

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 19 APRIL 2021

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

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

1. APOLOGIES

Ald Walker

2. *CONFIRMATION OF MINUTES****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 22 March 2021, 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
Rokeby Corridor Study	
Bayview Secondary College Sporting Precinct Master Plan	
Strategic Plan Strategy Scoping Documents	
Fees and Charges Review	29 March
Sporting Club Grant Request	
Local Roads and Community Infrastructure Program	
Waste Contract	
Strategic Plan Strategy Scoping Documents	
Property Matter	12 April

RECOMMENDATION:

That Council notes the workshops conducted.

5. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE
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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

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

Nil.

7.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

7.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

7.4 QUESTIONS WITHOUT NOTICE

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

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

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

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

8. DEPUTATIONS BY MEMBERS OF THE PUBLIC
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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**9.1 NOTICE OF MOTION - ALD BLOMELEY
SUPPORT FOR HEADSPACE ON THE EASTERN SHORE**

In accordance with Notice given, Ald Blomeley intends to move the following motion:

“In recognition of the important work of headspace in delivering tailored and holistic mental health support for 12 to 25 year olds, this Council:

- a) Supports the establishment of a full-time headspace Centre within the City of Clarence; and
- b) Writes to the following Federal elected representatives, seeking their support:
 - i. The Federal Minister for Health, the Hon. Greg Hunt MP;
 - ii. The Federal Member for Franklin, the Hon. Julie Collins MP; and
 - iii. All 12 Tasmanian Senators.”

EXPLANATORY NOTES

More than 75% of mental health issues develop before a person turns 25.

And yet, many traditional services are not equipped to address the unique barriers that young people face to accessing mental health support.

Headspace began in 2006 to address this critical gap, by providing tailored and holistic mental health support to 12 - 25 year olds.

Headspace is funded by the Australian Government Department of Health.

With a focus on early intervention, headspace works with young people to provide support at a crucial time in their lives – to help get them back on track and strengthen their ability to manage their mental health in the future.

Each year, headspace helps thousands of young people access vital support through headspace centres in 124 communities across Australia, as well as online and telephone counselling services, vocational services, and presence in schools.

Headspace can help young people with mental health, physical health (including sexual health) alcohol and other drug services, and work and study support.

As noted in Council’s Draft Community Health and Wellbeing Strategy Summary of Consultation 2021-2025, there is support for Council to “explore options for services based on the Western Shore (such as Headspace) to establish a base on the Eastern Shore.”

Furthermore, Council’s Youth Plan 2018-2022 has as one of its actions “encourage and manage the use of the Youth Assist room by other youth service providers e.g. headspace, Colony 47, Anglicare, Family Planning.”

Presently, there are four headspace Centres in Tasmania: Burnie, Devonport, Hobart and Launceston.

Headspace operate an outreach service in Clarence, operating from the Integrated Care Centre three days a week, on Monday, Thursday and Friday. In October 2020, due to capacity limits, the Clarence outreach service “closed their books” to new clients, however they are now gradually taking new referrals.

With our growing population in Clarence, and the corresponding increase in demand for mental health support, a full-time headspace Centre in our City would ensure the delivery of these greatly needed services.

B A Blomeley
ALDERMAN

GENERAL MANAGER’S COMMENTS

A matter for council.

**9.2 NOTICE OF MOTION - ALD MULDER
KANGAROO BAY SALE AND DEVELOPMENT AGREEMENT**

In accordance with Notice given Alderman Mulder intends to move the following Motion:

“That Clarence Council supports the public release of the Kangaroo Bay Sale and Development Agreement (SDA) and requests the concurrence of *Chambroad Overseas Investment Australia Pty Ltd.*”

EXPLANATORY NOTES

1. Council’s commitment to consultation and transparency.
2. Community concern over the “secrecy” surrounding this contract.
3. The General Manager’s acknowledgement that:
 - “• The key terms (*of the SDA*) are in the public arena already ...”.
 - “• The SDA does not require any contracts as a precondition to construction.”

T Mulder
ALDERMAN

GENERAL MANAGER’S COMMENTS

The Sale and Development Agreement (SDA) between Council and Chambroad Australia does not contain a confidentiality provision. Notwithstanding, and given the commercial nature of the SDA, any public release of the agreement will require consent by both parties, as noted in the Notice of Motion.

A matter for council.

**9.3 NOTICE OF MOTION - ALD EDMUNDS
ROSNY GOLF COURSE**

In accordance with Notice given Ald Edmunds intends to move the following Motion:

“That the Council enters negotiations with Golf Tasmania, Golf Australia and interested parties to seek expressions of interest to continue the operation of a nine-hole golf course on the Rosny Golf Club site until such time as the council has an approved plan for the area under the City Heart proposal.”

EXPLANATORY NOTES

Golf has been played at Rosny for more than 100 years. It is an affordable recreation enjoyed by people of all ages and abilities. The site has also diversified to welcome disc golf.

The Council had previously decided to cease golf on the site at the end of April 2021.

However, with no firm vision for the site in the medium term, the council should exhaust all avenues to keep golf on the site until such time as it endorses a clear plan for the area under the City Heart proposal.

L Edmunds
ALDERMAN

GENERAL MANAGER'S COMMENTS

Council must conduct its tendering/expression of interest processes in accordance with the Local Government Act and Code of Tendering requirements. Should council wish to approach the market for a new operator for the Rosny Golf Course, it must do so without fettering its position through any arrangement or collaboration with a third party. This will ensure council maintains its probity obligations within any process, including preservation of commercial in confidence and market sensitive information.

The Local Government Act permits public land to be leased provided the requirements of the Act are met. The majority of Rosny Golf Course land is subject to a 'community use' reversionary condition that reverts the land to Crown control if council acts in a manner contrary to the condition. A lease would normally provide for 'quiet enjoyment' of the land. If council leases the land to a new golf course operator carefully considered controls on the use of the land would be required to ensure that the community use caveat continues to be satisfied. Advice should be sought from the Crown in respect to any proposed lease terms before any agreement is finalised. Alternatively, a management agreement might be a better option. A management agreement would provide council with greater control over the manner and nature of golf course operations, including the opportunity to intervene if required.

It is important to note that the reversionary clause applicable to the land was amended after the YMCA lease was agreed.

Any decision of council in respect to the golf course land will also require council to consider its future financial input to support the golf course operations. Two issues are particularly relevant. Firstly, the irrigation infrastructure is at end of life and is likely to be a key consideration in terms of any future arrangements. Secondly, it is likely that the golf course would be regarded as a significant business enterprise subject to National Competition Policy requirements. A competition review may find that the pricing for golf needs to be increased to a market competitive level, or alternatively, that council must fund any discounted pricing via a community service obligation. These are items that would require budget consideration.

A matter for council.

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

December Quarterly Report pending.

Representative Reporting

- **TASWATER CORPORATION**

- **GREATER HOBART COMMITTEE**

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

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

The Weekly Briefing Reports of 22 and 29 March and 5 and 12 April 2021 have been circulated to Aldermen.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 22 and 29 March and 5 and 12 April 2021 be noted.

11.2 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS**11.2.1 PETITION – DOG EXERCISE AREA – ANZAC PARK, LINDISFARNE****EXECUTIVE SUMMARY****PURPOSE**

To consider two petitions tabled at Council's Meeting of 22 March 2021 objecting to changing the current Dog Management Policy 2015 relating to dogs off lead in ANZAC Park, Lindisfarne.

RELATION TO EXISTING POLICY/PLANS

Draft revision of Council's Dog Management Policy including the Schedule of Declared Areas – January 2021.

LEGISLATIVE REQUIREMENTS

Section 60 of the Local Government Act 1993 requires Council to formally consider petitions within 42 days of receipt.

The Dog Control Act 2000 requires Council to review its Dog Management Policy every five years.

