure 3: Impacts to vegetation from lack of tidal connectivity, with Racecourse Flats above and Dorans Road saltmarsh below (from DEP 2017)

¹⁰ Ng (2016)

¹¹ Prahalad (2012)

¹² Cook (2012)

The ecological benefits of restoring tidal flushing to Racecourse Flats and East Marsh Lagoon are manifold, including:

- Improvement of habitat for some existing threatened flora and recreation of habitat for species present in the past (Appendix A.3).
- Improved habitat for shorebirds within East Marsh Lagoon in particular (Appendix A.4.3).
- Increased productivity amongst fish communities, potentially including species within commercial and recreational importance¹³.
- The improvement of ecosystem services Appendix A.5).
- The mitigation of greenhouse gas emissions and facilitation of carbon and methane sequestration (Appendix A.5.1).

5.1.1.2 Potential risks from reinstating tidal flushing and mitigation for these risks¹⁴

Although there are considerable potential flow-on benefits from restoring tidal connectivity across South Arm Road and reflooding East Marsh Lagoon and Racecourse Flats, it does come with some risks (all of which are manageable).

- Landfill leachates
 - Estimated by to be a relatively low risk of exacerbating with increasing tidal connectivity¹⁵ but raised as a concern by several stakeholders.
 - A comprehensive water monitoring program is required. This should include testing of ground and surface water, noting the influence of hydrology and the association with the potential redistribution of contaminants from the old tip site – in addition, should action 1 be implemented, any water captured in this area should be tested to see if it is contaminated before either being pumped into the saltmarsh or irrigated onto the revegetation on top of the landfill.
 - **Management action 1:** As a precautionary measure it is recommended to install a short (20-50 cm high) bund around 10 m from the base of the landfill, to capture any surface runoff from the site and to prevent inundation from tidal or freshwater sources.
Note that alternative measures are available to this solution, such as controlling inundation to a level where the landfill isn't compromised. As such, the installation of a bund is only a contingency action in a scenario where full tidal flushing is to be restored and the need for a bund is identified in soil and water monitoring results (relating to management actions 2 and 3).
 - **Management action 2:** Develop a ground and surface water monitoring program
- Potential Acid Sulphate Soil (PASS)
 - Visual examination has suggested soils within Racecourse Flats have acid sulphate potential, which could exacerbate the release of contaminants including heavy metals.
 - **Management action 3:** A survey of Potential Acid Sulphate Soils should be undertaken on site to accurately quantify the oxidation and acid potential.
- Habitat for conservation significant fauna
 - Increased tidal connectivity to Racecourse Flats is not expected to compromise conservation significant fauna habitat. Indeed, reflooding is likely to increase

¹³ Prahalad et al. (2018a)

¹⁴ Cook (2012)

¹⁵ Cook (2012)

the diversity of prey for shorebirds in association with improved soil structure (less decay and greater organic matter) and vegetation condition.

- Changes will however potential occurring due to the redistribution of habitat niches (e.g. potential shifts in lepidopteran food plants or changes in high tide roosting sites for shorebirds).
- Monitoring will thus be critical to document changes in habitat quality and distribution (specific monitoring recommendations are made elsewhere, e.g. Section 5.3).
- Erosion
 - Wind erosion is currently a greater risk than water erosion, but this may vary within the reconnection of tidal flow and the re-establishment of historic drainage and inundation levels.
 - The use of pipes or culverts as the mechanisms for reinstating tidal connectivity will limit erosion events during storm surges and extremely high tides, as infrastructure of this nature will have inherent flow limits based on size and design.
- Impact on road infrastructure
 - Engineering considerations will be paramount with any attempt to reinstate tidal flow to Racecourse Flats.
 - Given current conditions (soil subsidence/decay, restricted water flow leading to potential build-ups) the existing road may benefit from restored tidal connectivity.
- Climate change and sea level rise
 - Failing to restore tidal connectivity will limit the capacity of the broader saltmarsh system to adapt to sea level rise with inland movement of different habitats.

5.1.1.3 Mitigation attempts and options

Simply increasing current pipe dimensions to a minimum diameter of 450 mm and aligning the internal bases of the pipes with the adjacent surfaces of the mudflats could potentially double flushing from the levels recorded in a 2012 assessment¹⁶ - one pipe was upgraded in this fashion in 2013.

Ideally however, a greater degree of tidal flow would be reinstated to allow a greater degree of soil and vegetation recovery, increase capacity for carbon storage and provide greater protection against climate change. To achieve this, The Derwent Estuary Program (DEP) have in the past (2013) scoped what infrastructure would be facilitate better flushing below South Arm Road. The Derwent Estuary Program (DEP) received in-principle support from Clarence Council & DIER (now Department of State Growth) to undertake this scoping process. Initial advice (Delta Consultancy) suggested a more effective design which would noticeably improve flushing, would involve at least four 450 mm pipes or a box culvert (900 mm H x 600 mm W), which is consistent with previous recommendations¹⁷. In the design scenario of four pipes, it has been recommended to install three level with the mudflats but have one perched directly above another one of the pipes. This stacked arrangement would allow a greater rate of flow during high tides, which would be more comparable to natural unimpeded flows. Any pipes or culverts installed should have flow controls flaps or sandbags to allow management of flow rates if required. DEP have also undertaken investigations into the optimal depth and angle of

¹⁶ Cook (2012)

¹⁷ Cook (2012)

pipe placement. Note however that culverts need to be set at certain depths below pavement layers, and as such the State Roads Department would require engineering advice from the designer to determine if pavement construction depths and standards can be met whilst achieving the proposed layout

The DEP submitted a Federal Government grant proposal in early 2013 to the Biodiversity Fund, seeking funding support to install the infrastructure but were unsuccessful. Installation and associated expenditure, including hydraulic engineering advice, and before and after flora and fauna monitoring, has previously been costed at approx. \$120,000. This would need revising before any new potential project as it is suggested this cost may not be accurate.

In lieu of potential constraints (fiscal, political, etc.) with replacing the existing culverts with more adequate infrastructure, regular maintenance may be an alternative solution.

5.1.1.4 Additional considerations

- Crown Land Services representatives have in the past stated that they do not require any approvals for altering the hydrology within East Marsh Lagoon but have requested to be kept informed of what works occur and what future works are planned.
- Parks and Wildlife are the relevant authority for the adjacent Ralph's Bay Conservation Area and during stakeholder engagement specified various stipulations for how they would require works to be undertaken on their land (Appendix E).
- Department of State Growth are the authority for South Arm Road and during consultation expressed willingness to maintain the flow within current culverts through their standard maintenance regime.
- In all scenarios if it understood that any works or maintenance on the drains must be undertaken with the permission and understanding of the relevant authorities, both for transparency and for clarity of insurance responsibilities, etc.

5.1.1.5 Recommendations for addressing tidal flushing

- Develop a work plan and seek funding to reinstate tidal connectivity with four 450 mm pipes or a 900 mm x 600 mm box culvert. This process should include:
 - Identify a partial tidal flushing volume that poses little risk of activating landfill leachate or causing erosion at the Lauderdale landfill site (alternative temporary solution in the absence of bunding). Work towards full flushing.
 - Monitor habitat changes arising from partial flushing and risks to the Lauderdale landfill.
 - Prepare site for full tidal flushing by installing mitigation measures (management action 1) to reduce risk associated with the Lauderdale landfill site and leachate mobilisation.
 - Ensure appropriate drainage exists on the north-eastern side of Racecourse Flats, where the landfill site causes retention of surface water runoff.
 - Increase full tidal flushing to Racecourse Flats at a rate that enables the transition of plants to the new conditions, as supported by monitoring of change on vegetation.
 - Conduct suite of biodiversity assessments (some of which have specific management actions of their own) and monitoring plans to support and understand the restoration of saltmarsh communities – this should include values such as fish (including any commercial benefits) and mitigation of limiting factors on plant regeneration, such as rabbits.

- **Management action 4** Reinstate, using a staged approach, the tidal flushing to Racecourse Flats.

- If the drain upgrades cannot be achieved (or as an interim solution), implement maintenance regime to regularly remove blockages from all three existing drains.

- **Management action 5:** Implement a maintenance program to remove blockages from three existing drains flushing into the saltmarsh

5.1.2 Climate change: saltmarsh migration in response to sea level rise

Saltmarshes are predicted to be among the most sensitive habitats to rising sea levels. Saltmarshes naturally migrate inland in response to sea level increases; if there are barriers to migration and space is unavailable due to local geomorphology or the presence of human structures/activities, then patches of saltmarsh will shrink or disappear in response to the constraints¹⁸. As such, predictive buffers around saltmarshes are critical in the preservation of these habitats, in that they provide a physical buffer from current impacts of disturbance from surrounding landuses, as well as providing physical space for migration. The size of the buffer zone should be proportional to the intensity of threats and the likely degree of impact.

The area around the Lauderdale Saltmarsh System is one of the few areas in the Derwent Estuary where surrounding landuse density is sufficiently low that the saltmarsh may be able to migrate inland in response to changing sea levels. The scope for this potential migration has been modelled and a relatively small amount of land is required to preserve habitat space for the saltmarsh (Figure 4). Some of this land is already within Council ownership, however the north-eastern and eastern margins in particular extend into private holdings. In these areas the Councils primary method for creating a buffer to the saltmarsh may be land acquisition.

Alternatively, the Council may be able to modify the local planning scheme to extend the Biodiversity Protection Area overlay to cover predicted migration for saltmarsh¹⁹. The corresponding Natural Assets Code could then be made to reflect that some areas not currently occupied by saltmarsh are given priority consideration in development applications due to predicted future migration of the community. This approach is likely to be more cost effective for the Council and less disruptive and constraining to surrounding landowners.

5.1.2.1 Recommendations for saltmarsh migration

- **Management action 6:** Amend local planning scheme to extend Biodiversity Protection Area overlay to cover all areas predicted to be occupied by saltmarsh following sea level rise induced migration – this should include a buffer to protect from disturbance from local landuse.

These amendments will be consistent with the Southern Tasmanian Regional Land Use Strategy (STCA 2011) regional policy:

C 2 Ensure use and development in coastal areas is responsive to effects of climate change including sea level rise, coastal inundation and shoreline recession.

C 2.3 Identify and protect areas that are likely to provide for the landward retreat of coastal habitats at risk from predicted sea-level rise.

Depending on the nature of the amendment, it may be possible to stratify areas in relation to the saltmarsh:

- Current saltmarsh habitat (priority natural values).

¹⁸ Adam, 2002; Saintilan and Rogers, 2013 in Prahalad (2009)

¹⁹ Prahalad et al. (2018b)

- Near future saltmarsh habitat (modelled extent at a future point in time, taking into account predicted movement and migration constraints).
- Long term refugia corridors for saltmarsh²⁰.



Figure 4: Saltmarsh migration pathways identified by Prahalad (2012)

5.1.3 Development pressures and incompatible human use

Due to the relatively delicate balance of ecosystem processes interacting to maintain saltmarshes, they are susceptible to disturbance by developments. Impacts from development

²⁰ See Whitehead (2012)

(including indirect impacts from adjacent landuses) are evident in many saltmarshes in Tasmania. Within the Lauderdale Saltmarsh System, development pressures with past and present impacts evident include: landfilling (e.g. Lauderdale refuse site, which caused the direct loss of a large amount of saltmarsh) and subsequent leachate release, urban and canal development, grazing, trampling (incompatible recreational use), and loss of tidal connectivity due to South Arm causeway creation (Figure 5).

While several of these factors cannot feasibly be remedied (e.g. past urban development), some can be addressed with or will be addressed with specific management recommendations, including local impacts such as grazing and trampling. Although grazing is not currently an issue within the reserve area, it has been reported from adjacent properties that apparently support some saltmarsh habitat and may be an important limitation on climate induced migration of the community due to the extensive negative impacts it can have on saltmarshes (trampling, loss of plant biomass, altered species composition), as well indirect impacts through soil disturbance and siltation of tidal channels²¹. Similarly, trampling is not currently seen as a priority issue within the reserve, but intrusions by vehicles and motorbikes have damaged the saltmarsh in the past and the risk could increase with increased human presence in the area following the passive recreation area development and can have similar detrimental impacts.

5.1.3.1 Recommendations for addressing incompatible human uses

- Assess integrity of reserve boundary and block any undesired access point (e.g. with boulders); monitor (informally) vehicular and other intrusions into the reserve that may damage saltmarsh vegetation – devise and implement appropriate mitigation measures as required (including signs).
- **Management action 7:** Engage with surrounding landowners on the detrimental impacts of grazing saltmarsh habitat and the limits this could have on migration of the community in response to climate change
- **Management action 8:** Maintain and monitor the integrity of the saltmarsh boundaries to stop trail bikes and 4WD access

5.1.4 Weed infestations

The reserve currently suffers very little from serious weed infestations, with minor amounts of African Boxthorn and widespread species such as Spanish Heath, Sweet Briar and Radiata Pine. The most important vegetation in the reserve, the saltmarsh communities, is at very little risk of serious degradation from weeds in the near future. It is possible however that conditions in the area and general suitability in some habitats may shift towards favouring weed invasion following creation of the passive recreation area (increased nutrients, introduction of propagules, displacement of herbivores, etc.). In addition, a small but relatively weedy area has been identified for targeted weed works (Section 6).

5.1.4.1 Recommendations for managing weeds

- **Management action 9:** Complete weed survey and produce a Weed Management Plan.

²¹ Ausden et al. 2005; Andresen et al. 1990; Bakker and Ruyter 1981; Bakker 1985; Berg et al. 1997; Esselink, Fresco and Dijkema 2002; Jensen 1985; Olsen et al. 2011; in Ng (2016).



Figure 5: Relative impacts of detrimental processes on saltmarsh (pink), including lost habitat (striped blue) (from Whitehead 2012)

5.1.5 Restoration of seagrass beds

Due to the connectivity and interdependence of saltmarshes on the broader coastal ecosystem, protecting and restoring adjacent habitat can provide added benefit to the saltmarsh. It is evident that within the past 50 years a crucial component of the broader ecosystem that has become effectively extinct from the local area is seagrass beds within the sub-tidal shallows of Ralphs Bay (Appendix A). In areas where natural re-establishment of seagrass is impeded, supplementary restoration using seagrass propagation and division is a viable alternative with a history of success.

- **Management action 10:** Support a partnership with key stakeholders to develop a seagrass restoration program in Ralphs Bay.

5.2 Conservation Significant Flora

Two species of flora listed as rare or threatened under the Tasmanian Threatened Species Protection Act 1995 (TSPA) or the Commonwealth Environment Protection and Biodiversity Conservation Act 2002 are present within the Lauderdale Saltmarsh System, while others have records very nearby or have been observed in the past within or around the Lauderdale Saltmarsh System.

5.2.1 Existing threatened species (tall blowngress and tuberous seatassel)

Tall blowngress (*Lachnagrostis robusta*) has been found to be relatively common and widespread throughout the succulent saline herbland within the Lauderdale saltmarsh system²²; it occurs across of range of habitat variations and does not have a particularly narrow niche within that system. This suggests that as long as the saltmarsh habitat is maintained the species will continue to persist and proliferate. As such no specific recommendations are required for this species. General recommendations relating to protection of the saltmarsh community (section 5.1) will ensure the presence of suitable habitat remains available to the species.

The distribution of tuberous seatassel (*Ruppia tuberosa*) within the Lauderdale saltmarsh system is strongly associated with tidal connectivity. The lack of tidal movement in Racecourse Flats is evidently reducing the number of suitable water holes for this species and limiting proportional occupation of suitable holes that are present, possibly due to limitations on the dispersal of propagules or the ability to cross pollinate. Beyond the limitations associated with tidal connectivity, threats to this species are effectively the same suite of risks to the saltmarsh in general (e.g. clearance, climate change, etc). As such no specific recommendations are required for this species. General recommendations relating to protection of the saltmarsh community (section 5.1) will ensure the presence of suitable habitat remains available to the species and the recommendations in relation to restoring tidal connectivity (section 5.1.1) have the capacity to increase habitat availability.

5.2.2 Potential for additional threatened flora species

In addition to maintaining habitat suitability for the existing threatened flora within the Lauderdale saltmarsh system, general recommendations relating to protection of the saltmarsh community (section 5.1) will potentially aid colonisation of the area by other threatened flora found nearby (golden dodder - *Cuscuta tasmanica*, and roundleaf wilsonia - *Wilsonia rotundifolia*); however, the issue of tidal connectivity is seemingly not critical to these species,

²² North Barker (2012 – with 2013 addendum); Prahalad (2012)

based on their occurrence in insulated saltmarsh patches outside the reserve (Appendix A) and at Calverts Lagoon near South Arm.

Increased tidal connectivity to Racecourse Flats could see the restoration of suitable habitat for lennial pondweed (*Stuckenia pectinata*), which has not been recorded in the area of the reserve for several decades.

One of the other species with historical records from the area, the soft peppergrass (*Lepidium hyssopifolium*) is typically found in human modified habitats, generally in the growth-suppression zone around trees. Landscaping within the passive recreation redevelopment of the old tip site will provide an opportunity to reintroduce this species into ornamental or restoration plantings.

5.2.2.1 Recommendations for additional threatened flora species

- **Management action 11:** Include soft peppergrass in plantings within the passive recreation area of the old tip site²³.

5.3 Conservation Significant Fauna

5.3.1 Lepidopterans

Although it is likely each of the threatened species previously reported from the Lauderdale saltmarsh system are still present in the area (based on habitat availability), the records for saltmarsh looper moth are 25 years old, while the chevron looper moth was last reported in 2007 and the chequered blue in 2013. Furthermore, no systematic survey has been undertaken in an attempt to gauge their abundance in the area and their distribution within the saltmarsh system. There is also a limited amount of ecological knowledge of the looper moths in terms of their habitat preferences and food plants at a fine scale, which may hamper targeted management of the site if required.

It is possible to engage professional and citizen scientists to help address these deficiencies. With respect to the latter, educational signs could be placed around the saltmarsh in areas of potential habitat. The signs could encourage observers to photograph what they think might be one of the threatened species and to submit these observations to a database like iNaturalist for verification (which would then see it added to the Natural Values Atlas). Citizen science is likely to be more effective with the chequered blue as it is a daytime flier, whereas the looper moths are active at night and thus may be more effectively targeted by a professional survey with the added aim of collecting detailed ecological data.

As introduced plants, including the African boxthorn can be food plants for adult lepidopterans, some consideration of such habitat value will be useful in weed management and landscape planting.

5.3.1.1 Recommendations for lepidopterans

- **Management action 12:** Undertake systematic survey for threatened lepidopterans, particularly looper moths.
- **Management action 13:** Engage citizens scientists to look for and lodge observations of threatened lepidopterans via signage.

²³ Note this is likely to require permit approval under the TSPA and will require some consideration of optimal propagation methods and likelihood of persistence.

- **Management action 14:** Consider potential for keeping some African boxthorn as a food plant for chequered blues where the presence of the weed won't breach obligations under the Tasmanian *Weed Management Act 1999*.
- **Management action 15:** Include habitat plants for these species in ornamental plantings and revegetation efforts where possible, in particular where plantings are close to viable natural habitat.

5.3.2 Birds²⁴

Long term data from Birdlife Tasmania has shown a decline in abundance of many of the migratory shorebirds within the Derwent Estuary – Pittwater Area (DEPA) (including the Lauderdale Saltmarsh System). A particularly large decline has been evident in the Far Eastern Curlew, which resulted in its threatened status in Australia being increased to critically endangered in 2015²⁵. It has been postulated that the primary reason for decline of shorebirds in DEPA (and Tasmania more broadly) has been loss of habitat within different parts of their international migration routes; however, this is thought to be compounded by local habitat loss or habitat decline. Restoration of East Marsh Lagoon to a functioning component of the broader tidal mudflat system may thus be a way to consolidate habitat availability for resident and migratory shorebirds in the Lauderdale Saltmarsh System.

Sea-level rise will reduce the extent of the northern tidal flats and loss of the adjacent preferred nesting areas due to coastal squeeze and increased exposure of nests to waves²⁶. Some birds will then nest in the less satisfactory Racecourse Flats, which puts non-flying chicks at risk of roadkill when they need to cross back to the tidal flats for foraging. The greater degree of separation to the foraging grounds may result in chicks being left unattended longer, with subsequent risks of exposure and predation. This area can thus be expected to result in poorer breeding success unless this area is restored through increased tidal connectivity²⁷.

Similarly, exceptionally high tides (to a level that may be more frequent with higher sea levels) have in relatively recent times pushed roosting shorebirds onto South Arm Road and put them at risk of road collisions (Pied Oystercatchers in particular are relatively frequent road mortalities there). Restoration of tidal connectivity to Racecourse Flats and East Marsh Lagoon has the capacity to create new roosting niches safe from the road traffic and may moderate the tide surges on the southern side of the road that currently push roosting birds onto the road. In addition, there is potential to create artificial roosting habitat around the East Marsh Lagoon to supplement potential foraging habitat there that currently appears to be under-utilised (Mike Newman pers. comm.), although the lack of use in that area may also be linked to underlying effects of the tidal isolation. Any increased used of Racecourse Flats however (whether it be facilitated directly or a consequence of restored tidal flushing) will require consideration of infrastructure options that will enable flightless shorebird chicks to access the more extensive foraging areas on the other side of the causeway so as to reduce the risk of birds being hit by vehicles.

5.3.2.1 Recommendations for birds

- **Management action 16:** Design and implement a bird monitoring program that builds upon existing data and monitoring by Mike Newman, reflects methods and priorities

²⁴ With reference to Aqueal (2008a, 2008b), Harrison (2008), and Woxvold (2008)

²⁵ Department of the Environment (2015)

²⁶ Whitehead (2012)

²⁷ Whitehead (2012)

of Birdlife Tasmania regional shorebird counts, and utilises power of citizen science for data collection.

- **Management action 17:** Explore options for creation of roosting habitat around East Marsh Lagoon following some restoration of tidal flushing.
- **Management action 18:** Explore infrastructure options for enabling flightless chicks and walking adults to cross the road.

5.3.3 Aquatic mammals

Although facilitating the recovery of whale populations is beyond the scope of this plan, the passive recreation opportunities in the old tip site create an opportunity to tell the history of whales and whaling in the area while overlooking Frederick Henry Bay from a vantage point.

5.3.3.1 Recommendations for aquatic mammals

- **Management action 19:** Include educational signs in passive recreation area detailing broader ecosystem connectivity, whale and whaling history in the area and nearby threatened species such as handfish.

5.3.4 Terrestrial mammals

It is possible to engage citizen scientists to confirm the presence of the eastern barred bandicoot on site and help contribute to an understanding of its distribution and abundance. Educational signs could be placed around areas of potential habitat, encouraging observers to report to the Council or the Natural Values Atlas. If people could photograph animals without disturbing them they could submit observations to a database like iNaturalist for verification (which would then see it added to the Natural Values Atlas). Citizen science is an effective method for the barred bandicoot as it is distinctive and can frequently be seen around dusk and dawn, and occasionally seen during the day.

5.3.4.1 Recommendations for terrestrial mammals

- **Management action 20:** Include educational sign aiding identification of eastern barred bandicoots and encouraging reporting of observations.

6 Old Lauderdale Tip Site - Passive Recreation Plan

The Lauderdale tip site was first developed for that use in 1970. Complaints began to be recorded in the early 1980's, and by 1985 were considered to have been "numerous" by the relevant Departmental officer. Dust and windblown litter were cited as the main cause for complaint, in addition to several complaints about odour.

Government concerns about the lack of leachate containment, inadequate covering of refuse, inadequate drainage, and the use of saltmarsh communities peaked in the early 90s, leading to recommendations to close the tip by 1995. It has since been vacant land with minimal management input.

Although the subsequent time since closure has resulted in some native plants re-colonising the modified land above the old tip face, the area does not contain anything that constitutes a native plant community. It is currently a mix of self-established adaptable natives, like *Rytidosperma* species (wallaby grasses), planted Australian and Tasmanian natives, including local *Eucalyptus* species, ubiquitous herbaceous weeds and pasture grasses (such as cock's foot, *Dactylus glomerata*), and occasional woody weeds. It is not seen as feasible at this time to aim

for restoration of the old tip site to the original saltmarsh community. The area does nonetheless provide a good space for general restoration and revegetation projects that could reflect local woodland communities and provide habitat for native wildlife. In addition, the large areas of open space provide a significant opportunity for Council to develop the space as a public passive recreation area. This concept received significant community support during consultation. Based on the available space and community preferences, the following management actions are proposed to develop the area for community use. The recommendations cover almost all of the community desires, with a minor number of preferences being overlooked due to minimal support, stakeholder opposition, and/or being incompatible with other uses. All actions are contingent on successfully seeking funding.

- **Management action 21:** Design trailhead landscape and signage for reserve with path map and reserve use guide signage. Include adjacent saltmarsh species and threatened species for education.
- **Management action 22:** Design and implement an entrance trailhead design.
- **Management action 23:** Design and construct a sensitively sited boardwalk to act as a saltmarsh interpretation trail.
- **Management action 24:** Design and construct a shared use gravel pad path circuit track with seating.
- **Management action 25:** Design and construct a single-track mountain bike connection track.
- **Management action 26:** Design and construct a carpark using Water Sensitive Urban Design principles over several stages to suit growth in usage.
- **Management action 27:** Design and construct a fenced dog exercise area.
- **Management action 28:** Develop a detailed design for a children's nature play area and family picnic hub.
- **Management action 29:** Create dense revegetation areas using local native species within the nature spaces.
- **Management action 30:** Develop a 9-hole disc golf course on the tip site.
- **Management action 31:** Extend existing wildlife corridors/ shelter belt planting with climate resilient native plants.
- **Management action 32:** Develop a feasibility study for a Wetland Interpretation Centre (similar to Tamar Wetland Interpretation Centre), which should include cultural interpretation panels acknowledging traditional land occupants.
- **Management action 33:** Develop a Bushfire Management Plan for the tip site.

Appendix F – Reserve Report Card



Lauderdale Tip Passive Recreation Precedents

South Arm Highway, Lauderdale | Draft For Review
PREPARED FOR NORTH BARKER / CLARENCE CITY COUNCIL

Passive Recreation in Clarence

Clarence City Council has an established strategy for passive recreational activities that encourages healthy lifestyles within the community (Community Health and Wellbeing Plan 2013-2018). Key findings from recent community consultation for the Lauderdale Saltmarsh RAP reflected this priority and led to the identification of possible passive recreational uses for the old Lauderdale Tip site and its perimeter threshold to the saltmarsh.

Shared Trails



Two of the top five priorities for passive recreation responses⁴ were for increased walking and bike trails. The nearby Tangara Trail offers evidence of a successful shared-use trail approach locally. The proposal is to continue the shared trail use, via a large site circuit, and link this to the greater Tangara Trail network.

Nature Play + Picnic Hub



A landscaped area for picnics and play appeared frequently in the community responses, becoming one of the top five priorities for passive recreation for the raised tip site.

There is an opportunity to continue Clarence City Council's network of nature inspired playgrounds by providing a small local scaled toddler and children's nature play area along with a 'learn to ride' short bike circuit within close proximity of picnic shelters.



Consolidating these amenities together and siting nearby to the carpark end of the reserve is recommended to enable ease of access to short term use and rationalisation of maintenance.

Disc Golf



Over 25% of respondents put forward a proposal for a nine hole disc golf course on top of the old tip site. The Australian Disc Golf association and its Tasmanian chapter have supported a 'beginner friendly' course here for the south eastern region and have indicated a minimal equipment footprint is required for the sport.⁵ Bald Hill Park in Victoria demonstrates a similar condition where the course is played amongst native vegetation.



Whilst no fences are required for the playing area, other recreational pathways / activities may need to be spatially separated from the main course.

⁴ Refer to 2019 Lauderdale Tip community 'have your say' submission summary.
⁵ Refer to disc golf submission responses - ADD letter 6/02/2016

Lauderdale Tip Passive Recreation Precedents

South Arm Highway, Lauderdale | Draft For Review

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Wetlands Raised Walk + Education



A large proportion of responses asked for a raised platform or boardwalk to experience the saltmarsh with minimal impact. Many of these submissions asked for education and interpretation of this sensitive ecosystem to be incorporated.

Tamar Island wetland walk provides a Tasmanian example of raised walkway + educational experience highlighting the critical importance of a healthy wetland system with minimal disturbance. A lightweight, smaller scaled link is proposed for the Lauderdale Saltmarsh site with a series of wider bays and a feature outlook point.



An embedded thematic interpretation strategy is recommended to encourage onful and targeted communication of key messages. Sculptural story seats from the Three Capes Trail demonstrate a study of the intended audience and a play with media to ensure a memorable narrative.

Mountain Bike Single Track Section



Several respondents expressed a desire for separate mountain bike trails. Considering the nearby South Arm + Meekah Range mountain bike networks this site may only need to offer a small introductory course allowing families to complete a short loop in combination with the proposed shared trail circuit to reduce impact of overall track duplication.

Dog Exercise Area



Close to 10% of submissions asked for a separated dog exercise area within the reserve as there are few in Lauderdale that offer year round safe off-leash spaces. If an area was to be reserved for this purpose it is recommended it be fully fenced with two exit points and located close to the carpark end of the reserve yet separated spatially from both the Picnic Hub + proposed Disc Golf zone to avoid conflicts between different user groups. It is important to ensure its final location is directed away from existing native fauna burrows / nests.

Climate Resilient Revegetation



The raised tip site soil is predominately a deep clay-based top and along with the dry, exposed conditions it requires resilient species to revegetate. There is an opportunity to continue the Council's approach of selecting robust native species and to further this with input from University of Tasmania's climate provenance trial projects from the midlands of Tasmania.

7 List of Recommended Management Actions

Note: where the relevant community response theme is in parentheses, the management action is indirectly related; where stakeholder initials are bolded, the action is a high priority.

#	Priority ^{2a}	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ^{2b}
Risk mitigation in preparation for reinstatement of tidal flushing								
1	Low	Conduct feasibility study for the installation of a bund around base of landfill to prevent runoff and protect from infiltration of tidal water (note this action is contingent upon the need being identified by actions 2 and 3 and the restoration of full tidal flushing [action 4] - in other scenarios it would not be necessary).	Bund installed prior to implementing action 4, but only if justified by actions 2 and 3 and the feasibility assessment	Council to engage engineers (EPA may establish role in monitoring water)	Expected 10s of thousands (requires scoping from engineers)	2027	(Q1) (T1)	MN KR PWS
2	Mod	Implement water testing program, covering surface water, ground water, and the hydrology associated with leachates from the old tip, as well as procedures and redistribution program for	Water testing plan devised and initiated prior to installation of bund	Council to engage environmental scientists and collaborate with	\$3,000 start up, with potential annual costs of \$1,500	2020	(Q1) (T1)	DEP UTAS MN KR EW

^{2a} High, moderate (mod.), low; derived from consideration of community and stakeholder feedback, and consideration of benefits evident from literature review and consideration of costing (i.e. value for money and effort)

^{2b} Stakeholder initials: DEP (Inger Visby, Derwent Estuary Program), UTAS (Vishnu Prahalad), EW (Eric Woehler, Birdlife Tasmania), MN (Mike Newman, Birdlife Tasmania), SH (Susan Hovington, Lauderdale Coastcare), DSG (Tim Leaman and Mia Potter, Department of State Growth), KR (Karen Richards, Threatened Species Section, DPIPW), PWS (Matt Lindus and Rowena Hannaford, Tasmania Parks and Wildlife), JB (Justin Burgess, Clarence Council, Natural Asset Management)

#	Priority ^{2a}	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ^{2b}
		any water trapped by the bund if action 1 is implemented.		DEP in regard to existing regional water testing				SH PWS
3	Mod	A survey of Potential Acid Sulphate Soils should be undertaken on site to accurately quantify the oxidation and acid potential.	PASS survey completed	Council to engage soil scientists	\$2,500	2020	(Q1) (T1)	DEP UTAS MN KR SH PWS
Reinstatement of tidal flushing across South Arm Road								
4	Moderate	Develop a work plan and seek funding to reinstate tidal connectivity with four 450 mm pipes or a 900 mm x 600 mm box culvert. (Includes a suite of necessary assessments and monitoring projects.)	Work plan developed and funding secured New drains/culvert installed, and relevant monitoring programs commenced	Council to engage consultants/engineers	\$120,000 (based on previous estimate) – requires revision prior to commencement	2029 Timing of works must not overlap with shorebird breeding season (Sep – Mar)	Q1, T1, X1, Y1	DEP UTAS MN KR EW SH DSG
5	High	If the drain upgrades cannot be achieved (or as an interim solution), implement maintenance regime to regularly remove blockages from all three existing drains.	Regular maintenance program commenced	Maintenance department or contractors of Department of State Growth (DSG), or Council with	\$10,000 per annum	Twice yearly (but frequency needs to be determined by	Q1, T1, X1, Y1	DEP UTAS MN DSG KR EW SH

#	Priority ^{3a}	Actions	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ^{2b}
				authority of DSG and Parks and Wildlife		accumulation of silt) Timing must not overlap with shorebird breeding season (Sep – Mar)		
Protecting future of saltmarsh vegetation and broader ecosystem complex								
6	Low	Amend local planning scheme to extend Biodiversity Protection Area overlay to cover all areas predicted to be occupied by saltmarsh following sea level rise induced migration – this should include a buffer to protect from disturbance from local landuse.	Planning scheme amended at next available opportunity	Council to address through planning scheme process	-	2029	F2	DEP UTAS MN KR EW SH
7	Low	Engage with surrounding landowners on the detrimental impacts of grazing saltmarsh habitat and the limits this could have on migration of the community in response to climate change.	Landowners managing adjacent areas to allow saltmarsh migration and persistence, and these areas secured under a covenant	Council	*	2029	A2, F2	DEP UTAS MN KR EW SH

#	Priority ^{2B}	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ^{2A}
8	Low	Assess integrity of reserve boundary and block any undesired access point (e.g. with boulders); monitor (informally) vehicular and other intrusions into the reserve that may damage saltmarsh vegetation – devise and implement appropriate mitigation measures as required (including signs).	Boundary integrity assessed and remediated (if required) Mitigation measures applied as problems arise	Council	-	Ongoing	-	DEP UTAS MN KR EW SH PWS
9	Moderate	Complete weed survey and produce a Weed Management Plan.	Weed Management Plan completed with costed action plan	Council to engage consultant with works completed by natural assets department	\$3,500	2024	-	DEP UTAS SH PWS JB
10	Low	Devise and implement seagrass restoration/reintroduction program within Ralphs Bay sub-tidal areas.	Seagrass restoration program devised and commenced	Council to engage specialists in conjunction with community group assistance	\$20,000	2025	Z1, E2	PWS DEP UTAS MN EW SH
Conservation significant flora								
11	Low	Include soft peppergrass in plantings within the passive recreation area of the old tip site	Viable sub-population maintained on site for greater than	Council to engage landscapers or delegate to	\$3,000	2024	S1	DEP UTAS KR SH

#	Priority ^{2d}	Actions	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ^{2e}
			one generation of plants (e.g. seedling establishment evident post first generation plantings)	community group				
Conservation significant fauna								
12	Moderate	Undertake systematic survey for threatened lepidopterans, particularly looper moths.	Updated occurrence and distribution data, as well as habitat assessment for threatened lepidopterans	Council to engage consultant	\$3,000 - \$6,000	2027 (survey timing alignment with species)	R1, U1	DEP UTAS KR EW SH
13	Low	Engage citizens scientists to look for and lodge observations of threatened lepidopterans via signage.	Updated occurrence and distribution data for threatened lepidopterans	Council to install signs	\$1,500	2022	M2, R1, U1	DEP UTAS KR EW SH
14	Low	Consider potential for keeping some African boxthorn as a food plant for chequered blues where the presence of the weed won't breach obligations under the Tasmanian <i>Weed Management Act 1999</i> .	Consideration given in Weed Management Plan	Council, consultant or contractor	(included in WMP)	Refer to WMP (action 9)	R1, U1	DEP UTAS KR SH

#	Priority ^{2b}	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ^{2c}
15	Low	Include habitat plants for these species in ornamental plantings and revegetation efforts where possible, in particular where plantings are close to viable natural habitat.	Improved habitat availability for threatened lepidopterans	Council to engage landscapers or delegate to community group	\$500 (within general landscaping costs)	2024	R1, S1, U1	DEP UTAS KR EW SH
16	Moderate	Design and implement a bird monitoring program that builds upon existing data and monitoring by Mike Newman, reflects methods and priorities of Birdlife Tasmania regional shorebird counts, and utilises power of citizen science for data collection.	Program devised and monitoring commenced	Council to collaborate with Birdlife Tasmania and UTAS	\$1500 start-up and \$500 per annum	2021	R1, U1	DEP UTAS MN KR EW SH PWS
17	Moderate	Explore options for creation of roosting habitat around East Marsh Lagoon following some restoration of tidal flushing.	Investigation undertaken post tidal reconnection, and roosts installed if warranted	Council to engage consultants	\$4,000 (Investigation and scoping only)	2027	R1, U1	DEP UTAS MN KR EW SH
18	Moderate	Explore infrastructure options for enabling flightless chicks and walking adults to cross the road including installation of signs to raise awareness of the birds	Investigation undertaken and mitigation strategy proposed	Council to engage consultant	\$2,500	2028 Signs 2020	R1, U1	DEP UTAS MN KR EW PWS DSG

#	Priority ²⁸	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ²⁹
19	Low	Include educational signs in passive recreation area detailing broader ecosystem connectivity, whale and whaling history in the area and nearby threatened species such as handfish.	Signs installed and maintained	Council	\$1500	2025	M2	DEP UTAS KR EW
20	Low	Include educational sign aiding identification of eastern barred bandicoots and encouraging reporting of observations.	Signs installed and maintained	Council	\$500	2025	M2	DEP UTAS KR EW SH
Conversion of disused tip site to passive recreation area								
21	Moderate	Design trailhead landscape and signage for reserve with path map and reserve use guide signage. Include adjacent saltmarsh species and threatened species for education.	Landscaping concept + sign design prepared	Council to engage consultant	Separate costing required.	2023	E1, B2, H2, M2	
22	Moderate	Design and implement an entrance trailhead design.	Trailhead landscaped + signs installed and maintained	Council or contractor	Separate costing required.	2024	E1, B2, H2, M2	
23	Moderate	Design and construct a sensitively sited boardwalk to act as a saltmarsh interpretation trail.	Boardwalk engineered and installed with maintenance programme	Council to engage consultant + contractor	Separate costing required.	2024	J1	DEP UTAS

#	Priority ²⁸	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ²⁹
24	Moderate	Design and construct a shared use gravel pad path circuit track with seating.	Path constructed + maintained	Council	Separate costing required.	2023	A1, G1	
25	Low	Design and construct a single-track mountain bike connection track.	Trail constructed + maintained	Council or contractor	Separate costing required.	2025	CT	
26	Moderate	Design and construct a carpark using Water Sensitive Urban Design principles over several stages to suit growth in usage.	Enough parking bays formalised to suit demand	Council or contractor	Separate costing required.	2025		
27	Low	Design and construct a fenced dog exercise area.	Fence constructed + retains dogs appropriately	Council	Separate costing required.	2026	H1	
28	Moderate	Develop a detailed design for a children's nature play area and family picnic hub.	Hub constructed and maintained	Council to engage consultant + contractor	Separate costing required.	2025	F1	
29	Moderate	Create dense revegetation areas using local native species within the nature spaces.	Vegetation planted + maintained	Council	Separate costing required.	2023	R1, S1, V1, W1	SH, JB
30	High	Design and construct a 9-hole disc golf course.	Concept plan prepared; Course installed + maintained	Council to engage consultant, Disc	Separate costing required.	2025	B1, H1	

#	Priority ²⁸	Action	Performance measure	Responsibility	Estimated funding	Timing	Relevant community response theme	Stakeholder priority ²⁹
				Golf Tasmania consulted				
31	Low	Extend existing wildlife corridors/ shelter belt planting with climate resilient native plants.	Vegetation planted + maintained	Council or delegate to community group	Separate costing required.	2026	R1, S1, V1, WT	KR, SH, JB
32	Moderate	Develop a feasibility study for a Wetland Interpretation Centre (similar to Tamar Wetland Interpretation Centre), which should include cultural interpretation panels acknowledging traditional land occupants.	Feasibility study completed	Council	Separate costing required.	2023	M2, N2, O2,	UTAS
33	Moderate	Develop a Bushfire Hazard Management Plan and Ecological Burning Plan to both enhance the biodiversity values within the area and protect users and assets from fire risk (incorporate the prescriptions of this plan with an existing plan for the Lauderdale Wetland Reserve).	Plans completed	Council to engage consultant	Separate costing required.	2022	-	

Appendix A – Review - Natural Values within the Reserve

The Lauderdale Saltmarsh System has been identified as one of the six major environmental assets within the Lauderdale area³⁰. The saltmarsh system makes a key contribution to ecosystem services in the area, includes threatened vegetation communities, supports threatened plant species, provides habitat for threatened and migratory fauna, and has a future role in buffering the impacts from a warmer climate. The saltmarsh is however just one component of a larger coastal ecosystem complex that includes tidal sandflats, dune systems, coastal woodlands, seagrass habitat, rocky outcrops, and fully aquatic ecosystems such as reefs³¹ – the network of habitats that form this ecosystem complex have a high degree of interdependence and the management of single components in isolation is less effective than managing the system as a whole.