CONSULTATION

A workshop was held with Aldermen in October 2020 on the draft revision of the Dog Management Policy.

Council endorsed a revised draft Dog Management Policy including the Schedule of Declared Areas (January 2021) at its meeting of 9 February 2021 for public consultation. The draft was released to the public for a 4-week period of public consultation via council's "Your Say Clarence" website.

The consultation period ended on 12 April 2021 and approximately 2900 submissions were received, including the petitions which are the subject of this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the petition.

RECOMMENDATION:

- A. That Council notes the intent of the petitions.
- B. That the petitioners be advised that the petitions will be taken into consideration as part of Council's consideration of submissions regarding the revised draft Dog Management Policy.

PETITION – DOG EXERCISE AREA – ANZAC PARK, LINDISFARNE /contd...

ASSOCIATED REPORT**1. BACKGROUND**

At its meeting of 22 March 2021, Council received two petitions, one paper petition from 344 signatories and one electronic petition from 1001 signatories both stating the following:

“To the Mayor and Aldermen of the City of Clarence, we the undersigned residents strongly object to changing the current Council Policy of dogs off lead in ANZAC Park for the following reasons:

- 1. ANZAC Park with its flat open green space and paved pathways close to the Village allows easy access and use for senior citizens, those with mobility issues, young people and families to enjoy the company of their dogs off lead and still under effective control.*
- 2. ANZAC Park is an integral part of Anzac traditions and lends itself to social gathering place for the community with their dogs off lead enjoying the freedom of outdoor space.*
- 3. Dogs are part of the ANZAC family and traditions and recognised as Australia’s greatest war animals”.*

2. REPORT IN DETAIL

Council, at its Meeting of 9 February 2021 considered the draft revision of its Dog Management Policy including the proposed Schedule of Declared Areas and resolved:

“That Council endorses the revised draft Dog Management Policy including the Schedule of Declared Areas (January 2021) and authorises its release to the public for a 4-week period of public consultation”.

The 4-week public consultation period closed on 12 April 2021 and approximately 2900 submissions were received. Once a full analysis of the submissions is completed a summary of the consultation feedback will be prepared and presented for discussion at an Aldermen’s workshop.

Following the workshop, a report will be presented to Council summarising the feedback and any proposed changes to the draft policy.

The intention is to then undertake a further consultation in accordance with the Dog Management Act requirements before presenting that feedback to council for final determination of the policy.

3. CONSULTATION

3.1. Community Consultation

A 4-week period of public consultation was undertaken on the draft revision of the Dog Management Policy and approximately 2900 submissions were received.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Relevant organisations were consulted on the draft revision of the Dog Management Policy.

3.4. Further Community Consultation

Following Council's consideration of the submissions received a revised Dog Management Policy will be released for further community consultation.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Not applicable.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

Not applicable.

7. FINANCIAL IMPLICATIONS

There are no financial implications associated with the petition.

8. ANY OTHER UNIQUE ISSUES

Not applicable.

9. CONCLUSION

Council initiated a 4-week public consultation period for its revised draft Dog Management Policy. Approximately 2900 submissions were received during the consultation period including the two petitions the subject of this report which were tabled at Council's Meeting of 22 March 2021. An analysis of the submissions will be undertaken and presented to Council as part of its consideration of the revised policy.

Attachments: Nil

Ian Nelson
GENERAL MANAGER

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-2021/015783 – 136 SPITFARM ROAD, OPOSSUM BAY - VISITOR ACCOMMODATION UNITS**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for Visitor Accommodation Units at 136 Spitfarm Road, Opossum Bay.

RELATION TO PLANNING PROVISIONS

The land is zoned Low Density 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 21 April 2021.

CONSULTATION

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

- advertising signage;
- multiple dwellings;
- length of stays;
- disorderly behaviour from guests;
- Title covenants; and
- property fence location.

RECOMMENDATION:

A. That the Development Application for Visitor Accommodation Units at 136 Spitfarm Road, Opossum Bay (Cl Ref PDPLANPMTD-2021/015783) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A1 – NEW CROSSOVER.

3. ENG A5 – SEALED CAR PARKING.
4. ENG M1 – DESIGNS DA.
5. ENG S1 – INFRASTRUCTURE REPAIR.

ADVICE

- a. It is advised that the Certificate of Title contains several covenants. Compliance with covenants is the landowner's legal responsibility and may prevent or alter the ability to act upon this permit.
 - b. This permit has been approved and granted based on the recommendations contained with the Bushfire Risk Assessment. It is the owner's responsibility to ensure that the recommendations are satisfactorily addressed on an ongoing basis with regard to their property.
 - c. This permit is for Visitor Accommodation use only. Advice must be sought from Council prior to any change to residential use for this property. Multiple dwellings are prohibited in this zone under the Clarence Interim Planning Scheme.
- 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**

There are two shipping containers currently on the site. The proposal includes the removal of one of these containers, and the relocation of another.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Low Density 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;
 - Planning Directive 6 – Exemption and Standards for Visitor Accommodation in Planning Schemes;

- Section 12.0 – 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 E7.0 – On-site Wastewater Management Code.

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

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a 1320m² vacant property. The site has frontage and access to Spitfarm Road. It has a gentle slope of 3.5° falling to the north-west. There is existing vegetation along the east, west and southern boundaries of this property.

3.2. The Proposal

The proposal is for two visitor accommodation units, a small greenhouse, and 1 outbuilding for associated storage.

Each accommodation unit would have two bedrooms, a bathroom, and open plan kitchen/lounge. The maximum height of the units is 3.8m. The setbacks would be 18.7m from the front boundary, 9.5m from the rear boundary, and 7m and 1.2m from the side boundaries.

The outbuilding (shipping container) would be setback 47m from the frontage, 2.9m from the rear boundary, and 10m and 5.9m from the side boundaries.

The proposal includes an on-site wastewater management system, two car parking spaces for each unit (four total) and would utilise existing kerbside waste collection.

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 Planning Directive 6, the Low Density Residential Zone and Road and Railway Assets, Parking and Access, On-site Wastewater Management, and Stormwater Management Codes with the exception of the following.

Planning Directive 6

- **Visitor Accommodation A1 - Accommodation to be in Existing Buildings** – the proposal would not be in existing buildings.

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

Clause	Performance Criteria	Assessment
P1	<i>“Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</i>	The application is assessed as follows:
	<i>(a) the privacy of adjoining properties;</i>	The setbacks of the two accommodation units is sufficient to prevent unreasonable adverse impacts on privacy for adjoining neighbours.

	<i>(b) any likely increase in noise to adjoining properties;</i>	It is anticipated that the noise levels would not differ from normal residential levels and therefore would not adversely affect the adjoining properties.
	<i>(c) the scale of the use and its compatibility with the surrounding character and uses within the area;</i>	The proposal includes two accommodation units, each with two bedrooms.
	<i>(d) retaining the primary residential function of an area;</i>	<p>The large majority of properties in the area are maintained as residential use. There are approximately five existing visitor accommodation uses within a kilometre radius from the subject property.</p> <p>Therefore, the area would retain a primarily residential function.</p>
	<i>(e) the impact on the safety and efficiency of the local road network; and</i>	<p>The subject property is located at the end of a cul-de-sac which has the Arm End Recreation Reserve at its apex.</p> <p>The application was referred to council's Development Engineers who advised that the proposal would not impact adversely upon the local road network.</p>
	<i>(f) any impact on the owners' and users' rights-of-way."</i>	There are no existing or proposed rights-of-way associated with the property.

12.0 Low Density Residential Zone

- **Clause 12.4.2 A3 - Building Envelope** – the proposal includes an outbuilding (shipping container) to store maintenance items for the accommodation that would have a setback of 2.94m from the rear boundary.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause 12.4.2 as follows.

Clause	Performance Criteria	Assessment
P3	<i>“The siting and scale of a dwelling must: (a) not cause unreasonable loss of amenity by:</i>	The application is assessed as follows:
	<i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i>	Due to its height and the location of the container, it would not cause shadowing impact to the adjoining property at 132 Spitfarm Road after noon. It would not cause shadowing impact to the adjoining property at 134 Spitfarm Road before 2.30pm.
	<i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i>	The adjoining properties have ample private open space that would be unimpacted by overshadowing from the development.
	<i>(iii) overshadowing of an adjoining vacant lot; or</i>	The only vacant adjoining property is the nature reserve due north of the subject site. This will be unimpacted by overshadowing.
	<i>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i>	The shipping container would have a height above ground level of 2.43m. There is existing established vegetation along the front and rear boundaries of the site that would provide screening for the container. The visual scale and bulk would have negligible impact upon neighbouring properties.
	<i>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.”</i>	There are similar setbacks for outbuildings in the surrounding area.

Stormwater Management Code

- **Clause E7.7.1 A1 - Disposal of Stormwater** – the proposed dwelling unit would direct its stormwater to detention tanks for re-use on-site. This would not comply with the requirement that stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause E7.7.1 as follows.

Clause	Performance Criteria	Assessment
E7.7.1	<i>“Stormwater from new impervious surfaces must be managed by any of the following:</i>	The application is assessed as follows:
	<i>(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles</i>	not applicable
	<i>(b) collected for re-use on the site;</i>	The stormwater created by the buildings would be directed to stormwater tanks on the site. This would detain the water for re-use on the site. Council’s Development Engineer is satisfied that the proposed stormwater management is consistent with the requirements of this clause.
	<i>(c) disposed to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.”</i>	not applicable

5. REPRESENTATION ISSUES

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

5.1. Advertising Signage

Concern was raised by one representor that the advertising signage was removed during the public notification period.

- **Comment**

It is an offence to remove advertising signage, however no evidence was provided that the sign/s had been deliberately removed. The application was advertised by council in accordance with the Act. This issue is therefore not of determining weight.

5.2. Multiple Dwellings

Concern was raised by one representor that multiple dwellings are not permitted in the zone and this application may lead to “multiple dwellings by stealth”.

- **Comment**

The application is for visitor accommodation use only. A change of use application would be required to use the property for residential purposes in the future. Multiple dwellings are prohibited under the *Clarence Interim Planning Scheme 2015*; therefore, an advice clause reiterating this has been recommended for inclusion on the permit. This issue is therefore not of determining weight.

5.3. Length of Stays

Concern was raised by one representor regarding the length of stays at the accommodation being too long, and the potential for persons at the Golf Club staying at the property.

- **Comment**

The application is for visitor accommodation which inherently restricts the length of stays to no greater than three months. There is no relevant clause in the Scheme that would allow Council to restrict the type of customer that can stay at any given accommodation or the purpose/nature of their visit. This issue is therefore not of determining weight.

5.4. Disorderly Behaviour

Concern was raised by one representor that persons staying at the accommodation would disrupt adjoining properties through rowdy behaviour and partying.

- **Comment**

The behaviour of future customers is not a relevant consideration under the Scheme, and therefore of no relevance to the determination of this application. As with any residential property, any occasional disorderly behaviour should be referred to police at the time of occurrence. This issue is therefore not of determining weight.

5.5. Title Covenants

Concern was raised by one representor that the application is not consistent with restrictive covenants on the property's Certificate of Title.

- **Comment**

There are several covenants on the Certificate of Title. These are private covenants and Council is not a party to them. As such, Council cannot enforce these requirements. It is the property owner's responsibility to seek independent advice as to the application of these covenants. An advice clause to this effect is recommended for inclusion on the permit. This issue is therefore not of determining weight.

5.6. Fence Location

Concern was raised by one representor that the property fence is in the wrong location.

- **Comment**

The fence is existing, and no changes are proposed to it within this application. The matter has been referred to the council's Asset Team to assess if action is required with respect to the wire fence encroaching slightly into the nature strip. This issue is therefore not of determining weight.

6. EXTERNAL REFERRALS

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

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

9. CONCLUSION

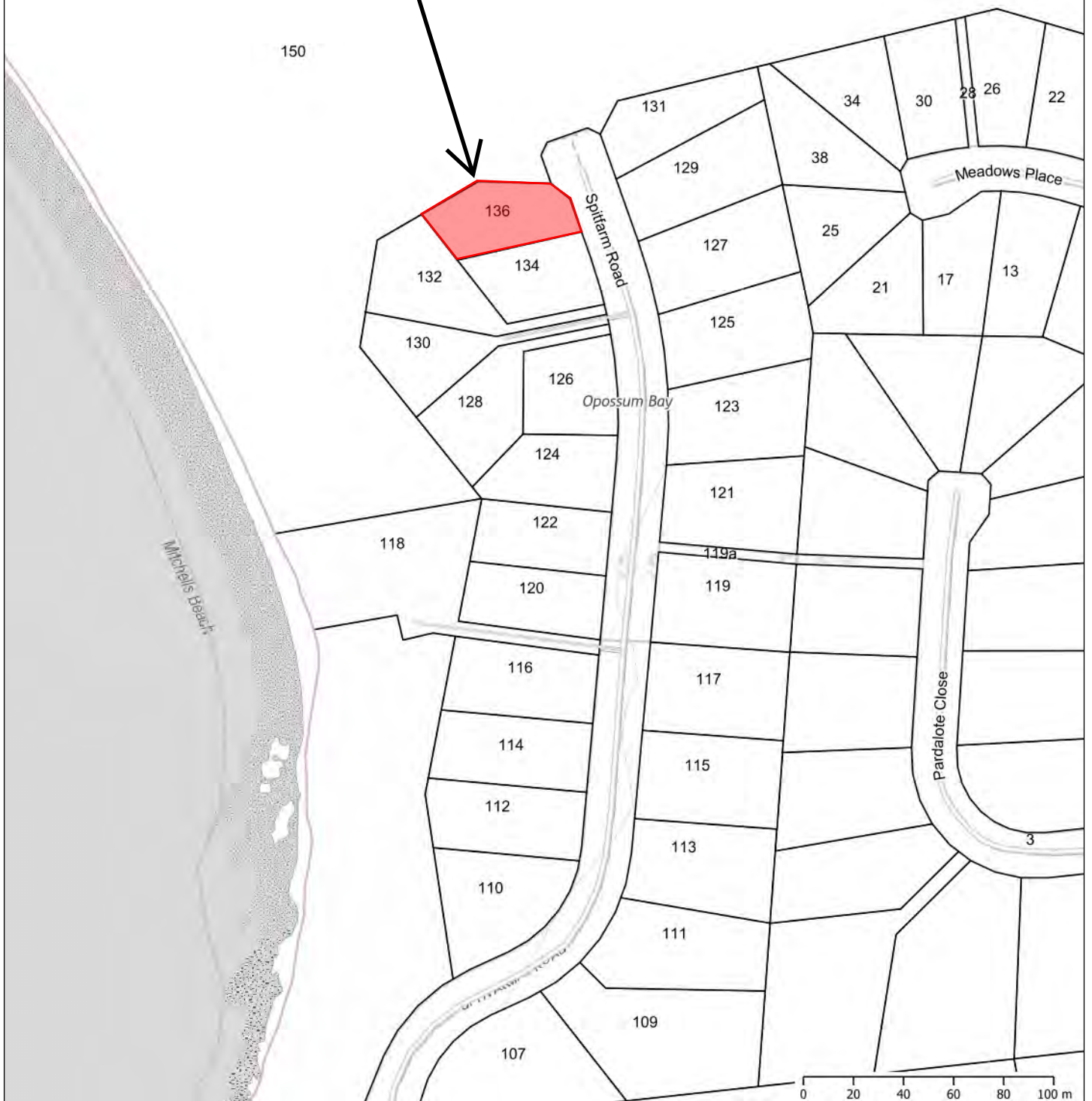
The proposal is recommended for approval, subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (7)
3. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

Subject Property



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.