A.1 Habitat types

A.1.1 Saltmarsh Vegetation Communities

Tasmanian saltmarshes include relatively unique species assemblages which differentiate them from mainland habitat types³². Saltmarshes in Tasmania do however form part of the nationally vulnerable ecological community: subtropical and temperate coastal saltmarsh³³. At a local level, components of this ecological community are generally mapped within TASVEG mapping units or according to floristic dominance. With respect to TASVEG units³⁴, the Lauderdale Saltmarsh System is dominated by succulent saline herbland (ASS TASVEG unit) (Figure 6). The 70 ha of ASS present around Racecourse Flats is the most extensive area of this unit within the Derwent Estuary and comprises over 75 % of its type within the region.

At a species/floristic level, a survey of the Lauderdale Saltmarsh System documented that Racecourse Flats is dominated by the saltmarsh species *S. blackiana*, *Disphyma crassifolium* and *Spergularia* spp. (Figure 7), all indicators of dry environments and thus strongly indicative of the lack of tidal connectivity to the site³⁵. The same survey reported that the vegetation within the Dorans Road saltmarsh was dominated by *S. quinqueflora*, *T. arbuscula*, and *Samolus repens*, indicative of a typical saltmarsh open to tidal mixing³⁶ (Figure 8). In addition, the disproportionate dominance of dry land species around Racecourse Flats has been documented to respond positively (increase) over short time frames in response to relatively low rainfall years³⁷; this suggests that climate change may further exacerbate the effects of altered tidal connectivity if rainfall reduces, and that this e effects may ratchet up over time disproportionately. The increasing shift to relatively dry saltmarsh communities will benefit the threatened grass *Lachnagrostis robusta*, but further disadvantage the aquatic *Ruppia tuberosa*, which is considered to be of greater conservation significance based on fewer records and a more vulnerable ecological niche.

³⁰ Whitehead (2012)

³¹ Whitehead (2012)

³² Prahalad (2012), (2009)

³³ OSEWPAC (2013)

³⁴ North Barker Ecosystem Services (2009), (2008)

³⁵ Prahalad (2012)

³⁶ Prahalad (2012)

³⁷ Ng (2016)

As well as being part of a threatened ecological community, the Lauderdale saltmarsh vegetation provides a diverse range of ecosystem services³⁸:

- Habitat for threatened flora and fauna.
- Carbon capture.
 - Saltmarshes capture carbon, but have very low methane emissions, and are thus considered to be one of the most valuable habitat types for storing greenhouse gases.
- Nutrient and carbon cycling that contribute to tidal flat food webs in areas where there is tidal connectivity.
- Water filtering (from nearby catchment areas).
- Coastal protection from erosion wave activity.

A.1.2 Tidal Flats

The Ralph's Bay tidal flats are the primary habitat for shorebirds within the broader ecosystem complex including the Lauderdale Saltmarsh System (section A.3). The tidal flats that abut the Dorans Road saltmarsh result from a combination of wind, wave processes and tidal activity, which maintain the sediment supply and geomorphic balance for their persistence. The sediments are derived from:

- Erosion (including from wind) and runoff from the local catchment and surrounding coastal features;
- Deposition from the River Derwent (thus derived from erosional processes in the Derwent catchment and coastline); and
- Localised redistributions (including of sub-tidal marine sediments) due to water current and waves.

Those parts of the tidal flat system closest to Dorans Road are less impacted by wind processes than the flats to the north and instead more influenced/reliant on tidal movements (Figure 9). Within the study area, East Marsh Lagoon historically was influenced in the same way as the flats adjacent to Dorans Road and thus would have been equivalent habitat. The causeway has however isolated this area from the required tidal movements to maintain the mudflats and is thought to have contributed to its lesser habitat value.

The Ralphs Bay tidal flats and adjacent shoreline provide a diverse range of ecosystem services³⁹:

- The tidal flats are important for nutrient cycling and in particular denitrification.
- The tidal flats provide habitat for commercial and recreationally targeted fish species (e.g. flounder).
- There are a range of shorebirds using the area for nesting, roosting and feeding.

³⁸ Whitehead (2012)

³⁹ Whitehead (2012)



Figure 6: TASVEG units within Lauderdale Saltmarsh System (NBES 2009)

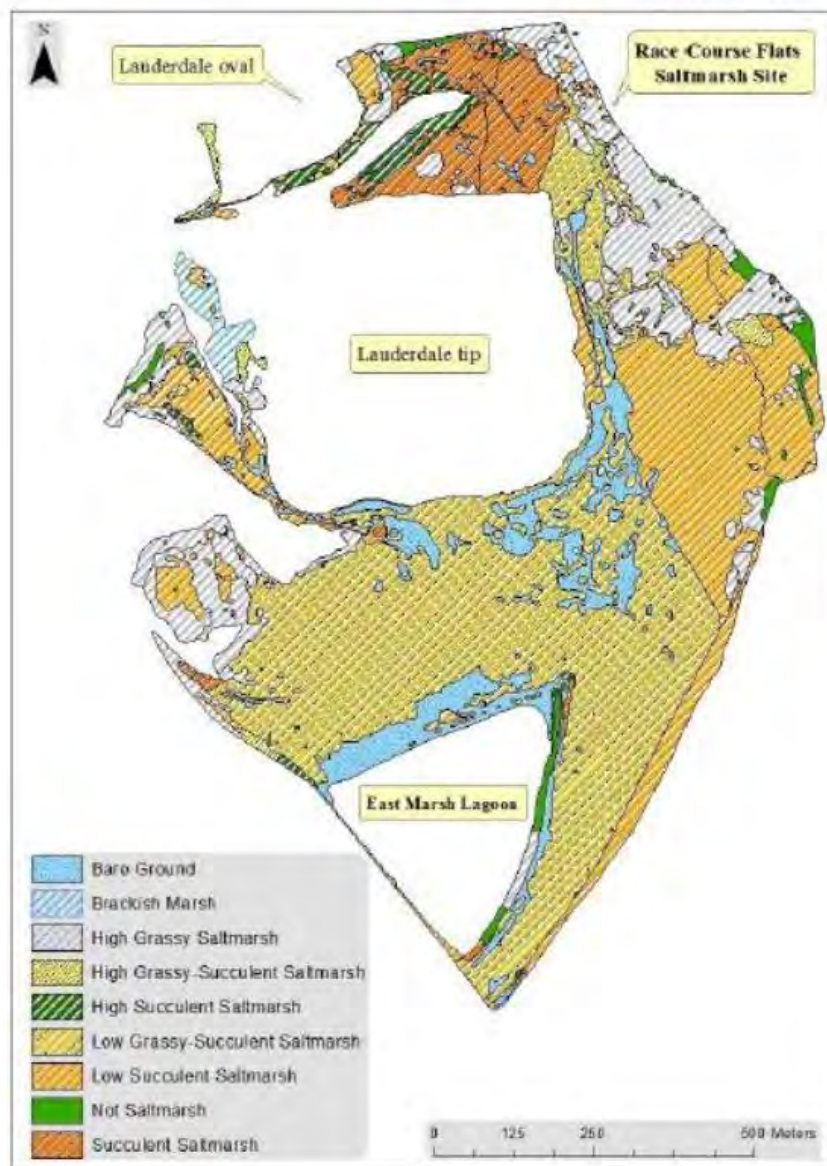


Figure 7: Floristic vegetation communities within Racecourse Flats area (Prahalad 2012)

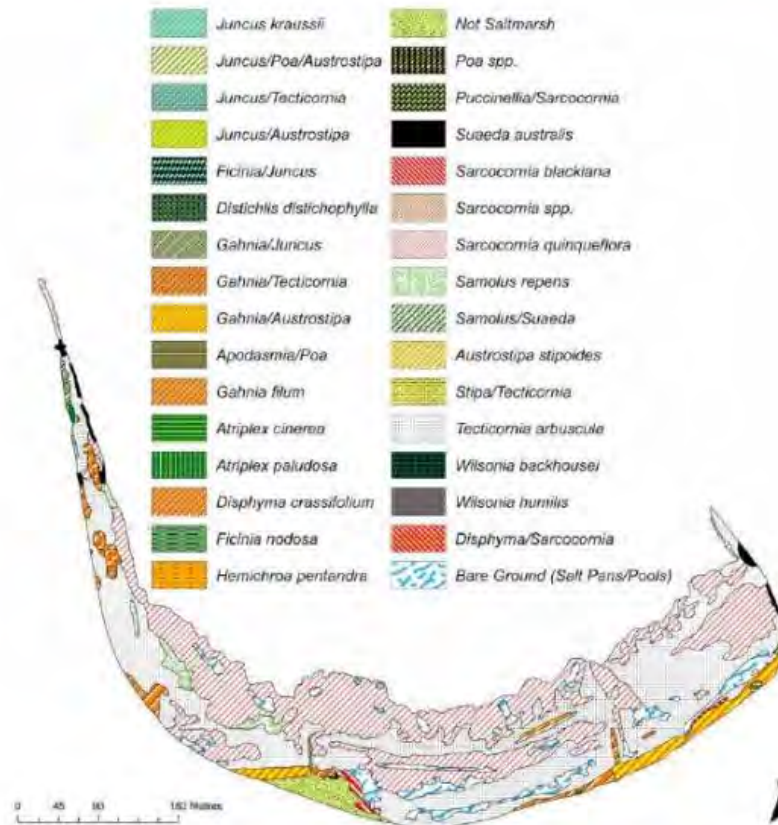


Figure 8: Floristic vegetation communities within Dorans Road saltmarsh area (Pralad 2012)



Figure 9: Relative wind effects on tidal flats within the broader ecosystem complex (Whitehead 2012)

A.1.3 Lost Seagrass Beds

A potentially critical habitat type within the Lauderdale Saltmarsh System would have been the subtidal seagrass beds within Ralphs Bay. Seagrass ecosystems provide a suite of ecosystem services⁴⁰, including:

- Nutrient cycling and enhanced denitrification
- Carbon capture and storage
- Habitat for other species, in particular nursery habitat for small fish
- Storm surge protection via sediment consolidation

The decline of the seagrass beds was documented in Ralphs Bay from the 1970s in relation to water quality changes associated with the use of the landfill site⁴¹. Extensive seagrass beds have not been present in the area since and the species that might have dominated these communities remain very sparse⁴² even in the areas of unimpeded tidal connectivity and with water quality capable of maintaining viable seagrass habitat⁴³. The continued absence of the community within Ralphs Bay is thus suggestive of limits to propagule dispersal and reestablishment, rather than a broader prevailing environmental influence. This is consistent with the persistence of other seagrass beds nearby in Lauderdale, beyond the past influences of the landfill leachates⁴⁴.

In areas where natural re-establishment of seagrass is impeded, supplementary restoration using seagrass propagation and division is a viable alternative with a history of success⁴⁵.

A.2 General Flora

The Lauderdale Saltmarsh System is considered to be regionally significant based on containing the highest vegetation diversity across its profile from the seaward to landward edge in comparison with other saltmarshes in the Derwent Estuary – Pittwater Area⁴⁶. Surveys have determined dominant species north of South Arm Road are those typical of relatively dry saline ecosystems, including *Sarcocornia blackiana* and *Disphyma crassifolium*⁴⁷. The assemblage of species in that area (Racecourse Flats) is evidently strongly influenced by the limited tidal connectivity on that side of the road. In contrast, vegetation in the Dorans Road saltmarsh has been found to be dominated by *Sarcocornia quinqueflora*, *Tecticornia arbuscula*, and *Samolus repens*, which are associated with sites open to tidal flushing⁴⁸.

A.3 Conservation Significant Flora

According to accepted records on the Tasmanian Natural Values Atlas (NVA)⁴⁹ and specimens within the Tasmanian Herbarium⁵⁰, two species of flora listed as rare or threatened under the Tasmanian *Threatened Species Protection Act* 1995 (TSPA) or the Commonwealth *Environment*

⁴⁰ References in Whitehead (2012)

⁴¹ Rees (1994)

⁴² NBES pers obs. – unpublished data

⁴³ Whitehead (2012)

⁴⁴ Whitehead (2012)

⁴⁵ Calumpong and Fonseca (2001)

⁴⁶ Prahalad (2012); Whitehead (2012)

⁴⁷ Prahalad (2012)

⁴⁸ Prahalad (2012)

⁴⁹ As of 21/5/2019

⁵⁰ Searched via the Australian Virtual Herbarium (AVH) on 21/5/2019

Protection and Biodiversity Conservation Act 2002 have been observed relatively recently (since the year 2000) within the Lauderdale Saltmarsh System⁵¹ (Figure 10).

- *Lachnagrostis robusta*, tall blownglass – TSPA rare
- *Ruppia tuberosa*, tuberous seatassel – TSPA rare

Modern records also indicate that two other threatened species are extant within minor patches of saltmarsh habitat on private land directly adjacent to Racecourse Flats:

- *Cuscuta tasmanica*, golden dodder – TSPA rare⁵²
- *Wilsonia rotundifolia*, roundleaf wilsonia – TSPA rare

In addition, other species of threatened flora have historical records attributed to the Ralphs Bay area but with low spatial accuracy (over 1000 m); those with potentially suitable habitat in the Lauderdale Saltmarsh System include:

- *Limonium australe* var. *australe*, yellow sea-lavender (TSPA rare)
- *Stuckenia pectinata*, fennel pondweed (TSPA rare)

Two other species have records in the local area (either historical or recent), but are more likely to occur in non-saline habitats, including coastal forest remnants and grassy roadside verges:

- *Lepidium hyssopifolium*, soft peppergrass (TSPA and EPBCA endangered) – not recorded since the 1930s
- *Vittadinia muelleri*, narrow New Holland daisy (TSPA rare)

A.3.1 Extant Species

A.3.1.1 *Lachnagrostis robusta*, tall blownglass

Lachnagrostis robusta is a clumping grass with erect stems up to 60 cm high and an open panicle. In Tasmania, it is known from marshy, estuarine habitat and moist sandy flats, predominantly around the northeast and on the East Coast. Within the Lauderdale Saltmarsh System, thousands of *Lachnagrostis robusta*⁵³ have been found to be widespread within succulent saline herbland (Figures 10,11 and 12, section A.1), with an area of occupancy in excess of 2 ha⁵⁴.

A.3.1.2 *Ruppia tuberosa*, tuberous seatassel

Ruppia tuberosa is an annual or short-lived perennial aquatic herb. In Tasmania the species has been recorded from the State's southeast at Ralphs Bay, Blackman Bay and Marion Bay, where it occurs in inundated holes and channels in salt marsh⁵⁵. The species was rediscovered in the Lauderdale Saltmarsh System in 2016 surveys by Threatened Plants Tasmania (Figure 13). It was found to be one of the dominant species within tidal holes around the Dorans Road saltmarsh area, but largely lacking on the other side of South Arm Road; the extent of potential habitat is both less prevalent on this side of the road and occupied proportionally less by this species where present.

⁵¹ Note that NBES have been involved with the redeterminations of some records previously reported from the area, including the redetermination of *Lachnagrostis punicea* ssp. *filifolia* to *L. robusta*, and *Cotula vulgaris* var. *australasica* to *C. coronopifolia*.

⁵² This species was observed in Racecourse Flats in the 70s but has not been recorded since.

⁵³ It should be noted that *Lachnagrostis* have a complex taxonomy and collections from this area have in the past been difficult to define with the parameters of a single taxon.

⁵⁴ NBES (2012)

⁵⁵ Curtis and Morris (1994)



Figure 10: Records of listed threatened flora within the Lauderdale Saltmarsh System



Figure 11: *Lachnagrostis robusta* (tall blownglass) recorded on Racecourse Flats in 2013



Figure 12: Cluster of *Lachnagrostis robusta* (tall blownglass) recorded on Racecourse Flats in 2013

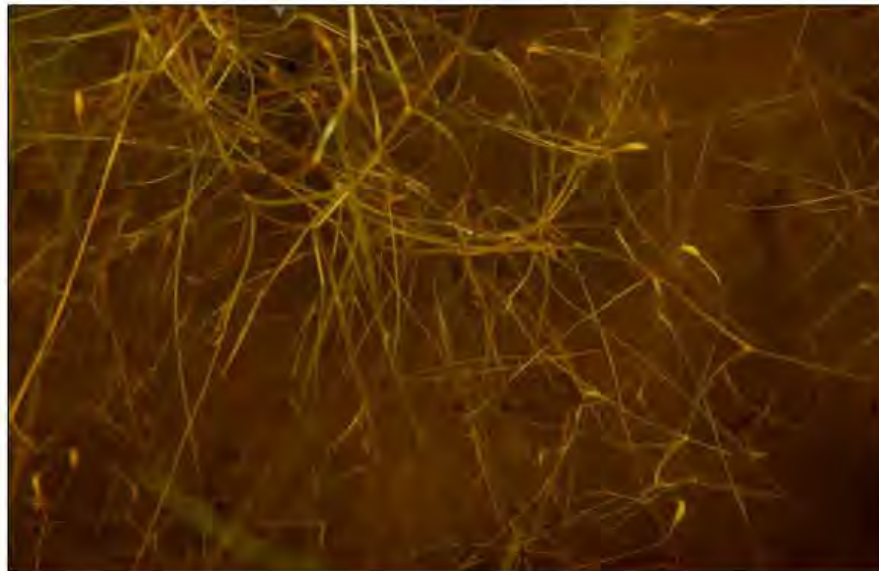


Figure 13: *Ruppia tuberosa* (tuberos seatassel) recorded in Dorans Road saltmarsh in 2016

A.4 Conservation Significant Fauna

The faunal communities associated with saltmarshes are widely known to support a variety of invertebrates, which provide an abundant food source for other fauna, including birds, as well as filling other roles in the ecosystem, such as pollination. The interaction between sources of prey and suitable habitat for young can make tidal areas of saltmarshes important nursery habitats for various aquatic species, particularly fish.

According to accepted records on the Tasmanian Natural Values Atlas (NVA)⁵⁶ and Birdlife Tasmania data, several species of fauna listed as rare, threatened and/or migratory under the Tasmanian *Threatened Species Protection Act* 1995 (TSPA) or the Commonwealth *Environment Protection and Biodiversity Conservation Act* 2002 have been observed relatively recently (since the year 2000) within the Lauderdale Saltmarsh System⁵⁷.

A.4.1 Lepidopterans

Saltmarshes and other types of wetlands are relatively important habitats for lepidopterans (moths and butterflies), due to the abundance of food plants and the presence of species specifically adapted to these habitats. The Lauderdale saltmarsh system has been found to support three TSPA listed lepidopterans:

- *Amelora acontistica*, chevron looper moth – TSPA vulnerable

⁵⁶ As of 21/5/2019

⁵⁷ Note that NBES have been involved with the redeterminations of some records previously reported from the area, including the redetermination of *Lachnagrostis punicea* ssp. *filifolia* to *L. robusta* and *Cotula vulgaris* var. *australasica* to *C. coronopifolia*

- *Dasybela achroa*, saltmarsh looper moth – TSPA vulnerable
- *Theclinesthes serpentata* ssp. *lavara*, chequered blue – TSPA rare

A.4.1.1 Looper moths, *Amelora acontistica* and *Dasybela achroa*

These species are both listed as vulnerable in Tasmania, suspected as having apparently restricted distributions and small populations. Within Tasmania, both species are thought to be restricted to saltmarsh habitat in the Pittwater and Derwent region. There is limited information regarding food plants and habitat of adults and larvae for either species.

A.4.1.2 Chequered blue, *Theclinesthes serpentata* ssp. *lavara*

Although this species is found throughout much of Australia, it is thought to be uncommon in Tasmania and is as such listed as rare under the TSPA. Saltmarshes of the lower Derwent estuary and the associated Pitt Water are likely to represent the core of the species' habitat in Tasmania based on the distribution of records. They occur mainly on saltmarsh, as the larvae feed mainly on the flowering heads and leaves of a saltbush, *Rhagodia candolleana*. Other food plants and habitats are however reported from the mainland⁵⁸, and as *Rhagodia* is more widely distributed in Tasmania than saltmarsh, it is possible the species has a broader niche and distribution than currently understood in the State. Indeed, adults have even been recorded using the flowers of the declared weed African boxthorn (*Lycium ferocissimum*) within the Lauderdale saltmarsh system⁵⁹.

A.4.2 Molluscs

Records on the Tasmanian Natural Values Atlas and from the Tasmanian Museum and Art Gallery indicate that the Lauderdale area, including Roches Beach and Frederick Henry Bay, have records of washed up shells of *Gazameda gunnii* (Gunn's screw shell). Although this species is listed as vulnerable under the TSPA, this is likely to be a product of limited data sharing and survey intensity. TMAG records suggest it is widespread around the north and east of the State in particular. It lives in sand offshore and within subtidal zones, so is generally only recorded as washed up beach shells.

A.4.3 Birds

A.4.3.1 Shorebirds

Saltmarshes and their interconnected systems of mudflats, sub-tidal shallows, seagrass beds, etc., are as an ecological complex recognised as an important feeding, roosting and refuge habitat for resident and migratory shorebirds (waders). The Lauderdale Saltmarsh System is part of a broader ecosystem that provides important habitat for a variety of these species and is recognised as an internationally important bird area⁶⁰. Ralphs Bay tidal flats in particular provide high quality habitat for birds, and as part of the regional habitat complex known as the Derwent Estuary – Pittwater Area (DEPA) (Figure 14) function as habitat for at least eight species of migratory and six resident shorebirds. The Ralphs Bay tidal flats, relative to other parts of the DEPA, appear to be of relatively high importance to migratory double-banded plovers (*Charadrius bicinctus*) and red-necked stints (*Calidris ruficollis*). The Derwent Estuary is internationally significant for resident pied oystercatchers (*Haematopus longirostris*), with at times up to 10 % of the global population foraging on the Ralphs Bay tidal flats⁶¹, which

⁵⁸ Braby (2004)

⁵⁹ McQuillan (2013)

⁶⁰ Dutson et al (2009)

⁶¹ Birdlife Tasmania data

represents one of the largest sub-populations in Australia and the second largest on mainland Tasmania. The red-capped plover (*Charadrius ruficapillus*) is another commonly observed resident shorebird at Ralphs Bay.

Assessments that have extended beyond the current study area⁶² have concluded that the northern tidal flats of Ralphs Bay appear to be the favoured shorebird foraging area amongst local habitats, notably with respect to pied oystercatchers, which nest on the adjacent foreshore, and thus benefit from the good connectivity and line of sight for their flightless chicks between the nesting and foraging areas.

A.4.3.2 Other birds

In relation to land birds, the broader area beyond Mount Mather includes a historical report of a nest site of the white-bellied sea eagle, *Haliaeetus leucogaster* (TSPA vulnerable). Although a nest has not been confirmed in that area since the 1980s (and surrounding landuse has changed markedly since then, in particular in relation to surrounding periurban housing), a participant at the community walk and talk indicated they had observed a suspected breeding pair of eagles in that area. Certainly, both species of eagle in Tasmania are likely to forage in the area from time to time, and the white-bellied sea eagle in particular, may forage around tidal areas.

A.4.4 Mammals

A.4.4.1 Aquatic mammals

Threatened mammals, including southern right whales (*Eubalaena australis*), humpback whales (*Megaptera novaeangliae*) and southern elephant seals (*Mirounga leonina* ssp. *macquariensis*) have to varying degrees been recorded in waters around the Lauderdale area. Whilst records of the latter are considered to be incidental (based on low habitat suitability), the broader area of the Derwent Estuary in Tasmania represents an area infrequently occupied by whales today, but which, from historical accounts, was an important habitat prior to exploitation. In particular, nearby Frederick Henry Bay was a known hotspot for Southern right whales (*Eubalaena australis*) in the past, based on nearby whaling stations established during the whaling era in the early 1800s⁶³. It is thought that historical areas of abundance and the locations of shore-based whaling stations are reliable indicators of important calving and socialising areas for this species. In support of this, this area is now a contemporary calving and socialising area for the species as the population recovers post-whaling (pers. comm. Marine Conservation Program, DPIPW). Extended seasonal residency of southern right whales has been recorded in the broader area during the last ten years (pers. comm. Marine Conservation Program, DPIPW). Extended social aggregations, such have been observed in Frederick Henry Bay in recent years (pers. comm. Marine Conservation Program, DPIPW) may be a precursor to breeding activity. Indeed, Frederick Henry Bay, is highly suitable as a calving and socialising area (a large expanse of shallow, sheltered water with a sandy bottom and gentle bathymetric gradient). Whilst Tasmania is not considered to be part of the (past or present) breeding territory for humpback whales, the species is regularly observed in Frederick Henry Bay during migration periods, including a period of extended winter residency by feeding animals in 2014 and 2017.

⁶² Whitehead (2012)

⁶³ Chamberlain (1988)

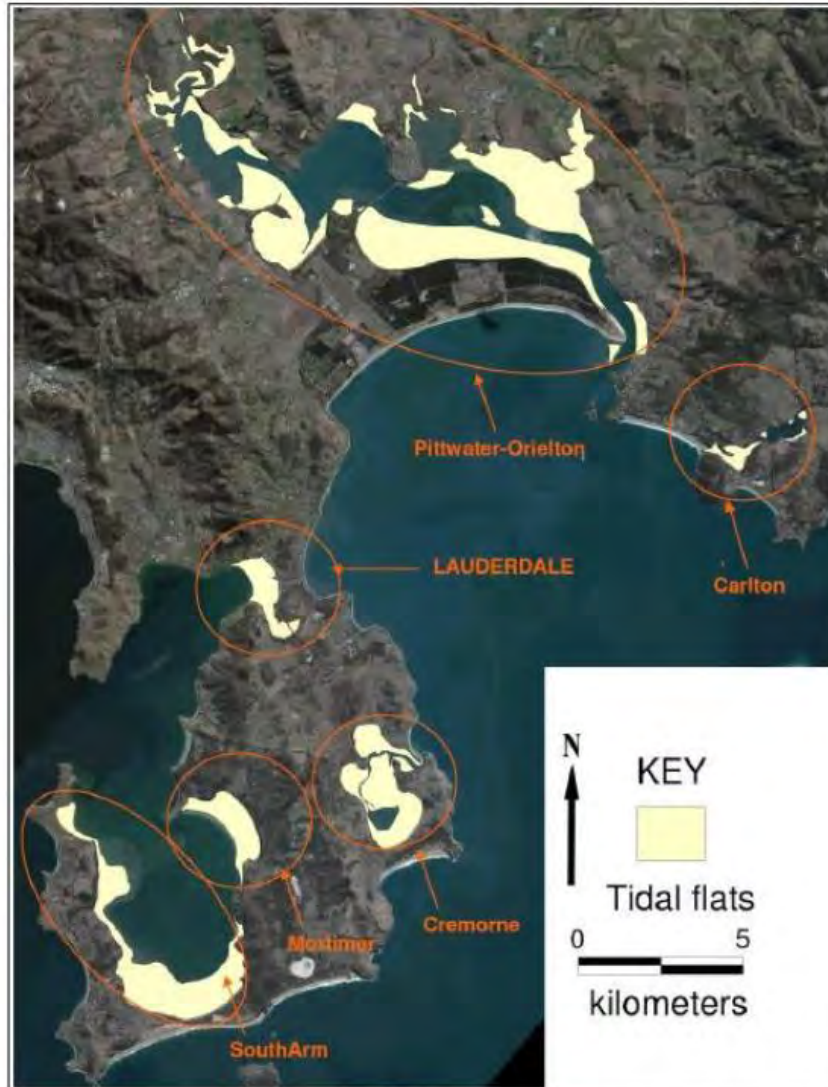


Figure 14: Context of Lauderdale Saltmarsh System within the Derwent Estuary – Pittwater Area

A.4.4.2 Terrestrial species

Eastern barred bandicoots, *Perameles gunnii* (EPCBA vulnerable), are common in surrounding periurban areas⁶⁴, where they forage in relatively open grassy areas at night, and shelter by day in dense clusters of ground level vegetation and debris. Nests are ephemeral grassy accumulations in sheltered spots. The species is a prolific breeder, which enables it to persist in some human-dominated landscapes despite relatively high levels of mortality from roadkill, cats, and harassment from domestic dogs⁶⁵.

Based on the location and the habitat suitability, it is likely eastern barred bandicoots are present within the old tip and surrounding habitats, although there are no confirmed records.

A.5 Ecosystem Services

Saltmarshes as an ecological community provide a range of ecosystem services such as: filtering surface water prior to it entering the sea; carbon sequestration; contribution to coastal productivity; nursery habitat to a variety of aquatic species; provision of food and nutrients for various marine and estuarine inhabitants, including migratory shorebirds; and stabilising the coastline and providing a buffer from waves/storms⁶⁶.

A.5.1 Blue Carbon

'Blue Carbon' is a term applied to the capacity of marine and coastal aquatic ecosystems to trap atmospheric carbon dioxide⁶⁷. Saltmarshes are among the most efficient ecosystems globally at sequestering carbon, although different areas of saltmarsh will vary in capacity⁶⁸. Their proficiency is due to the biogeochemical conditions in tidal wetlands being conducive to long-term carbon retention (although it may be the less frequently inundated areas that store the most carbon, such as *Tecticornia* shrublands⁶⁹). Saltmarshes store carbon by accumulating carbonates (e.g. gypsum, shell grit and calcrete) and by burial of organic matter, preventing oxidation. In addition, methane (a damaging greenhouse gas) emissions are significantly reduced in environments where methanogenic bacteria (which breakdown organic matter) are inhibited by salinity (greater than 30g/L)⁷⁰.

As a result, an important concern with the degradation (including physical damage, and changes in salinity, sea level, or tidal connectivity) or clearance of saltmarsh habitat is that it can lead to large emissions of carbon and methane stored in wetland sediments, either into coastal waters or the atmosphere. Reduction of tidal flows into a saline marsh changes the soil structure, allowing pockets of anaerobia close to the surface, where emissions can occur, while also freshening the soil profile and facilitating the emission of methane.

Although there have been no definitive Australian studies, it is thought that a fully functioning saltmarsh can accumulate up to 3.5t CO₂ per hectare per annum, while tidally restricted marshes could potential emit in the vicinity of 250t CO₂e per hectare per annum, depending on the degree of degradation⁷¹.

⁶⁴ Daniels and Kirkpatrick (2012); Daniels (2011)

⁶⁵ Daniels (2011)

⁶⁶ Morrissey, 1995; Boorman 1999; Mazumder et al., 2006; Caton et al., 2009; Connolly, 2009; DCC, 2009 in DSEWPAC (2013)

⁶⁷ Nellemann et al. (2009)

⁶⁸ Pidgeon, 2009; Saintilan and Rogers, 2013 in DSEWPAC (2013)

⁶⁹ Cook (2012)

⁷⁰ Choi and Wang, 2004; Poffenbarger et al., 2011; Saintilan and Rogers, 2013 in DSEWPAC (2013)

⁷¹ DSEWPAC (2013)

A.5.2 Soil Structure and Chemistry

Soil surveys have also established that the profile of Racecourse Flats has been subject to a small amount (5-20 cm) of subsidence (relative to the tidally connected side of the road) since it was isolated. The subsidence is related to several potential factors, including the evident levels of soil decay since it was subjected to restricted tidal activity⁷². A prominent indicator of this decay is the slimy brown to black surface layers at Racecourse Flats, compared to the milk-chocolate brown organic clays at control sites⁷³. Within this decayed soil has been recorded Monosulfidic Black Ooze (MBO), with the resultant conclusion being the site is rich in Potential Acid Sulfate Soils (PASS), which have the capacity to become more acidic if exposure to air continues without a significant carbonate source and may also be contributing to subsidence⁷⁴. The presence of recently activated PASS is supported by the prominent rust-red staining on the soil surface within Racecourse Flats⁷⁵. Given the significant amount of soil structure decay, the area will be increasingly subject to both wind and water erosion, without some form of restoration to improve soil structure. Reflooding of the area with tidal water will improve soil structure in the long term, however it will need to be managed to allow the ecosystem to adapt, reducing erosion during the transition period⁷⁶.

A.5.3 Water Quality and Drainage⁷⁷

The results of previous water testing found that most of the water within the impounded area of Racecourse Flats was in an oxidizing state⁷⁸. The water outside of the tidally restricted area was found to be in the opposite state (a reducing environment). Oxygen content was found to be super-saturated at the base of the old tip site, which suggests that anaerobic conditions could prevail on warm summer nights. In addition, it was posited that water salinity levels could be more variable inside the impoundment than they are outside, due to lower flushing and runoff discharges.

Previous monitoring around the former landfill site has indicated that leachate has the capacity to seeping out into the saltmarsh in particular conditions, with the nutrient ammonia one constituent of the leachate found in high concentration (19 mg/L) in the early 2000s. Although it is thought the leachate is too restricted to impact the marine environment, elevated nutrients from leachate may have caused localised eutrophic areas within Racecourse Flats and East Marsh Lagoon, with excessive surface algal growth, resulting in saltmarsh loss and the formation of bare-ground areas where surface water now ponds after heavy rainfall. Some of these patches are now saltpans, and their white appearance is due to salt formation due to evapotranspiration of the ponded water⁷⁹. A similar scenario has been noted on the northeast of the landfill site, where the change in topography interfered with natural drainage and has contributed to vegetation loss through pooling⁸⁰.

⁷² Cook (2012)

⁷³ Cook (2012)

⁷⁴ Cook (2012)

⁷⁵ Cook (2012)

⁷⁶ Cook (2012)

⁷⁷ Cook (2012)

⁷⁸ Cook (2012)

⁷⁹ Prahalad (2012)

⁸⁰ North Barker (2008)

Appendix B – Community Engagement Process

In April 2019, Council engaged with the local community (via mail) to participate in a community forum ('Walk and Talk') as described below. The provided information outlined the study area (including the map in Figure 1) and project objectives (Section 1.1). All parties were given the opportunity to provide feedback on the RAP process, management concerns, and desired potential outcomes for the area, via return mail or over the internet (options for both email and web submission).

Community engagement information supplied to residents

Council will be developing a Lauderdale Saltmarsh Reserve Activity Plan which will include the old Lauderdale tip site.

The 122 hectare site includes the following locations (see below map):

- Racecourse Flats
- East Marsh Lagoon
- Old Lauderdale Tip site
- Doran's Road Saltmarsh

The process will involve extensive community consultation with the local community, the Lauderdale Coastcare Group and adjoining property owners.

The broad objectives of the reserve activity planning process 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 and/or volunteer groups as resources become available; and
- Encourage community engagement through raising awareness of the reserve's values and encourage participation in activities to minimise threats to these values.

Walk and Talk

You are invited to attend a 'Walk and Talk' to discuss issues of interest and concern with the consultant and council representatives in relation to the reserves marked on the below map.

Date: Sunday 14 April 2019

Time: 1:30pm

Location: Starting at the car park at the entrance to the old Lauderdale tip site accessed off the South Arm Highway

How to provide your feedback

Interested parties will have several opportunities to engage with the consultant and council as well as comment on the draft reserve activity plan prior to seeking formal council endorsement of the plan. These opportunities include:

- Attending the 'Walk and Talk' session
- Completing our online feedback form (see below)
- Providing written comments on the draft when it goes on public exhibition; and
- Contacting the consultant from Northbarker, Grant Daniels, on 0400 104 649 or emailing GDaniels@northbarker.com.au or contacting the project manager Phil Watson p.watson@ccc.tas.gov.au

This initial consultation process will conclude on Friday 31 May 2019, with the results of the community consultation being collated to guide the development of the draft plan.