4/9/2021

1:2257



Attachment 2

STORMWATER FROM
UNITS TO GO INTO
WATER TANKS (TYPICAL)
DIRECT ANY OVERFLOW
TO EX. VEGETATION

CONNECT SEWER TO ELJEN
BED. REFER TO REPORT BY
GES GEO-ENVIRONMENTAL
SOLUTIONS FOR ALL DETAILS

20FT SHIPPING CONTAINER
REFER ELEVATIONS FOR
HEIGHTS

SITE PLAN

1 : 250

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.

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

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.

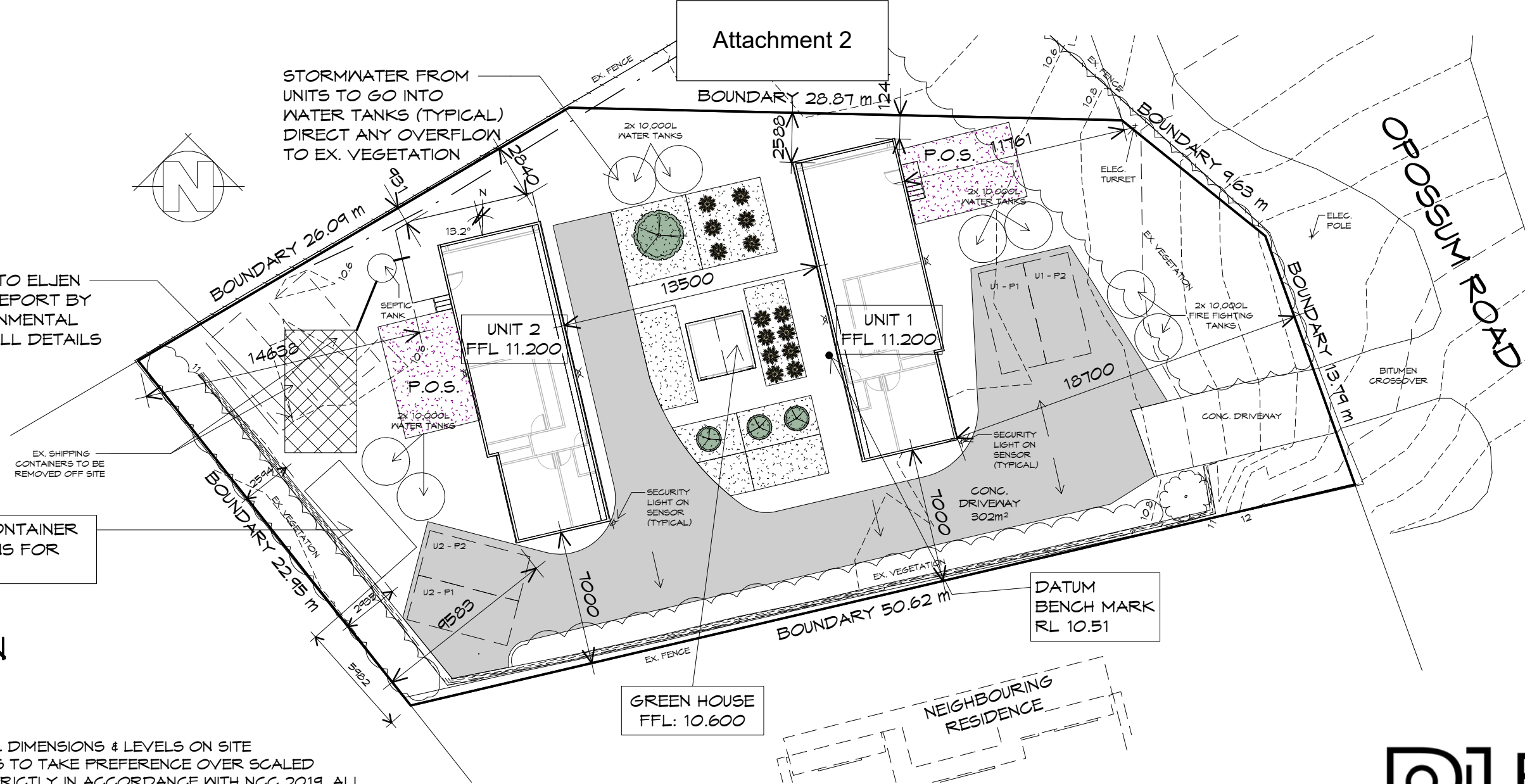
PRIOR TO ANY CONSTRUCTION REFER TO RELEVANT AUTHORITIES
FOR DETAILED LOCATION OF ALL SERVICES.

CONTOUR INTERVAL 0.20m

THIS PROJECT HAS BEEN DETERMINED TO HAVE A
BUSHFIRE ATTACK LEVEL (BAL) OF - 19
REFER TO ASSESSMENT FOR FURTHER DETAILS.
ALL CONSTRUCTION MUST COMPLY WITH AS3959.

NOTE:

ALL LIGHTING TO BE RESIDENTIAL LEVEL
LIGHTING TO ENSURE NO OVERSPILL OF
LIGHTING ONTO NEIGHBOURING SITES



PLANNING DIRECTIVE 4.1

CLAUSE 12.4.2

SETBACKS

REFER TO DIMENSIONS AND
ELEVATIONS FOR FURTHER DETAILS.

CLAUSE 12.4.3

SITE COVERAGE

BUILDING FOOTPRINT 138.39 /SITE
AREA 1323 = 0.142
TOTAL SITE COVERAGE 14.2%
25% OF SITE TO BE NON-IMPERVIOUS

PRIVATE OPEN SPACE

24m² IS SHOWN TO THE ???NORTH?? AND
LOCATED OFF THE MAIN ??? ROOM.
WITH A MINIMUM DIMENSION OF 4m
GRADIENT NO STEEPER THAN 1:10

CLAUSE 10.4.4

WINDOWS W1 SATISFIES 30 DEG EAST &
WEST OF NORTH.

CLAUSE 10.4.6

DECK:
REFER TO SITE PLAN FOR SETBACK, DECK ISNT 1m
ABOVE ESL DOES NOT REQUIRE A SCREEN TO 1.7m

Prime Design

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p(h)+ 03 6228 4575
info@primedesigntas.com.au primedesigntas.com.au

Project:

**PROPOSED VISITOR
ACCOMODATION
136 SPITFARM ROAD,
OPOSSUM BAY**

Client name:

P. KERRISK

Drawing:

SITE PLAN

Drafted by:
D.D.H.

Approved by:
Approver

Date:

19.02.2021

Scale:

1 : 250

Project/Drawing no:

PD20027 -01

Revision:

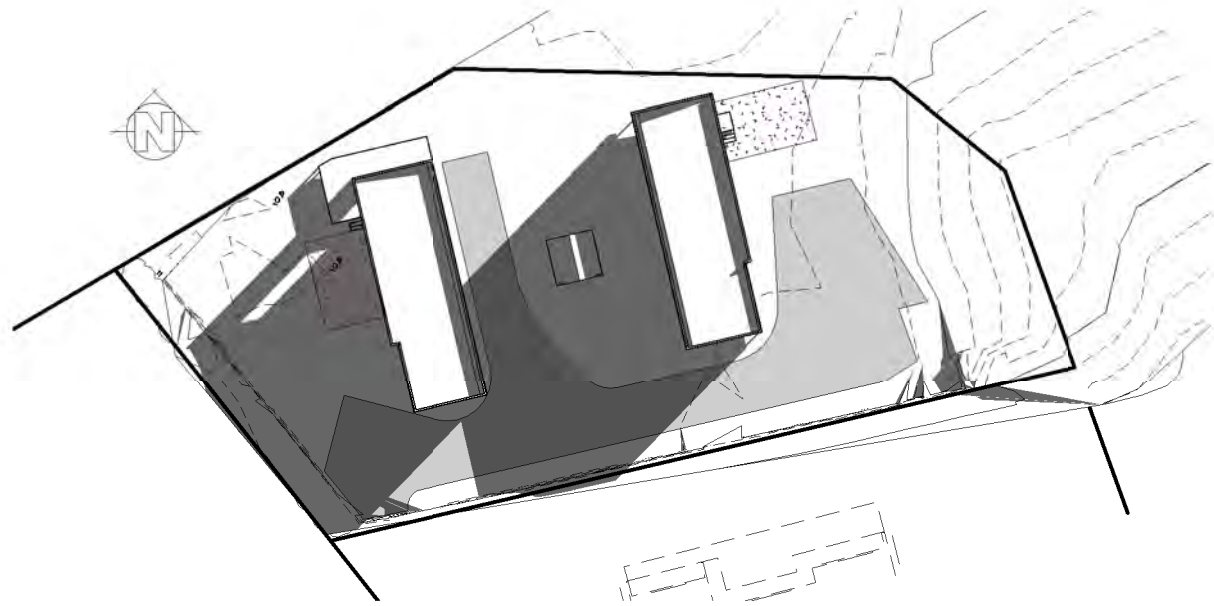
01

bda BUILDING
DESIGNERS
AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

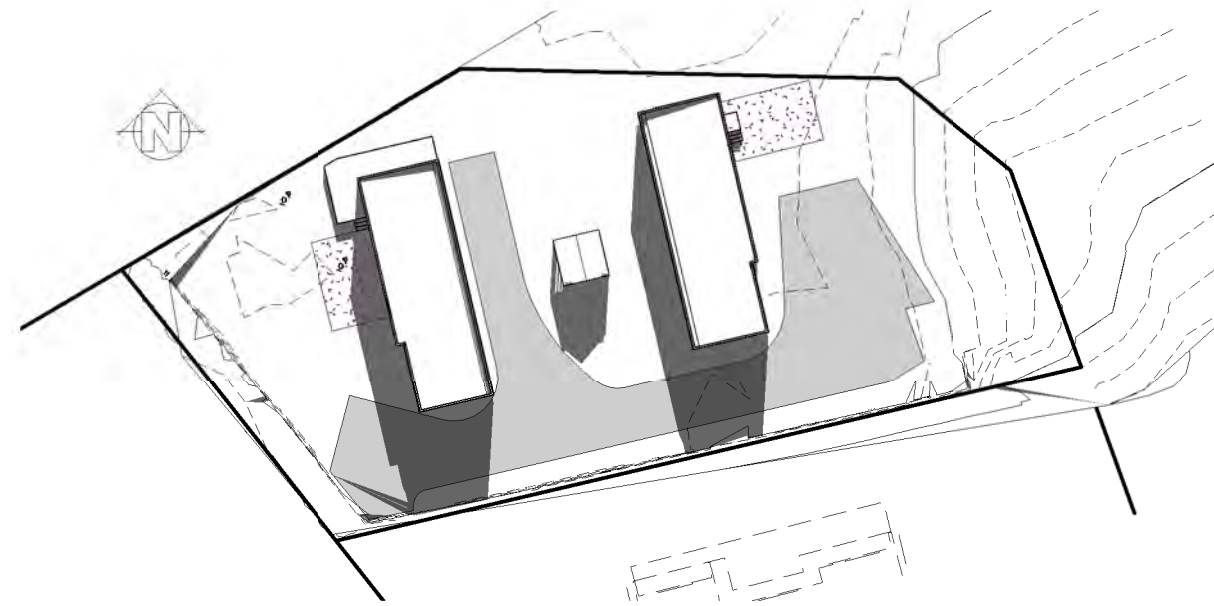
PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



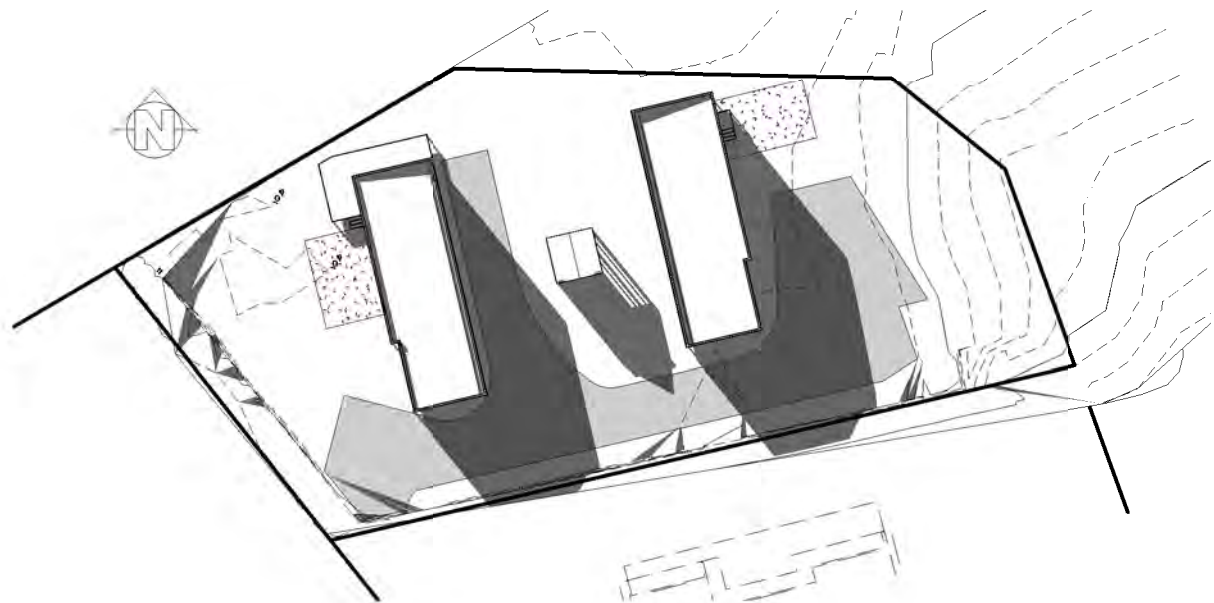
SHADOW DIAGRAM - 21ST JUNE @ 9AM

1 : 500



SHADOW DIAGRAM - 21ST JUNE @ 12PM

1 : 500



SHADOW DIAGRAM - 21ST JUNE @ 3PM

1 : 500

LEGEND



PRIVATE
OPEN SPACE



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OPOSSUM BAY

Client name:
P. KERRISK

Drafted by: Author
Approved by: Approver

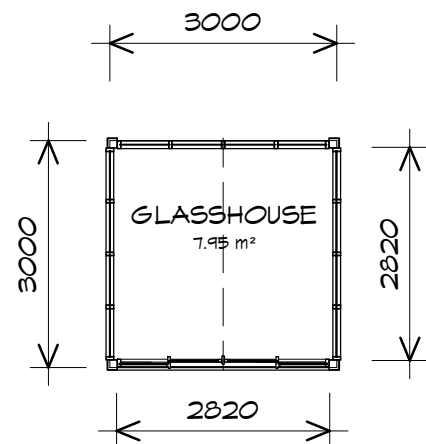
Drawing:
SHADOW DIAGRAMS

Date: 19.02.2021
Scale: 1 : 500

Project/Drawing no: PD20027 05
Revision: 01



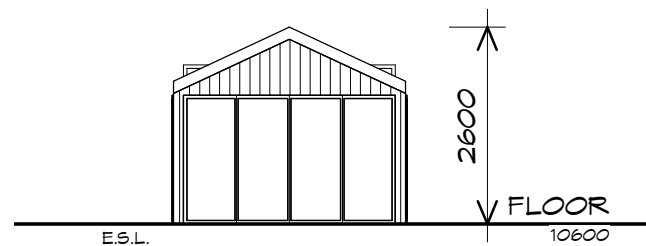
Accredited building practitioner: Frank Geskus -No CC246A