**Draft Lauderdale Saltmarsh Reserve Activity Plan 2019 - 2029
Feedback Form**

Name *

First name	Surname
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Address *

Street Address	
Suburb	State
Postcode	

Email *

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Your comments *

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Appendix C – Community Response Summary

Response themes (Management comments; desired uses)		Number of respondents (n = 50)	% respondents
Passive recreation			
A1	Desires more walking tracks/maintenance of current track, and linkage to other tracks/areas	15	30
B1	Desires a disc golf course	13	26
C1	Desires/values bike riding opportunities	10	20
D1	Desires bird hides/platforms and boardwalks for bird watching	7	14
E1	Area seen as valuable resource for potential recreation benefits	6	12
F1	Desires landscaped social area (park, gardens, BBQs, picnic facilities, playground, toilets, outdoor gym equipment, etc.)	6	12
G1	Desires seating	5	10
H1	Desires areas/ovals for sports and/or community clubs	4	8
I1	Desires dog park/dog exercise and dog walking opportunities	4	8
J1	Desires viewing platforms/boardwalks (not bird specific) for saltmarsh	4	8
K1	Desires a community food garden with composting facilities	1	2
L1	Desires a maze	1	2
M1	Desires horse-riding track	1	2
N1	Desires meditative areas for reflection	1	2
O1	Desires motorbike track	1	2
P1	Opposed to dogs in the area	1	2
Environmental			

Response themes (Management comments; desired uses)		Number of respondents (n = 50)	% respondents
Q1	Emphasises importance and supportive of tidal flushing for saltmarsh health	14	28
R1	Values area for general biodiversity	8	16
S1	Supportive of/desires planting of vegetation, including trees/arborescence	7	14
T1	Specifically mentioned unblocking drains/engineering changes for saltmarsh flushing, some with reference to perceived responsibility of State Growth	6	12
U1	Values area for its wildlife habitat, particularly birds	6	12
V1	Appreciate Council's ongoing efforts to rehabilitate the tip site/encourage recolonising native plants	4	8
W1	Desires planted wetland habitat and/or other habitat for wildlife	4	8
X1	Acknowledges value of saltmarsh as carbon sink (or carbon source when deteriorating)	3	6
Y1	Appreciates saltmarsh for ecosystem values/role in environmental health	3	6
Z1	Emphasises importance of managing ecosystem as a whole	2	4
A2	Against cattle grazing on the edge of Racecourse Flats	1	2
B2	Desires separation of passive recreation uses from sensitive bird habitats	1	2
C2	Desires remediation of foul water smell	1	2
D2	Doesn't want marshes drained	1	2
E2	Supports re-planting of sea grass beds	1	2
Socio-political			
F2	Against development of area, including due to concerns regarding	4	8

Response themes (Management comments; desired uses)		Number of respondents (n = 50)	% respondents
	wildlife/environmental values, including migration of the saltmarsh		
G2	Supportive of Council's process in developing a RAP for the area	4	8
H2	Values area as public land for community use and opposed to alternative development (residential/industrial)	4	8
I2	Dubious over Council's process in managing projects and the environment; suggest greater community consultation is needed	3	6
J2	Sensitive to past development proposals in the area and supportive of community opposition to developments	3	6
K2	Acknowledges local community and the importance for them to support outcomes of the RAP (mentions they were integral in closing tip)	2	4
L2	Prefers funds were allocated elsewhere	1	2
Education and community			
M2	Desires interpretation/education signage	5	10
N2	Suggests that community should be informed of saltmarsh as an ecosystem (including threatened species and general ecology)	3	6
O2	Sees potential education benefits from the wetland/saltmarsh	2	4
P2	Encourages the creation of a 'Friends of' group to promote values of the area and provide management and monitoring resources	1	2
Access (vehicular)			
Q2	Desires new road connecting southern end of Lauderdale to South Arm Road	1	2
Maintenance			

Response themes (Management comments; desired uses)		Number of respondents (n = 50)	% respondents
R2	Desires repairs to fencing around old tip site	1	2

Appendix D – Community and Submissions Register

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
KB	Email	2/4/2019	<p>A. Sees great potential for wildlife and recreation in the area.</p> <p>B. Referred to example of Lake Pertobe in Victoria as potential ideas for Lauderdale.</p>	<p>A. Several management actions reflect the areas value to wildlife and the potential for recreation.</p> <p>B. This and similar examples were consulted in consideration of plans for the passive recreation area.</p>
U	Email	3/4/2019	<p>A. Emphasises education required for community to fully appreciate saltmarsh environment and ecology.</p> <p>B. Suggests Council needs to be sensitive to history of community interactions with development in the area and general environmental impacts.</p>	<p>A. Several education signs will be present in the passive recreation area and community events will continue to be a part of the Councils engagement with local community.</p> <p>B. Extensive community consultation has been undertaken to address this.</p>

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				(Additional specific email responses from Council on 3/4/19)
TK	Email via DEP	3/4/2019	<ul style="list-style-type: none"> A. Suggests that the community has not been consulted sufficiently in the past. B. Questions past management of the area with respect to particular environmental impacts. C. Emphasises need to take high level approach to environmental management, to factor inter-connectivity of ecosystem components. D. Specifies importance of tidal flushing and issue of blocked drains. 	<ul style="list-style-type: none"> A. Extensive community consultation has been undertaken to address this. B. Council have detailed scientific studies of the area to facilitate best practice management. C. The recommended management actions in several cases reflect the connectivity with a broader ecosystem, such as the tidal flats and seagrass beds. D. This has been identified as a high priority management action
DP	Community feedback form	3/4/2019	<ul style="list-style-type: none"> A. Against more sports ovals. B. Supportive of recreational gardens with BBQ and picnic facilities, extended walking tracks and bird hides. 	<ul style="list-style-type: none"> A. No additional sports ovals have been proposed. B. Tracks, landscaping and picnic facilities are incorporated into the

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
			C. Acknowledges community opposition to local development and value of public land.	passive recreation area; a bird watching hide was not considered to be a high priority by Birdlife Tasmania. C. Extensive community consultation has been undertaken to address this.
LT	Community feedback form	8/4/2019	A. Desire for restoration of saltmarsh function through tidal flushing. B. Values biodiversity of saltmarsh, as well as carbon storage capacity when functioning well.	A. This has been identified as a high priority management action. B. Several management recommendations have taken these factors into account.
C&RD	Community feedback form	4/4/2019	A. Supportive of Council developing RAP for area.	-
M&DG	Community feedback form	4/4/2019	A. Desire for walking and bike riding tracks (the latter should be kept away from bird habitats and viewing areas). B. Suggestion that more vegetation is planted, including wetland habitat. C. Desire more seating and viewing platforms. D. Desire bird hide (with seating).	A. Passive recreation plan includes sensitively placed tracks and saltmarsh outlook points. B. A landscaping plan is included with the passive recreation area concept.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				<p>however the old landfill site is not very suitable for wetland plantings; restoration of the natural saltmarsh/wetland components within Racecourse Flats is a priority.</p> <p>C. Seating and viewing areas will be available within the passive recreation area.</p> <p>D. A bird watching hide was not considered to be a high priority by Birdlife Tasmania.</p>
TP	Community feedback form	4/4/2019	<p>A. Emphasises importance of area as public recreational space.</p> <p>B. Supportive of bike riding opportunities.</p> <p>C. Desires dog park.</p> <p>D. Desires boardwalk/platforms for bird watching.</p> <p>E. Opposed to residential or industrial development.</p> <p>F. Values ecosystem benefits of site, including values that have recolonised old tip site.</p>	<p>A-D. Incorporated into passive recreation concept.</p> <p>E. Planning measures are recommended to protect future saltmarsh from development.</p> <p>F. These values have been considered extensively in all actions.</p>

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
Anon	Community feedback form	11/4/2019	<ul style="list-style-type: none"> A. Opposed to development of site and wants to see it reserved for public use. B. Supports revegetation of areas and foul water dealt with. C. Desires opportunities for bushwalking, bird watching, and cycling. D. Opposed to dogs in the area. E. Specifically requests cycleway between Lauderdale and Cremorne, alongside South Arm Road. F. Supportive of tidal flushing of saltmarsh and its relationship with habitat value for migratory birds. G. Desires high quality interpretation signs. H. Desires seating areas. 	<ul style="list-style-type: none"> A. No development is being proposed for site. B. Landscaping plans include revegetation opportunities, while the potential for microbial activity resulting in bad odours following reinstatement of tidal connectivity will be monitored. C. The passive recreation plan provides opportunities for these activities. D. A fenced dog exercise area was otherwise supported by the community. E. Beyond the scope of this project. F. This has been identified as a high priority management action. G. Included within passive recreation area. H. Included within passive recreation area.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
MP	Community feedback form	11/4/2019	<ul style="list-style-type: none"> A. Desires a bike park in the area. B. Compares to potential southern equivalent to facilities in Derby, but on the flats. 	Bike riding opportunities included within passive recreation area plan, but a dedicated bike park of the scale alluded to was not considered to be viable in the context of the site and other community desires.
TW	Community feedback form	12/4/2019	<ul style="list-style-type: none"> A. Doesn't want marsh drained into Frederick Henry Bay. B. Preference is for funds to be spent on local streets/roads. C. Requests greater community consultation than previous projects in the area. D. Desires walking track at the south end of the saltmarsh to be maintained. E. Preference is for funds to be allocated on protecting local dunes from erosion/storm surges. 	<ul style="list-style-type: none"> A. Tidal connectivity was overwhelmingly supported and shown to have multiple ecological benefits. B. Our consideration is that funding required for this project is unlikely to compromise spending on other infrastructure and in some cases come from independent sources for specific purposes. C. Extensive community consultation has been undertaken to address this.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				<p>D. This will not be compromised.</p> <p>E. Seen as an independent issue, but in general the proposed restoration of the saltmarsh will be beneficial for storm surge protection on that side of the coast.</p>
RW	Email	14/4/2019	<p>A. Desire for more ways to use the area for walking, running and riding.</p> <p>B. Desire linkage between trails, including those in the existing area.</p> <p>C. Desire for trails that are pram friendly.</p>	<p>A. Passive recreation area will provide this.</p> <p>B. Passive recreation area will provide this.</p> <p>C. To the degree possible, based on practicality, the location and the intended purpose, some trails will have suitable surfacing for prams.</p>
KC	Community feedback form	15/4/2019	A. Desires more running trails.	A. Passive recreation area will provide this.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
CC	Community feedback form	14/4/2019	A. Supportive of daily tidal flushing of the saltmarsh. B. Proposes moving South Arm Road. C. Values saltmarsh habitat to migratory birds.	A. This has been identified as a high priority management action. B. Not seen as a viable option at this time. C. Birds will be a priority in any future management of the area.
SB	Community feedback form	16/4/2019	A. Supportive of restoring tidal flushing of saltmarsh. B. Supportive of conversion of tip site to a natural site. C. Desires boardwalks and viewing platforms.	A. This has been identified as a high priority management action. B. This will be achieved within the passive recreation plan. C. These are included within the passive recreation plan.
JC	Community feedback form	16/4/2019	A. Emphasises value of saltmarsh as a natural system and crucial to environmental health. B. Supporting of restoration of tidal flushing. C. Values saltmarsh as carbon storage.	A. Maintaining this has been identified as a high priority management action. B. This has been identified as a high priority management action. C. Maintaining this benefit is a part of other management actions in relation to the saltmarsh.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
EG	Community feedback form	10/4/2019	A. Wants saltmarsh left as it is. B. Suggests development would be detrimental to wildlife by reducing habitat.	A. Scientific studies have demonstrated intervention will be of benefit to the saltmarsh. B. No development has been proposed that will reduce wildlife habitat.
RM	Community feedback form	18/4/2019	A. Desires plantings for wildlife corridors and bird habitat. B. Desires dog exercise area. C. Desires picnic area with walking paths. D. Desires facilities for sports and/or community clubs. E. Desires a motorbike track. F. Suggests flats are not suitable for development due to inundation.	A. Plantings will create habitat for birds, but corridors are not considered to be a priority in the context of the landscape location and the species within the area. B. This is included in the passive recreation plan. C. Included within passive recreation area. D. Not currently seen as necessary in the context of available facilities in the region. E. Not seen as compatible with the natural values in the area.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				F. Flats will be free from development and management for nature conservation.
DG	Community feedback form	16/4/2019	A. Supportive of the RAP process.	-
GP	Community feedback form	26/4/2019	A. Supportive of restoring tidal flushing of saltmarsh. B. Values area for biodiversity and ecosystem services.	A. This has been identified as a high priority management action. B. These have been identified as priority management issues.
JB	Community feedback form	24/4/2019	A. Supportive of restoring tidal flushing of saltmarsh. B. Values area as bird habitat. C. Values saltmarsh as carbon storage sink. D. Suggests blocked drains are reducing flushing and should be cleared or replaced. E. Supportive of Council tree planning on old tip site. F. Desires walking tracks on old tip site.	A. This has been identified as a high priority management action. B. Birds will be a priority in any future management of the area. C. Maintaining this benefit is a part of other management actions in relation to the saltmarsh.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				<p>D. This has been identified as a high priority management action.</p> <p>E. Included within passive recreation area.</p> <p>F. Included within passive recreation area.</p>
SO	Community feedback form	2/5/2019	<p>A. Referred to example of Tynwald Park in New Norfolk as potential ideas for Lauderdale.</p> <p>B. Desires an additional larger football oval in the area, plus soccer and hockey fields</p> <p>C. Desires bike/walking tracks interspersed with wetland wildlife habitat</p> <p>D. Desires kids playgrounds, outdoor exercise equipment and BBQ facilities</p>	<p>A. This and similar examples were consulted in consideration of plans for the passive recreation area.</p> <p>B. Not currently seen as necessary in the context of available facilities in the region.</p> <p>C. Included within passive recreation area, other than wetland habitat, for which the focus is on restoring natural habitats.</p> <p>D. Included within passive recreation area.</p>
RH	Community feedback form	2/5/2019	A. Desires additional football oval for the Lauderdale football club.	A. Not currently seen as necessary in the context of

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				available facilities in the region.
AJ	Community feedback form	2/5/2019	<ul style="list-style-type: none"> A. Desires park and playground. B. Desires sports precinct. C. Desires BBQ areas and toilets. D. Desires more trees. E. Makes reference to examples in Launceston and Dru Point as to what can be done. F. Desires a bike park and tracks. 	<ul style="list-style-type: none"> A. Included within passive recreation area. B. Not currently seen as necessary in the context of available facilities in the region. C. Included within passive recreation area. D. To be included with revegetation area. E. This and similar examples were consulted in consideration of plans for the passive recreation area. F. Included within passive recreation area.
SH	Community feedback form	2/5/2019	<ul style="list-style-type: none"> A. Supportive of reconnecting saltmarsh areas with tidal movements. B. Supportive of re-planting sea grass beds. C. Desires walking and biking trails. D. Desires areas for reflection. E. Desires bird hides. 	<ul style="list-style-type: none"> A. This has been identified as a high priority management action. B. This has been included as a recommended management action.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
			<p>F. Desires seating.</p> <p>G. Desires disc golf course.</p> <p>H. Supporting of tree planting and suggests arboretum.</p> <p>I. Desires educational signage.</p> <p>J. Suggests football oval boundary could function as a picnic area, with facilities and playground, with reference to Risdon Brook Dam.</p>	<p>C. Included within passive recreation area.</p> <p>D. Included within passive recreation area.</p> <p>E. A bird watching hide was not considered to be a high priority by Birdlife Tasmania.</p> <p>F. Included within passive recreation area.</p> <p>G. Included within passive recreation area.</p> <p>H. Tree planting will be included within passive recreation area, but in more of a natural fashion than an arboretum, which is seen to be too management intensive for the area.</p> <p>I. Included within passive recreation area.</p> <p>J. Not specifically reflected in the passive recreation plan,</p>

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				but these facilities will be available.
CY	Community feedback form	3/5/2019	A. Values biodiversity and habitat in area. B. Supportive of restoring saltmarshes and protecting habitat. C. Alludes to importance of water rats in controlling non-native species in local waterways.	A. The benefits of maintaining biodiversity are strongly reflected in management recommendations. B. This has been identified as a high priority management action. C. This species is likely to benefit for the proposed restoration of tidal connectivity to Racecourse Flats.
AP	Community feedback form	3/5/2019	A. Desires a disc golf course.	A. Included within passive recreation area.
HB	Community feedback form	3/5/2019	A. Provides comprehensive support for a disc golf course.	A. Included within passive recreation area.
RA	Community feedback form	3/5/2019	A. Desires disc golf course(s).	A. Included within passive recreation area.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
IS	Community feedback form	3/5/2019	A. Desires a disc golf course.	A. Included within passive recreation area.
OM-C	Community feedback form and phone conversations	May 2019	A. Provides comprehensive support for a disc golf course.	A. Included within passive recreation area.
BM	Community feedback form	28/5/2019	A. Desires fenced, off-leash dog park.	A. Included within passive recreation area.
MC	Community feedback form	30/5/2019	<p>A. Expounds ecosystem services of the Lauderdale saltmarsh, with respect to connectivity with other saltmarshes in the system, habitat for fauna and cleaning of water.</p> <p>B. Promotes community awareness through education.</p> <p>C. Emphasises need for tidal flushing of saltmarsh and maintenance of drains to facilitate this.</p> <p>D. Opposed to development around the reserve.</p> <p>E. Wants cattle grazing ceased on the edge of Racecourse Flats.</p>	<p>A. Ecosystem services of the saltmarsh have been considered extensively in the preparation of management actions.</p> <p>B. Several educational signs are proposed within the passive recreation area.</p> <p>C. This has been identified as a high priority management action.</p>

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
			<p>F. Desires passive recreation use of old tip site to be low impact: walking tracks and benches suggested.</p> <p>G. Promotes the value of a community group adopting the area and providing management, education and monitoring resources.</p> <p>H. Suggests consultation with CVA and Birdlife may be valuable.</p>	<p>D. Planning and community consultation recommendations have been made to address this.</p> <p>E. Planning and community consultation recommendations have been made to address this.</p> <p>F. Passive low impact recreation opportunities have been favoured in the proposed redevelopment of the old tip site.</p> <p>G. Lauderdale Coastcare group have been consulted to scope potential involvement in area.</p> <p>H. Birdlife Tasmania have been consulted as stakeholders, with the local Landcare group potentially filling the same niche as CVA.</p>
AR	Community feedback form	31/5/2019	A. Suggests core components of the RAP should be environmental, recreational and educational.	A. These have been considered as key

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
			<p>B. Supports restoration of tidal flushing in saltmarsh/ drainage under the causeway.</p> <p>C. Encourages promotion of the understanding of the marsh through education around the smell and significance of natural values.</p> <p>D. Promotes community use of the old tip site with the addition of dog walking facilities, walking tracks (including into the saltmarsh) and mountain biking opportunities.</p> <p>E. Desires educational signs.</p> <p>F. Suggests community engagement will be critical to success.</p>	<p>components and are reflected in management recommendations.</p> <p>B. This has been identified as a high priority management action.</p> <p>C. Several educational signs will be installed, and the Council will continue hosting community education events.</p> <p>D. Included within passive recreation area.</p> <p>E. Included within passive recreation area.</p> <p>F. Council are keen to gain community support for all actions and have consulted extensively for this purpose.</p>
LR	Community feedback form	31/5/2019	<p>A. Encourages rehabilitation of saltmarsh with restored tidal connectivity.</p> <p>B. Emphasises values of saltmarshes to bird habitat and mitigation of climate change.</p>	<p>A. This has been identified as a high priority management action.</p> <p>B. These values of the saltmarsh have been</p>

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
			<p>C. Desires bird watching facilities (boardwalks and hides).</p> <p>D. Opposed to development on the fringes of the saltmarsh so they can retreat from rising sea level.</p> <p>E. Promotes use of tip as passive recreation zone.</p> <p>F. Desires walking tracks and benches for seating.</p> <p>G. Desires increased wildlife habitat.</p> <p>H. Encourages development of an arboretum.</p> <p>I. Desires educational signs.</p>	<p>considered extensively in the preparation of management actions.</p> <p>C. A bird watching hide was not considered to be a high priority by Birdlife Tasmania.</p> <p>D. Planning recommendations have been made to support this.</p> <p>E. Basis of passive recreation area plan.</p> <p>F. Included within passive recreation area.</p> <p>G. Included within passive recreation area and management recommendations.</p> <p>H. Tree planting will be included within passive recreation area, but in more of a natural fashion than an arboretum, which is seen to be too management intensive for the area.</p>

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				I. Included within passive recreation area.
HN	Community feedback form	11/5/2019	A. Desires opportunities for bike riding catering to all levels. B. Desires a community food garden with composting.	A. Bike riding opportunities included within passive recreation area plan, but a dedicated bike park was not considered to be viable in the context of the site and other community desires. B. This was not widely desired by the community and thus has not been included in the current planning for the passive recreation area.
SW	Community feedback form	10/5/2019	A. Promotes the creation of a disc golf course and suggests it could attract users from beyond the region.	A. Included within passive recreation area.
BW	Community feedback form	10/5/2019	A. Desires a disc golf course.	A. Included within passive recreation area.
TS	Community feedback form	10/5/2019	A. Desires a disc golf course. B. Desires an outdoor gym.	A. Included within passive recreation area.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
				B. This was not widely desired by the community and thus has not been included in the current planning for the passive recreation area.
KM-C	Community feedback form	10/5/2019	A. Sees opportunity for more walking tracks. B. Desires a disc golf course.	A. Included within passive recreation area. B. Included within passive recreation area.
AB	Community feedback form	9/5/2019	A. Suggests tip site could be a multi-use recreation area. B. Provides detailed support for a disc golf course.	A. This is reflected in the multi-use plan for the passive recreation area. B. Included within passive recreation area.
CH	Community feedback form	9/5/2019	A. Supports a disc golf course.	A. Included within passive recreation area.
DW	Community feedback form	9/5/2019	A. Promotes the creation of a disc golf course and suggests it could attract users from beyond the region.	A. Included within passive recreation area.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
PS	Community feedback form	9/5/2019	A. Desires additional tracks with connectivity to existing tracks, suggests multi-user capable tracks could suit walkers, bikers and horse-riding.	A. Multiple tracks for different users will be available in the passive recreation area.
KS	Community feedback form	19/4/2019	A. Supportive of saltmarsh restoration. B. Values area for biodiversity.	A. This has been identified as a high priority management action. B. Biodiversity of the saltmarsh has been considered extensively in the preparation of management actions.
RS	Community feedback form	18/4/2019	A. Emphasises importance of tidal flushing for saltmarsh.	A. This has been identified as a high priority management action.
JH	Community feedback form	16/4/2019	A. Supportive of Council process and RAP development.	-
IL	Community feedback form	15/4/2019	A. Suggests greater community awareness is required in relation to saltmarsh and ecosystem services. B. Recommends Council engage with the community with pamphlets, signage, social media, letterbox drops, article in local news.	A. This process and the resultant educational signs in the passive recreation area may address this concern.

Initials (public)/ Name (stakeholder)	Feedback/ discussion method	Date	Key points	Response (with reference to RAP)
			<ul style="list-style-type: none"> C. Supports opening of causeway and restoration of tidal flushing. D. Desires boardwalks for access to saltmarsh without damage. E. Desires signage. F. Desires low impact use of old tip site, including wading tracks for bird watching and nature appreciation (with reference to Tangara Trail)/. 	<ul style="list-style-type: none"> B. This process has included extensive community consultation. C. This has been identified as a high priority management action. D. Included within passive recreation area. E. Included within passive recreation area. F. Included within passive recreation area.
KR	Community feedback form	9/4/2019	<ul style="list-style-type: none"> A. Supports RAP process and passive recreation development of old tip site. B. Desires cycling and walking path between Forest Hill Road and shopping area. 	<ul style="list-style-type: none"> A. – B. Beyond the scope of this project.
JH	Community feedback form	2/4/2019	<ul style="list-style-type: none"> A. Desires new road connecting back of southern Lauderdale to South Arm Road, suggesting potential benefits for fire-fighting and noting there is scope for avoidance of the saltmarsh. 	<ul style="list-style-type: none"> A. Beyond the scope of this project.

Appendix E – Stakeholder Engagements

Inger Visby (Derwent Estuary Program) and Vishnu Prahalad (UTAS): 2/9/2019

Inger specifics

- Raised potential benefits with greater cooperation/better relationship with managers of the adjacent football oval. Noted the adjacent creek running between the oval and the reserve is ostensibly subject to a high degree of eutrophication, leading to significant algal blooms.
- Presumes there is a relationship between creek nutrients and the level of fertiliser use on the oval.
- Closed two culverts to be cleared in the near future will benefit this creek and adjacent past watercourse through section of saltmarsh.
- Noted that the oval managers occasionally dump materials on the adjacent saltmarsh, causing physical damage.
- Noted that restoration of tidal flushing through all new drainage mechanisms would certainly be of great benefit, but is concerned that nothing will be done if it is the only management recommendation, due to lack of funds and uncertainty over management responsibilities.
- Suggested simpler solution (with greater likelihood of success) may be to prioritise maintenance of existing drains, which would be a large job (machinery based) in the first instance, but if maintained regularly from that point on would be a relatively smaller task, potentially within the capabilities of a community group. Quality of East Marsh Lagoon, plus adjacent areas linked to other culverts, is considered likely to improve notable from this simpler measure. Another alternative may just be a better suited culvert at the East Marsh Lagoon site. Noted PWS would need to be consulted with respect to initial maintenance/clearing of the culverts, due to the likely requirement for machinery within the Ralphs Bay Conservation Area.
- Hope that development of area with passive use concept with bring more people to the location and subsequently increase local appreciation of the site.

Vishnu specifics

- Suggested that a short-to-medium-term priority could be restoration of flushing for the purposes of improving general environmental health and lowering the likelihood of risk to humans from things like mosquitos and potential toxins in water or soil. This could be especially important in the near future with expected greater human use of the area following the development of the passive recreation area.
- Restoring ecological function and natural habitats could then be a longer-term goal.
- Noted the potentially large impacts of uncontrolled cats and dogs in the area. Suggested that it was undesirable for off-leash dogs to be allowed in the area (although was supportive of the fenced area for off-leash dog exercise).
- Suggested cat predation could be particularly harmful to the presence of ground-dwelling/nesting birds in the area.
- Noted that rabbits are a locally significant detrimental process due to excessive grazing of saltmarsh plants. Some potential solutions were discussed, such as fencing, although

it was agreed the scale of physical exclusion required would be cost prohibitive and would also limit movements of desirable species such as bandicoots.

- Suggested a sign showing the old distribution of the saltmarsh would be useful and that this could be tied in with discussion of processing that have caused loss of saltmarsh, as well as discussion of potential for saltmarsh movement in the future.
- Desires regular monitoring of vegetation in the saltmarsh (repeat of previous transect studies). In particular monitoring *Tecticornia* is seen as very useful as its growth is an indicator of underlying ecological functions.
- Thinks the site is ideal for a wetland interpretation centre, which would be of great value as a community education resource.

Shared points

- Question to State Growth – what is the timeframe for raising South Arm Road and therefore incorporating new drainage mechanism in the road upgrades? Vishnu noted DSG could potentially benefit from this as the road is currently prone to flooding from the saltwater side as well as impacted by impounded freshwater on the other side.
- Pointed out soil mound with particularly high weed density and noted its suitability for revegetation with native species. Suggested a working bee could target weeds in that area or it could justify more allocation of funds.
- Supportive of water quality testing to address a suite of questions regarding leachates, risks of rapid flushing, nature of water pooling within Racecourse Flats, etc. Ideally the results of testing will be used to inform some management actions going forward, such as the need for a bund or redistribution of water.

Mike Newman (Birdlife Tasmania): 3/9/2019

Three main priorities:

1. Migratory shorebird roosting and foraging habitat
2. Resident shorebird roosting and foraging habitat
3. Nesting sites for shorebirds

1. Migratory shorebird roosting and foraging habitat

- Emphasised that Lauderdale Saltmarsh System is part of a local network of habitats, including Ralphs Bay and Calvert's Lagoon, which are all more broadly linked to the greater Derwent Estuary – Pittwater Area.
- Together these areas constitute part of an internationally recognised important bird area (IBA) based on surpassing particular thresholds of bird abundance and proportion of global populations.
- Data collected by Birdlife Tasmanian however, suggests that shorebird use of the local saltmarshes is decreasing. In a large part this is consistent with broader trends and is thought to be primarily the result of habitat loss and degradation on an international level within other parts of the migratory routes of these species.
- Mike was consulted regarding previous suggestions in the literature that the site was particularly important for the Grey-tailed Tattler and the Whimbrel but agreed that each of these species are so rare (vagrant) now in Tasmania that the site is not seen as specifically important to them (notwithstanding the caveat the trends may change in time). Notes that in terms of migratory species

the Double-banded Plover and Red-necked Stint have the most significant local populations.

- Despite the evident decline in use within recent decades, Mike acknowledges that the measured timeframes are relatively small and that change in habitat use may cycle back around, such that the site in the future could become relatively more important than it is now. One potential driving force for this may be climate change, specifically warming, which could decrease the suitability of northern Australian sites and increase the suitability of southern sites for particularly birds. The Lauderdale Saltmarsh System is part of the most southern system of shorebird habitat in Australia and is at the end of the East-Asian Australasian Flyway.
- Emphasised the importance of managing all components of habitat, including food (within sediments, *etc.*), roosts, and nest sites (including sand spits).
- Loss of roosts in particular is evident around Lauderdale and the greater South Arm area; in particular this may be disproportionately impacting larger bodied species, which appear to effectively disappear from a site when habitat suitability decreases, in contrast with smaller-bodied species, which still stratify themselves across the same locations but in lower densities.

2. Resident shorebird roosting and foraging habitat

- Emphasises the importance of the site to the Pied Oystercatcher, with up to 200-400 birds present in winter.
- Up to 10 breeding pairs present in the area and a relatively high breeding success (~50 %) compared to populations elsewhere (~35 %).
- Several nesting sites have however been lost or compromised due to coastal erosion. Local birds have adapted by shifting to other sites, but some are considered to be suboptimal due to proximity to the road (risk of roadkill) or distance from foraging grounds (energy inefficient), such as when birds nesting on the Racecourse Flats side of the road are forced due to habitat quality to do most foraging on the other side of the road in Ralph's Bay.
- Similar, the local paucity of roosting sites (with many lost to coastal erosion in the broader Lauderdale/South Arm area) sometimes leads to birds roosting on Doran's Road (large roadkill risk), in nearby cleared land, or in highly exposed sections of the marsh, the implications of which for the birds are unknown.
- Raised the possibility of creating a shelter site/roost from a soil mound near East Marsh Lagoon. Also suggested it may be useful to explore the feasibility of a floating roost site in Ralph's Bay, adjacent to the Dorans Road saltmarsh.
- Doesn't support a bird hide in the area due to there being insufficiently interesting species to attract most bird watchers. A bird hide is thus likely to be an unwarranted disturbance and waste of resources.

3. Nesting habitat for shorebirds

- Concerns about birds nesting on road in busy traffic.
- Notes Lauderdale is a relatively successful site for resident breeding shorebirds, with anecdotal evidence suggesting this is due to relatively low levels of dog use compared to equivalent local habitats like Mortimer Bay.

- Notes end of sand spit is no longer a viable nesting site – refers back to issue of birds being forced to shift into suboptimal habitats.
- Several examples of birds adapting by use of novel nest sites, but future productivity at such sites is uncertain, with some observations suggesting the sites will have little success.
- Noted breeding does occasionally occur around East Marsh Lagoon, but with difficulties arising from dispersal distance to foraging areas – noted potential observations in recent years of adults and juveniles moving through culverts but was not certain of this.
- Secure nest sites with no disturbance are seen as a priority.

Susan Hovington (Lauderdale Coastcare Group): 4/9/2019

- Desires connectivity of the passive recreation area with other tracks and adjacent suburban access points.
- Connectivity with local area also important through thematic signs emphasising the local environment.
- Specified that any signs installed in the area should be graffiti-resistant and made to last, using materials such as Replas.
- Desires community spaces within passive recreation area.
- Made reference to Ross Commons management and how it has become more refined over time, with current efforts focussed on fine scale improvements like habitat enhancement, biodiversity of plantings, species-specific plantings, and aquatic ecology. It was noted that any restoration efforts within the Lauderdale Saltmarsh System may have to build towards fine scale improvements such as those being applied in Ross Commons, with coarser efforts required first as a matter of practicality.
- Within the passive recreation area:
 - Requests that tree planting considers the potential for deep roots compromising the containment of contaminants in the old tip site.
 - Requests dense plantings in areas 9 and 10 of passive recreation concept, primarily for bird and bandicoot shelter, with birds being a particularly high priority.
 - Raises issue of cats and dogs and potential negative interactions with wildlife (but supportive of fenced dog exercise area).
 - Requests that seating is not made of wood and instead uses graffiti-resistant and durable materials such as Replas and that seating is suitable for those with reduced mobility, including arm rests; also desirable for configuration of seats to promote social engagement (recommended Kimberley brand seats).

Tim Leaman and Mia Potter (Department of State Growth): 4/9/2019

- Stated that it is not a priority to replace the road in the short to medium-term.
- Similarly, the expenses related to road upgrades and or specific culvert alterations that would alleviate current blockages (e.g. the installation of four culverts instead of three, or the creation of one large box culvert) are not considered to be feasible within current and projected budgets and priorities of project delivery.
- Expressed willingness to investigate the responsibility of the maintenance contractor to maintain the flow within current culverts and were unaware of that this had not already been undertaken under existing maintenance contracts (and advised that this would be looked into internally).

- Expressed willingness to continue a regular inspection and maintenance routine.
- Agreed that from the perspective of insurance and liability, this type of work is better undertaken by State Growth and their contractors as the relevant responsible parties.

Karen Richards (Threatened Species Section zoologist, DPIPW): 5/9/2019

- Supports reconnection of tidal movements but has concerns over the potential for increased water flow to disperse contaminants from the old tip site; thus, is strongly supportive of any soil and water testing and mitigation measures that could be put in place to limit the potential pollution issues.
- Threatened species priorities are largely the saltmarsh looper moths; the Chequered Blue is a lesser priority based on the understanding that it is seemingly more widely distributed with a potentially larger population.
- Notes that it would be ideal to have a greater understanding of looper moths on site in order to inform management.
- Other threatened fauna species known from the broader area are not considered as a great a priority at this site due to ecological resilience (e.g. Eastern Barred-bandicoot), habitat preferences extending well beyond the scope of this project (e.g. marine mammals and eagles), or priorities aligning more strongly with other organisations (e.g. migratory birds and Birdlife Tasmania).
- Supportive of the potential use of citizen science in the area to improve knowledge of threatened species, including with the assistance of educational signs; noted that signs for the threatened lepidopterans could include photos of the larval life stages and that TMAG may be able to contribute these.

Eric Woehler (Birdlife Tasmania): 6/9/2019

- Suite of concerns and priorities were consistent with those of Mike Newman.
- Aware of issues relating to lack of tidal connectivity and has had discussions with State Growth (Tim Leaman) regarding similar issues around the road at South Arm neck.
- Emphasised connectivity (inter-reliance) of Ralphs Bay and Lauderdale saltmarshes with associated habitats elsewhere in the DEPA.
- Discussed the impacts of overseas habitat loss (within the East Asian-Australasian Flyway) on decreasing populations of migratory species, however noting that local habitat impacts exacerbate these impacts.
- Agrees that significant species within the Lauderdale Saltmarsh System are the Pied Oystercatcher, Red-necked Stint and Double-banded Plover.
- Acknowledges that the Grey-tailed Tattler and Whimbrel have been recorded in the area but are very infrequent.
- Discussed local roosts and nest sites being relatively scarce and suffering from erosion.
- Supportive of investigation into the feasibility of artificial roosts in this area and notes the effectiveness being found elsewhere (e.g. Victoria).
- In relation to passive recreation area, is conscious of potential increased intrusion into the saltmarsh, noting the past history of 4WD damage and motorbikes.
- Supportive of revegetation to create general bird habitat within passive recreation area.
- Noted that any future weed management should include awareness of the potential invasion of Sea Spurge (*Euphorbia paralias*).
- Supportive of future seagrass restoration plans, noting the potential benefits to a multitude of species, including threatened handfish.

Matt Lindus and Rowena Hannaford (Tasmania Parks and Wildlife): 10/9/2019

- Noted that main management issues in this area are mostly in the northern section of Ralph's Bay, however the southern section adjacent to the saltmarsh are considered high priority conservation values.
- Primary issue that arises around the Doran's Road saltmarsh area are occasional free-roaming dogs.
- Shorebirds and any potential detrimental impacts upon them are the number one priority in the broader area – considered to be the most conservation significant value.
- Big issue PWS is the issue of jurisdiction and the importance that any work on their land is undertaken with their approval and follows their processes. They don't want a scenario where any projects are being undertaken on their land informally or semi-formally, without due process. Foresee potential issues of liability in such scenarios and impact on reserve values if proper assessment processes not undertaken.
- Have reservations about disturbance of the old tip site and the potential for contaminants to disperse into the conservation area.
- Have concerns about shorebirds being pushed onto the roads by various processes and want that factored into decision making. Suggested it may be beneficial to place some signs in the area raising awareness of the potential for shorebirds to be on the roads.
- Acknowledge the benefits (needs) for the improved tidal connectivity to the Racecourse Flats and East Marsh Lagoon areas. However, they have concerns about the initial level of disturbance required, which goes beyond merely removing the sand obstructing the inside of the drains. PWS concerns were around recent CCC work to clear existing drains that did not fully consider how to clear existing drains and keep them clear - i.e. clearance of vegetation - and timing to minimise impact on shorebirds. PWS support clearing existing drains but concerned they will continue to re-silt due to design and location. Support installation of larger culverts described as per Management action 4 along with monitoring and mitigation options (actions 1-3) as would achieve better flushing of saltmarsh. If managed correctly, once installed there should be minimal maintenance works required in/adjacent to Ralphs Bay CA as opposed to regular silt removal and drain excavation.
- Stated that their preference is for any sand shifted from the areas of the drains to be completely removed from the site, rather than be deposited somewhere nearby where it may damage habitat values and/or be subject to coastal processes such as erosion, resulting in redispersal and potential new issues or re-blocking of the drains.
- Emphasised the importance that any restoration or maintenance works in relation to the drainage culverts and tidal connectivity is undertaken outside of the shorebird breeding season (September to April inclusive) – this is consistent with their own activities and would be a condition of approval for any works on their land that overlaps with potential shorebird breeding habitat.
- In relation to the development of a passive recreation area, they would be concerned if trails or other recreational opportunities were too close to conservation areas and create the potential for conflicting uses (such as intrusions into the conservation area by dog walkers or informal trails formed through desired routes). In particular, the creation of a dog exercise area is seen as a potential risk if it expands the disturbance

from dogs in surrounding areas. It is seen as inevitable that people will start walking their dogs on trails outside of the exercise area and it should be noted that people are likely to walk their dogs to the area from Lauderdale, rather than just drive to the location and let their dog off within the fenced area. In addition to the previously mentioned dogs roaming Doran's Road saltmarsh they note they have seen dogs in East Marsh Lagoon in association with people on bikes.


Justin Burgess (Clarence Council (Natural Asset Management)): 27/8/2019 (consultation done by Inspiring Place)

- Was supportive of the plant species list proposed for plantings on site, noting that CCC had focussed on resilient species in their shelterbelt planting to date and had less focus on all being from local communities/endemic.
- Noted that CCC plantings have had about a 50 % strike rate so far and that the main factor limiting success is the dry exposed conditions and the tough clay soil that the tip was capped with. To combat this, plantings undertaken with Conservation Volunteers Australia (CVA) groups ensured that the soil was dug out and native soil media mix added with water crystals to promote survival. In these plantings they have observed some dieback of growth tips but aren't sure whether it's the dry near surface soil itself or related to the roots penetrating into the old tip contents below.
- Noted that they've planted *Eucalyptus globulus* on site and that there are already some doing well on the lower ground near the road entry. Noted that *E. morrisbyi* has survived up top, with plantings of that species focussing mainly on the northern slopes. *Bursaria spinosa* and *Acacia* species have done well.
- Noted that there has been good natural regeneration of wallaby grass would be supportive of more planting of kangaroo grass if possible.
- Weed management was noted as a big concern for the area as funding for it has considerably dropped each year since the tip was capped. Was hopeful this RAP would allow adequate project based funding to address the key weeds such as: African Boxthorn (some bushes the size of small sheds on the SE corner of tip face slope); Spanish Heath (though recently some contractor were engaged to treat the developing generation of plants); Canary Broom, Boneseed and other smaller infestations of Tree Mallow, Briar Rose, Asparagus fern (on lower ground near the Bayview Rd end of saltmarsh).

Appendix F – Reserve Report Card

THE DRAFT LAUDERDALE SALTMARSH RESERVE ACTIVITY PLAN RECOMMENDS:

- >> Develop a ground and surface water monitoring program
- >> Implement a maintenance program to remove blockages from the 3 existing drains flushing into the saltmarsh
- >> Reinstate, using a staged approach, the tidal flushing to Racecourse Flats
- >> Maintain and monitor the integrity of saltmarsh boundaries to stop trail bike and 4WD access
- >> Support a partnership with key stakeholders to develop a seagrass restoration program in Ralphs Bay
- >> Seek funding to implement the Lauderdale Tip Passive Recreation Concept Plan
- >> Develop walking and bike tracks linking to and on the tip site
- >> Develop a 9-hole Disc Golf Course on the tip site
- >> Develop a Bushfire Management Plan for the tip site




Red Oystercatcher and chick

"We keenly await the restoration of Racecourse Flats, improvements to shorebird habitat and developing the recreation potential of the old tip site."

Local resident

LAUDERDALE SALTMARSH RESERVE

REPORT CARD



STAY WITH US...

Council invites your comments on the draft Plan. The Plan will guide the community and Council as we work together to improve the management of the Reserves.


The draft plan can be viewed at
www.yoursay.ccc.tas.gov.au


USE THE ONLINE FORM OR CONTACT

BY MONDAY 16 MARCH 2020


Grant Daniels: 03 6231 9788
GDaniels@northbarker.com.au

Phil Watson 03 6217 9713
pwatson@ccc.tas.gov.au






Double-headed plaver



The very tall blowgrass



The endangered spotted rockfish

Your Community and Council
working together to care
for our Reserves

In the winter of 2019, Clarence City Council asked the community about the Lauderdale Saltmarsh Reserve
... these are the results.



	EVALUATION				DESCRIPTION	COMMUNITY COMMENTS
	OUTSTANDING	VERY GOOD	PASS	CAN DO BETTER		
					LAUDERDALE SALTMARSH RESERVE	
LOCATION AND LANDSCAPE					Largest saltmarsh areas in the Derwent with a prominent 9-hectare tip site.	Lauderdale's shorebird habitat is a key contributor to the region's sense of place.
CULTURAL HERITAGE					Rich colonial history and millennia of cultural occupation by <i>Mumirimina</i> band of the Oyster Bay Nation.	
VEGETATION					Large areas of both pristine saltmarshes west of the highway as well as degraded saltmarsh in Racecourse Flats.	Restoring seagrass beds in Ralphs Bay have the potential of reviving the saltmarsh areas as key fish habitats
ANIMALS AND BIRDS					Internationally recognised as a crucial migratory shorebird habitat, fish nursery, rare moths and butterflies and other invertebrates.	It's a special place for all bird watchers
ACCESS AND CONNECTIVITY					Easy vehicular and walking access and connected to the Tangara Trail.	
RECREATION AND USAGE					Easy to walk on circuit track around the saltmarsh, but access to old tip is difficult.	Great scenic views of Ralphs Bay on top of tip
THREATS					Loss of tidal flushing into Racecourse Flats, blocked pipes under road, leachates from tip rising sea levels, rubbish dumping, weeds, trail bikes and 4WD.	I would like to see the addition of more pipes to recover the tidal flushing taken more seriously

Stay with us on the journey of caring for the Lauderdale Saltmarsh Reserve. Your comments are highly valued!
Go to <http://www.yoursay.ccc.tas.gov.au> to comment.



Appendix G – References

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Attachment 2

A Summary of the Proposed Amendments to the Draft Lauderdale Saltmarsh Reserve RAP 2020-30

The Lauderdale Saltmarsh Reserve Activity Plan 2020 – 2030 was open to community consultation from the 13th of June 2019 to the 15th of March 2020.

During this time the website hosted by the Clarence City Council (CCC) that contained information on the project, feedback forms, and the draft RAP, received 1500 page visits. Analytics performed by the CCC concluded that of these visits, 944 were 'informed participants', meaning that they downloaded a document from the website (390 visitors), visited multiple project pages (381 visitors), or contributed to a tool¹ (19 visitors) (Appendix 1).

The feedback received via these forms have been compiled in **Error! Reference source not found.** along with corresponding changes (or where no changes have been made, a rationale for doing so).

Of the key Management Actions included in online survey component all were supported by a significant majority of respondents (Appendix 1). The most opposed was the design and implementation of a 9-hole disc golf course, however many respondents opposed to the idea misinterpreted disc-golf as traditional golf. The former is considered to have significantly lower impact and greater inclusivity (Table 1, Appendix 1). Thus the concerns of many of the opposed respondents were not directly applicable to a disc golf course.

As a result of community feedback three Management Actions have been slightly reworded. The overall content of all actions remains the same, but the intentions of these three have been made more explicit.

- Management action 5 has been altered to, *"Implement a maintenance program to remove blockages from three existing drains flushing into the saltmarsh and investigate potential long-term engineering solutions"*.
- Management action 21 has been reworded to *"Design trailhead landscape and signage for reserve with path map and reserve use guide signage, including signage directing walkers to other nearby trails such as the Tangara trail. Include adjacent saltmarsh species and threatened species for education."*
- Management action 30 now states *"Sensitively design and develop a 9-hole disc golf course on the tip site."*

No other comments have resulted in change to Management Actions as they were either considered to be endorsements of existing actions or where requests are not deemed appropriate, justification has been included for not incorporating these (**Error! Reference source not found.**).

¹ Contributed to a tool refers to those who completed a survey providing feedback on the draft RAP and its management actions – also note Appendix lists 20 responses, this includes a test response

Attachment 2

Table 1. Evaluation of al comments received on the Lauderdale Saltmarsh RAP

Management action	Comment	Change to draft plan/management action
<i>Develop a ground and surface water monitoring program.</i>	Makes sense we need to know where water is at.	Treated as a comment/endorsement
	I'm very interested in the groundbreaking work of Peter Andrews in rejuvenating drought stricken land. His theories on slowing down surface water would seem to be a good fit for Clarence in general and Lauderdale in particular.	Treated as a comment, not specific to the saltmarsh and tip site
	To ensure the Tip leakage and urban pollutants do not affect animal, plant and fish life.	Treated as a comment/endorsement
	monitoring programmes are needed in Lauderdale because of the low water level	Treated as a comment/endorsement
	The area is prone to flooding and if there's rate payers' money being spent to develop the area the water levels should be monitored.	Treated as a comment/endorsement
<i>Implement a maintenance program to remove blockages from three existing drains flushing into the saltmarsh.</i>	Makes sense also, don't want the saltmarsh getting our s**t.	Treated as a comment/endorsement
	As guided by the environmental scientists in the best interest of restoring the ecosystem	Treated as a comment/endorsement
	I would like to see a more robust solution here, rather than implement a maintenance program to existing drains that will inevitably continue to block up from silt, a new drainage system which may reduce the need to unblock from silt such as a wider bridged section of road, or raising of the road to allow larger drains. I understand this all has cost implications, however if maintenance programs are projected far enough a cost benefit would intersect at some point.	Management action 5 updated to, <i>"Implement a maintenance program to remove blockages from three existing drains flushing into the saltmarsh and investigate potential long-term engineering solutions"</i> . This is already mentioned in the detail of the action in Section 2.1 of Executive Summary and under the Management action in the Background Document.

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	With climate change roaring towards us, we need to be doing everything we can to rejuvenate landscapes like saltmarshes, which when working properly can sequester carbon for hundreds of years. This is a great opportunity to re-establish a saltmarsh community.	Treated as a comment/endorsement
	Need to clarify more to what will be flushing in the salt marsh from the drains?	Flushing refers to tidal flow. This is specified in the Executive Summary and Background Document.
	any blockage anywhere need removing	Treated as a comment/endorsement
<i>Reinstate, using a staged approach, the tidal flushing to Racecourse Flats.</i>	This would be good for the environment.	Treated as a comment/endorsement
	At the World Wetlands Day event I learnt about how the saltmarsh ecosystem once was and the benefits of restoring it for biodiversity and for carbon drawdown.	Treated as a comment/endorsement
	I would like to see the wetland eventually returned to as close as full its full flushing capacity as possible, even if this means some sort of additional containment of the tip site to contain seepage.	This is covered by Management action 1.
	This would best be done by re-routing South Arm Rd. across a short, low bridge to join Dorans Rd and then removing the causeways which prevent proper flushing of the wetlands.	While a possible solution, this is considered outside the scope of the current recommendations due to the feedback gathered from the Department of State Growth.
	I don't know much about it, but tidal flushing would be a good idea	Treated as a comment/endorsement
<i>Maintain and monitor the integrity of the saltmarsh boundaries to stop trail bikes and 4WD access.</i>	This is needed to stop the damage that they do.	Treated as a comment/endorsement
	But not at the expense of easy bicycle and wheelchair access (currently tricky to get bikes onto the track from a few of the Bayview road entrances due to dirt bike barriers).	Detail to this effect added
	Trail bikes and 4WD don't belong in a space that has so much potential for biodiversity.	Treated as a comment/endorsement
	Excellent idea to preserve this area for future generations.	Treated as a comment/endorsement
	this is very necessary because 4WD and trail bikes churn the grounds, chase wildlife away and are noisy for residents, who live here because of peace and tranquillity	Treated as a comment/endorsement
	If the plans for the area is to have more pedestrians that this is very important to maintain	Treated as a comment/endorsement

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	safety.	
	Yes, but having access for vehicles such as fire fighters and police.	Treated as a comment/endorsement
<i>Support a partnership with key stakeholders to develop a seagrass restoration program in Ralphs Bay.</i>	As long as all environmental groups are also involved.	Lauderdale Coastcare have been consulted throughout development of the RAP and have been involved to scope potential involvement in the area. Tas PWS would also be a key stakeholder in this action due to the location being within their jurisdiction.
	I think this potential is really exciting. It would be great to also promote it as a community carbon drawdown measure, could the carbon stored be quantified and included in the council GHG emissions profile?	Treated as a comment/endorsement, GHG emission profiling considered a Council matter outside the scope of this RAP
	The climate crisis we are in demands the protection and restoration of wetlands as they help secure and drawdown carbon from our atmosphere. The health of this wetland has been hugely compromised due to the construction of the road, effectively cutting off the tidal flow to a large area and consequently degrading the existing plant life. To ensure the ongoing health of the seagrass and the ecosystem it supports, restoring as close to natural the tidal flow as possible should be paramount. This site has potential to regenerate a large amount of natural plant life and therefore act as a major carbon bank, Clarence City could play a huge part in helping restore these sites in the fight the effects of climate change.	Treated as a comment/endorsement
	This can help the saltmarsh, as well as being beneficial in its own right for the health of the river and as a nursery for a number of fish species.	Treated as a comment/endorsement
	Wonderful. We don't have a choice now but to commit to restoration and regeneration would be very promising.	Treated as a comment/endorsement
	Restorations are always a good idea, if they are possible.	Treated as a comment/endorsement
<i>Seek funding to implement the Lauderdale Tip Passive Recreation Concept Plan.</i>	I hear Kingston council are developing an eco-park which restores the natural habitat and teaches the community about natural bush Tucker with signage and interpretative walks. It would be wonderful if Clarence council was also a forerunner in preserving nature and heritage.	Recommendations of the current RAP include signage and interpretation along new walks, as well as ecological restoration.
	Yes and no, not sure about the golf course theme, I think you need to think of other things that a community as a whole can use, not just a few.	Treated as misinterpretation of the disc-golf course as a traditional golf course – use of disc golf facility not considered as

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		exclusive nor to occupy a large amount of space within the recreation area.
	It's a great space on top of the old tip. I'd hate to see it overdeveloped, but sensitive development that still allows for a thriving flora and fauna seems like a good idea.	Treated as a comment/endorsement
	funding could be raised by the community with the help of council, by having some competitions for young people like bike riding, running and football playing for fundraising. A market here and there and garage sales	While a good idea, the action seeks to seek funds from Council, rather than the community.
<i>Develop walking and bike tracks linking to and on the tip site.</i>	These tracks need to be linked to both sections of the Tangara Trail, linking to/from Lauderdale and linking to/from the Sandford end, near the entrance on the junction of Forest Hill Road, Sandford, to increase access.	Management action 21 reworded to " <i>Design trailhead landscape and signage for reserve with path map and reserve use guide signage, including signage directing walkers to other nearby trails such as the Tangara trail. Include adjacent saltmarsh species and threatened species for education.</i> "
	Helps people stay healthy.	Treated as a comment/endorsement
	Keep the use of bike tracks well away from bird and wildlife habitats and people enjoying walking quietly observing nature.	Management action 25 " <i>Design and construct a single-track mountain bike connection track</i> " is separate from walking tracks and will enable spatial separation through consideration of the incompatibility of these uses. This is reflected in the current designs in the plan for the passive recreation area.
	Walking and cycling are proven activities to reduce cardiovascular disease and enhance overall wellbeing.	Treated as a comment/endorsement
	It would keep children and adults outside if there are more tracks around the place without cars.	Treated as a comment/endorsement
	This would be used by most residents especially kids in the area. Health and fitness, is our lifestyle living near the beach.	Treated as a comment/endorsement
	Would be a great way to utilise the area.	Treated as a comment/endorsement
	Should have a mix of single trail and wider tracks for the little children	Track design suited to all members of the community is a key component of the passive recreation plan and all trail design
<i>Develop a 9-hole disc</i>	I don't think this should happen, this area should be able to be used by all, not just those	A misinterpretation of disc-golf as

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<i>golf course on the tip site.</i>	who play golf.	traditional golf. The impacts and exclusivity are vastly different, and it received considerable community support.
	As long as not at the expense of other recreations such as bikes/walking. And not at expense of biodiversity restoration in the salt marsh.	Sensitive design should be inherent in the design process of the course, though this management action has been updated to make this explicit. Management action 30 now states " <i>Sensitively design and develop a 9-hole disc golf course on the tip site.</i> "
	This to me would fall into the category of overdevelopment. Keep it to walking and cycling tracks, and leave the rest of its vegetation, birds and insects.	See above
	Sounds like a good usage, as long as it is not for exclusive use.	Treated as a comment/endorsement
	Yes, however needs to be placed away from any vegetation that could be trampled on during the process of this activity, which it seems that it will be placed away from vegetation?	Treated as a comment/endorsement
	I speak as a local Lauderdale resident and as a member of the disc golf community. I am the Secretary for Hobart Disc Golf Inc, and also the Tasmanian Representative for Australian Disc Golf (the national governing body for disc golf). I strongly support the draft plan's inclusion of a 9 hole disc golf course. The southern region of Tasmania is in desperate need of another course which is more accessible to beginners, older people, people with disabilities and younger players. The addition of this course will complement the course at Poimena Reserve and the two courses will have players feeding into each other and I envision an increase in the take up of the game. The Hobart Disc Golf Club as a whole strongly supports the course and the members will assist the council with increasing the use of the course by running monthly competitions, annual tournaments (sanctioned by the ADG) as well as holding regular "come and try" days to encourage people to play the game and use the course. All activities undertaken by our club are covered by public liability insurance. The club will also assist the council by acting as a point of contact between the disc golf course and the public. The club can also provide instruction to new players and equipment for purchase during our regular club events.	Treated as a comment/endorsement
	Golf courses are renowned for high water usage and do not attract native plants and fauna. Also a golf course does not promote recreational activities that are reachable for the community as a whole. Why not create a beautiful native garden space which reduces water requirements, attracting bird life etc. Perhaps even a community vegetable garden.	Comment misinterprets the disc-golf course as a traditional golf course. Land-use of these two activities is considered quite different with respect to the aspects

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	Please re consider this idea. We already have plenty of golf courses. You do not see any family picnics or community gatherings on a golf course.	mentioned, with disc golf courses requiring less maintenance and less disruption of native biodiversity. Concerns about relationships with native flora and fauna, and water requirements are unfounded in relation to disc golf courses and inconsistent with our observations at the Poimena site.
	This proposal is very exciting. Other projects around Australia have been very successful, and I think this is a fantastic opportunity for Clarence to add to its already great outdoor recreation options.	Treated as a comment/endorsement
	I fully support the disc golf draft plan. This will add to the liveability and well-being of the local residence and add to the tourism potential for the area.	Treated as a comment/endorsement
	So many people would come from all over Australia just to play on the 9 hole Disc golf course, the sport is steadily growing all around Australia and has become ever so popular. Local schools could also use the Disc golf course for a short and pleasant day's out.	Treated as a comment/endorsement
	This would be a great addition; I would personally travel to the area when I visit from Melbourne. It's also a great way to get locals out into the parkland, whilst simultaneously reducing any unwanted derelict activities from occurring in the park (as there will be a greater presence in the park).	Treated as a comment/endorsement
	I'm a youth worker in the Clarence area and have regularly utilised the existing disc golf course at Poimena Austin's ferry. Having another course that would be more readily accessible would be great.	Treated as a comment/endorsement
	As a member of the Hobart Disc Golf association it is great to build more access to this ever growing sport that anyone can do free of charge. I fully support a 9 hole course in Clearance	Treated as a comment/endorsement
	Disc golf is a growing sport across Tasmania, in courses and players. A 9 hole course would continue this momentum, providing locals with an opportunity to play, whilst also bringing Lauderdale consumers from across the state traveling in to play the course.	Treated as a comment/endorsement
	I'm a Melbourne based disc golfer and I love travelling the country playing interstate comps and new courses. I've currently played over half the courses in Aus and will be heading back to Tassy this year for the state champs in Hobart at Poimena reserve. The community of disc golfers in Tassy are doing an amazing job growing the sport from the grass roots and there are a tonne of benefits to installing a course (as I'm sure you've been made aware of) so I hope this course goes ahead to support them and the wider	Treated as a comment/endorsement

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	community.	
	I have started playing disc golf in the last year. It has been great for meeting new people and engaging with other communities outside of my home town (Launceston). My other local friends and I regularly travel from Launceston to play Disc golf at the courses in Austin's Ferry and in Burnie. Another course in Hobart would give us further reason to travel to Hobart more often. Disc golf is definitely a sport for all age groups and fitness levels. Implementing courses allows people to get outside and enjoy their local environment in a fun, safe and friendly manner.	Treated as a comment/endorsement
	This would be a fantastic plan. At the moment anyone who lives in Clarence has to travel to Claremont to play disc golf. I and many others would love for this to happen.	Treated as a comment/endorsement
	Expensive to implement and maintain and there are plenty of alternatives within a 15 minute drive.	Assumed that this comment misinterprets the proposal as a traditional golf course.
	The only addition to this is that it would be good to keep in mind the potential for a future increase to an 18 hole course. If the course is increasingly popular there will be demand for a full 18 hole course.	Treated as a comment/endorsement
	A disc golf course. Will increase tourism, give local players a new course and help create more natural spaces for all people	Treated as a comment/endorsement
	Strongly agree. Great way to get out and use public space. Potential to expand to 18 holes at a later date?	Treated as a comment/endorsement
	Im just doing this survey for this! This is a massively growing sport and the state needs more courses to support it! It's for all ages, skill levels and so affordable! if possible, make it an 18 hole course whether the space allows it. install two tee pads per hole perhaps to offer variety! would be a huge benefit to the community with another amazing spot for a great way to improve your health and wellbeing!	Treated as a comment/endorsement
	That would be awesome	Treated as a comment/endorsement
<i>Develop a bushfire management plan for the tip site.</i>	Bushfire management plans are essential for the entire municipality. Maybe a collaborative approach between ratepayers, the council and tfs/rfs to minimise risks to infrastructure and people. E.g. the Darwin trail, Mornington to Howrah, Waverley park etc	Treated as a comment/endorsement
	We need one.	Treated as a comment/endorsement
	Basic common sense.	Treated as a comment/endorsement
	Again, doesn't need comment - it is essential.	Treated as a comment/endorsement
	Keep the use of heavy vehicles in the reserve to a minimum.	

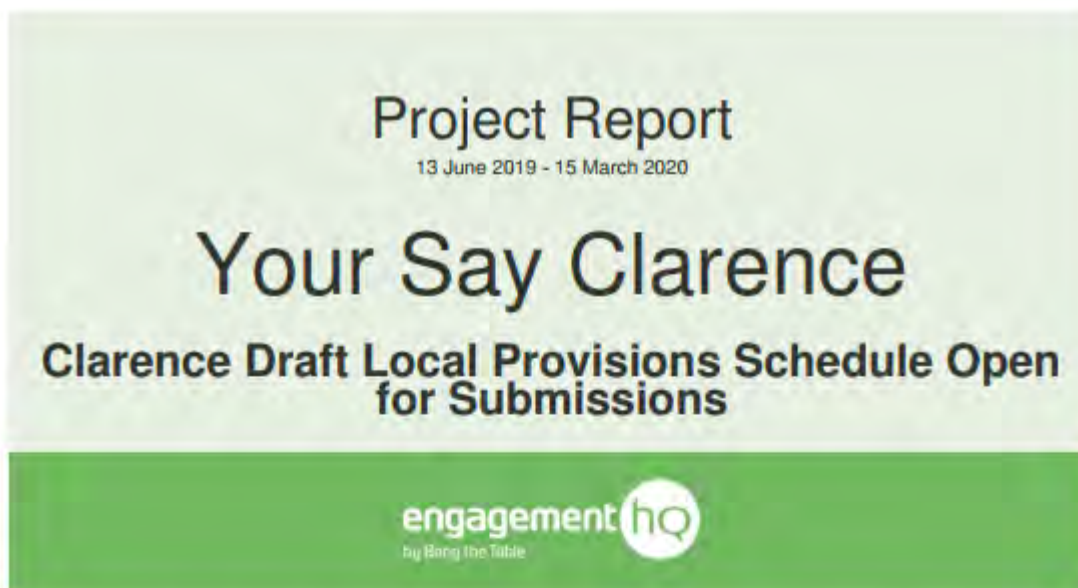
Attachment 2

	bushfire management plans are needed everywhere	Treated as a comment/endorsement
	Due to global warming and dry conditions, this seems very important for everyone's safety in the area.	Treated as a comment/endorsement
<i>Additional comments</i>	It will be great to see development of a passive recreation area introduced to this site sooner rather than later.	Treated as a comment/endorsement
	Sounds like an excellent proposal	Treated as a comment/endorsement
	More thought needs to be put into what the tip area can be used for.	It is considered the extensive community consultation in combination with the engagement of Inspiring Place to develop a passive recreation plan is comprehensive.
	I just want to reiterate that I think the restoration of the saltmarsh/sea grass ecosystem is really something that the community would get behind if the benefits were promoted in terms of carbon sequestration as well as biodiversity restoration. Having a local project like this that people can support or get involved with is also great for people's mental health in the face of increasing levels of anxiety around the climate crisis and natural disasters. (note: included in two submissions)	Treated as a comment/endorsement
	One element missing from the list above is coordination with the Tasmanian Aboriginal community to make sure they have a strong influence over this development, the historic practises of protecting and looking after land would be crucial to the health of the wetland. As well as the opportunity to provide education on the aboriginal history of the area if this was encouraged by the TAC.	Agreed on the importance of including traditional land use of these habitats within modern interpretation. This has been recommended in Management Action 32 with respect to cultural interpretation panels.
	Great to see the suggested outcomes for this area. It has been neglected and degraded for far too long.	Treated as a comment/endorsement
	Better control of illegal rubbish dumping is needed.	This is the first mention of this as a management issue in the area and as such it has not been addressed specifically in the plan. The Council will maintain its capacity to control and remove dumped rubbish throughout the municipality following the implementation of the plan. With respect to the immediate area it can be expected that such activities may decrease with increased human presence in the area

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		and better facilities.
	The council needs to be more transparent; people have suggested that the tip should have never been placed in that area to start off with. Criteria for successful production of a tip, were not met (this was discussed during a uni geology class I was in). The council should make people aware that the future sea level rise in Ralph's bay will influence the rising of groundwater that will release more leachates. I'm extremely interested in how the council will monitor groundwater/ surface water in this area and look forward to visiting the area once the proposed projects have taken place. I'm very vested in monitoring of groundwater in this area and would love a future career option in this area.	Largely treated as a comment. Transparency in the current RAP process is considered to be very good. Groundwater/acid sulphate soil monitoring is explicitly included in the RAP in Management actions 2 and 3
	I think all the action plans on this list sound fantastic! Can't wait to hear about the reserve's rejuvenation and how the integration of disc golf is helping :)	Treated as a comment/endorsement
	The land would be ideal for public use. I would like to see walking tracks through the area to give better walking access from Sandford to Lauderdale. A decent playground like Wentworth park as Lauderdale is a young family area. An off lead dog park, decent public toilets and picnic areas.	Sensitive development of the area has been key in the design of the passive recreation plan for the area. A fenced dog exercise area is explicitly recommended in Management action 27, as are walking tracks and a family use area within actions relating to the passive recreation area, all of which will be public use.
	I would like to see more trees planted on the eastern side of the reserve to strengthen the existing tree belt. The current mowing of this area will prevent the regrowth of significant trees. By all means maintain the fire trail, but don't increase the width of it by mowing down onto the flats. A great place to plant trees to help mitigate global warming and to enhance the wetland area.	Addressed in Management action 31 "Extend existing wildlife corridors/shelter belt planting with climate resilient native plants".

Appendix 1. Summary of online engagement



Visitors Summary

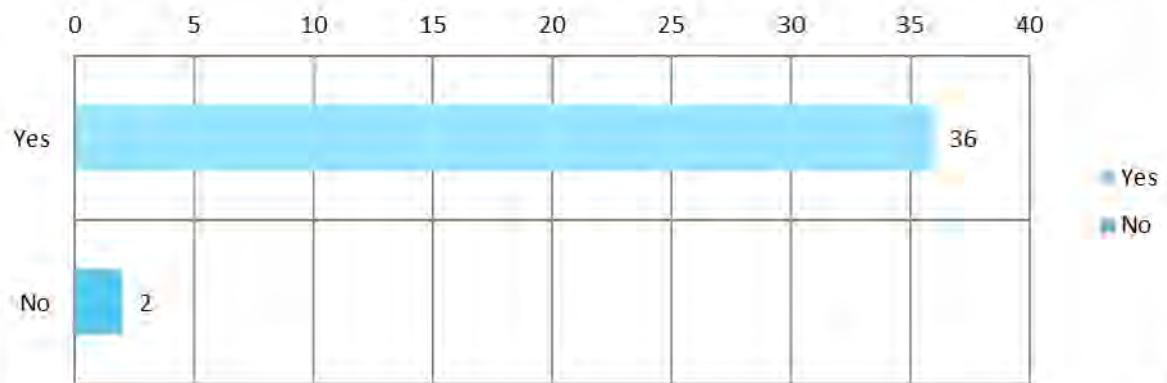


TOTAL VISITS	MAX VISITORS PER DAY	
1.5 k	130	
NEW REGISTRATIONS		
11		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
20	467	944

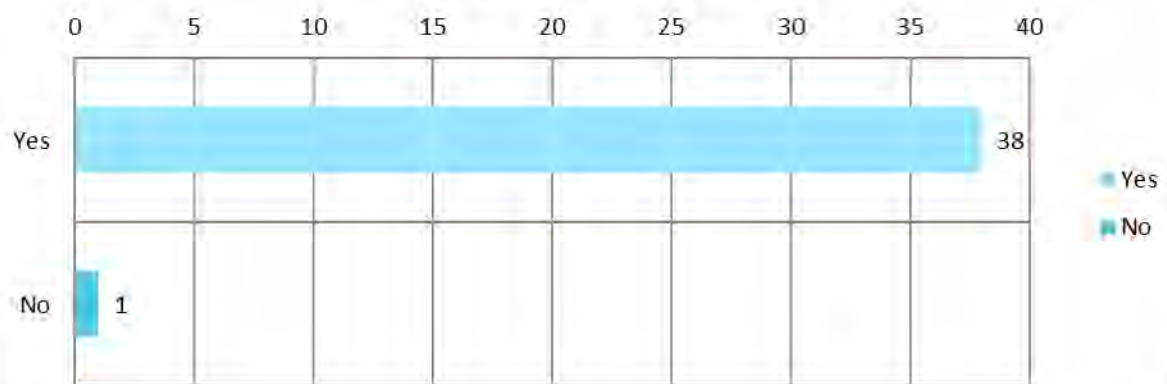
Aware Participants	944	Engaged Participants	20		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	944				
Informed Participants	467	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	5	0	15
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	390	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	381	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	20				

Attachment 2

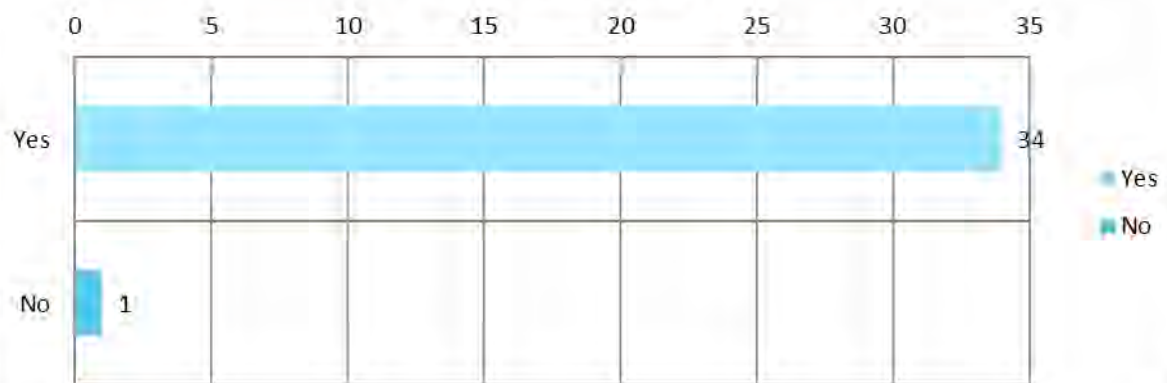
Develop a ground ...



Implement a maint...

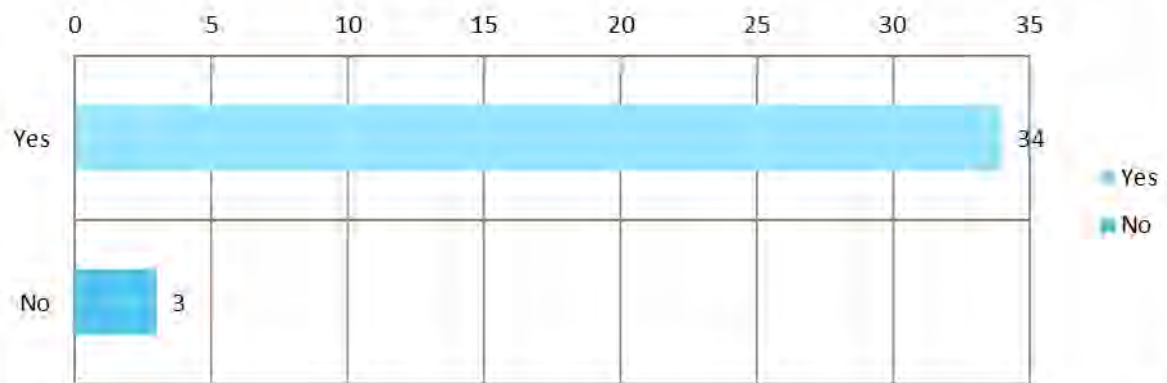


Reinstate, using ...