WINDSOR JUNIOR 3000
GREENHOUSE 3x3x2.6H

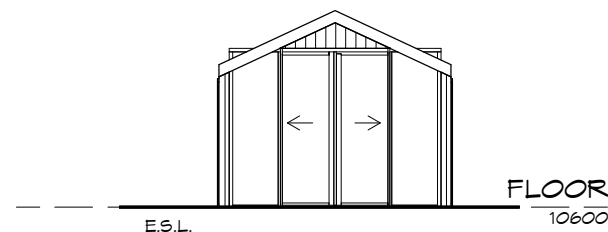
FLOOR PLAN

1 : 100



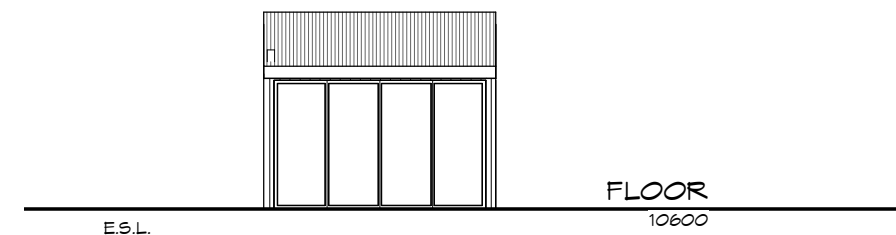
NORTHERN ELEVATION

1 : 100



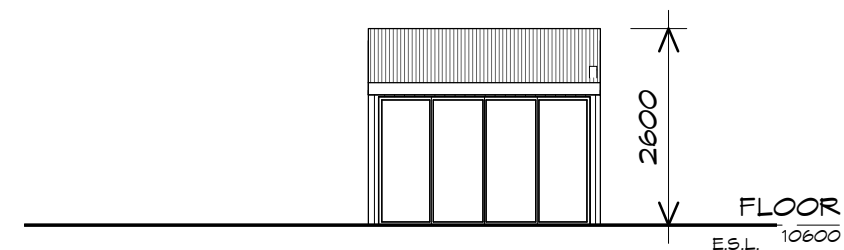
SOUTHERN ELEVATION

1 : 100



EASTERN ELEVATION

1 : 100



WESTERN ELEVATION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

GREENHOUSE



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Project:
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136 SPITFARM ROAD,
OPOSSUM BAY

Client name:
P. KERRISK

Drafted by: Author
Approved by: Approver

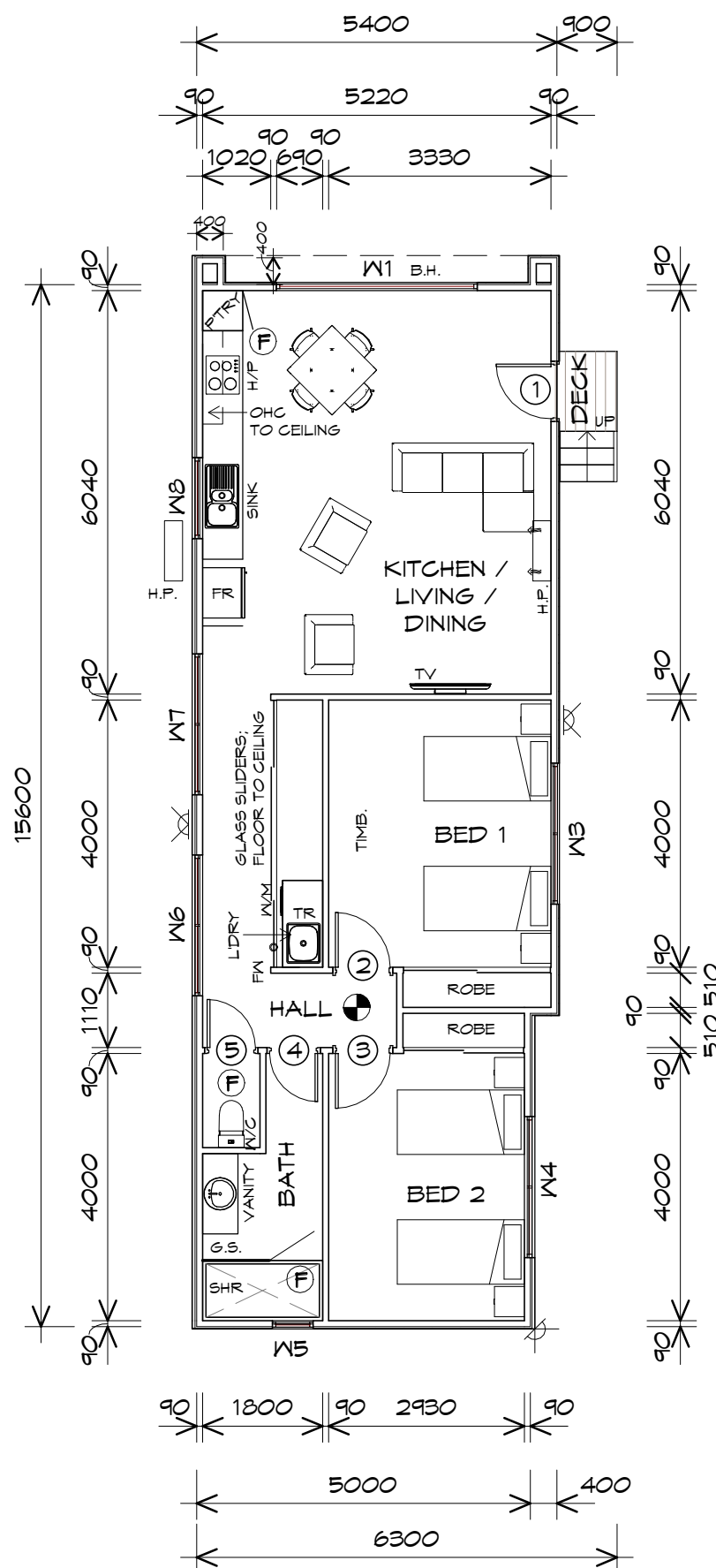


Drawing:
GREENHOUSE PLAN

Date: 19.02.2021
Scale: 1 : 100

Project/Drawing no: PD20027 06
Revision: 01

Accredited building practitioner: Frank Geskus -No CC246A



FLOOR PLAN
1 : 100

NOTE:
DIMENSIONS DO NOT
INCLUDE CLADDING

- SMOKE ALARMS**
- ALL ALARMS TO BE INTERCONNECTED WHERE MORE THAN ONE ALARM IS INSTALLED.
 - TO BE INTERCONNECTED BETWEEN FLOORS WHERE APPLICABLE.
 - SMOKE ALARMS TO BE LOCATED ON ALL FLOORS IN ACCORDANCE WITH NCC 2019 PART 3.7.5.2

LEGEND

- ⊕ EXHAUST FAN-VENT TO OUTSIDE AIR.
- ⊙ 240V SMOKE ALARM
- S/D SLIDING DOOR
- B.H. BULKHEAD; 2000 HIGH, 400 DEEP, CLADDING TO CLEINTS SPEC.
- ⊙ F/W FLOOR WASTE
- G.S. GLASS SCREEN
- HWC HOT WATER CYLINDER
- ⊗ SECURITY LIGHT

FLOOR AREA 84.41 m² (9.03 SQUARES)
DECK AREA 1.11 m² (0.12 SQUARES)
UNIT 1 TOTAL AREA 85.53 9.20

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

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	820	EXTERNAL SOLID DOOR	
2	820	EXTERNAL SOLID DOOR	
3	820	EXTERNAL SOLID DOOR	
4	720	INTERNAL TIMBER DOOR	
5	720	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1800	3010	FIXED WINDOW	
W3	1200	2110	AWNING WINDOW	
W4	1200	2110	AWNING WINDOW	
W5	1800	610	AWNING WINDOW	OPAQUE
W6	900	2110	AWNING WINDOW	
W7	900	2110	AWNING WINDOW	
W8	900	1210	AWNING WINDOW	

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

Project:
**PROPOSED VISITOR
ACOMMODATION
136 SPITFARM ROAD,
OPOSSUM BAY**

Client name:
P. KERRISK

Drafted by:
D.D.H.