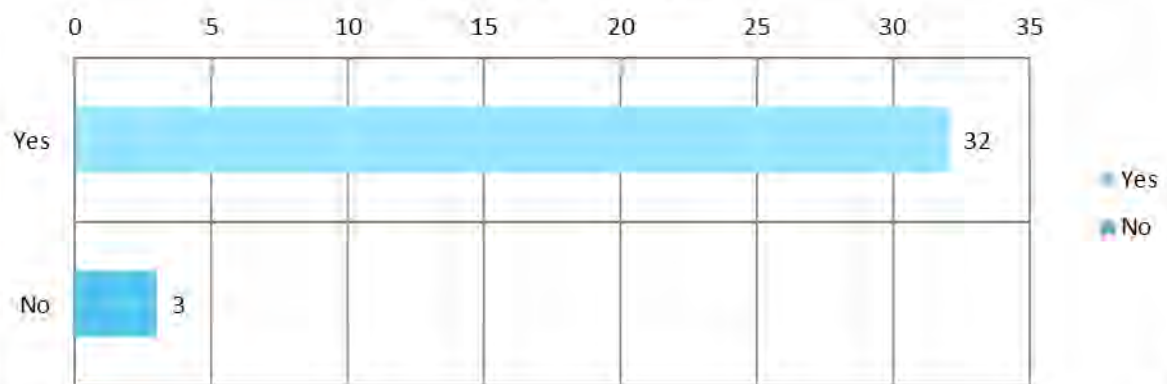


Attachment 2

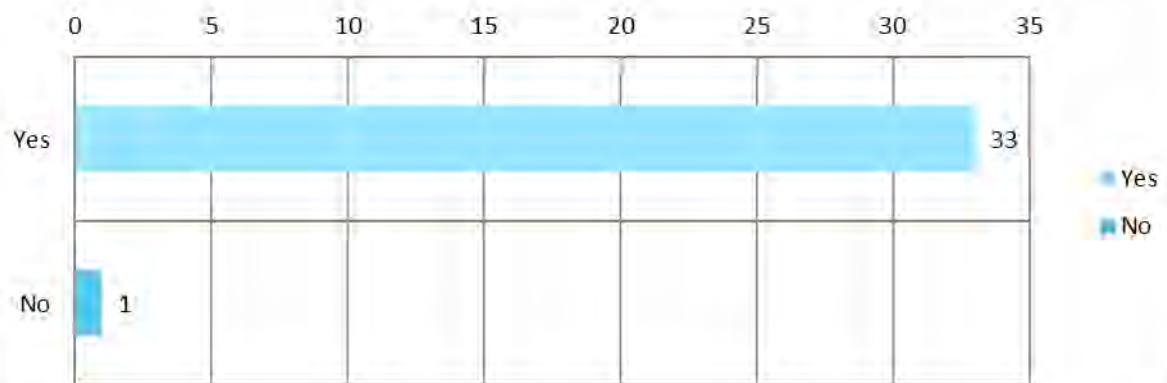
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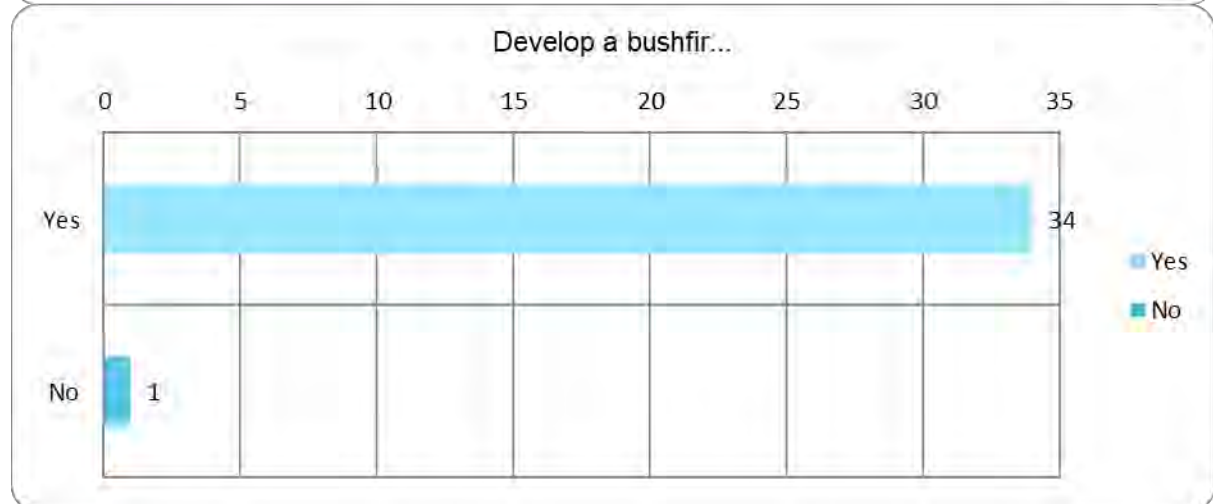
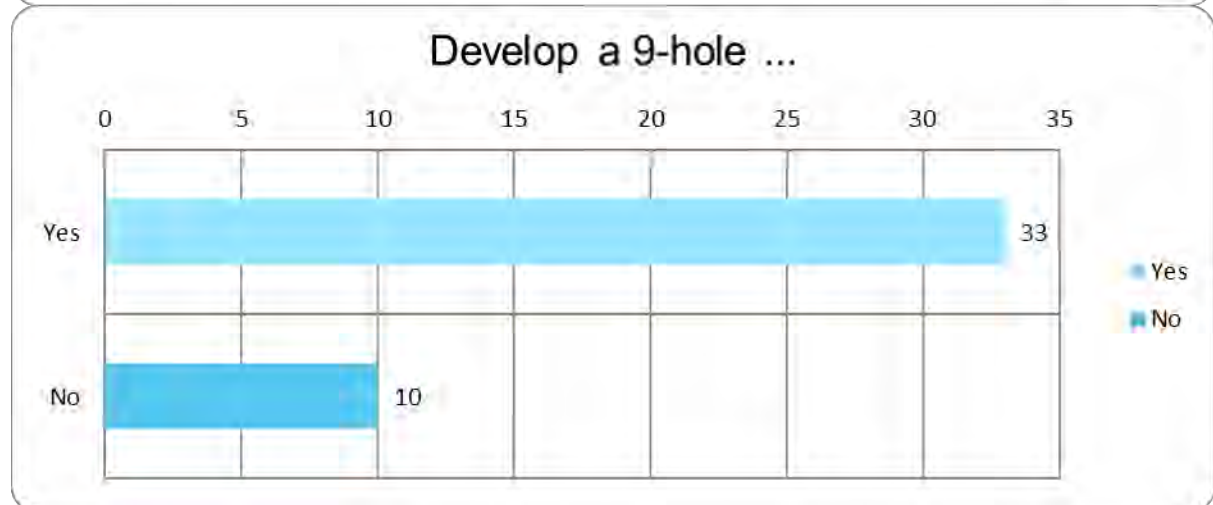
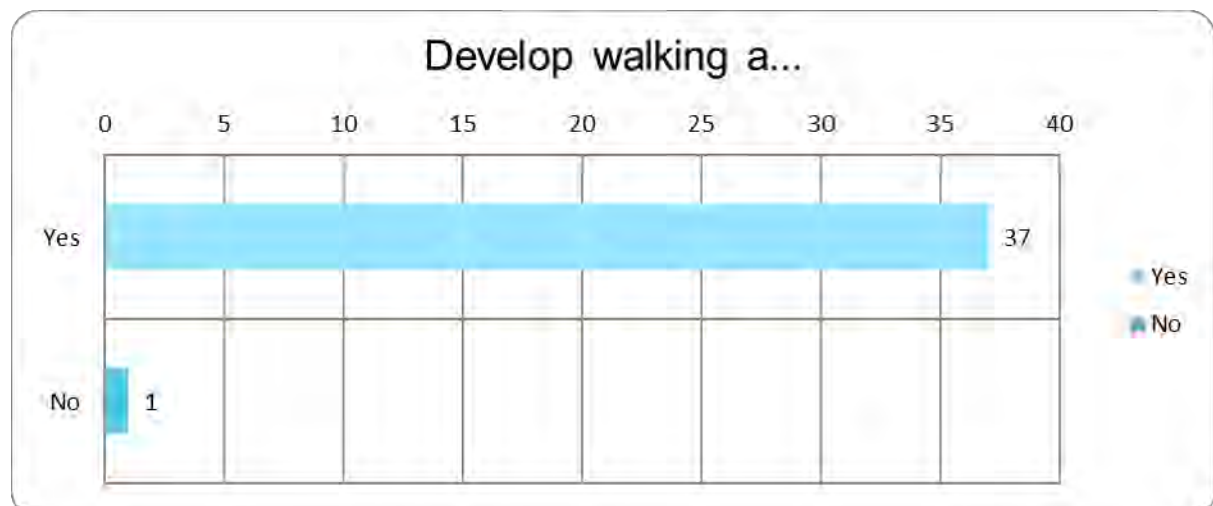
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Attachment 2



11.5.2 REALLOCATION OF FUNDS FROM THE WENTWORTH PARK MASTER PLAN TO THE CAMBRIDGE OVAL PRECINCT MASTER PLAN - AMENDMENTS TO 2020/2021 ACTIVE RECREATION PROGRAM
EXECUTIVE SUMMARY
PURPOSE

To approve amendments to the 2020/2021 Active Recreation Capital Program by reallocating funds from Wentworth Park (Sport & Play) Master Plan to the Cambridge Oval Precinct Master Plan to engage consultants to prepare a Master Plan for the Cambridge Oval Precinct.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016/2026 is relevant.

LEGISLATIVE REQUIREMENTS

Approval of the reallocation of funds requires a simple majority of Council in accordance with the Local Government Act 1993, s.82(5).

CONSULTATION

No public consultation has occurred in relation to the proposed budget changes. Future consultation will be undertaken during the development of the Cambridge Oval Precinct Master Plan.

FINANCIAL IMPLICATIONS

The funding changes relate to individual project budgets within the overall Active Recreation Capital Program and will not result in any overall change to that program budget.

RECOMMENDATION:

That Council:

Reallocate funds from the 2020/2021 Wentworth Park Master Plan within Active Recreational Capital Program as follows:

- Reallocate funds to engage planning consultants to develop a master plan for the Cambridge Oval Precinct \$60,000

ASSOCIATED REPORT
1. BACKGROUND

- 1.1. In recent years, the Department of Education (DoE), in conjunction with Cambridge Primary School, has been preparing a master plan for future expansion of the school.

The school has experienced growth in the past decade with enrolments currently sitting at 375 students, with the school now at capacity. It is anticipated that enrolments will reach 500 students by 2030.

- 1.2.** DoE engaged M2A Architects to prepare a concept design for future expansion of the school envelope, with each option including additional classrooms to cater for greater capacity.
- 1.3.** Due to the constrained nature of the site, public land adjacent to the school is required to facilitate the proposed development.
- 1.4.** The Cambridge Memorial Oval is situated on a parcel of land that was gifted to Council as a memorial for members of the Maxwell family who died during the Second World War. The land was to be used as a recreation or sports ground.
- 1.5.** The Cambridge Memorial Oval, at 1000 Cambridge Road, is “public land” as defined in the *Local Government Act 1993* (“LGA”).
- 1.6.** A condition of any transfer was that “Council would not, without the consent of the transferor or his personal representatives, use the said piece of land for any other purpose and would not without such consent, sell, lease or otherwise part with the possession of the said land”. The transferor and his personal representatives are now deceased and the power to consent to dealing with the land did not pass to any descendants of the transferor. In dealing with the land it is now a matter for Council.
- 1.7.** Council is however, in accordance with the requirements of the LGA, required to deal with the land as public land.
- 1.8.** Council, at its meeting of 10 September 2018 provided conditional support to lease a small portion of the land to DoE, adjacent to the Barilla Rivulet. The Council resolution was:

- “A. That Council support the proposed Cambridge Primary School Masterplan attached as Attachment 1 to the Associated Report, subject to the following;*
- That the Department of Education agree that no further encroachment onto the reserve will be sought for further expansion of the school footprint;*
 - That the State Government fund the relocation of the existing clubrooms and toilet facilities and the redevelopment of the new like facilities on the eastern end of the oval. Such cost and relocation to be further negotiated between Council and the State. Noting that the existing facilities are to continue in use until replacement facilities are built;*
 - That the State Government and Council explore options for additional parking at the site, and that the State Government meet the cost of providing for agreed additional car parking for both school and public use; and*
 - That the Department of Education agree to work with Council to facilitate the provision of a public walking trail along the Barilla Creek rivulet at the rear of the school.*
- B. That Council resolves to lease public land to the Department of Education. The extent of the public land to be leased is as depicted in Attachment 1 of the Associated Report.*
- C. That Council conducts community consultation in respect to Recommendations (A) and (B) by:*
- Providing notice of a public meeting to be held at a time and location to be determined by the General Manager; and*
 - Following the public meeting, and in accordance with Section 178 of the LGA, that Council gives, via a public notice, notification to the public that objections to the proposed lease may be made to the General Manager within 21 days of publication of Council’s intent.*
- D. That:*
- Subject to there being no objections received, the General Manager be authorised to undertake the necessary actions to negotiate and finalise lease arrangements in accordance with this report and the requirements of Section 178 of the LGA; or*
 - Should objections be received, this matter is to be referred back to Council in accordance with the requirements of Section 178 of the LGA.”*

- 1.9.** Following the notification process, objections were received and considered. At its meeting of 9 September 2019, Council further resolved:

- “A. That Council resolves to lease public land as depicted in Attachment 1 of the Associated Report to the Department of Education for a period of up to 99 years.*
- B. That the lease be subject to the following conditions (as determined by Council at its Meeting of 10 September 2018).*
 - that the Department of Education agree that no further encroachment onto the reserve will be sought for further expansion of the school footprint;*
 - that the State Government fund the relocation of the existing clubrooms and toilet facilities and the redevelopment of new like facilities on the eastern end of the oval. Such cost and relocation to be further negotiated between Council and the State, noting that the existing facilities are to continue in use until replacement facilities are built;*
 - that the State Government and Council explore options for additional parking at the site; and that the State Government meet the cost of providing for agreed additional car parking for both school and public use; and*
 - that the Department of Education agree to work with Council to facilitate the provision of a public walking trail along the Barilla Creek rivulet at the rear of the school.*
- C. That the General Manager be authorised to undertake the necessary actions to negotiate and finalise lease arrangements in accordance with this report and the requirements of the Local Government Act.*
- D. That the General Manager advise all parties who lodged an objection to the proposed lease of Council’s decision and their rights to appeal Council’s decision in accordance with Section 178A of the Local Government Act.”*

- 1.10.** Council, at its meeting of 23 November 2020 adopted to undertake a city-wide consultation on the draft Master Plan for the Cambridge Off Lead Dog Park at 1000 Cambridge Road.

2. REPORT IN DETAIL

- 2.1.** DoE, in conjunction with the Cambridge Primary School has progressed the master planning for expansion of the school, with three development options provided to Council officers for comment.
- 2.2.** Officers reviewed the development options with concerns raised in relation to:
- the existing access to Cambridge Primary School for vehicles and pedestrians;
 - car parking design and traffic movements;
 - further encroachment onto public land; and
 - lack of separation of the school development to the memorial oval.
- 2.3.** Following further meetings with DoE staff regarding the above concerns, it is preferred for Council to undertake master planning for the entire precinct, to enable future expansion of the school, development of the ovals for community level sport, safe access for pedestrians and motorists, consideration of the war memorial and development of a regional dog park, where the redundant sewerage ponds are situated.
- 2.4.** DoE anticipate their planning for the Cambridge Oval Precinct will be completed by the end of the 2020/2021 financial year. Given the site is public land, Council should take the primary lead role for the master planning for 1000 Cambridge Road.
- 2.5.** Based on master planning undertaken at Bayview Secondary College, a budget allocation of \$60,000 is anticipated to be required to engage open space/ recreation planning and architectural services to assist Council officers with this process.
- 2.6.** Currently, \$60,000 is allocated in the Active Recreation Capital Program for master planning at Wentworth Park (Sport and Play), to engage an external planning consultant.

- 2.7.** As the Wentworth Park (Sport and Play) project has not commenced and with Cambridge Oval precinct deemed a higher priority by Council's Open Space unit, it is recommended to re-allocate funds from Wentworth Park to the Cambridge Oval precinct.

3. CONSULTATION

3.1. Community Consultation

Community consultation is not required for the proposed reallocation of funds from the Wentworth Park (Sport and Play) project to Cambridge Oval Precinct Master Plan.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Due to the recent nature of this matter, the proposed reallocation of the funds has not been able to be discussed with council's Sport & Recreation Advisory Committee, however informal discussion with the Committee Chair has occurred.

3.4 Further Community Consultation

Council will undertake extensive consultation with key stakeholders as part of the proposed planning for Cambridge Oval Precinct including the school, local community, state sporting association, and resident sports clubs, in accordance with Council's Community Engagement Policy.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2016/2026 within the Goal Area *A Well-Planned Liveable City* contains the following Strategy:

"Work with government agencies, community organisations, and private providers with a view to sharing existing and planned assets for sport and recreation."

"Planning for and providing new sporting and recreation facilities to meet community demand."

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

7.1. Council has approved, in the 2020/2021 Active Recreation Capital Budget, an amount of \$60,000 to undertake master planning for Wentworth Park (Sport & Play).

7.2. The proposal is to reallocate planning funds from Wentworth Park (Sport and Play) to Cambridge Oval Precinct Master Plan to reflect the changed priority in respect to these projects.

8. ANY OTHER UNIQUE ISSUES

Any expansion of the school, that may impact public land, may require a minor change to the zoning boundaries under the Clarence Interim Planning Scheme.

9. CONCLUSION

It is recommended council take a lead in master planning the Cambridge Oval Precinct in liaison with the Department of Education and Cambridge Primary School. In order to co-ordinate the work this report proposes to reallocate the existing \$60,000 funds adopted in the 2020/2021 Annual Plan for the Wentworth Park (Sport and Play) project to fund the Cambridge Oval Precinct Master Plan.

Attachments: Nil

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

11.5.3 RELEASE OF FLOOD MAPPING INFORMATION TO THE COMMUNITY**EXECUTIVE SUMMARY****PURPOSE**

To consider the release of flood mapping for council's urban areas and supporting explanatory information to the community, for the purpose of improving awareness of flood risk and development planning.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026, Council's Stormwater Asset Management Plan 2018, and Stormwater System Management Plan 2019 are relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

No community consultation of the flood mapping has been undertaken.

FINANCIAL IMPLICATIONS

No direct financial impacts arise from releasing the flood mapping information to the community.

RECOMMENDATION:

That council authorises the release of flood mapping for the urban areas of the Clarence municipality and supporting explanatory information to the public.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** The *Urban Drainage Act 2013* is the key piece of legislation which governs stormwater management in the urban areas of the municipality.
- 1.2.** Council adopted the Urban Drainage Areas Policy Statement on 13 July 2015, which defines the urban areas of the City, for the purposes of the Urban Drainage Act.
- 1.3.** The Urban Drainage Act also requires council to develop a Stormwater System Management Plan.

- 1.4. At its meeting on 2 December 2019, Council resolved: *“That Council adopts the Stormwater System Management Plan 2019, to inform future planning and investment for stormwater management and to meet the requirements of the Urban Drainage Act 2013.”*
- 1.5. As part of the work undertaken to prepare the Stormwater System Management Plan, flood maps were prepared for the urban areas of the municipality to ensure an appropriate level of understanding and management of the flood risk.
- 1.6. At its special meeting on 26 August 2020 Council, acting as a Planning Authority, considered a report titled *“Draft Clarence Local Provisions Schedule – Section 35F Report, Consideration of Representations”*. Council subsequently resolved to endorse a flood map (Flood Prone Overlay) for use in the Tasmanian Planning Scheme (Flood Prone Areas Code). This map is currently available on the council website as an attachment to the agenda item for that meeting, however no information is included to assist in the interpretation of the mapping.

2. REPORT IN DETAIL

- 2.1. A council workshop was held on 14 October 2019, outlining the process of developing the Stormwater System Management Plan and the associated flood maps. At this workshop there was interest expressed in developing a community information plan to guide community engagement on the Stormwater System Management Plan.
- 2.2. A council workshop was held on 19 October 2020 to show examples of the flood mapping, discuss the benefits of releasing the information to the public and the way this will be undertaken.
- 2.3. It is proposed for flood maps to be displayed on the council website using a GIS mapping portal. This will allow users to explore the flood maps and search for a property. Example screen shots of the flood maps have been attached for reference as **Attachment 1**.

- 2.4.** A set of frequently asked questions will be included on council's website along with the flood maps to help explain the way the maps were developed, and the information contained within. It is also proposed for letters to be sent to properties in high flood hazard locations to inform property owners of this risk.
- 2.5.** The flood mapping will be used by developers and designers to inform designs as part of their responsibility under the Building Act 2016. The information will also help to improve community understanding and awareness of flood risk and be consistent with other major councils.
- 2.6.** The information will be ready for release the week commencing 21 December 2020.

3. CONSULTATION

3.1. Community Consultation Undertaken

No community consultation was undertaken either as part of the development of the Stormwater System Management Plan or the production of the flood mapping. Flood maps of particular areas of interest are currently being made available to property developers and designers when requested.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

3.4. Further Community Consultation

Community Consultation will be undertaken in accordance with the proposed consultation plan outlined below and consistent with the proposed Community Engagement Policy 2020.

- **Consultation Plan**

As specified below.

- **Consultation Aim**

Inform the community that flood mapping is available, explain the process undertaken to develop the mapping, and how it is to be used and interpreted.

- **Community Engagement Tools**

In accordance with Clause 8 of the Community Engagement Policy 2020, this consultation will use the following consultation tools:

- City of Clarence website to house the flood mapping portal, frequently asked questions and contact information of Council Officers to contact for additional information.
- Direct letters to property owners identified as having properties in high flood hazard locations.
- Social media to direct interested members of the public to the relevant section of the Council website.
- Media release.

- **Consultation Timing**

The information will be ready for release the week commencing 21 December 2020.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2016-2026, under the Goal Area, *A Well-Planned Liveable City*, contains the following Strategy: *"Develop and implement stormwater catchment management plans for the City."*

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

6.1. Council has met the legal requirements of the Urban Drainage Act by adopting the Stormwater System Management Plan in 2019.

6.2. Council has a responsibility to release known flood information.

7. FINANCIAL IMPLICATIONS

There are no direct financial impacts arising from releasing the flood mapping information to the community.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. Council has resolved to endorse a flood map (Flood Prone Overlay) for use in the Tasmanian Planning Scheme (Flood Prone Areas Code).

9.2. It is recommended council endorses the release of the flood maps and accompanying information to the public to inform future planning and development and increase community awareness of flood risk.

Attachment: 1. Example Flood Maps, Figure 1 and Figure 2 (2)

Ross Graham

GROUP MANAGER ENGINEERING SERVICES

ATTACHMENT 1

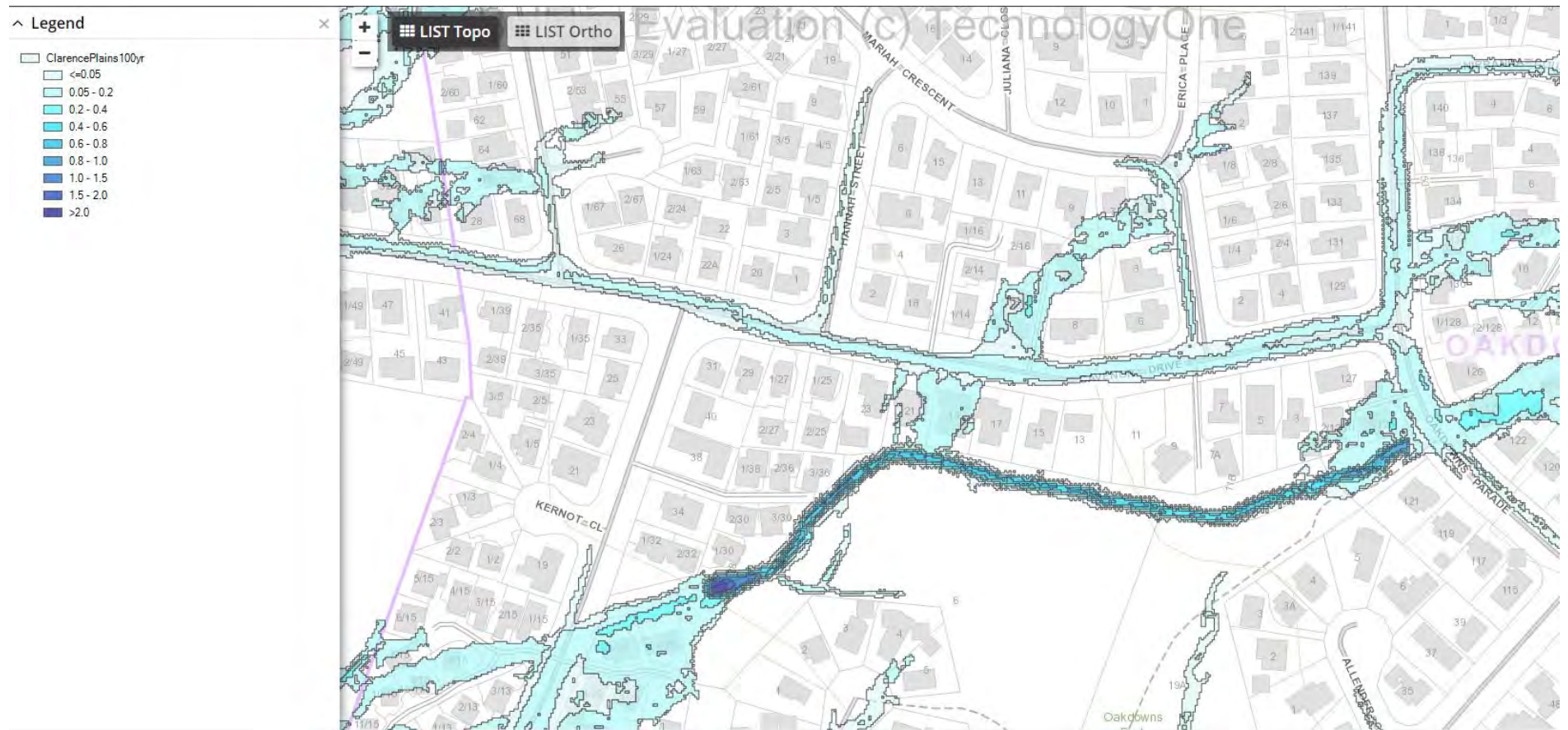


Figure 1 – Example flood map showing modelled depth of overland flow as a result of a 1% AEP storm event, with an allowance for climate change. Note the legend refers to the predicted flood depth in meters (m).

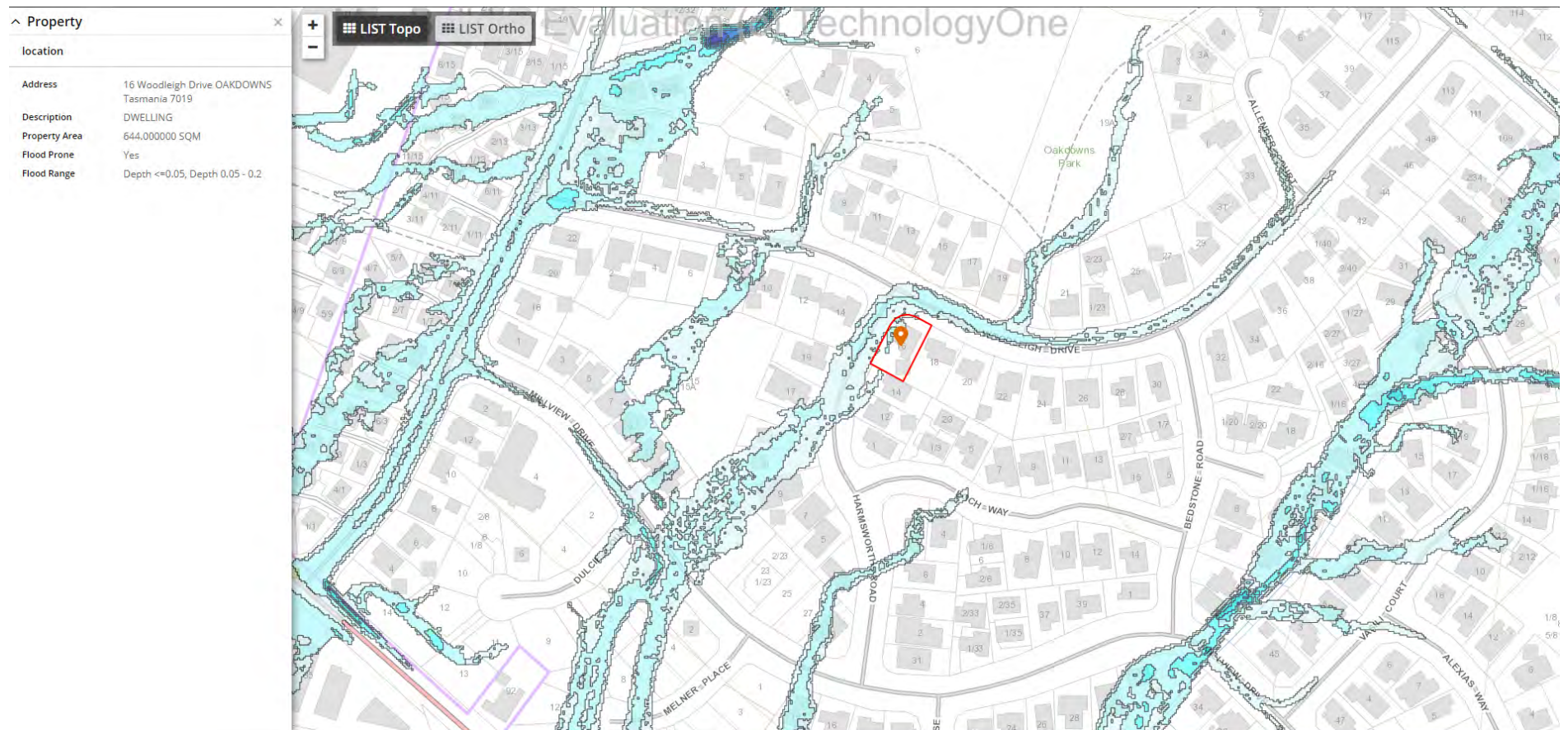


Figure 2 – Example flood map showing modelled depth of overland flow as a result of a 1% AEP storm event, with an allowance for climate change. Demonstrating ability to search at the property level.

11.6 FINANCIAL MANAGEMENT

Nil Items.

11.7 GOVERNANCE**11.7.1 REVIEW OF COUNCIL DELEGATIONS UNDER THE LAND USE PLANNING AND APPROVALS ACT 1993**

(File No 20-01-00)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to review a Council delegation under the Land Use Planning and Approvals Act 1993 (LUPAA).

RELATION TO EXISTING POLICY/PLANS

The delegation which is the subject of this report is aimed at improving the efficient delivery of services and does not impact on any pre-existing Council policies or strategies.

LEGISLATIVE REQUIREMENTS

Delegations under the Land Use Planning and Approvals Act 1993 must be direct from Council to the officer, as they cannot be on-delegated by the General Manager.

CONSULTATION

Not applicable.

FINANCIAL IMPLICATIONS

No significant implications.

RECOMMENDATION:

That Council resolves to approve the following Delegation in respect to the Land Use Planning and Approvals Act, 1993.

NO.	ACT REF	DETAILS OF DELEGATION	DELEGATION
7	Land Use Planning and Approvals Act, 1993 S56	To approve or refuse requests for amendments to permits in accordance with the Act and to give notices of approved amendments	General Manager; Manager City Planning; Senior Statutory Planner

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council has previously approved a range of delegations under various legislation as a means of better delivering services to its community.

- 1.2.** Through changes to various Acts introduced via the Building and Construction (Regulatory Reform Amendments) Act on 1 December, there has been a number of changes to responsibilities, referrals and processes administered by Council. These changes were developed under the Government's 'Red Tape Reduction Program' and concern, in particular LUPAA, the Strata Titles Act, LG(B&MP) Act and the Electricity Supply Industry Act. However, the subject of this report relates only to impacts on the assessment of minor amendments under s.56 of LUPAA.

2. REPORT IN DETAIL

- 2.1.** The current officer delegation in respect of s.56 of the Act is "To make amendments to permits in accordance with the Act and to give notice of the amendment".
- 2.2.** Section 56 is attached to this report. It was amended on 30 November 2020. The fundamental change is a new sub section (1A), which has introduced a 28 day timeframe to amend or refuse a request.
- 2.3.** Previously there was no timeframe or formal refusal notice. In practical terms this meant that if a proposed amendment was minor, in terms specified by the Act, it would simply be approved under delegation in around 14 days on average.

Conversely, prior to the changes to the Act, an applicant was simply advised when proposed changes were not minor under s.56 and instead to apply for a new permit or make alternative changes. This system has worked well over many years, especially as most requests were subject to discussion before any formal lodgement and requirement to pay a fee. Indeed, that informal pre lodgement discussion approach meant that only a negligible number of requests per year were not approved.

- 2.4.** By introducing a formal timeline and refusal process, the changes to LUPAA have prompted a more systematic process, which is accompanied by a new requirement to levy a fee within four business days under s.56AA (2), along with other procedural changes to the assessment process including having to undertake the assessment for up to 21 days without payment of the fee – only at that point does the statutory clock stop if the fee is unpaid.

On its own, the 28 day timeframe makes it effectively impossible for minor amendment requests to be referred to Council if recommended for refusal. However, the added problem of the statutory clock not stopping for the payment of fees, for the initial 21 days, means that it is indeed impossible to refer such matters to Council for a refusal decision within the statutory timeline.

- 2.5.** Fortunately, the tests under s.56 to determine whether a minor amendment request does indeed concern a minor amendment calls up questions of fact rather than of merit. This means that a technical assessment of the proposed minor amendment is all that is required. In summary, s.56(2) requires that the planning authority may only amend a permit if (in summary):

- Under (2) (aa) and (a), the amendment does not relate to a RMPAT decision. This is clear cut.
- Under 2 (b), the amendment will not cause an increase in detriment to any person. The test for this, is does the amendment introduce a new discretion or expand the scope of a discretion already approved in the original permit. It should be noted that this does not concern the degree to which detriment might be increased or even whether that increase was reasonable. It simply requires consideration of whether there will be an increase - no matter how consequential or inconsequential that might appear. Typically, minor amendments approved here might relate to increased setbacks and reductions to height, whereas increases in height and reduced setbacks would fail the test.

It must be noted that there is no advertising to test the question of detriment, as there is with a development application. However, there are appeal rights when neighbours and other effected parties are notified of decisions under s.56.

- Under 2 (c), the amendment must not change the approved use or development, other than to the description of the use of development. For example, changing the layout of a single dwelling into two units or changing single to 2 storeys would fail. On the other hand, the typical minor amendments that comply include changes affecting windows; colours; driveway construction type; use of rooms within a commercial building and reconfiguring a carpark layout.

2.6. To meet the statutory requirements of s.56, it is considered that a modification to the current delegation is required. While this includes formal refusal responsibility, in effect it formalises a procedure that has been implemented over many years though the previous default mechanism of not approving certain minor amendment requests and suggesting further modifications or a new development application, as appropriate.

2.7. It should be noted that in addition to other parties having appeal rights in relation to minor amendments, so would an aggrieved applicant. However the likelihood of such an appeal is quite low, since the tests in s.56 referred to above are designed to ensure amendments are genuinely minor and it is anticipated any appeal would be similarly restricted to the limitations of this section rather than the broader questions of amenity and merit, as is the case with a new development application.

3. CONSULTATION

3.1. Community Consultation

Not applicable.

3.2. State/Local Government Protocol

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The delegation has been specifically proposed to improve the level of service and does not impact on any pre-existing Council policies or strategies.

5. EXTERNAL IMPACTS

No significant impacts.

6. FINANCIAL IMPLICATIONS

No significant implications.

7. ANY OTHER UNIQUE ISSUES

No other relevant issues.

8. CONCLUSION

The delegation under the Land Use Planning and Approvals Act 1993 to determine requests for minor amendments to permits requires modification to meet changes to the Act. The proposed changes are considered inconsequential but are important to allow compliance with the Act and efficient customer services.

Attachments: 1. Section 56 Land Use Planning and Approvals Act 1993 (3)

Ian Nelson
GENERAL MANAGER

Land Use Planning and Approvals Act 1993

Version current from 30 November 2020 to date (accessed 3 December 2020 at 10:59)

56. Minor amendments of permits issued by a planning authority

(1) The owner of land, or a person with the consent of the owner, may request the planning authority in writing to amend a permit which applies to that land and which is a permit issued by the planning authority.

(1A) A planning authority that receives a request under subsection (1) to amend a permit –

(a) must, within the 28-day period after the request was received, amend, or refuse to amend, the permit; and

(b) must, within 7 days –

(i) after amending the permit, comply with subsection (3) ; or

(ii) after refusing to amend the permit, give notice of the refusal to the person who made the request.

(2) The planning authority may amend the permit if it is satisfied that the amendment –

(aa) is not an amendment of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and

(a) does not change the effect of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and

(b) will not cause an increase in detriment to any person; and

(c) does not change the use or development for which the permit was issued other than a minor change to the description of the use or development.

(2A) An amendment of a condition or restriction specified in a permit is not to be taken to contravene subsection (2)(a) by reason only that other conditions or restrictions have been specified in the permit, or amended, by the Appeal Tribunal.

(2B) A condition or restriction (*the fresh condition or restriction*) specified by the planning authority in a permit is not to be taken, for the purposes of this section, to be required or imposed by the Appeal Tribunal if –

(a) the fresh condition or restriction is to the same effect as a condition or restriction that was specified in the permit by the Appeal Tribunal before the planning authority specified the fresh condition or restriction in the permit; and

(b) the fresh condition or restriction is not referred to in the decision, in relation to the permit, of the Appeal Tribunal under section 23 of the Resource Management and Planning Appeal Tribunal Act 1993 .

(3) If the planning authority amends a permit, it must, by notice in writing served on –

(a) the person who requested the permit to be amended; and

(b) if that person is not the owner of the land, the owner; and

(c) in the case of a permit granted under section 57 , the owner or occupier of any property which adjoins the land; and

(d) any person who made a representation under section 57(5) in relation to the application for the permit –

notify those persons of the amendments made to the permit.

(4) If the planning authority amends a permit containing a condition or restriction which the Board of the Environment Protection Authority has required under section 25(5) of the Environmental Management and Pollution Control Act 1994 , the planning authority must, by notice in writing served on the Board, notify it of the amendments made to the permit.

56AA. Fees for amendment of permits under section 56

(1) In this section –

relevant legislative instrument means –

- (a) this Act or the Local Government Act 1993 ; or
- (b) a regulation made under this Act or a by-law or regulation made under the Local Government Act 1993 .

(2) Despite section 86 , a planning authority is not entitled –

- (a) to refuse to take an action in relation to determining whether or not an application under section 56 for an amendment of a permit is valid; or
- (b) to refuse to accept a valid application under section 56 for an amendment of the permit –
on the ground that a fee, under a relevant legislative instrument, for an application for an amendment of a permit under section 56 has not been paid, unless –
- (c) the planning authority has, before, or within 4 business days after, the day on which a person lodges, or attempts to lodge, with the planning authority, the application for an amendment of the permit, demanded the payment of the fee; and
- (d) the fee has not been paid within the 21-day period after the day on which the demand is made.

(3) If –

- (a) the planning authority has demanded payment of a fee, under a relevant legislative instrument, for an application for an amendment of a permit under section 56 before, or within 4 business days after, the day on which a person lodges, or attempts to lodge, with the planning authority, the application for the amendment of the permit; and
- (b) the fee has been paid within the 21-day period after the day on which the demand is made –

the application, if it is a valid application for an amendment of a permit, is taken for the purposes of this Act to have been received on the day on which the fee is paid.

(4) If the planning authority has not demanded payment of a fee, under a relevant legislative instrument, for an application for an amendment of a permit under section 56 before, or within 4 business days after, the day on which a person lodges, or attempts to lodge, with the planning authority, the application for the amendment of the permit –

- (a) the planning authority, despite section 86 , is not entitled to refuse to take any action in relation to the application for an amendment of the permit; and
- (b) the application, if it is a valid application, is taken for the purposes of this Act to have been received on the fifth business day after the day on which the person lodges, or attempts to lodge, with the planning authority, the application for the amendment of the permit.

56A. When amendments to permits take effect

(1) If a planning authority amends a permit, the amendment, subject to subsections (5) and (6) , takes effect on the day on which it is made by the planning authority or, if there is a right of appeal against the amendment, at the expiration of 14 days from the day on which the notice of the amendment was served on the person who has the right of appeal.

(2) If the person who requested an amendment to a permit is the only person with a right of appeal under section 61 in relation to the amendment and does not intend to exercise that right, the use or development in respect of which the amendment is made may, subject to subsection (3) , be commenced before the expiration of the 14 day period specified in subsection (1) .

(3) If the person referred to in subsection (2) proposes to commence the use or development in respect of which the amendment is made before the expiration of the 14 day period specified in subsection (1) , the person must notify the planning authority in writing of his or her intention to commence that use or development.

(4) If the person who requested an amendment to a permit notifies the planning authority under subsection (3) , the person is taken to have forfeited the right to appeal in relation to the amendment.

- (5) The day on which a permit takes effect may be specified in the permit as being a day later than the day on which the permit would otherwise have taken effect under subsection (1) .
- (6) If an appeal has been instituted against the planning authority's decision to amend a permit, the amendment does not take effect until the determination or abandonment of the appeal.
- (7) If the amendment requires an agreement to be entered into, the amendment does not take effect until the day on which the agreement is executed.

57. Applications for discretionary permits

- (1) This section applies to an application for a permit in respect of a use or development which, under the provisions of a planning scheme—
 - (a) is of a kind specified as being a use or development which a planning authority has a discretion to refuse or permit; or
 - (b) may not proceed as proposed by the applicant unless a planning authority waives, relaxes or modifies a requirement of the scheme, or otherwise in its discretion consents to the use or development proceeding.
- (2) The planning authority may, on receipt of an application for a permit to which this section applies, refuse to grant the permit and, if it does so —
 - (a) it does not have to comply with subsection (3) ; and
 - (b)
 - (c) it must, within 7 days of refusing to grant the permit, serve on the applicant notice of its decision.
- (3) Unless the planning authority requires the applicant to give notice, the authority must give notice, as prescribed, of an application for a permit.
- (4) A notice referred to in subsection (3) is, in addition to any other matters required to be contained in it, to name a place where a copy of the application, and of all plans and other documents submitted with the application, will be open to inspection by the public at all reasonable hours during the period for which representations may be made.
- (4A) A person must not obscure or remove a notice of an application for a permit displayed on the land that is the subject of the application within the time period specified in subsection (5) .
Penalty: Fine not exceeding 10 penalty units.
- (5) Any person may make representations relating to the application during the period of 14 days commencing on the date on which notice of the application is given under subsection (3) or such further period not exceeding 14 days as the planning authority may allow.
- (5AA) If the time period specified in subsection (5) includes any days on which the office of the planning authority is closed during normal business hours in that part of the State where the land subject to the application for a permit is situated, that period is to be extended by the number of those days.
- (5A) A person may, by notice in writing to a planning authority, withdraw a representation made under subsection (5) at any time before the planning authority grants or refuses to grant a permit under subsection (6) .
- (5B) If a person withdraws a representation under subsection (5A) , that person is taken not to have made a representation under subsection (5) .
- (6) Unless the planning authority has refused to grant a permit under subsection (2) , it must grant or refuse to grant the permit —
 - (a) not earlier than the expiration of the period of 14 days, or such further period as may be allowed under subsection (5) , beginning on the date on which notice of the application for a permit is given under subsection (3) ; and
 - (b) not later than —
 - (i) in a case where the Heritage Council has not, under section 39(3) of the Historic Cultural Heritage Act 1995 , required extra time to consider the application, on the expiration of the period of 42 days from the day on which the planning authority received the application or

11.7.2 SPECIAL COMMITTEE APPOINTMENTS**EXECUTIVE SUMMARY****PURPOSE**

To consider the appointments to special committees flagged for mid-term review by current appointees.

RELATION TO EXISTING POLICY/PLANS

Council has established Special Committees to perform a range of activities and functions on Council's behalf.

A long-standing objective in the creation of special committees is to actively encourage engagement and participation of the community in the relevant function/areas assigned to those established committees. This object reflects Council's commitments under its Community Engagement Policy 2020.

In regard to appointment terms and the mid-term review, the Review of Committees Summary (September 2014) and the Council Meeting Procedures Policy (June 2016) are also applicable to this item.

LEGISLATIVE REQUIREMENTS

Special Committees are created under Section 24 of the *Local Government Act*, 1993.

CONSULTATION

In addition to the receipt of an internal audit report on the review of Council appointed special committees this matter has been the subject of a workshop discussion.

FINANCIAL IMPLICATIONS

None identified.

RECOMMENDATION:

- A. That Alderman Kennedy's resignation as Committee Member on the Tracks and Trails Committee be received.
- B. That Alderman Kennedy's resignation as Proxy Representative on the Sport and Recreation Advisory Committee be received.
- C. That Alderman Mulder's resignation as Committee Member on the Howrah Community Centre Committee be received.
- D. That Alderman Mulder's resignation as Committee Member on the Lindisfarne Community Activities Centre Committee be received.

E. That the following schedule of nominations be endorsed by Council:

COMMITTEE, BOARD, AUTHORITY	APPOINTMENT REQUIRED	NOMINATIONS RECEIVED
Tracks and Trails Committee	Committee Member	Ald James
Howrah Community Centre Committee	Committee Member	Ald James
Lindisfarne Community Activities Centre Committee	Committee Member (1 of 2)	Ald Peers

F. That a ballot be conducted for the following nominations

COMMITTEE, BOARD, AUTHORITY	APPOINTMENT REQUIRED	NOMINATIONS RECEIVED
Sport and Recreation Advisory Committee	Proxy Representative	Ald James Ald von Bertouch

ASSOCIATED REPORT

1. BACKGROUND

1.1. In general terms, Council utilises special committees to perform 2 distinctive functions, namely:

- “advisory” - to provide advice and input into identified Council’s business functions and decisions; and
- “management” - to perform on behalf of Council a presiding management function of a Council business activity.

1.2. A review of Council’s Special Committees was conducted by Council in 2014. Arising from this review, given the new appointment terms of 4 years coinciding with ordinary Council elections, opportunity was given to appointees to seek a review of their appointment at the halfway mark of their appointment term.

1.3. This mid-term review has been discussed at a recent workshop.

2. REPORT IN DETAIL

2.1. Council Special Committees were the subject of detailed discussion in 2014 and the conclusions of the review were summarised and formally endorsed at Council's Meeting of 8 September 2014. The Summary can be regarded as an adopted Council Policy.

2.2. The Summary included the following in respect to Committee appointment terms:

“Tenure of Aldermen Appointments on Committee

Although there were mixed views as to the optimum term of appointment for Aldermen onto committees between the 2 or 4 year term options, the discussions concluded with the following:

- *the appointment terms be for the full 4 year Council term of office;*
- *that Committee appointments be reviewed at the conclusion of the first 2 years of the appointment term; and*
- *at the 2 year review Aldermen be given the opportunity to revisit their commitments and seek changes to appointments on an as needs basis”.*

2.3. The mid-term review of appointments was canvassed at the workshop held on 16 November 2020. Two appointments were identified by the current incumbents for review, namely: Committee Member for the Tracks and Trails Committee and Proxy Representative on the Sport and Recreation Advisory Committee. Following the workshop, two further appointments were identified for review: Committee Member for the Howrah Community Centre Management Committee and Proxy Representative on the Lindisfarne Community Activities Centre Management Committee.

2.4. The Workshop discussions concluded that Aldermen be requested to advise nominations for the vacant positions by Friday, 4 December 2020 and that the matter be listed for formal consideration by Council.

2.5. It is open for Council to consider any further appointments put forward to the meeting following the current listing.

3. CONSULTATION

3.1. Community Consultation

Not applicable.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

The mid-term review of Council's appointments to special committees has been the subject of discussion at a workshop.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. Council has established Special Committees to perform a range of activities and functions on Council's behalf.

4.2. A long-standing objective in the creation of special committees is to actively encourage engagement and participation of the community in the relevant function/areas assigned to those established committees. This object reflects Council's commitments under its Community Engagement Policy.

4.3. Regarding appointment terms and the mid-term review, the Review of Committees Summary (September 2014) and Council's Meeting Procedures Policy (June 2016) are also applicable to this item.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

Special Committees are created under Section 24 of the *Local Government Act*, 1993.

7. FINANCIAL IMPLICATIONS

None identified.

8. ANY OTHER UNIQUE ISSUES

8.1. In establishing these committees, Council has actively established a strong basis of engagement in a broad cross section of the community. The impact within the Clarence community is significant.

8.2. These committees have helped, over time, build community capacity; developed strong partnerships with the community; encouraged participation, collaboration, support and commitment to Council initiatives and programmes; and positively reflect Council's standing and how it is viewed with its own community.

9. CONCLUSION

9.1. The appointment process, appointment terms and make up of special Committees are at the discretion of the Council.

9.2. As provided for under the relevant council policies a specific review of appointment has been identified by the incumbent Aldermen appointees which is now a matter for the Council to determine.

Attachments: Nil

Ian Nelson
GENERAL MANAGER

11.7.3 DRAFT STRATEGIC PLAN**EXECUTIVE SUMMARY****PURPOSE**

To undertake community consultation on the draft Strategic Plan 2020-2030 in accordance with the *Local Government Act 1993* requirements.

RELATION TO EXISTING POLICY/PLANS

The Clarence City Council Strategic Plan 2016-2026.

LEGISLATIVE REQUIREMENTS

The review of the draft Strategic Plan 2020-2030 and the associated community engagement is in accordance with the requirements of Part 7, Division 2 of the *Local Government Act 1993*.

CONSULTATION

This will be the first community consultation on the draft strategic plan. Consultation with Aldermen has already been undertaken on several occasions.

FINANCIAL IMPLICATIONS

There are no financial implications.

RECOMMENDATION:

That Council authorises the General Manager to initiate community consultation seeking feedback on the draft Strategic Plan 2020-2030.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** The Local Government Act 1993 (“LG Act”), section 70E, requires council to review its Strategic Plan every four years.
- 1.2.** The draft Strategic Plan 2020-2030 has been reviewed and workshopped with Aldermen on several occasions.
- 1.3.** It is now time to consult with the community and seek feedback on the draft Strategic Plan 2020-2030 to guide its development into a final version for approval by council.

2. REPORT IN DETAIL

2.1. Council is required under the *Local Government Act 1993* to review its Strategic Plan every four years.

2.2. The key changes in the draft Strategic Plan 2020-2030 from the previous plan are:

- Consolidation of key strategic goals from five to four.
- Introducing key supporting strategies that will assist council to deliver the key strategic goals.
- Highlighting the City Heart Project as a significant project of Council.
- Identifying several major strategic projects for implementation.
- Highlighting council's role as a key regional leader.

2.3. LG Act, section 68 requires council to invite submissions in respect to the draft Strategic Plan, and to then consider those submissions before adopting the plan. This is a critical step in completing the strategic plan review process.

3. CONSULTATION

3.1. Community Consultation Undertaken

Nil.

3.2. State/Local Government Protocol

Will be undertaken in accordance with the proposed consultation plan outlined above.

3.3. Other

This matter was discussed with Aldermen at workshops on 18 November 2019, 28 January 2020, 11 February 2020 and 26 October 2020.

3.4. Further Community Consultation

Community consultation will be undertaken through Your Say Clarence and promoted through the Eastern Shore Sun, Clarence City Council Facebook page and main website. Consultation will occur from the week beginning 14 December 2020 and continue until 5 February 2021. This is an eight-week period and recognises the Christmas holiday period.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. The consultation on the draft Strategic Plan 2020-2030 will impact directly on the current Clarence City Council Strategic Plan 2016–2026.

4.2. It is anticipated that once consultation is completed, the draft Strategic Plan 2020-2030 will be presented to council for adoption and at that time, if approved, will replace the previous version.

5. EXTERNAL IMPACTS

The revised strategic plan will set council's strategic direction for the next 10-year period, subject to further four yearly reviews as required by the LG Act.

6. RISK AND LEGAL IMPLICATIONS

There are no risks or legal implications of note.

7. FINANCIAL IMPLICATIONS

There are no overall financial implications to Council's current budget.

8. ANY OTHER UNIQUE ISSUES

There are no other unique issues.

9. CONCLUSION

The draft Strategic Plan 2020-2030 has been subject to several council workshops and consequential amendment. The LG Act requires council to undertake community consultation then consider submissions before final approval of the plan. The community consultation period has been set for eight weeks, recognising the Christmas holiday period.

Attachments: 1. Draft Strategic Plan 2020-2030 (27)

Ian Nelson
GENERAL MANAGER

City of Clarence: Strategic Plan 2020-2030

DRAFT

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Mayor's Welcome

Welcome to the City of Clarence's Strategic Plan 2020-2030.

The plan details the prospective opportunities Council has to provide quality services and facilities to enrich the lifestyle of the Clarence community.

The following themes have been established to drive the delivery of the plan:

- a people city
- a well-planned liveable city
- a prosperous city
- an environmentally responsible city
- a creative and innovative city.

Underpinning these themes, operationally Council will continue to provide leadership and governance of the City of Clarence whilst effectively and efficiently managing Council's assets and resources.

The council has a pivotal role in the development of the Greater Hobart region and will be a key stakeholder in the implementation of the Hobart City Deal.

The plan identifies strategies to ensure Council remains responsive to the community's needs and can adapt to a changing world including climate change, population growth and digital technologies.

Council will continue to develop the City as a great place to live and to develop or expand business.

Alderman Doug Chipman

MAYOR

Our values

Our people matter

- we value clear and open communication
- we support and encourage each other
- we respect diversity
- we recognise individual needs, experience and strengths

Our community

- we take pride in our work and pursue a standard of excellence
- we genuinely listen, and value collaborative relationships
- we strive towards the best outcome for our community
- we make responsible and sustainable decisions

Our open mind

- we actively seek opportunities to continuously improve
- we respect and explore different ideas and perspectives
- we embrace change that leads to positive outcomes
- we value innovation and creativity

Our safety

- we show care for people and look out for one another
- we speak up and support others to be healthy and safe
- we take personal responsibility for our own health and wellbeing
- we value work-life fit

Vision

Clarence – a vibrant, prosperous, sustainable city.

Mission

To respond to the needs of the community through a commitment to excellence in leadership, advocacy, innovative governance and service delivery.

City of Clarence – our current and future environment

The City of Clarence is a mix of urban, rural and coastal communities, enterprises and environments.

Situated on the eastern shore of the River Derwent, Clarence covers an area of 377 square kilometres with over 191 kilometres of coastal frontage to the Derwent Estuary, Storm Bay, Frederick Henry Bay and Pittwater.

The resident population of 56,945 persons is the highest of the municipal areas in the southern Tasmania region. Over a ten-year period (2008-2018), the population of Clarence increased by 11.4%. The Tasmanian population increased by 5.9% in the same period.

The main natural feature of the area is the iconic Meehan Range, which features numerous ravines and escarpments within the native bushland. It forms part of the South-east Tasmanian Important Bird Area, which is of international significance, as it is the breeding habitat of the swift parrot and the forty-spotted pardalote.

The range falls abruptly to the River Derwent in the west where there is a narrow coastal plain which is largely urbanised.

To the east, the range gives way to more extensive lowlands, including the Coal River Valley, which accommodates a range of agricultural activities, including food crops and viticulture, supported by irrigation schemes.

The Coal River Valley is sheltered from city lights by the Meehan Range and makes for an ideal site for the Mount Pleasant radio telescope observatory, which plays an important role in astrophysics research internationally.

The peninsula to the south and south-east of the Meehan Range is characterised by numerous beaches, bays and coastal communities.

Significant built infrastructure includes the Rosny Park central business centre, the Hobart International Airport, Richmond Historic Village, the Coal River Valley irrigation scheme, Bellerive Sports Stadium cricket ground, light industrial zoning in Cambridge and Mornington, and the Tasman Highway linking the south-east through to Hobart as well as Tasmania's east coast.

There were 19,621 jobs within Clarence in 2019. Employment sectors are predominately retail (13.9%), construction (13.3%), and education and training (11.8%). Other significant employment sectors are healthcare and social assistance (10.0%), public administration and safety (7.7%) and transport, postal and warehousing (7.4%). WILL BE GRAPHICALLY DISPLAYED

The City of Clarence has a very active culture of sports, from grassroots to elite. There are many sporting facilities and clubs, and both active and passive recreation activities, including cricket, all codes of football, swimming, yachting, boating, horse riding, little athletics, cycling, bowls, dancing and surfing. The City of Clarence is also home to a large network of interconnected tracks and trails totalling over 400 kms, as well as a number of parks and reserves, offering recreational opportunities for people of all ages and abilities within our community.

The City of Clarence, like all communities, faces challenges and opportunities in a fast-changing world.

Historically, the Tasmanian economy has underperformed as compared to other Australian states. A narrow economic base, the transition away from traditional industries, and low levels of employment contributed to this situation. However, in recent years the Tasmanian economy has enjoyed economic growth emerging through an acceleration of tourism, major construction activity in the Hobart region, and a maturing of fine food and wine, entertainment and creative industries. The City of Clarence is well placed to capitalise on these opportunities, in particular construction projects and enabling the creative industries to flourish.

Economic activity within Clarence has benefited from the positive aspects of the economy, leveraging on developments in the region and the increasing reputation of produce from the Coal Valley. Population growth is contributing to demand for housing construction and population-level services.

As a regional area, the City of Clarence will be affected by national and global trends. This strategic plan will allow for adjustments in response to these trends, as Council continues to follow strategies to insulate its operations from external shocks.

Other challenges include the uncertainty regarding the impacts of climate change and the need for all levels of Government to agree on policy and associated actions.

Significant social opportunities include building on Clarence's current World Health Organisation 'Age Friendly City and Community' status and addressing socio-economic disadvantage within our community.

Clarence will also continue to foster a well-connected community which encourages creativity and participation in community life. Clarence will also seek to take advantage of a digital future – SMART cities design and to consider alternative energy sources and transport options. The Plan includes specific strategies to build upon our successes, embrace these opportunities and to also meet the challenges ahead.

If Clarence were a city of 100 residents....(insert infographic here)

If Clarence was a city of 100 residents, there would be:

- 50 males, 50 females
- 29 people under the age of 24
- 51 people aged 25-64
- 20 people aged over 65
- 44 are employed
- 15 do paid work in Clarence
- 29 do paid work outside of Clarence
- 28 go to school
- 21 do volunteer work
- 29 care for children
- 11 care for a person with disability
- 33 take the car to work
- 3 take the bus, walk or cycle to work
- 26 employed full time
- 16 employed part time
- 2 unemployed
- 2 away from work
- 10 born overseas

If Clarence had 100 households...

- 27 would be single person homes
- 3 would be shared homes
- 70 would be family homes

Population, tourism and economic stats (insert infographic here)

At 56,945 persons (2018) Clarence is the largest city in Southern Tasmania

- 1 in 10 Tasmanians live in Clarence
- 1 in 4 residents in the Greater Hobart Area live in Clarence
- 250,000 tourists visit Richmond Village
- Over 2 million passengers per year travel through the Hobart International Airport at Cambridge, Australia's most southern airport
- 1,145,655 people have attended sporting events at Bellerive Oval
- In 2019, Clarence's Gross Regional Product was \$31.55 billion
- In 2019, there were 19,621 local jobs in Clarence

In the last 10 years...

- The population of Clarence has increased by 11.4%
- The population of Tasmania has increased by 5.9%

- The population of Australia has increased by 18.67%

In the next 10 years

- The population of Clarence is projected to increase by 7.6%
- The population of Tasmania is projected to increase by 4.2%
- The population of Australia is projected to increase by 17.6%

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Strategic Framework

The Local Government Act 1993 (the Act) requires Councils, in consultation with the community, to prepare a ten-year Strategic Plan that is reviewed at least every four years. The Act also requires that an Annual Plan be prepared, consistent with the Strategic Plan.

The Clarence Strategic Plan 2020-2030 is a ten-year Plan which sets out how we are to work towards our long-term vision.

The Strategic Plan will be supported by seven key strategies:

- Sport and Recreation strategy
- Health and Well Being strategy
- Arts and Cultural Events strategy
- Community Infrastructure strategy
- Financial Management strategy
- City Future strategy
- Digital strategy.

Council will develop key supporting strategies as required.

Council also develops master plans and related asset plans to guide capital developments within the municipality.

In addition, there are a number of specific supporting plans and strategies such as the Positive Ageing Plan, Economic Development Plan, Tracks and Trails Strategy and Youth Plan which detail projects and activities to meet specific objectives. These plans are listed in Appendix A.

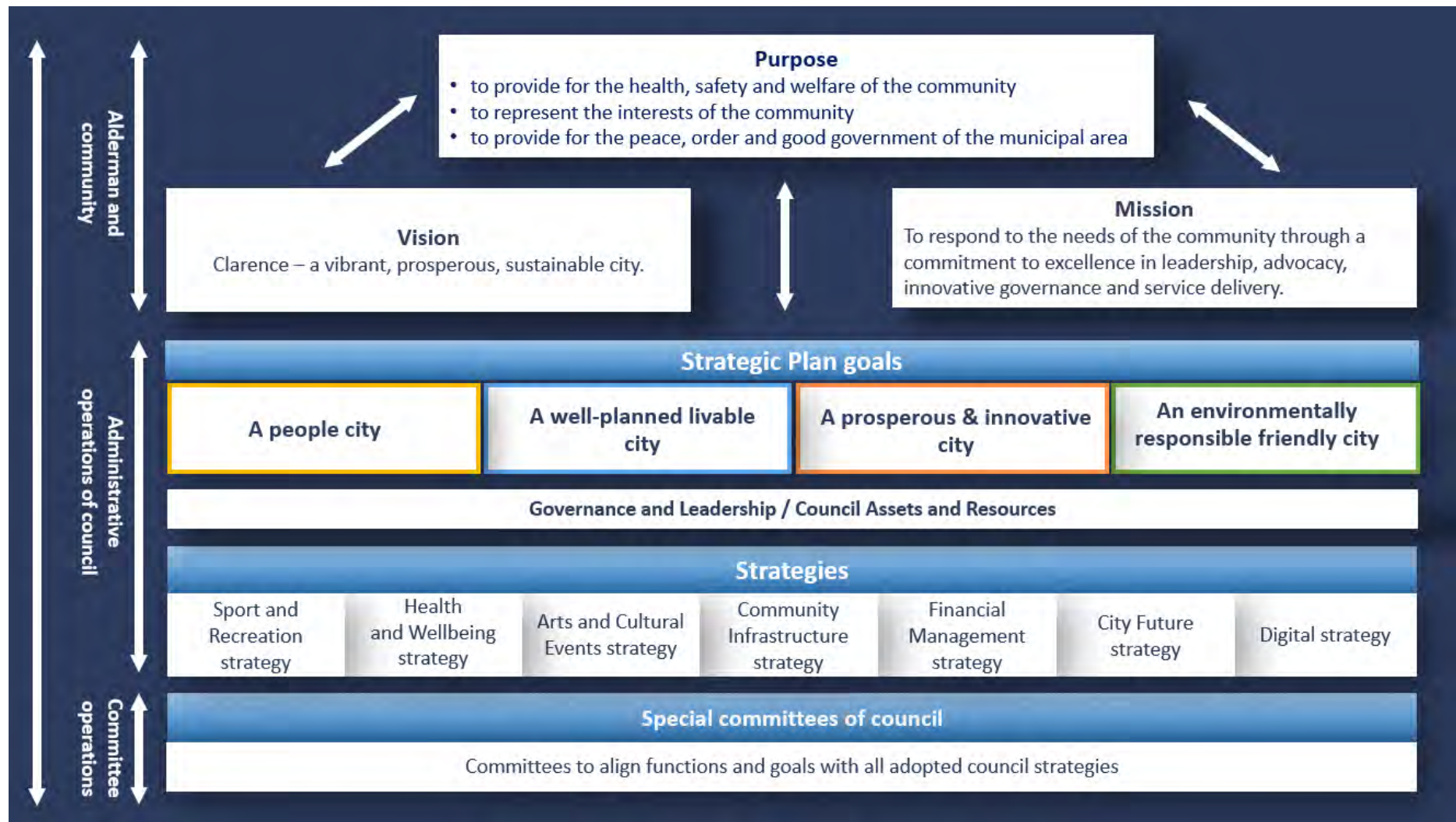
Council will continue to develop a range of community plans, planning frameworks and action plans to support the planning, development and implementation of all our activities and services.

The Strategic Plan 2020-2030 will give direction to the preparation of the Annual Plan and Estimates for the organisation. The Annual Plan identifies the services, projects and programs derived from the Strategic Plan to be delivered in each financial year. The Estimates detail funding allocation each financial year.

To ensure accountability to deliver the outcomes of future Annual Plan and Estimates, there will be reporting on achievements, performance and progress. This will be done in a variety of ways including through the Annual Report and quarterly reporting to council and the community which detail progress on the activities included in council's adopted Annual Plan.

Council's supporting plans also include regular reporting mechanisms and review timelines.

This Strategic Plan will be reviewed in 2024 in accordance with the requirements of the Act.



Strategic goal areas

The following overarching goals provide the structure of the Strategic Plan to demonstrate how Council aims to achieve the community's long-term vision of a vibrant, prosperous, sustainable city.

1 A people city

Clarence is a city which values diversity and encourages equity and inclusiveness. A city that aspires to creating world class public places and spaces, where the whole community can live an active lifestyle and where recreation, sport, culture and the arts enhance social connections.

2 A liveable city

Clarence will be a well-planned liveable city with services and infrastructure to meet current and future needs.

3 A prosperous city

Clarence is a city that encourages creativity, innovation and enterprise and will develop its economy, improving prosperity and supporting economic development and employment opportunities for all.

4 An environmentally responsible city

Clarence is a city that is environmentally responsible, values and protects our beaches, parks and natural environment to ensure sustainability and enhance the liveability of our city.

To further the attainment of the above city strategic goals, the following key organisational goals will underpin Council's operations:

Governance and leadership

Clarence City Council will provide leadership and accessible, responsive, transparent and accountable governance of the City.

Council's assets and resources

Clarence City Council will efficiently and effectively manage its financial, human, and property resources to attain Council's strategic goals and meet its statutory obligations.

1. A people city

GOAL

Clarence is a city which values diversity and encourages equity and inclusiveness. A city that aspires to creating world class public places and spaces, where the whole community can live an active lifestyle and where recreation, sport, culture and the arts enhance social connections.

STRATEGIES

Liveability

- 1.1 Enhance the liveability of activity centres, community hubs and villages through streetscape and urban design projects and local area masterplans.
- 1.2 Build upon Clarence's status as a World Health Organisation Age Friendly City and Community.
- 1.3 Continue to develop and maintain a public open space network including quality public spaces, parks, reserves, and tracks and trails.
- 1.4 Undertaken the development of a Reconciliation Action Plan.
- 1.5 Undertake consultation and develop concept plan(s) for the City Heart project.

Community Planning

- 1.6 Continue to deliver and review a community health and wellbeing plan and associated supporting plans to strengthen and improve the physical, mental and social wellbeing of the community.
- 1.7 Implement and review a Community Planning and Development Framework to provide a structured and integrated approach to community and service planning.

Promoting health

- 1.8 Undertake the development of a Sport and Recreation strategy
- 1.9 Promote active and healthy lifestyles through provision and support for active and passive recreation programs and activities.
- 1.10 Promote opportunities to improve physical and mental health and wellbeing within the community through the targeting of specific health promotion areas.

Caring for our place/environment

- 1.11 Continue to provide opportunities for involvement and increased awareness for the care of the local environment.

1.12 Continue to work with bushcare, landcare, coastcare and other volunteer groups to review and deliver plans and initiatives.

Connectivity

1.13 Facilitate residents being connected to the community by having access to resources and opportunities to participate in community activities, employment, volunteering and lifelong learning.

1.14 Provide collaborative strategic direction and planning to address the needs and aspirations of the community that support community participation, enablement and leadership.

1.15 Recognise, celebrate, and support cultural diversity through a range of cultural programs, activities and events.

2. A liveable city

GOAL

Clarence will be a well-planned liveable city with services and supporting infrastructure to meet current and future needs.

STRATEGIES

Asset Management Planning

2.1 Develop and implement contemporary, funded, asset management plans for all Council assets.

Roads and Transport

2.2 Develop and implement a comprehensive transport strategy for the City.

2.3 Establish and review a prioritised list of outstanding road transport and alternative transport issues for the City to facilitate the appropriate ranking of projects for capital works planning and funding.

2.4 Develop and implement traffic management plans to enhance connectivity and improve road safety.

2.5 Review and implement a cycle plan, and a tracks and trails strategy for the City.

2.6 Provide and prioritise a safe, reliable and accessible pedestrian network.

2.7 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.

2.8 Develop and implement a parking infrastructure development plan (based on service level objectives, demand projections and associated pricing policy settings) to guide Council's capital investment in public parking facilities in activity centres.

Stormwater management

2.9 Develop and implement stormwater catchment management plans for the City.

2.10 Undertake stormwater management and groundwater monitoring programs.

Public buildings and community facilities

2.11 Undertake an audit and strategic review of Council's buildings and community facilities to establish usage, condition and compliance to standards, and assess fitness for purpose for current and future community needs.

Parks and recreation facilities

2.12 Continue to monitor trends and changing needs in sport and active recreation and provide sport and recreation infrastructure through a planned approach that encourages partnerships with local clubs, state or regional sporting organisations, and other levels of government.

2.13 Work with government agencies, community organisations, and private providers with a view to sharing existing and planned assets for sport and recreation.

2.14 Planning for and providing new sporting and recreation facilities to meet community demand.

2.15 Create safe, well connected and high quality public open spaces that meets the need of the community and visitors, with a focus on accessibility and safe design principles.

Land use planning and urban design

2.16 Undertake contemporary land use policy development, and active participation in regional planning processes, to ensure delivery of a range of planning measures aimed at:

- Well-planned, vibrant and accessible activity centres
- An adequate supply of well-situated industrial land
- Protection of primary production on land and water
- Meeting demand for a broad distribution and variety of residential land and housing
- Protection of heritage assets
- Utilising serviced greenfield space to facilitate business relocation and expansion
- A regional approach to the planning of major sporting facilities.

2.17 Enhance the attractiveness, vibrancy, and accessibility of activity centres and community hubs through urban design and liveability projects and local area plans, including improvements to pedestrian orientated access.

3. A prosperous city

GOAL

Clarence is a city that encourages creativity, innovation and enterprise and will develop its economy, improving prosperity and supporting economic development and employment opportunities for all.

STRATEGIES

3.1 Review economic development plan that identifies the tools available to Council to facilitate improved economic performance and productivity within key sectors and to encourage innovation.

3.2 Develop and implement initiatives aimed at addressing the pockets of significant socio-economic disadvantage within the City.

3.3 In recognition of the potential and value of population increase in the City, undertake initiatives aimed at ensuring the residential market provides the necessary choices, investment, and liveability attributes to attract people throughout their life stages.

3.4 Communicate our City positioning and benefits through the promotion of the City's attributes, opportunities and visitor attractions, highlighting in particular:

- Sport/recreation/leisure opportunities
- Blundstone Arena as a home of national and international sporting events
- Food, wine and heritage
- Richmond and Coal River Valley
- City festivals, events and cultural activities
- Lifestyle/living options (urban, rural, coastal, village).

3.5 Build and facilitate productive networks and relationships based on issues of common interest with business groups, regional bodies, other Councils, and other levels of government.

3.6 Facilitate and/or directly invest in foundation projects and infrastructure aimed at driving further investment and growth.

3.7 Undertake the development of an Arts and Cultural Events strategy.

3.8 Deliver a broad program of arts events to increase access, participation and excellence in arts and cultural activities.

3.9 Deliver visual and performing arts programs at Rosny Farm and at venues across the City, including exhibitions, music, theatre, dance and film.

3.10 Enhance the cultural identity of Clarence by encouraging the creation of public art.

3.11 Deliver a diverse and strategically balanced program of City events and festivals.

3.12 Build upon the existing range of community and cultural assets at Rosny Park/Bellerive to establish a cultural and creative precinct as a place where ideas, creativity, learning and innovation are developed, shared and promoted.

3.13 Examine options for the establishment of a civic centre or performance and exhibition centre.

3.14 Develop a framework for the identification, preservation and promotion of the unique cultural history of Clarence and the further development of cultural tourism.

3.15 Enhance Sister City relationships and international linkages as a mechanism to foster and deliver cultural and/or economic benefits.

3.16 Undertake the development of a Digital Strategy

3.17 Adopt “Smart Cities” policies and strategies to enhance the quality of life by using emerging technology (including digital and energy technologies) to improve the efficiency of City infrastructure and services for the benefit of the community, business and visitors.

3.18 Encourage and facilitate business enterprise through strategies within economic development, land use planning, and cultural development programs.

4. An environmentally responsible city

GOAL

Clarence is a city that is environmentally responsible, values and protects our beaches, parks and natural environment to ensure sustainability and enhance the liveability of our city.

STRATEGIES

- 4.1 Protect natural assets within Council managed land through development and review of strategies in relation to bushfire, weed, land and coastal management.
- 4.2 Develop activity plans for all natural reserve areas in accordance with Council open space strategies and work with bushcare, landcare, coastcare and other volunteer groups to implement plans and initiatives.
- 4.3 Work collaboratively with relevant agencies to enhance and protect the natural environment, eg. Derwent Estuary Program, Natural Resource Management South, Tasmanian Fire Service.
- 4.4 Encourage energy conservation and sustainable use of resources through promotion of water and energy conservation initiatives to the community and industry and consider opportunities in relation to emerging or alternative technologies, including energy efficient transport options.
- 4.5 Acknowledge and respond to the impacts of climate change by:
 - continuing to work with all levels of government to meet national climate change objectives as agreed to following the 21st Conference of Parties (COP21, Paris) – the United Nations framework convention on climate change
 - developing climate change adaptation and mitigation action plans to meet the agreed response to climate change impacts
 - considering the impacts in all asset management plans and land-use planning strategies
 - ensuring the community is well informed of potential impacts, particularly coastal communities.
- 4.6 Develop and implement local and regional waste management strategies and services in relation to household, commercial and trade waste, recycling and green waste, and the promotion of waste reduction initiatives to the community and industry.

5. Governance and leadership

GOAL

To provide leadership and accessible, responsive, transparent and accountable governance of the City.

STRATEGIES

- 5.1 Respond to the changing needs of the community through leadership, advocacy and innovative governance.
- 5.2 Formulate and maintain a suite of policies to provide a framework for the establishment and implementation of Council's plans, strategies, programs, and services.
- 5.3 Improve transparency of Council's decision-making processes by refining Council's governance framework and policies in relation to probity, ethics, equity, and code of conduct.
- 5.4 Implement community engagement policies to provide effective and timely community and stakeholder engagement to support informed decision-making, and deliver clear, honest and timely communications through a range of communication tools and media.
- 5.5 Undertake regular reporting of Council's performance to the community and stakeholders.
- 5.6 Establish strategic partnerships to facilitate greater opportunities for Council to improve service delivery.
- 5.7 Explore opportunities with neighbouring Councils into the potential benefits of resource sharing and collaboration.
- 5.8 Provide equitable access to Council's programs and services.
- 5.9 Maintain and continuously review performance monitoring frameworks to ensure identified strategic goals are achieved.
- 5.10 Regularly review customer service policies and standards.
- 5.11 Provide, and represent the community at, civic and ceremonial functions.

6. Council's assets and resources

GOAL

To efficiently and effectively manage Council's financial, human, and property resources to attain Council's strategic goals and meet statutory obligations.

STRATEGIES

Financial management

- 6.1 Maintain a financially sustainable organisation through:
 - ongoing development and implementation of responsible financial strategies
 - ongoing review and implementation of detailed 10 Year Financial Management Plan
 - integration of financial and asset management strategies
 - measurement and reporting of key sustainability indicators.
- 6.2 Maintain Council in a sound financial position through:
 - delivering underlying surplus consistent with long term financial planning
 - planning for financial flexibility to meet unforeseen future externalities and opportunities
 - implementing annual financial plans consistent with long term strategies measuring and reporting of key financial indicators.
- 6.3 Make affordable and equitable rates and charges by:
 - developing and reviewing rating policies which seek to reflect both legislative principles and the expectations of the community
 - ensuring consistency in the application of rates and charges across the community
 - reflecting the true cost of providing services to the community
 - avoiding sudden and unexpected rate movements across the community.
- 6.4 Have effective control of financial risk by maintaining:
 - consistent cash flows, ample liquidity, and ready access to capital
 - appropriate and effective systems of internal control
 - adequate levels and scope of insurance over appropriate classes of risk.

Human resource management

- 6.5 Provide an equal opportunity workplace
- 6.6 Foster an environment that encourages staff development and continuous learning to strengthen workforce capabilities.
- 6.7 Foster a culture of creativity and innovation in expressing and realising ideas.
- 6.8 Provide safe and healthy workplaces.

Statutory and legal responsibilities

6.9 Effectively administer compliance with statutory obligations, legal responsibilities and governance standards.

6.10 Ensure appropriate management of risk to reduce exposure associated with Council's operations and activities.

6.11 Deliver a range of regulatory services in relation to environmental health, development assessment and approval, building and plumbing compliance, environmental and public health, animal control, parking and public places.

DRAFT

City Heart Project

The goal of the City Heart project is to establish a sense of place for the City, expand and diversify the economy, as well as create a vibrant liveable city centre. The City Heart project will encompass the broad renewal of the CBD and surrounding areas of Kangaroo Bay and Bellerive.

The project will also include an Urban Design Framework to guide development within the wider CBD area and re-development of the Council Chambers and offices.

Clarence is unique within the Greater Hobart Area, providing a gateway to the south east - from the Hobart International Airport into the City of Hobart. The Bellerive, Kangaroo Bay and Rosny Park areas have the potential to become a city centre which will deliver major improvements to Clarence's liveability and capacity to attract further population, cultural activity, and consequent economic activity and investment.

The City Heart project will be reflective of broad community values by:

- Ensuring our natural environment plays a leading role;
- Conserving and celebrating our cultural heritage;
- Providing a mix of developments that stimulate cultural, education and commerce activities, while being conscious to avoid overdeveloping the land;
- Designing facilities, walkable streets and bicycle networks that connect people to public spaces and activities; and
- Developing high quality transport systems and ensuring that transport plays an appropriate role within the CBD.

Rosny Park is currently Clarence's principal business district and provides a mix of retail, health and wellbeing services, education, and commerce. However, there are many more factors that contribute to making Clarence a liveable and vibrant city.

The City Heart project aims to create new community value through establishment of a thoughtfully built environment that enhances the green/natural spaces and provides a means of further engaging the community in the development of our social and economic capital.

Major Strategic Projects

There are several key projects identified that are priority project of council. These projects are significant in their nature and are long term commitments of council. This section of the strategic plan will be updated every two years.

Project name	Project description	Status
City Heart Project	<p>The goal of the City Heart project is to establish a sense of place for the City, expand and diversify the economy, as well as create a vibrant liveable city centre. The City Heart project will encompass the broad renewal of the CBD and surrounding areas of Kangaroo Bay and Bellerive.</p> <p>The project will also include an Urban Design Framework to guide development within the wider CBD area and re-development of the Council Chambers and offices.</p> <p>To initiate this project, Council is seeking input from the community on the development of a concept(s) plan for the land that comprises the Rosny Golf Course, Charles Hand Park, Rosny Farm and Sheoak Point.</p>	Concept design
Kangaroo Bay Development Precinct	<p>Kangaroo Bay is a significant location within the City of Clarence and council seeks to activate the potential of Kangaroo Bay to be a world-class waterfront destination, and an inclusive place for both residents and visitors that provides economic, social and community benefits.</p> <p>The precinct has two development sites for private investment, the wharf and boulevard sites. The wharf site has been approved for the development of a hotel and hospitality school development while a mixed use of residential and commercial is proposed for the boulevard site.</p>	Implementation
Rosny Hill	<p>The development site at Rosny Hill nature reserve was identified and a potential site that would attract development. Since its promotion in 2014 through a public expression of interest there have been several iterations of a proposed hotel development the site, which culminated in the approval of a 60-room hotel development which includes restaurants, café/kiosk and public viewing deck with new public walking trails in January 2020.</p>	Implementation

City Deal	The Hobart City Deal is a shared 10-year vision between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils. Together, all three levels of government will guide and encourage investment to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.	Implementation
Bayview Regional Sporting Precinct	Council is currently undertaking master planning in conjunction with Bayview Secondary College and the Department of Education, to develop school grounds as a regional level sport and recreation precinct. Development of the site will allow Council to service the future demand for additional outdoor playing surfaces and an indoor sporting centre, and ultimately improve the physical activity opportunities for the residents of the Clarence Plains.	Master planning
Tranmere/Rokeby peninsula structure plan	A structure plan for Tranmere/Rokeby peninsula is being developed to provide for sustainable growth of the Tranmere/Droughty Point/Rokeby peninsula, which has been identified as Clarence's main future urban growth area by the Southern Tasmanian Regional Land Use Strategy.	Planning and implementation

A Regional Council

Clarence City Council is a regional leader and has a key role in the development of South East Tasmania. Clarence City Council, as one of the four Metropolitan Councils in Greater Hobart, is a party to the Greater Hobart Act. The two key regional opportunities for Clarence are the Hobart City Deal and the South East Regional Economic Development Association (SERDA).