Approved by:
Approver

Drawing:
FLOOR PLAN

Date:
12.01.2021

Scale:
1 : 100

Project/Drawing no:
PD20027 U1-01

Revision:
01

Accredited building practitioner: Frank Geskus -No CC246A

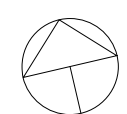


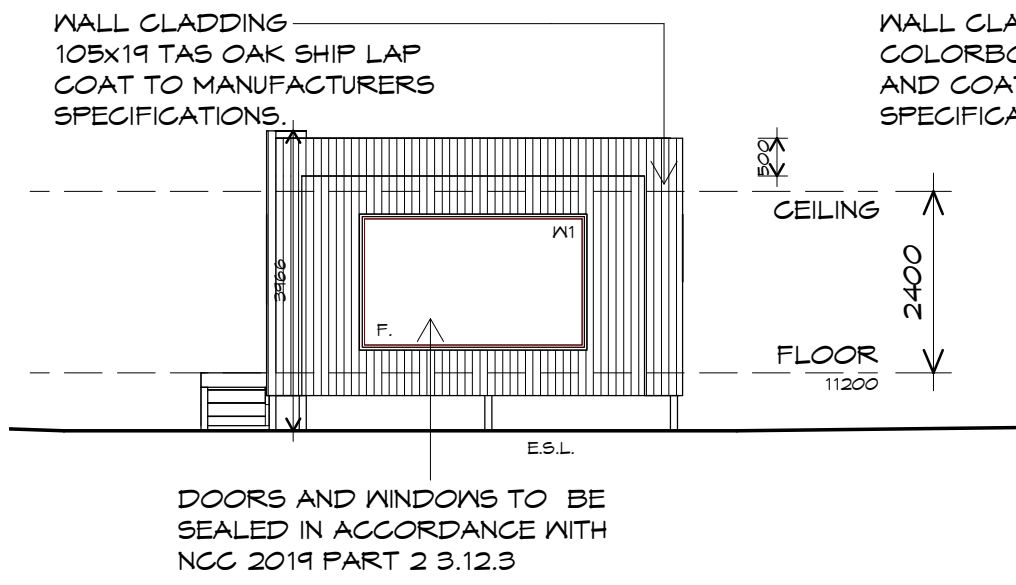
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UNIT 1