Hobart City Deal

The Hobart City Deal is a shared 10-year vision between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils. Together, all three levels of government will guide and encourage investment to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.

The Hobart City Deal will focus on:

- Enhancing the Hobart Airport's role as a direct international gateway
- Solidifying Hobart's world class standing as a gateway to the Antarctic and Southern Ocean
- Establishing a reliable, sustainable and cost effective transport system
- Delivering a diverse range of affordable housing options
- Establishing governance to support better strategic planning for the city
- Investing to support Hobart as a smart, liveable and investment ready city.

The implementation plan was released on 3 October 2019.

Clarence City Council is actively participating in the implementation of the plan and decision-making processes to ensure best outcomes for both the City of Clarence and the Greater Hobart area.

South East Regional Development Association

The South East Regional Development Association (SERDA) is a cooperative venture between four south-east Tasmanian councils – Clarence, Sorell, Glamorgan-Spring Bay and Tasman. SERDA have prepared a 10-year regional Economic Infrastructure Study. It was identified that there were a large number of approved developments in South East Tasmania including housing developments, irrigation and the Hobart Airport extension. This growth was lacking strategic oversight regarding the impact on common infrastructure such as energy, roads and services. This report was endorsed by State Cabinet and has resulted in a greater shared understanding of regional priorities, demographics, growth and opportunities. Priorities identified are being used to guide investment, focus resources and input into government policy.

Clarence City Council will continue to be an active member of SERDA, contributing to its important work in order to strategically address the issues that impact on the South East region of Tasmania.

Appendix A: Supporting Plans

1	10 year Financial Management Plan
2	Activity and Management Plans for Council's parks and reserves (numerous)
3	Annual Plan and Budget
4	Annual Report incorporating audited Annual Financial Statements
5	Asset Management Strategy 2013
6	Bicycle Action Plan 2013-2017
7	Bicycle Strategy 2013-2017
8	Buildings Asset Management Plan 2013
9	Bushfire Management Strategy for Council Owned and Controlled Land 2011
10	Bushland and Coastal Strategy 2011
11	Business Continuity and Recovery Plan
12	City Marketing Plan
13	Clarence Access Plan 2014-2018
14	Clarence Activity Centre Strategy
15	Clarence Bicycle Strategy and Action Plan 2013-2017
16	Clarence Business Opportunities Prospectus
17	Clarence City Council Youth Plan (2008-2012) - under review
18	Clarence Community Safety Plan (Draft 2016)
19	Clarence Emergency Management Plan Issue 7 (2015)
20	Clarence Events Plan 2014-2018
21	Clarence Interim Planning Scheme 2015
22	Clarence Positive Ageing Plan 2012-2016
23	Clarence Weed Strategy 2016-2024
24	Climate Change Impacts on Clarence Coastal Areas (2009)
25	Code of Conduct framework
26	Community Grants Program
27	Community Health and Wellbeing Plan 2013 - 2018
28	Community Participation Policy 2010
29	Community Planning and Development Framework (Draft)
30	Contracts, tenders and procurement policies
31	Council Meeting Policy
32	Cultural Arts Plan 2012-2016
33	Customer Service Charter
34	Draft Cultural History Plan for Clarence 2016-2021
35	Economic Development Plan (2016-2021)
36	Good Governance Guide for Local Government in Tasmania
37	Greater Hobart Destination Management Plan
38	Hobart Airport Master Plan 2015
39	Human Resources and Employment Policy
40	Kangaroo Bay Urban Design Strategy and Concept Plan 2008
41	Lauderdale Structure Plan (2011)
42	Meehan Range Fire Management Strategy

43	Open Space Strategies Principles
44	Pandemic Plan
45	Public Art Policy
46	Public Open Space Asset Management Plan 2013
47	Public Open Space Policy
48	Rates and Charges Policy
49	Reserve Bushfire Management Plans
50	Richmond Bridge Vegetation Management Plan 2015
51	Risk Management policies
52	Roads and Transport Asset Management Plan 2013
53	Roscommon Master Plan 2014-2024
54	Rosny Hill Nature Recreation Area Management Strategy
55	Seven Mile Beach Sport and Active Recreation Precinct Master Plan
56	Southern Tasmanian Regional Land Use Strategy (2013)
57	Sport and Active Recreation Strategy
58	Stormwater Asset Management Plan 2013
59	Stormwater Catchment Management Plans (numerous)
60	Strategic Management of Car Parking in Activity Centres Policy 2011
61	Tangara Trail Management Plan 2012
62	Tracks and Trails Action Plan 2015-2020
63	Tracks and Trails Strategy 2012
64	Volunteer Programs

11.7.4 COVID-19 LEASE RENTAL WAIVER COUNCIL OWNED PROPERTIES**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the waiving of lease rental amounts on council owned properties where the lessee is a not-for-profit club and association and was instructed to cease using the relevant council facility in response to COVID-19 Public Health advice.

RELATION TO EXISTING POLICY/PLANS

COVID-19 Financial Hardship Policy.

LEGISLATIVE REQUIREMENTS

The *COVID-19 Disease Emergency (Commercial Leases) Act 2020*, *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020* (Tas) and the *Local Government Act 1993* (Tas) (the Act) are relevant.

CONSULTATION

In April 2020, Council adopted and publicly communicated several financial assistance initiatives in response to the COVID-19 pandemic. They included the development of a Financial Hardship Policy that provides the basis to assess hardship claims in relation to payment of rates, fees and charges. The Policy also includes a mechanism to consider applications for financial hardship from lessees of council property where the *COVID-19 Disease Emergency (Commercial Leases) Act 2020* applies.

FINANCIAL IMPLICATIONS

There are immediate and long-term financial implications associated with the COVID-19 pandemic response. Balancing the provisions of the community support package with the financial consequences associated with such measures has underpinned Council's consideration of the 2020/21 Estimates and Annual Plan and will continue to influence budget and planning processes in subsequent years.

RECOMMENDATION:

That Council approves the waiver of lease rental on council owned properties leased to not-for-profit clubs and associations who were directed by council to close the relevant council owned building for the period 19 March to 15 June 2020 in response to COVID-19 Public Health advice.

COVID-19 LEASE RENTAL WAIVER COUNCIL OWNED PROPERTIES /contd...**ASSOCIATED REPORT****1. BACKGROUND**

This report seeks council approval to waive lease rental obligations owed by not-for-profit clubs and associations who are lessees of council owned properties that were required by council to close in response to Public Health advice on managing the COVID-19 public health risk. The waiver is to apply for the period of closure, being 19 March to 15 June 2020.

2. REPORT IN DETAIL

2.1. At the workshop held on 7 December 2020 the matter of rental abatement requests received from tenants of council owned facilities was discussed. The requests for lease rental waiver relate to the financial and social impact of the period of closure on the financial obligations of the lessee. The relevant lessees are not-for-profit clubs and associations.

2.2. At the workshop several points of debate were discussed, namely:

- the requests received did not necessarily meet the tests as described in council's COVID-19 Financial Hardship Policy;
- where council leases include a provision for the abatement of rent, the relevant clause did not extend to the events and circumstances that lead to a requirement to deny access to the relevant facility in the event of a pandemic. To consider such a circumstance against the abatement clause would place "strain" on the legal interpretation of the terms of the respective lease; and
- the intent of the *COVID-19 Disease Emergency (Commercial Leases) Act 2020* that favours the circumstances of the tenant.

- 2.3.** Council recognises the important and valuable contribution that not-for-profit clubs and community associations provide to the health and wellbeing of the participants of their programs. This has never been more evident than in the challenging times forced upon the community due to COVID-19. The programs provided by community groups played a significant role in the recovery of the community as it emerged from the various stages of pandemic related restrictions.
- 2.4.** A small number of community organisations who hold leases over council owned facilities have sought waiver of rents in reliance upon the “abatement” term of the relevant lease. While it is considered that the abatement term does not apply to the circumstances of a pandemic, it is nonetheless open to council to decide to waive rent payments for a defined period. While only a small number of organisations have sought a rent waiver for the relevant period, it is also open to council to consider waiving rents for all not-for-profit clubs and associations who hold leases with council.
- 2.5.** The period of the proposed rent waiver would be for the period 19 March to 15 June 2020 and apply to all lessees of council owned facilities directed by council to close for the period as defined.
- 2.6.** The total sum of rent waiver, if applied to all not-for-profit clubs and associations within the category, is in the order of \$16,000. This represents the total sum of the proportion of lease waiver for all lessees captured by the circumstances as detailed in this report.
- 2.7.** The General Manager is to report to council in the Quarterly Report the cumulative number of leases renegotiated, and the cumulative amount approved.

3. CONSULTATION

3.1. Community Consultation Undertaken

Consultation regarding financial, social and health impacts of the COVID-19 pandemic has been undertaken as part of Council’s social recovery activities.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

3.4. Further Community Consultation

Each eligible not-for-profit club or association holding a lease with council will be advised directly of council's decision.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The current crisis will be a disruptive influence upon Council's Strategic Plan, 10 Year Financial Plan and a range of other plans for a significant period, measured in years. A substantial review of these plans will be required during the 2020/2021 financial year.

5. EXTERNAL IMPACTS

There are no other relevant external impacts.

6. RISK AND LEGAL IMPLICATIONS

The proposed rent waiver is consistent with council's COVID-19 hardship policy and support arrangements. There are no significant risk or legal implications.

7. FINANCIAL IMPLICATIONS

If approved, the rent waivers will result in a reduction in cashflow and lease rental income to the value of approximately \$16,000 over the period of the 2019/2020 and 2020/2021 financial years. Where a not-for-profit club or association has already paid rent in advance, a credit note can be applied to the FY21/22 lease rental account.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The COVID-19 pandemic is an extraordinary event impacting world-wide. While the requests for rent abatement in accordance with the lease terms is not supported based upon a proper interpretation of those terms, it is reasonable in the circumstances for council to take a broad view of its COVID-19 financial hardship support measures and authorise rent waivers for all not-for-profit clubs and associations who are tenants of council owned facilities and who were ordered to close those facilities during the “first wave” lock-down period.

Attachments: Nil

Ian Nelson
GENERAL MANAGER

11.7.5 CITY HEART PROJECT**EXECUTIVE SUMMARY****PURPOSE**

To consider the City Heart Project Community Consultation Report and look at next steps in the development of the project.

RELATION TO EXISTING POLICY/PLANS

The Clarence City Council Strategic Plan 2016 – 2026 is relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Public consultation was undertaken over the course of the year to develop the consultation report. Consultation with Aldermen has also been undertaken.

FINANCIAL IMPLICATIONS

There are no unbudgeted financial implications.

RECOMMENDATION:

That Council authorises the General Manager to:

- A. Make the Timmins Ray City Heart Community Consultation Report publicly available via Council's digital platforms.
- B. Develop a plan for interim use for the Rosny Park golf course area and present that plan to Council for consideration at a future council meeting.
- C. Initiate an expression of interest process for concept plan development for the City Heart project.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Council has previously approved initial consultation for the City Heart project. The consultation report is now finalised and can be provided to the community for information.

- 1.2.** Council is able to consider next steps in the City Heart project. These steps include an interim plan for use of the Rosny Golf Course land following finalisation of the current lease (due to conclude 30 April 2021) and commencement of an Expression of Interest process aimed at developing one or more concept plans for the project.

2. REPORT IN DETAIL

- 2.1.** Council's decision of 24 February 2020 highlighted that the initial community engagement and consultation must drive a vision for the City Heart project. Timmins Ray was engaged to independently undertake the initial consultation for the project.
- 2.2.** The initial consultation was conducted over the course of this year from February to October. Relevantly, the consultation suffered delays and methodology changes due to the impacts of the COVID-19 pandemic.
- 2.3.** The methodology outlined in the report is comprised of a variety of approaches to capture sufficient information in the initial consultation stage to guide the project's development into the concept development phase.
- 2.4.** The key consultation methods included:
- A whole-of-community "Your Say Clarence" survey.
 - One-on-one, face-to-face meetings with key community members.
 - Focus groups that were comprised of a variety of stakeholders.
- 2.5.** The key themes that have emerged from the consultation are:
- Retention of public open space.
 - Maintain green spaces.
 - Improved connectivity to CBD, Kangaroo Bay and Bellerive.
 - No over-development of the area.
 - Improved public transport.
 - Improved traffic management and parking.

- 2.6.** It is anticipated that the development of a concept plan into a master plan could take 12 to 18 months following Council's selection of its preferred concept.
- 2.7.** Council has decided not to extend the Rosny Park golf course lease beyond 30 April 2021. This presents opportunities for council to invite the community to use the area for passive recreation activities other than golf. This will provide the opportunity for the community to re-engage with the land prior to consultation in relation to concept plan(s).
- 2.8.** There is also an opportunity for council to make the area more appealing for interim community use, and clearly demonstrate that the area can accommodate other uses. With this in mind an "interim uses" plan for the golf course land can be developed for consideration prior to the cessation of the current lease of the Rosny Park golf course. The interim plan will aim to create low cost improvements such in the area, such as additional signage, pathways and suchlike.
- 2.9.** In order to progress the City Heart project, council is now able to seek expressions of interest from suitable organisations for concept plans.
- 2.10.** It is anticipated that the concept plan development will lead to a master planning process for the City Heart, which would then be subject to council and budget approval.
- 2.11.** It is envisaged that more than one concept plan may be developed. This approach will provide both council and the community the opportunity to compare different ideas for the land, with the aim of ultimately settling on a preferred plan.
- 2.12.** The process for development of one or more concept plans would involve an expression of interest process and may also include an "internal" submission by council officers.

- 2.13.** It is anticipated that this process will be completed by the second half of 2021. There is a budget allocation already in place to cover costs associated with concept plan development.

3. CONSULTATION

3.1. Community Consultation Undertaken

The initial community consultation has been completed, and the resulting report is attached.

3.2. State/Local Government Protocol

Engagement with the State Government will be undertaken as required.

3.3. Other

This matter was discussed with Aldermen at a workshop on 7 December 2020.

3.4. Further Community Consultation

Further community consultation will be undertaken following receipt of concept plans, including council approval for consultation of those plans.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

- 4.1.** The City Heart project is a feature of the draft Strategic Plan 2020-2030, which will be subject to community consultation over coming weeks.

- 4.2.** The City Heart project is in accordance with the current Strategic Plan 2016-2026.

5. EXTERNAL IMPACTS

This City Heart project will have a direct community impact.

6. RISK AND LEGAL IMPLICATIONS

There are no risks or legal implications of note.

7. FINANCIAL IMPLICATIONS

There are no overall financial implications to the Council's current budget.

8. ANY OTHER UNIQUE ISSUES

There are no other unique issues.

9. CONCLUSION

The initial City Heart project consultation has been concluded and a report provided. The provision of the initial consultation report is recommended for public release. It is also recommended that the next steps in the project's development, which includes Council's intention to provide alternative interim uses for the golf course area and commencement of an expression of interest process for concept planning, be clearly communicated.

Attachments: 1. Timmins Ray: City Heart Consultation Report (39)

Ian Nelson
GENERAL MANAGER



Clarence City Council
City Heart Community Consultation Report

November 2020

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Executive Summary

In January 2020, Timmins Ray was engaged to conduct community consultation for the Clarence City Heart Project, which aims to bring the Rosny, Kangaroo Bay and Bellerive areas together to develop the Clarence city centre into a thriving and vibrant place to live, work, learn and visit. As an independent consultancy, our approach sought to transparently gather the views of a diversity of community members using a variety of methods including face-to-face meetings, online platforms, written submissions, and focus group meetings. This approach aimed to ensure everyone who wished to, was given the opportunity to express their views.

During the initial ideas sharing stage, 189 electronic and eight written submissions were received, providing valuable information on what the community enjoys most about living in Clarence; concerns for the future; issues and challenges; and ideas for potential future development. Simultaneously, we conducted 16 individual face-to-face meetings with heads of local community action groups, sporting and recreation clubs and local Members of Parliament.

In Stage Three, focus groups comprising a diversity of stakeholders with equally diverse opinions and attitudes, provided the opportunity to discuss the broad parameters of the City Heart project and to put forward ideas and viewpoints. Forty-nine people participated in these sessions, which were conducted at the Rosny Library. Detailed notes and audio recordings were taken at each session,

which were subsequently analysed and cross-referenced with key themes from previous stages.

Throughout the consultative program, COVID-19 and resultant budget constraints presented a number of barriers and, as such, there were numerous alterations to the plan to comply with government restrictions. Earlier iterations included activities designed to assist in the quantification and prioritisation of the key ideas and themes which are detailed in this document. However, in July, due to the COVID-19 pandemic, council decided to modify the scope of consultation, confident sufficient insights and information had already been gathered and collated.

The following represent the most consistently shared values, suggestions, expectations and concerns of the majority of those community members who so willingly participated in the City Heart engagement and consultative program. We are grateful for the valued insights they provided.

COMMUNITY VALUES

- The most common theme throughout all stages of community consultation was the need to retain public, green open spaces for the enjoyment of the community, now and in the future.
- Existing public spaces are overwhelmingly considered the City Heart's most valued asset.
- There is a common community pride in the City of Clarence and residents are anxious to protect what they consider to be its unique identity.

Executive Summary (cont.)

- The 'village feel' of the City Heart precinct is also highly valued and the community wants it protected against any attempt to turn it into 'a concrete jungle', like other CBDs.
- The area's riverside and water views are similarly valued along with the diversity of available facilities and services.

CHALLENGES & ISSUES

- Because many are concerned about protecting the aesthetics of the area, participants want the council to commission a comprehensive master plan prior to any development taking place.
- The need to improve accessibility to the area – for pedestrians, cyclists and motorists – is a consistent key theme, which many suggest is a barrier to visiting the precinct.
- A similarly consistent view is the need to improve financial and social accessibility in the City Heart to ensure people of all socio-economic backgrounds have access to essential and non-essential services.
- Before any development is started, participants believe demand for safe and reliable public transport as well as adequate parking are issues that should be resolved.
- The business community believes restrictive barriers to development are preventing the City Heart from becoming a centre for food, drink and culture. This is particularly so in the case of small, local business development.

WHAT IS MISSING?

- There is a common view that while the City Heart district could be enhanced with appropriate additions, there is a clear preference to extend existing buildings over developing new footprints.
- Similarly, there is no appetite for development that might encroach on valued, green open spaces and views across the River Derwent.
- Participants believe the City Heart needs improved connectivity between Rosny, Kangaroo Bay and Bellerive as well as with outer suburbs.
- Enhanced safe and welcoming community spaces, an improved arts and cultural precinct and greater opportunity to experience cultural diversity are considered important objectives.
- The community wants to see:
 - » The staging of more events and destination experiences that draw people to the area.
 - » Better access and egress, with integrated public and private transport.
 - » Exercise and sporting facilities.
- Participants want the City Heart to be a reason for people to stop and visit, including those who at present simply pass through the municipality going to and from the airport.

BETTER UTILISATION OF OPEN SPACES

- Suggested ways to better utilise the open spaces in the City Heart included linking Rosny Golf Course and Charles Hand Park with a mix of active and passive open space.
- It was proposed that a number of active and passive spaces be identified and designated for such things as disc golf, children's nature play, picnic areas and walking tracks.
- Participants were adamant Kangaroo Bay Rivulet should be enhanced through native plantings to entice wildlife, butterflies and waterbirds. Accessible walking tracks for all abilities would open-up the area to the public.
- Council lawns were praised as an excellent example of green space within the CBD, but many believe they should be expanded to better link the surrounding services, as well as potentially used as an entrance to a re-purposed Rosny Golf Course.
- Given its significance to First Tasmanians, participants believe Sheoak Point should be retained in its original state with appropriate acknowledgement of the land's Traditional Owners.

RETAINING PEOPLE IN THE CITY HEART

Stakeholders believe there are four key elements to attracting and retaining people in the City Heart:

- Comfortable and accessible space for all—including elderly, families with young children and people with a disability—with a focus on amenities, including such things as accessible public toilets, water fountains, adequate lighting, covered seating and sheltered areas.
- The development of a night-time economy while ensuring the safety and amenity of visitors.
- The staging of events, particularly original events the city can 'own'.
- Creation of 'experiences', not only to attract visitors, but also to provide entertainment for the city's young people.

Overview

The engagement and consultation program clearly show the community members who participated are eager to see an overarching concept, or master plan, developed for the City Heart. They want development undertaken in a considered, cohesive manner which uses existing building footprints and not accomplished at the expense of public open space that should be left for future generations.

While community sentiment was predictably varied, the values, suggestions, expectations and concerns detailed in the key findings were consistent throughout the entire program.

This report was not produced by, nor influenced by Clarence City Council.



Introduction

In January 2020, Timmins Ray was engaged to conduct community consultation for the Clarence City Heart Project, which aims to bring the Rosny, Kangaroo Bay and Bellerive areas together to develop the Clarence city centre into a thriving and vibrant place to live, work, learn and visit.

Clarence City Council's online consultation platform, Your Say Clarence, was initiated in February, inviting all members of the community to contribute ideas and opinions to an open ideas-sharing forum and mapping tool. Concurrently, Timmins Ray began interviewing stakeholders from the Clarence municipality to garner initial ideas and key themes.

After a program pause due to COVID-19, focus groups were held to quantify key themes and findings from the previous stage, as well as determine the level of support for potential development and revitalisation within the City Heart.

The focus groups varyingly included residents and ratepayers, local business, community organisations, special interest groups (youth, aged care, disability, migrant and Aboriginal communities), as well as representatives of neighbourhood centres. As was expected from such diverse stakeholders, each focus group engendered spirited debate, though at the conclusion the key themes that arose from each were clearly identifiable.

Throughout all stages of consultation—including focus groups—Timmins Ray gave community members and stakeholders equal opportunity to present their ideas and opinions. During focus groups we aimed, as facilitators, to ensure no individual stakeholder monopolised the discussion and actively sought input from other attendees throughout the session. We also encouraged those who attended to follow up with us via email if there were any points they felt they were unable to make in the 90-minute session. These communications were included in our notes for analysis.

While none of the findings claim to have 100 per cent community support, the following document details the most commonly recurring findings that arose throughout the consultative program, focusing on five key themes:

- Community Values;
- Challenges and Issues;
- What is Missing in the City Heart;
- Better Utilisation of Open Spaces; and
- Retaining People in the City Heart.

Methodology

Community acceptance and ownership of any proposed, major development first requires a genuine understanding of people's perceptions, expectations, opinions and concerns. Application of that understanding then provides the collaborative framework for a successful project.

As an independent consultancy, our approach sought to transparently gather the views of a diversity of community members using a variety of methods, including face-to-face meetings, online platforms, written submissions, and focus group meetings. This approach aimed to ensure everyone who wished to, was given the opportunity to express their views.

The Clarence City Heart Community Consultation program was launched in February with extensive publicity on both mainstream, social and digital media – the purpose being to raise community awareness and to encourage participation.

Initial consultation, which began immediately following the launch, was multi-faceted. A publicly accessible mapping and ideas-sharing platform was established on the Your Say Clarence website to gauge attitudes and ideas, potential issues, and community values. It was also designed to provide

preliminary insights into what the community wanted to see in the City Heart. During this stage, 189 electronic and eight written submissions were received, providing valuable information on what the community enjoys most about living in Clarence; concerns for the future; issues and challenges; and ideas for potential future development.

Stage Two included 16 individual face-to-face meetings with heads of local community action groups, sporting and recreation clubs and local Members of Parliament, which were guided by the seven interdependent characteristics identified in the *Bellerive, Kangaroo Bay & Rosny Park City Heart Concept Report* (9 January 2020).

In Stage Three, focus groups comprising a diversity of stakeholders with equally diverse opinions and attitudes, provided the opportunity to discuss the broad parameters of the City Heart project and to put forward ideas and viewpoints.

In consultation with council, invitations were extended to businesses in the City Heart areas of Rosny and Bellerive, Your Say Clarence respondents, students from local schools, representatives from Neighbourhood Centres in the Clarence municipality and other community service organisations and special interest groups, the Tasmanian Aboriginal Centre and representatives from local sports clubs and arts groups.

Methodology (cont.)

The focus group meetings allowed for frank discussion and lively debate, especially when views and opinions differed. Detailed notes and audio recordings were taken at each session, which were subsequently analysed and cross-referenced with key themes from previous stages.

Due to COVID-19 restrictions focus groups did not exceed 10 participants, with an additional two facilitators. Forty-nine people participated in the sessions, which were conducted at the Rosny Library and all those in attendance complied with the venue's COVID-19 Safety Plan.

Each stage of consultation was planned in advance to be adaptable based on the previous. It was always anticipated that each phase of consultation would inform the conversation in the next; for example, the Stage Two ideas-sharing platform on Your Say Clarence gathered initial ideas and insights which were discussed at length throughout Stage Three focus groups. It was our intention that the information gathered in these discussions would then inform survey data in Stage Four, which would aim to narrow down, quantify and prioritise each key finding.

Throughout the consultative program, COVID-19 and resultant budget constraints presented a number of barriers and, as such, there were numerous alterations to the plan to comply with government restrictions. Earlier iterations included 'pop-up' consultation booths at Eastlands and the Rosny Library, engagement with Neighbourhood Centres and the aforementioned Your Say Clarence online community survey. These activities were designed to assist in the prioritisation of the key ideas and themes which are detailed in this document. However, in July, due to the COVID-19 pandemic, council decided to modify the scope of consultation, confident sufficient insights and information had already been gathered and collated.

Key Themes and Insights

The following pages contain more detail on the key themes and insights from the consultative program.

Also included are randomly selected, unattributed quotes (in italics) from individual participants. These are designed to reflect the general tenor of discussion around each key finding.



COMMUNITY VALUES

Public, wide open green spaces

The most common theme which arose throughout all stages of community consultation was the need to retain public, green open spaces for the enjoyment of the community, now and in the future.

Further, suggestions were made as to how these spaces might be kept open yet revitalised to enhance their appeal to the community. The most common suggestion was to develop Charles Hand Park and Rosny Golf Course into a connected 'Central Park-style' multi-use space with an arboretum or botanical gardens with open spaces and ponds.

“

It is very important that the green spaces are retained. No further incursions by any buildings. The green spaces are the heart of Clarence.”

“

The lovely green area at the end of Kangaroo Bay (which surrounds Rosny College and includes the bowls club area, sport-recreation grounds and facilities, and the golf course) is one of the most important green areas in Clarence. Revamp and enhance what we've got with better landscaping and more planting.”

Members of the Clarence community who participated in this consultation clearly see that the access residents have to wide-open, green spaces should be a core value of the City Heart precinct. Previous decisions to allow development of open spaces on Rosny Hill and Kangaroo Bay have triggered a level of distrust among some community members, who are concerned council may

plan to further develop open spaces within the City Heart. It was remarked that these open spaces are important to the physical and mental wellbeing of the Clarence community.

“

I watch my grandchildren and see how much richer developmentally it is for them to play in rough terrain... all the rough spaces that they have to clamber over and balance, risky things, falling off rocks, all of those things. It is amazing for brain development.”

“

The wide open, natural green spaces provide really rich food for brains and it would be a dreadful loss to not respect and take that into account.”

Environment & sustainability

Numerous participants articulated the need for a greater focus on the natural environment and sustainability – which came down to applying a more targeted approach to the reduction of single use plastics as well as waste management and recycling as part of the City Heart project.

During one focus group, the concept of Biophilic Cities was raised and discussed. Biophilic Cities is a global network of partner cities working together to pursue the vision of a 'natureful' city by conserving and celebrating nature in all its forms (Biophilic Cities 2020).

This concept attracted solid support, with many hopeful that Clarence City Council may consider joining the initiative to demonstrate its support for the environment and sustainability.



Heaps of research has been done in the field of biodiversity corridors over the past decade and there is scope for this in the CBD planning process. If done properly, it could lead to really great environmental and social outcomes. We need to connect all the green spaces through the use of native plants and incorporate habitat structures – woody debris, rocks, water bodies, etc."



There is an opportunity to pivot – from the current emphasis on economic growth (business) to wellbeing (people), the local (place) and sustainability (preservation and survival)."

Village vs CBD

The Clarence community members who participated in this consultation are fiercely proud of their municipality and wish to maintain its uniqueness.

The notion of the 'City Heart' was widely debated, with some concerned the Clarence CBD would be developed into a 'concrete jungle'. Participants were quick to point out that with the Hobart CBD less than 5km away, they did not wish to see the Clarence City Heart turned into a replica, instead wishing to retain a more village feel – i.e. all the services one requires without high rise and high density buildings.



To me a CBD is the city's hub for business to grow and thrive and for the community to prosper and be served. It is not necessarily about big and shiny buildings."



Despite the council's long commitment to deeming the municipality a 'city', this is not the general perception. Nor is it necessary. Most of the traditional signifiers of a 'city' such as major public and commercial buildings, a town hall, post office, government offices, banks, company head offices, etc. are missing from Rosny Park and are decreasingly important in established cities."

Coastline & water views

Access to the shoreline and the unique views across the River Derwent to the Hobart CBD and Mt Wellington/kunanyi are considered assets of critical significance to the community.

Raised in every focus group, the community is keen to protect these assets, with many suggesting Kangaroo Bay foreshore is an ideal place to develop a café, restaurant and bar strip which takes full advantage of the waterfront views. Similarly, it was suggested the Bellerive Quay restaurant strip could be improved by being reconfigured to allow restaurants and cafes access to – and larger dining areas on – the waterfront as opposed to exclusive access from Cambridge Road.

“

A viewing platform from the City Heart which takes advantage of the views across the river to Mt Wellington/kunanyi would be a place you could bring visitors and tourists for a completely unique view of Hobart.”

“

I reckon a boardwalk with sheltered seating, play areas and cafes extending around from Sheoak Point to Bellerive Quay would be fantastic! Similar to the Seaport in Launceston.”

“

Build a roof on the boardwalk carpark so that the restaurants can have an outdoor dining area that faces the river instead of the road.”

Staying in Clarence

The Clarence community members who participated in this consultation are proud to live in the municipality and value the services available within the City Heart that allow residents to conduct their lives without the need to cross the river.

During focus groups, it was widely agreed that residents of Clarence do not wish to leave their municipality to shop, socialise or work, preferring instead to enjoy the services and facilities available in the City Heart area.

However, while many say they would prefer to eat, drink and socialise in the Clarence area, the lack of available culture and dining options is a barrier to doing so.

“

We’ve got – in the wider municipality – access to the pool, cinemas and Eastlands. There are quite a lot of facilities right here.”

“

I’d love to be able to go for a nice dinner and have a few drinks on this side of the river and have my friends come over here for a change, but there is just a lack of options in terms of high quality restaurants.”

An aerial photograph of a city street intersection, likely in Timmins, Ontario. The image shows a mix of commercial buildings, parking lots, and green spaces. A large teal rectangular box with a white border is centered over the image, containing the text "CHALLENGES & ISSUES" in white, bold, sans-serif capital letters. The background shows a complex urban layout with various building styles, including a large modern building with a hexagonal roof pattern and several older commercial structures. A major road intersection is visible on the right side of the image, with cars and a bus visible. The overall tone of the image is somewhat muted, with a blue-green tint.

CHALLENGES & ISSUES

Accessibility

When discussing accessibility, participants referred not just to physical barriers, but also of concerns that financial and social accessibility was significantly lacking in the Clarence City Heart.

It was suggested that for many in the municipality, there were financial barriers preventing them from accessing much of what the City Heart had to offer. Participants made clear that they wanted services and amenities that provided for all – regardless of physical ability or socio-economic position.

“

Accessibility is a major concern, especially for people with disabilities, parents with children, and the elderly because current infrastructure is lacking, and the shortage of parking is preventing many people in the community from visiting the area.”

“

There are a lot of reasons why people can't get around and there are some great things to see, but some people just can't get to them.”

Public transport

Concerns were raised throughout consultation that access to the City Heart and the services within the precinct (e.g. Service Tasmania, Rosny Library, Medicare, Centrelink) were difficult to access for those living in the outer suburbs of the municipality.

There is a shared view that public transport is unreliable and unsafe, with many commenting on the unsuitability of the Rosny Park Bus Interchange (bus mall). It was frequently suggested the bus mall is in the wrong place, resulting in anti-social behaviour in the centre of the CBD, which negatively impacts surrounding businesses.

Similarly, the issue of public safety in the bus mall was seen as a significant issue, with participants of all ages unwilling to use public transport in the City Heart, particularly after dark.

“

I would like to see bus routes and timetables optimised to allow more people access to the CBD via public transport. This would ease congestion around major intersections and free-up parking.”

“

I'd love to see some sort of shuttle bus service within Clarence.”

Traffic & congestion

Traffic management and congestion were flagged as major issues, particularly around Rosny Hill Road, Bligh Street, Gordons Hill Road and Tasman Highway. Many suggestions were made in response to these concerns, including:

- Moving the bus mall;
- Removing the presence of cars from the CBD;
- Creating a slip lane from Rosny Hill Road to Riawena Road;
- Developing a connection from Rosny Hill Road to the Tasman Highway (eastbound);
- Building an exit ramp from the Tasman Highway; and
- Establishing an alternative exit from Gordons Hill Road.

Participants suggested one of the main reasons people were unwilling to spend time in the Clarence City Heart was the inability to seamlessly enter and exit the precinct, particularly the areas surrounding Eastlands Shopping Centre and Rosny Farm.

During early stages of consultation, a representative from Tasmania Police advised that any concept plans for the City Heart area should be created in consultation with police to ensure they are workable from a public safety and traffic management point of view.

“

Traffic management and traffic flow in the Clarence City Heart area would need to be addressed before any development takes place.”

“

Add a slip lane on the left as you drive up Rosny Hill Road, to turn off and head toward Rosny College. This lane backs up to the United roundabout due to everyone wanting to be in the left lane on the bridge, making it time consuming for those just trying to drive to the College or Clarence Pool.”

“

Add an overpass or underpass from Rosny Hill Rd giving easier access to the Tasman Highway eastbound for quicker access to Sorell and the airport. This would ease congestion from traffic using Cambridge Rd and the Mornington Roundabout to gain access to the highway.”

Car parking

Car parking is seen as a significant issue in the Clarence City Heart. It was widely agreed throughout all stages of consultation that parking is already a challenge when events are held at Blundstone Arena (with people parking and then walking or using public transport) as well as during peak times, such as Christmas. Any development in the City Heart would only exacerbate the issue, so it was strongly agreed by focus group participants that car parking would need to be considered in any master plan for the area.

Numerous suggestions were made as to where council might consider placing multi-storey car parks to service the needs of the growing municipality. Those suggestions included adding extra floors to:

- The current Council Chambers, Department of Justice and Library carpark;
- The carpark between the bus mall and Integrated Care Centre; and
- The carpark behind Bellerive Quay.

An idea that was widely-accepted by participants was that any future car parks should feature environmentally friendly design.

“

Parking is a huge concern as this is a barrier preventing many people from visiting the Clarence City Heart – this will need rectifying as part of the concept plan.”

“

The council-owned carpark in Percy St near Fernwood is the ideal location for a multi-storey carpark, which could service not only the ferry terminal, but the City Heart more broadly, provided appropriate public transport links to the CBD area.”

“

The carpark adjacent to council and behind the Bellerive Police Station, Rosny Library and Department of Justice buildings offers an option for expansion—particularly if used as a multi-storey carpark or as an alternative site for council offices.”

Conversely, views were also expressed that car parks may in future decades become redundant, as communities begin prioritising more environmentally sustainable methods of transportation.

Public toilets

Raised during individual stakeholder meetings and focus groups, the community is concerned at the lack of publicly accessible toilets within the City Heart area and would like to see this addressed in any concept plan. Participants were adamant that easily-accessible public toilets would need to be available within the City Heart to ensure community members were able to comfortably spend more time in the area.

“

There are two elements to toilets. Having a toilet; and having a toilet that is well-maintained, well-kept and genuinely accessible. A toilet is great, but a well-maintained toilet is essential.”

“

Current amenities (i.e. toilets) on site [at the Rosny Farm] are substandard in terms of quantity and size. They do not meet contemporary requirements for accessibility.”

Holistic planning

It is widely hoped council will commission a comprehensive master plan prior to the beginning of any physical development. Participants acknowledged Clarence’s robust and well-developed Strategic Plan, but were concerned to know how the City Heart project fitted within the objectives of that Plan.

Similarly, there was a perception the Strategic Plan is not being executed in a timely manner, raising concerns the City Heart project may not progress as rapidly as it should.

“

To avoid the past mistakes, there is a need for an integrated master plan for the whole area extending from the Bellerive village to Gordon’s Hill Road and including the whole of Rosny Park.”

“

Thoughtful urban design planning is crucial to the successful re-imagining of the CBD of Clarence. The City Heart project represents the opportunity for Clarence to put itself on the map as a centre for cultural and community activity and not repeat the poor planning decisions of the past that have led to a CBD bisected by busy roads, and identified by its association with an unattractive shopping centre.”

“

A comprehensive master plan is needed to cover the whole area. It should include traffic and people movement through the site, retain open landscaped areas, and link Kangaroo Bay to Rosny Park.”

Barriers to development

It was widely agreed by participating business owners that Clarence is the most difficult municipality in which to start up a new business, especially when considering the Cash in Lieu of Car Parking fee, which is applied to businesses that don't have the physical space to incorporate car parking.

“

I know of countless people who have tried to open businesses in the Clarence area but were unable to do so largely because of the parking problem and the exorbitant fee council is putting on new businesses in lieu of parking.”

“

You can see, in the Bellerive Village area, shops that are vacant for months and months and months. That is a huge problem. I'm worried that even when we do all this work, we'll still have these barriers that don't allow people to actually open businesses in the area.”

Members of the business community who participated in this consultation want council to reconsider its policies to make it easier for local businesses (especially those in the hospitality and entertainment space) to open in the City Heart and drive cultural change.

The background image shows a waterfront boardwalk. In the foreground, two women are walking; one is pushing a stroller. They are on a paved path. In the background, there are several sailboats with their masts visible against a clear sky. A low wall or railing runs along the path, and on it, the words "Public Boardwalk" are visible in a large, serif font. To the right of the text is a logo featuring a stylized sun rising over waves, with the text "Clarence... a brighter place" underneath it.

WHAT IS MISSING?

Connectivity

Participants feel the City Heart area is divided, difficult to navigate, and lacks connectivity – especially because of the barrier created by Rosny Hill Road.

As previously mentioned, accessibility is seen as a major issue and the participating community members expressed the need for greater connectivity between the different areas within the City Heart. Suggested options include:

- A 'green bridge' spanning from Charles Hand Park to the Rosny Golf Course;
- A series of interconnected cycle/walking/running tracks throughout the City Heart and connecting through to nearby suburbs;
- An improved public transport system – including integrated trans-Derwent ferries; and
- An underpass to link the areas of Rosny, Kangaroo Bay and Bellerive.

Green bridge

One of the most popular ideas throughout consultation was to redesign the overpass between Rosny Golf Course and Charles Hand Park to better link the two areas for pedestrians and cyclists.

The concept of a 'green bridge' was widely celebrated, provided it was wide enough for bikes and pedestrians, not too steep for people with mobility issues, and landscaped to allow wildlife to easily transverse from the Rosny Golf Course to Charles Hand Park. This idea seeks to improve connectivity, whilst also providing a more 'seamless' urban design, incorporating landscaping to give the illusion the road travels underneath the connected parklands.



Connect the golf course area and Charles Hand Park with a wide arch structure over Rosny Hill Road – wide enough to landscape. Use the natural grade of the land so that the approaches over the structure are relatively flat. Make it look like Rosny Hill Road goes under a continuous park area."



Connect people and landscape from the north to the south over Rosny Hill Road with wide bridge structures that allow continuity of landscape, cycle and pedestrian movement and events."



There is a definite divide between the Rosny, Kangaroo Bay and Bellerive areas due to Rosny Hill Road which needs to be connected in a much better way."

Interconnected cycle/walking/running tracks

Many participants expressed the desire to see better pathways for walking, running and cycling throughout the City Heart, similar to the concept of Central Park in New York and The Tan in Melbourne.

“

The existing paths, tracks and trails around the City Heart encourage people to get out and enjoy nature. These should not be diminished.”

“

We strongly advocate for the creation of a City Heart that puts people first over vehicles, prioritising walking, riding and taking public transport.”

Bicycle infrastructure

The participating community members want to see improved bicycle infrastructure throughout the Clarence City Heart, especially in the interest of safety. Similarly, participants would also like to see scenic bike trails available for those who use bikes as a leisure activity, rather than a mode of transport.

Further, it is believed the future success of a Derwent River ferry service would be enhanced with feeder bike lanes and footpaths. It is suggested this would help future proof the ferry-based commute to Hobart.

E-bikes are also changing how people travel, appealing to many who are attracted to the ability to cover large distances with increased ease. The cost of e-bikes has reduced significantly over the past 10 years as the activity has evolved from a sport or health pursuit into basic transport. Community members argued that cycling is only going to get more popular as e-bikes become cheaper still and more prevalent. Participants felt that in any concept plan for the City Heart, infrastructure should be put in place to support, promote, and benefit from this change.

Scenic bike trails (such as the Rose Bay foreshore trail) are also important to the community as they support health, wellbeing, and relaxation. Participants are

eager to see a mixture of improved infrastructure for all bicycle users throughout the City Heart, including hire facilities and charging stations for e-bikes.

“

Cycling is exponentially becoming a very popular mode of transport – in particular since the rise of e-bikes, which has opened up cycling to people of all ages and abilities. Council should think very hard about how to make this City Heart plan cyclist-friendly.”

“

Install heaps of bike racks, good bike signage – even charging stations for electric bikes. This theme could even extend to kayaks – install kayak lockers at Kangaroo Bay so people could paddle over to Kangaroo Bay then walk to the Clarence CBD.”

Public transport

As previously mentioned, participants feel the lack of adequate, reliable public transport within the City Heart is a major issue. It was suggested on numerous occasions that the City Heart should be designed with public transport and accessibility front of mind – whether this means moving the bus mall to a different, ‘more suitable’ location, introducing shuttle buses within the City Heart to link Bellerive, Kangaroo Bay and Rosny, or working with Metro to increase services from outer suburbs.

Participants feel Clarence City Council needs to place more focus on getting public transport right, in order to incentivise its use and disincentivise driving cars to the CBD.

A popular suggestion included developing an off ramp from the Tasman Highway to the bottom of Gordons Hill Road, and relocating the bus mall to the current carpark behind the Council Chambers, Rosny Library and Tasmania Police carpark. In the event the Rosny Golf Course became public open space, this would locate the bus mall at the entrance of the park, with easy access to Eastlands, removing anti-social behaviour from Bligh Street.

If council offices were ever to be repurposed into a community hub, bus services could deliver people to a space that provides relevant and easy access to key services. This location would also allow for more seamless access to and from Rosny Park for all road users.

“

A well-designed bus mall is essential. If we have a nicely designed bus mall, we might be able to have less carparks and nicer green spaces as people will actually use the public transport.”

“

The bus mall just kills the vibe of the CBD.”

“

I, and many of my friends, don't feel safe in the bus mall, especially once the surrounding shops and businesses are closed.”

Ferries

Further to the discussion about public transport, many participants expressed their support for a ferry service operating out of Bellerive, although this often led to a conversation around parking and accessibility.

It was widely agreed that a ferry service from Bellerive should not only encompass the trip across the Derwent to the Hobart CBD but also be incorporated within a Greater Hobart ferry system, servicing other suburbs, including Tranmere, Blackmans Bay, Claremont, and Bridgewater.

It was also agreed there would need to be a seamless public transport system to and from ferry terminals, or sufficient car parking to allow people to park and catch ferries.

“

Create a ferry service that will maximise the efficiency of our waterway as a public transport option, reduce traffic, integrate with existing public transport, provide an efficient and timely mode of transport, use sustainable materials and designs, and have the least impact on the natural environment.”

“

I would like to see more utilisation of public transport, including ferries from Bellerive. In order to do this, an area should be earmarked for parking and include shuttle buses to and from the ferry terminal.”

Underpass

While most stakeholders and participating community members concluded the overpass between Charles Hand Park and the Rosny Golf Course urgently needed redesigning, many were of the opinion that an underpass linking Rosny Park to Kangaroo Bay – under Rosny Hill Road – was also a sensible option, given this is where the majority of Rosny College students cross the intersection.

It was proposed that linking Charles Hand Park and Rosny Golf Course with a green bridge may entice Rosny College students to use this as their safe passage to Eastlands and the bus mall, negating the need for crossing at the lights.

“

While the overpass between Rosny Farm and Charles Hand Park is used at times, the more frequented intersection is at the Bligh Street lights. This intersection desperately needs an overpass or underpass to improve accessibility.”

“

Rosny Hill Road is a major divider of the Rosny and Kangaroo Bay areas – an overpass or underpass is desperately needed to assist cyclists and pedestrians to safely cross at the Bligh Street traffic lights.”

Safe, welcoming & functional community spaces

Participants in this consultation agreed that the Clarence City Heart lacks safe, welcoming and functional community spaces for all members of the community. Inclusive planning was suggested to ensure the interests of all ages, socio-economic backgrounds, ethnicities and abilities were catered for.

There was a range of suggestions from participants aimed at enticing the community to meet, engage in conversation, participate in activities, socialise with peers, watch a performance and get involved with civic events. Suggestions included a civic centre (or town hall), community hub, town square, and multicultural space as well as the potential redevelopment of Council Chambers.

Civic centre/town hall

There is strong support for creation of a civic centre or town hall – i.e. a place for community events that is owned and maintained by council, but is able to be utilised by all community groups for performances, theatre, music, dance and various events.

The Clarence community members who participated in this consultation are eager to make use of a mid-sized venue large enough to seat at least 300 people, which could also be used for meetings, conferences, wedding receptions, fairs, concerts, conventions and formal dinners. Facilities should include a public address system, kitchen, seating and accessible toilets.

“

Until now, the city with its population of 55,000 has overlooked the need for a suitable cultural centre with a 300-400 seating capacity.”

“

The Clarence City Heart desperately needs a theatre, civic centre, or town hall that can be used by choirs and other performing arts for concerts and performances.”

“

The Eastern Shore is desperately missing a quality, indoor performance venue that can attract national and international artists. Furthermore, the venue would be ideal for local organisations to stage performance events such as the Clarence Eisteddfods, school productions, community events and more.”

Community hub

A community hub was suggested by a number of participants and widely accepted as a necessary addition to the Clarence City Heart. It was proposed this venue would be a multi-use space with the capacity to facilitate community events and would be available to community groups to hire at reasonable rates. Ideally, the hub should be a multi-generational space to meet and connect with others in the community, and a safe and inviting space for migrant communities to participate in community activities.

It was also suggested and widely agreed that this space could also include a 'library of things', 'repair café' or community garden. It was proposed the community hub would serve as a gateway to connect families with each other and existing services.

“I'd really like to see a community hub, similar to Kingborough Community Hub, which is a space that is council owned where community groups can run workshops etc.”

“We have so many really good volunteer-run groups in Clarence, so having a space they can access would serve the community well.”

Town or village square

Focus groups discussed the idea of a 'town square' for the Clarence City Heart, with many in favour of having a communal open, green space, similar to Hobart's Franklin Square, that can be used for meeting family and friends, enjoying night markets, outdoor dining and general socialising. The most popular location for such a facility was Bligh Street, between the front entrance to Eastlands and where the current bus mall is situated.

“We need to bring village squares back if we want to have a sense of community.”

“

I think having a big open space in the middle of the city, where people can play music and busk as well as just congregate, sit and enjoy themselves is ideal—those kinds of spaces never get old.”

Council Chambers

Most stakeholders and participating community members concede the current Council Chambers building is no longer fit-for-purpose and understand council's need for increased accommodation to allow for a growing municipality.

However, there are varying views about where and how council should seek to increase its office footprint. The majority believe council should remain in the same location, extending either towards the Rosny Golf Course, over the current carpark or towards Eastlands. Others suggest council could consolidate with other government agencies into one purpose-built facility. Some participants suggested Council Chambers should be relocated and the building itself repurposed into a civic centre, community hub or similar.

While participants could not reach common ground on this issue, it was widely agreed that any redevelopment of the space was not a high priority – especially given the financial implications of COVID-19. Council should therefore not prioritise any development of Chambers over the future needs of the community.

“

The Council Chambers building is bursting at the seams but will be retained due to its significance as an excellent example of 70s architecture. A second, 21st Century building could be built adjacent to it, on the western side of Kangaroo Creek and linked to the original building with a sky bridge.”

“

Council Chambers is not fit for purpose anymore, therefore extending on top is logical and not taking up any more open green areas.”



Council offices should not move, and any proposed office development should go upwards or northeast into the existing parking area behind the Police offices.”

Multicultural spaces

Given the growing number of multicultural communities within the Clarence municipality, it was suggested a multicultural hub could be developed to allow space for community groups to gather. This may, or may not, be developed in conjunction with a community hub or arts and culture precinct in the City Heart.

The Clarence community members who participated in this consultation value the diversity of their municipality and propose more services be made available to those families and communities who are new to Australia and may have first languages other than English. It was suggested migrant communities tend to settle on the western shore due to the proximity to services like the Migrant Resource Centre and the Multicultural Hub. Therefore, participants believe the City Heart should incorporate those services that will provide a sense of belonging to all communities in the municipality.



It would be great to have a space for multicultural communities to hold events – somewhere accessible and visible, where the general community can be attracted to visit and explore the different communities within the Clarence City Heart.”



A festival area, potentially in Kangaroo Bay, or as part of a cultural precinct or amphitheatre at Rosny Farm, could allow multicultural communities to gather for performances and special events.”

Arts & culture precinct

There is consensus among stakeholders and the general community members who participated in consultation that the Rosny Farm area could be extended and developed into an arts and culture precinct. This could include a rated gallery, workshop and wet spaces for community groups, an outdoor area, a large civic or entertainment centre, spaces for events, and potentially an outdoor amphitheatre.

Rosny Farm is a much-loved and well-utilised space, however, many believe an extension is required to accommodate travelling exhibitions, workshops and other art and cultural activities that exceed the limitations of the current space.

“ I strongly endorse surrendering notions of CBD to Hobart and focusing on developing Clarence into a Central Cultural District.”

“ Perhaps a theatre or even an outdoor amphitheatre. Glenorchy has Mona and Hobart is full of culture, but Clarence is slow in moving into the new direction that the Greater Hobart area has taken in recent years. If we want to attract business, we need to buy into the same 'brand'.”

The community members who participated in this consultation are in agreement that current accessibility to Rosny Farm is inadequate. It was suggested any extension of this space would require accompanying improvements to access.

“

The access point to Rosny Farm is very difficult to navigate – it is not obvious from the slip lane from Rosny Hill Road that you are approaching the entrance to a major community art hub.”

“

I think there are a few accessibility issues when it comes to Rosny Farm – physical accessibility is one element, but there is also a social barrier where a lot of people don't feel comfortable visiting Rosny Farm as they are not 'part of' the art scene.”

The need for public art and sculptures within the Clarence City Heart was raised by numerous stakeholders and community members as these serve to enhance the appeal of an area, engaging people and families to spend more time and giving the area a sense of place and identity.

“

A sculpture trail and light park with projections onto trees and buildings would get activity happening in the CBD after dark.”

“

A sculpture or series of sculptures through the new heart of the city, maybe on a trail of discovery, would be an incredible addition to the heart of the city project.”

A number of events are already held in the Rosny Farm space, and participants were hopeful that with some development of the precinct, more (and larger) events could be held in the future. There were suggestions of markets, night markets, outdoor cinemas, and an outdoor amphitheatre and stage for summer concerts, workshops, and school groups. Participants believe adding an outdoor element to the art and culture precinct, with public art and moveable seating, would encourage the public to spend time in the City Heart and make the most of the historic Rosny Farm area.

“

The most outstanding and inspiring part of the CBD is the Rosny Farm Arts Precinct. Despite its physical limitations, it is always evolving. It is dynamic, in tune with contemporary trends whilst always cognisant of its historical importance to the city. It highlights Clarence as an integral part of the fast-growing and unique Tasmanian Arts culture.”

Experiences

Community members of all ages raised concerns about the lack of experiential activities currently available and saw great potential for the City Heart to offer these activities to residents and the Greater Hobart community. Suggestions included ten pin bowling, ice skating, kayak hire, e-bike hire, a marine centre, disc golf, a Tasmanian Devil enclosure and annual events for all ages.

Participants agreed the City Heart could be better utilised, and that people would spend more time in the area, if there were things to do besides walking, cycling, shopping at Eastlands or using the services available in the CBD.

Young people, in particular, were adamant that inclusion of more 'experience-based' activities would alleviate the need to cross the river to Hobart or Glenorchy CBD, where many of these offerings are readily available.

Many stakeholders, including those from Vicinity Group, were in favour of Eastlands diversifying its offerings and expanding the centre to include more experiential and dining options.



I think we need to have more active things to do, coffee places down at Kangaroo Bay, bike hire places, rollerblade hire, let's have someone running paddle boats out in the water – we just need more things to do."

Most people who participated in this consultation want to see a waterfront dining precinct developed along Kangaroo Bay and Bellerive Quay. This again highlights the claimed need to remove, what are considered, the barriers and 'red tape' faced by businesses keen to develop in Clarence.

Most participants were in favour of activating the night-time economy with members of the local business community strongly supportive.



A modern yet tasteful waterfront precinct spanning Kangaroo Bay and Bellerive Quay, incorporating indoor/outdoor bars and restaurants with water views and vibrant night life with year-round scheduled events."



It would be great to see more cafes and restaurants open in the Bellerive village. It has the opportunity to become a 'go-to' strip for the Eastern Shore, encouraging locals to support local enterprise and stick to this side of the river for shopping, dining etc."



BETTER UTILISATION OF OPEN SPACES

Multi-use parkland

A clear majority of participants believe the golf course should be re-purposed as a multi-use parkland, with a mixture of active and passive open spaces. Participants were adamant this land should be open and available for the whole community to enjoy.

As already discussed, stakeholders are eager to see Charles Hand Park joined to Rosny Golf Course with a wide-spanning green bridge and the area treated as one, connected multi-use space.

Accessibility to the space is a top priority for participants, so any concept plan developed for this area needs to carefully assess how the community will gain access to this space and how access points will encourage the community to spend more time in the area.

Most participants were empathetic of those who currently use the golf course and were open to the idea of repurposing a small portion to create a three-hole course, or driving range, that avid golfers can continue to use.

The idea of having a variety of active and passive spaces throughout the parkland was widely agreed among all participants, with the most common suggestions for active spaces being a smaller golf course, a driving range, a disc golf course, a children's nature play area, flat grassed areas for yoga and tai chi, a giant chess board, a dog park and an ice skating rink.

The community members who participated in this consultation are hoping to make use of a number of passive open spaces such as planted areas with public art and picnic spaces available for families to meet, relax and enjoy spending time together. Concept plans will need to strike the right balance between active and passive open space, while being careful to avoid over-development.

Current operator of the Rosny Golf Course, the YMCA, says it is focused on developing and maintaining happy, healthy communities and in improving outcomes for the next generation. It wants to retain a presence in the Clarence City Heart to encourage activity and social connection. The YMCA sees ample opportunity to use the golf course land as a multi-purpose space, if not utilised as a traditional golf course.

“

We see plenty of opportunity to use the golf course land as a multi-purpose space, potentially incorporating other activities such as disc golf or a driving range. This is a perfect opportunity to satisfy the needs of the community without using the golf course in its current capacity.”

“

The proposed Botanic Parkland could be accessed by pathways from the Arts Centre, council buildings, Library and arts precinct. Playground and picnic areas could be located through the park and imaginative play activities would be great fun for youngsters.

Disc golf

Members of Hobart's disc golf community were vocal and enthusiastic about the benefits of incorporating a beginner or amateur disc golf course in the land which currently houses the Rosny Golf Course. This idea garnered a high level of community support, based on its smaller footprint, minimal maintenance, inclusive practices and ability to share multi-use space.

Disc golf is a low impact, lightly aerobic form of exercise that people can play at their own pace.

“

A disc golf course would be a great way to integrate an accessible recreational activity into a multi-use open greenspace across the existing golf course.”

“

It can co-exist with other park users with clever course design as players will 'give way' to other park users like cyclists, runners and walkers.”

Kangaroo Bay Rivulet

Numerous people suggested ways to enhance the natural wetlands in the Clarence City Heart by revitalising the area surrounding Kangaroo Bay Rivulet.

Many participants spoke fondly of the Kangaroo Bay Rivulet area and indicated they use the space as a walking track. However, concerns were raised about accessibility and design, with many suggesting the space could be enhanced by designing the track on the other side of the rivulet, further away from the Eastlands carpark, as this is known to be an 'eyesore' to those who currently use the space.

Participants were adamant there needed to be better access to the Kangaroo Bay Rivulet from both sides, particularly where people can park their cars behind Council Chambers and the Rosny Library, as the entrance to this area is not easily visible or accessible.

“

Restore the Kangaroo Bay Rivulet ecosystem with indigenous plantings and wetland design as well as native grasslands.”

“

I would love to see the Kangaroo Bay Rivulet restored to enhance the natural environment, drawing inspiration from the 'Nature that Nurtures' concept that was developed for Victoria Park.”

“

Improve the water quality of the rivulet near the library carpark with riparian vegetation. Provide better habitat for the waterbirds.”

“

I think it could be made-up with beautiful gardens around it, plants and things to attract butterflies, as well as walkways for the elderly and people with disabilities.”

Sheoak Point

Those consulted were adamant that Sheoak Point should be retained in its original form, without development, and with more acknowledgement of its Traditional Owners.

Given the area's significant Aboriginal heritage, including two ancient middens, it was suggested it should be up to the Tasmanian Aboriginal communities to decide what, if anything, happens with the area.

The bulk of ideas on Your Say Clarence revealed a clear desire within the community to increase acknowledgement of Aboriginal heritage and traditional ownership of the area.

It was also suggested by a member of the Tasmanian Aboriginal Centre (TAC) that Clarence could pave the way by including more *palawa kani* language on signs across the municipality.

Stakeholders and focus groups were resolved in their belief no plans should be made to change or update this area without further consultation with local Aboriginal communities.

“Sheoak Point is a significant Aboriginal site and it would be really good to see more Aboriginal history referenced and connections to country throughout the CBD.”

“Sheoak Park which is a modest and respectful attempt at recognition of Aboriginal history, should be retained as a walkway, but could be improved with a broader concept of plantings and interpretation.”

“I would love to see more acknowledgment of our First Nation's people. Perhaps the area should be named accordingly as a sign of respect in the same way that we now refer to the mountain as kunanyi.”

Council lawns

Most people consulted believe the green space that encompasses the council lawns are a credit to council and should be retained and expanded for future use. Participants often commented on the manicured gardens and green lawns, though it is believed they are at times underutilised.

Should the Rosny Golf Course be re-purposed, it was suggested the council lawns could be extended to link with the multi-use green space and serve as an entrance from the CBD. Further, many participants hope this space could be extended along Bligh Street to better link the areas encompassing the Bellerive Police Station, Service Tasmania and Rosny Library.

“The garden area in front of the Council Chambers is integral to the design and heritage values of the building and should be preserved as a key element of the municipality's commitment to open spaces, parks, gardens and reserves.

“The beautiful garden area adjacent to the Library and Council Chambers could be further developed as a place to meet and relax.”



RETAINING PEOPLE IN THE CITY HEART

Clarence City Heart

Participants highlighted the need for concept maps of the City Heart to include amenities that make the space comfortable and accessible for all members of the community, including public toilets, water fountains, adequate lighting for public safety and covered seating with protection from the weather. Community members pointed out that people won't stay and spend time in a space that doesn't have basic amenities—especially those with mobility issues or families with young children.

To future-proof the Clarence City Heart, council must look to actively foster inclusion and provide services and amenities for all who use the space – noting some community members have limited mobility, but would still enjoy and utilise the space if appropriate facilities existed.

“

Regularly placed seating which is covered for protection from sun and rain is important.”

“

Street art and pop-up exhibitions should be introduced, as well as additional shaded seating, to encourage people to just sit and observe.”

“

We need water fountains at intervals throughout the walking and cycle paths that connect the City Heart.”

Night-time economy

The community members who participated in this consultation are supportive of activating the night-time economy in the Clarence City Heart, especially local business owners and community members who prefer not to cross the river to Hobart City when planning a night out.

Incorporating a restaurant and café precinct into the City Heart would provide the culture that those consulted feel is lacking, as well as enticing people to spend more time and money in the area. The community has voiced some concern about the public safety implications of activating the night-time economy, such as anti-social behaviour. However, a representative from Tasmania Police advised that having more people 'out and about' may actually increase public safety. That is because there would be increased activity in the area, which studies show deters and discourages anti-social behaviour and crime.

“

A lot of people who are purchasing houses in this area would like to have more culture, more cafes, restaurants, wine and cheese bars.”

“

Clarence needs a vibrant night life with a year-round schedule of events - e.g. markets, entertainment, music.”

“

As long as there are well-lit spaces, sufficient public transport options, numerous spaces for uber and taxi ranks, help points and disability access, the night-time economy would be largely beneficial to the municipality.”

Events

There was strong support among participants for securing a major 'go-to' event that Clarence could call its own.

A mixture of large scale (like the Jazz Festival) and smaller scale (like night markets) would help cement the Clarence City Heart as the place to be for entertainment and experiences.

Participants also believed that forming partnerships with large events like Dark Mofo, Festival of Voices and Ten Days on the Island would also help encourage future growth and entice potential events to the City Heart.

“ Having more events and spaces for people to just 'hang out' would encourage more people to visit the area and actually spend time enjoying it.”

“ We need to be partnering with large Tasmanian festivals like Dark Mofo and Festival of Voices, giving Clarence the opportunity to show off the amenities available for future events in the municipality.”

Experiences

Similar to events, those consulted want the Clarence City Heart to offer more experiences and activities, believing they are the key to attracting visitors and locals to spend more time in the area.

Young people were of a view that to properly plan for future generations, there needs to be more to do than simply shop at Eastlands.

Eastlands was a polarising topic for many participants, as some spoke of it as a deterrent for people to visit the CBD, referring to the structure as a 'concrete monolith', whereas others spoke of Eastlands as an asset and the main drawcard to the area. However, there was consensus that Eastlands could be revitalised and made more aesthetically appealing, perhaps if integrated with a 'green city' plan, given its positioning next to the green spaces of Charles Hand Park and the Rosny Golf Course.

“ There is nothing unique about shopping at Eastlands, so if we're going to encourage more people to visit and spend time in the City Heart, there needs to be more things for them to do and unique experiences to enjoy.”

“ Something that Clarence has, which no other municipality in the world can claim, is the unique view of Hobart and kunanyi – there could be a designated space for viewing and taking photos which would attract visitors and locals to spend more time in the area.”

Conclusion

The Clarence community members who participated in this consultation are eager to see an overarching concept for the City Heart. They do not necessarily oppose development of the City Heart – as many of the suggestions above indicate – provided it is done in a considered, cohesive way, using or extending on existing building footprints and not accomplished at the expense of future generations' use of public open space.

While community sentiment was varied on a number of matters, the values, suggestions and concerns detailed in this report were shared by the majority of participants throughout the comprehensive consultation program.



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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 QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Ald Mulder

1. My question relates to the State Government budget and city deal. Apart from the East Derwent Highway do the forward estimates give any indication of any actions on council's road priorities including Mornington roundabout, Richmond by-pass, Gordons Hill Road ramps etc or are they off the agenda for the next four years?

ANSWER

The State Government 2020-21 budget and forward estimates do not include capital work funds for council's road priority list projects. Council provided its list of road priorities to the Minister by letter dated 3 September 2020. The focus of the letter, aside from notification of the priorities, was future planning of those priorities for funding, with the Mornington Interchange Upgrade and Rosny Park Access to Tasman Highway the principle priority.

2. In the mainstream and in social media there have been several references to a Premier's Local Government Advisory Council. What are its functions, who appoints its members and are you aware of any advice it has given to the Premier?

ANSWER

Mayor

We have a member of the Premier's Local Government Council around the table, Ald Blomeley may wish to respond to the question.

Ald Blomeley

I will take the question on notice and get back to Ald Mulder. I am there by virtue of being a member of the Local Government Association of Tasmania to its General Management Committee. The functions of the Premier's Local Government Council are available on the website for anyone to look at and I would suggest that the good Alderman might like to avail himself of that opportunity.

Mayor

I think a communique is issued at the end but essentially it is a relationship between the Government and LGAT.

Note – the PLGC website can be accessed at:
http://www.dpac.tas.gov.au/divisions/local_government/plgc

Ald Kennedy

Has Council commenced any studies into the effects of building development on existing properties in areas that are at high risk of inundation at Seven Mile Beach? I have touched on this before, but have we actually commenced any work in this space?

ANSWER

No, we have not undertaken any work on that aspect.

Question contd

When do we plan to?

ANSWER

I am not sure that I have instruction from council to follow through with that but first of all I will prepare a memo in terms of what might be required in order to undertake that so I can seek further direction.

Mayor

Perhaps the memo can cover what is authorised and budgeted for already and what is outstanding and what we would need to consider in the context of next year's budget?

A memo is being prepared to address this question.

Ald Ewington

1. A couple of months ago we had a workshop presentation in relation to media and branding, emails, websites and social media accounts. I note that not much has happened in that space up until now I am just wondering if we could get an update on how we are going down that path because I see everything that was in place a few months ago still going out as is.

ANSWER

The digital and social media audit and review has 54 recommendations. The recommendations regarding the branding, websites and social media accounts require planning to implement as these are significant pieces of work. Planning for this work is being finalised and work is expected to commence early in the new year. There has been significant work undertaken by council to implement other recommendations to date. This work includes an updated Style Guide, which is being implemented now.

2. I notice that there is an organisation looking at a farmers' market on the Bellerive Boardwalk but now they are talking about Kangaroo Bay. I noticed in the paper the other day they said that they are still having delays in relation to being able to start that up. I just want to know whether that is actually being caused by council or any issues involved in us being able to issue appropriate permits or whether they have the all clear to go ahead with it all?

ANSWER

A development application has been lodged in respect to a market near the Kangaroo Bay area. That application received 3 representations and will be going to the next council meeting. The reason a development application was lodged is because that seems a good opportunity to be able develop that as a permanent option to activate the area and also be able to respond to potential business needs. In terms of the applicant for that it is council. Another person has approached us in regard to having a twilight market there and they plan to go ahead with it I believe on Saturday 12 December. That does not require a permit as it is only a temporary arrangement. That person initially enquired about a twilight market at Bellerive Boardwalk however because of works underway it wasn't able to proceed with that. There is already a development permit which allows that to happen however the boardwalk works will not be completed until early to mid-March, so we are offering the Kangaroo Bay site as a temporary solution. However, next council meeting there will be an application before council to consider that Kangaroo Bay area for a permanent arrangement for a twilight market.

Ald Edmunds

1. How significant and extensive are the aboriginal heritage issues at the Wintringham development at Wirksworth Park in Bellerive and can you identify what they are?

ANSWER

I am unaware of any issues at the moment, but we can make some enquiries and advise in a memo.

Further information:

This is a matter between the State Government, as landowner and the Tasmanian Aboriginal Heritage Council. However, Council became aware of this matter via a media release from the Tasmanian Heritage Council. In particular it has advised:

That release included comment that "The Aboriginal Heritage Council considered the Permit application for the development of the Wirksworth Estate Aged Care facility and unanimously opposed the Permit Application on the basis of extensive impact such a development would have on a site that is over 8,000 years old.

This site shows direct linkage to sustained Aboriginal use of Place, most likely was a Place for living, lithic processing and/or hunting. This significant site and landscape can be tied back to the mid-Holocene period and contributes crucial information to additional understanding of the use of coastal hinterland.” The communication notes that the Tasmanian Aboriginal Heritage Council has written to the Minister for Planning and the Federal Minister Wyatt regarding the matter.

However, these matters are not within the jurisdiction of Clarence City Council and therefore we are unable to provide any specific details of the Aboriginal heritage values at stake, including the nature and location of such values.

2. Council owns and leases out homes on Cambridge Road to private tenants. Are these leases likely to be rolled over into 2021 or if they become vacant will new tenants be sought?

ANSWER

The real estate company acting on Council’s behalf gave the tenants that are occupying the properties on a monthly tenancy basis at 94, 96 and 98 Cambridge Road 12 months’ notice that their occupancy will terminate on 31 January 2021.

Ald Walker

Some time ago I raised some questions in relation to the coastal track between Seven Mile Beach and Roches Beach in relation to the narrowness and whether it was safe for utilisation by both mountain bikers and walkers given the area. We get a lot of stuff through our inboxes and if somehow I have overlooked that I apologise but if not could I get you to give me an update on clarification on whether the state of the track is safe for the two activities to cohabitate?

ANSWER

I believe this was answered in terms of it was safe at the time. We certainly, during the COVID-19 shutdown period, did get excessive or high use of our tracks and trails and I understand there are no plans to further upgrade the track at the moment. I will further follow up and advise Aldermen in relation to this track.

Further information:

Usage of the coastal track increased significantly during COVID-19. An informal footpad developed alongside the Roches Beach to Seven Mile Beach coastal track which virtually doubled the usable width in some sections. We have also reclaimed back some Council land that was occupied by adjoining residents. This will provide an opportunity to realign a couple of sections of track further away from the cliffs and widen the track.

A budget proposal will be put forward to the Tracks & Trails Advisory Committee as a project for 2021/2022 budget to upgrade, realign and gravel the entire length of track.

The following is provided in response to questions asked by Ald Walker regarding the Clarence Services On Line Forum during discussion on the Quarterly Report (Item 11.7.1)

Am I reading of this for the first time?

No, the following prior advices were provided:

- A memo dated 21 April 2000 was issued to Aldermen informing them about the Clarence Services Online Forum.
- Quarterly Report – Jan - Mar 2020 on page 8 (presented at council meeting 18 May)
- Quarterly Report – April to June 2020 on page 8 (presented at council meeting 10 August)
- The Mayor discussed a media release prepared in late August about the Clarence Services Online Forum with Alderman Walker.
- Memo dated 5 November 2020 – Anticipatory Care Project – Clarence Report was issued to Aldermen.
- Quarterly Report – July to September 2020 on page 9 (presented at council meeting 23 November).

Why are we in this space?

- The Community Health & Wellbeing Plan contains actions that support this approach; particularly under the strategy of “target specific health promotion areas of action”.
- Several Council consultations and reports have highlighted the need for improved links for community to health services. The Health and Wellbeing Plan consultation, the GP Access Report and the initial Help to Health project all identified and highlighted the need for improved connection and communication between health and community services.
- Council, through its Community Development / Health and Wellbeing team, plays a unique role in connecting local community services and health services. It has a broad concern for community health and wellbeing and is responding to the needs highlighted by community.

PHT – isn’t this their responsibility?

- Primary Health Tasmania do play a role in this space and are actively supporting the Clarence Services Online Forum.
- PHT have a particular responsibility for supporting health services but are not in any way responsible for other community services such as Neighbourhood Centres.

What is the health literacy of our staff; their understanding and professional background?

- Council’s Community Planning and Development Officer has 12 years of experience developing health literacy and working in the health and wellbeing space, with relevant qualifications. Strong partnerships with health services have developed good knowledge of the health environment.
- Within the Clarence Services Online Forum we do not play a health professional role. We facilitate conversation between health and community services. As a forum it is up to the professionals to give their qualified advice. That is not something a Council Officer would do.

Ald Blomeley

1. Last Thursday the 19th the Lindisfarne Community Activities Centre held their monthly meeting. I was not able to make that, I had another engagement unfortunately but Mr Graham, a consultant and other council officers attended and on behalf of the committee I would just like to thank Mr Graham and his team for attending that meeting. My question is with the issues discussed is Mr Graham able to provide an indication as to when the committee might hear back from council officers to take the matters discussed to the next stage?

ANSWER

In the current annual operating plan Council adopted investigation of upgrading the outside of the Lindisfarne Community Activities Centre. Draft plans were presented to the committee last week. We have asked for feedback by mid-January so that we can plan this to be part of council consideration for the next financial plan.

2. I refer to the document that was circulated earlier this evening in regard to the petition breakdown by area for those who signed the Kangaroo Bay Hotel site petition that was tabled here with much fanfare and great flourish. As someone who has initiated and been part of community led petitions in the past namely the Lindisfarne and Bellerive pedestrian safety my concern is how petitions are tabled because there was as we will all recall, great reference to 2209 signatures, something I got a lot of through social media and through other channels. An analysis of the breakdown of that indicates that 20% of the signatures are out of area. My question is, is there a system and I have actually looked at our policy and obviously that is in line with State legislation, to actually rather than having petitions foisted upon us, I remember in this particular instance Ald von Bertouch asked to have a look at this petition, is there a way to have this sort of breakdown when the petition is first tabled so we don't then have to take it on face value that there are 2200 people in our city who signed the petition when in fact there was only 79%?

ANSWER

Mayor

Ald Blomeley I think this is a reasonable question to ask and we will take it on notice. We will look at whether or not we can take that into account each time we receive a petition whether there is some sort of breakdown accordingly. I think as a matter of principle that is something we can look at.

Question contd

Well just on that looking at the policy, there is a requirement that Aldermen within 7 days of receiving a petition are required to bring it to the General Manager's attention but there is no window of opportunity so that could be done on the night of the council meeting, that is my issue.

Mayor

It might be tabled at a council meeting but it cannot be considered until it has been through the process. We will look at how that might be done so that we get some sort of feedback.

Ald Peers

1. I just want to clarify I was told on Saturday night that the air conditioning unit at the Clarence Cricket Club social facility does not comply. Can someone tell me if that is true?

ANSWER

Council officers are dealing with Clarence District Cricket Club on a number of issues with the building facility at present and in the manner it is being used. A Memo to Aldermen will be prepared when all the information is available.

2. The Rokeby Changerooms [Clarendon Vale] we were dealing with our insurers on a pay-out, has that been resolved as yet?

ANSWER

No, not as yet.

Ald James

1. We have all received a text message with the lovely flora and fauna bloom on Rosny Hill. My question is at what stage are we up to in relation to the appeal for Rosny Hill hotel pod and hotel development?

ANSWER

I believe the appeal is set for 3 days in the week before Christmas.

Further information:

The appeal is set down to be heard by RMPAT on 10, 11 and 14 December.

2. Can you advise council of the Valuer-General's valuation and the independent valuer Knight Frank's valuation of the proposed Hotel and Hospitality site at Kangaroo Bay?

ANSWER

Mayor

I understand that the information will be available for our workshop on 7 December. If it comes sooner, I am sure we will circulate to Aldermen but to my knowledge we have not received the commercial one yet.

Question contd

We do have the government one, do we?

ANSWER

Mayor

I think the General Manager mentioned that at the workshop the other night.

Question contd

But he didn't give any specifics. Would the Acting General Manager be able to advise of the Government valuation on the site at Kangaroo Bay please?

ANSWER

Mayor

It is not to hand it will be circulated when we receive the valuation.

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 be recorded in the following Agenda.

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 JOINT AUTHORITY MATTER

13.3 TENDER T1378-20 – ANNUAL RESEAL-SPRAY SEAL WORKS 2020/21

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:

- contracts and tenders for the supply of goods and services;
- information provided to the council on the condition it is kept confidential;
- 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”.