PLANNING

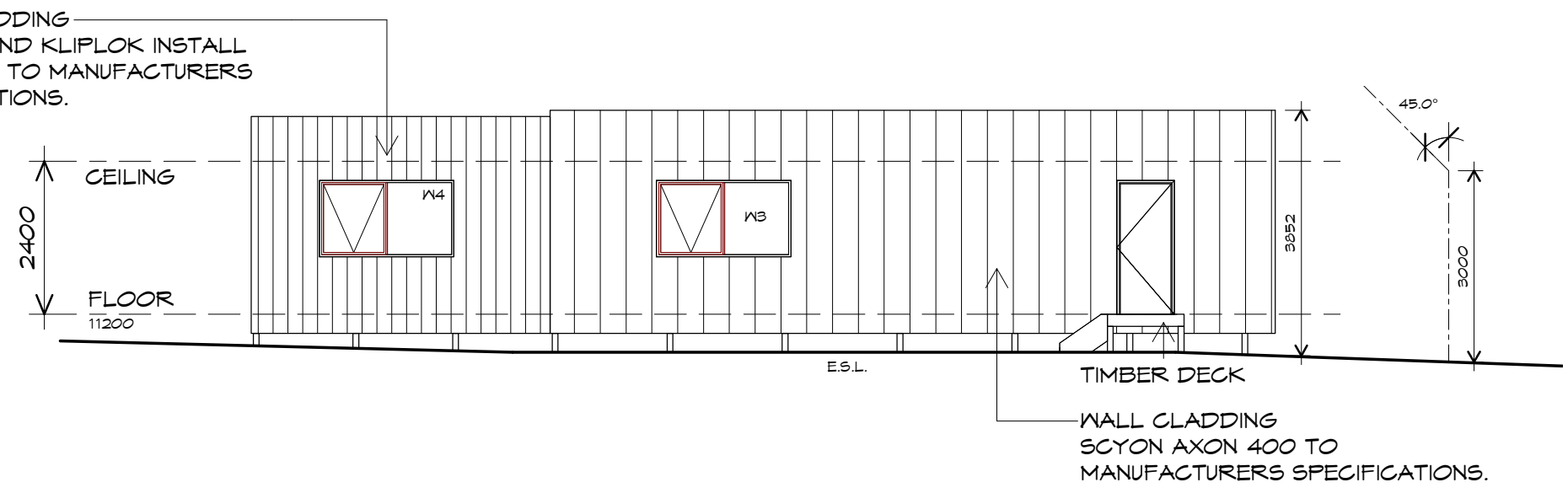
NOTE: DO NOT SCALE OFF DRAWINGS





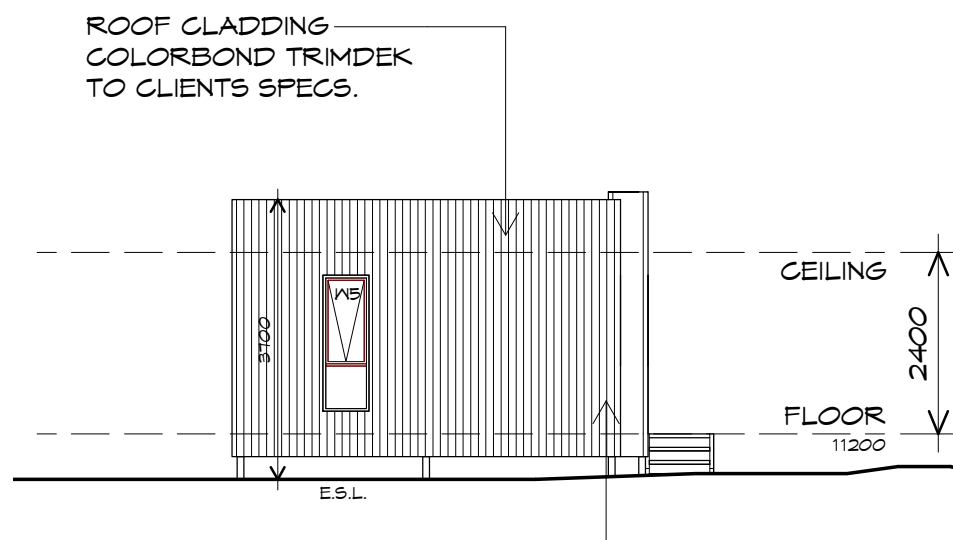
NORTHERN ELEVATION

1 : 100



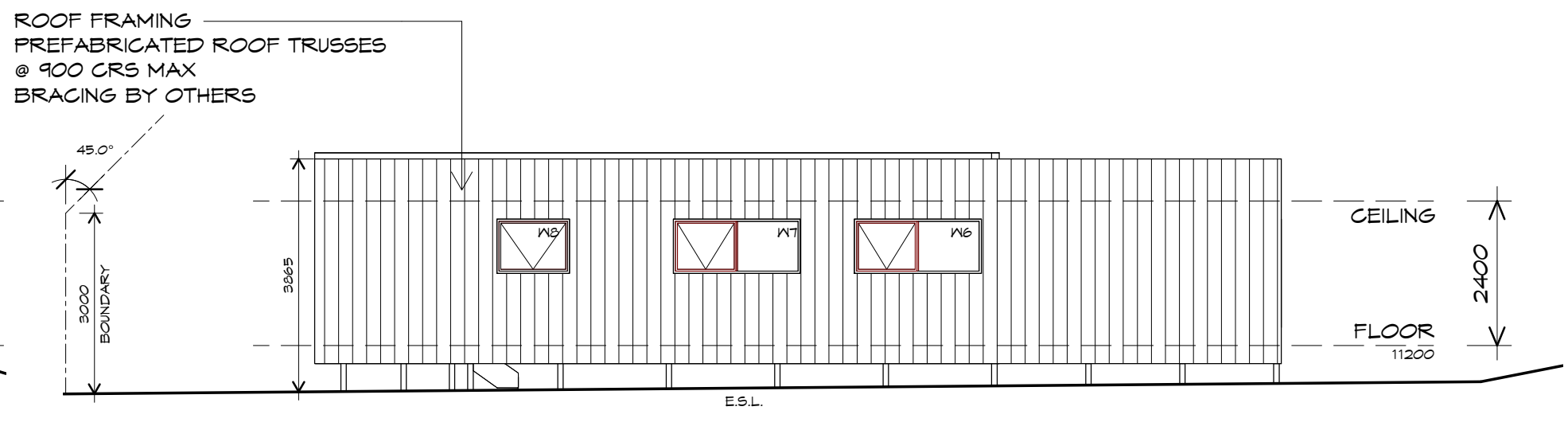
EASTERN ELEVATION

1 : 100



SOUTHERN ELEVATION

1 : 100



WESTERN ELEVATION

1 : 100

WALL CLADDING
105x19 TAS OAK SHIP LAP
COAT TO MANUFACTURERS
SPECIFICATIONS.



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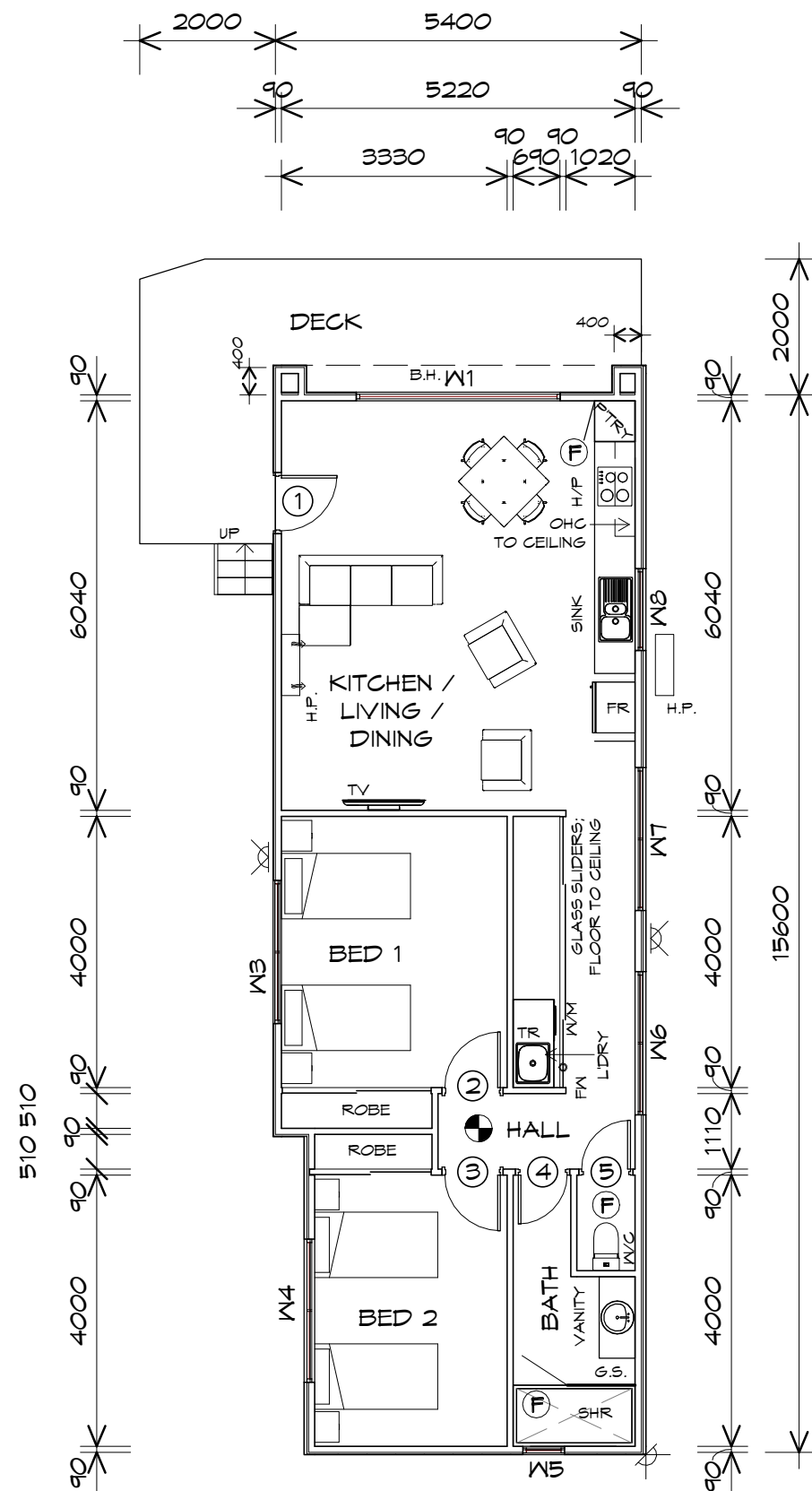


Drawing:
ELEVATIONS

Date: 12.01.2021
Scale: 1 : 100

Project/Drawing no: PD20027 U1-02
Revision: 01

Accredited building practitioner: Frank Geskus -No CC246A



UNIT 2

FLOOR PLAN

1 : 100

NOTE:
DIMENSIONS DO NOT
INCLUDE CLADDING

SMOKE ALARMS

- ALL ALARMS TO BE INTERCONNECTED WHERE MORE THAN ONE ALARM IS INSTALLED.
- TO BE INTERCONNECTED BETWEEN FLOORS WHERE APPLICABLE.
- SMOKE ALARMS TO BE LOCATED ON ALL FLOORS IN ACCORDANCE WITH NCC 2019 PART 3.7.5.2

LEGEND

- Ⓢ EXHAUST FAN-VENT TO OUTSIDE AIR.
- Ⓢ 240V SMOKE ALARM
- S/D SLIDING DOOR
- B.H. BULKHEAD
- Ⓢ FLOOR WASTE
- G.S. GLASS SCREEN
- HWC HOT WATER CYLINDER
- Ⓢ SECURITY LIGHT

FLOOR AREA 83.59 m2 (8.99 SQUARES)
DECK AREA 19.27 m2 (2.07 SQUARES)
UNIT 2 TOTAL AREA 102.86 11.06

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

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	820	EXTERNAL SOLID DOOR	
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3	820	EXTERNAL SOLID DOOR	
4	720	INTERNAL TIMBER DOOR	
5	720	INTERNAL TIMBER DOOR	

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MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1800	3010	FIXED WINDOW	
W3	1200	2110	AWNING WINDOW	
W4	1200	2110	AWNING WINDOW	
W5	1800	610	AWNING WINDOW	
W6	900	2110	AWNING WINDOW	
W7	900	2110	AWNING WINDOW	
W8	900	1210	AWNING WINDOW	

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



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Project:
PROPOSED VISITOR
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136 SPITFARM ROAD,
OPOSSUM BAY

Client name:
P. KERRISK

Drafted by:
D.D.H.

Approved by:
Approver

Drawing:
FLOOR PLAN

Date:
12.01.2021

Scale:
1 : 100

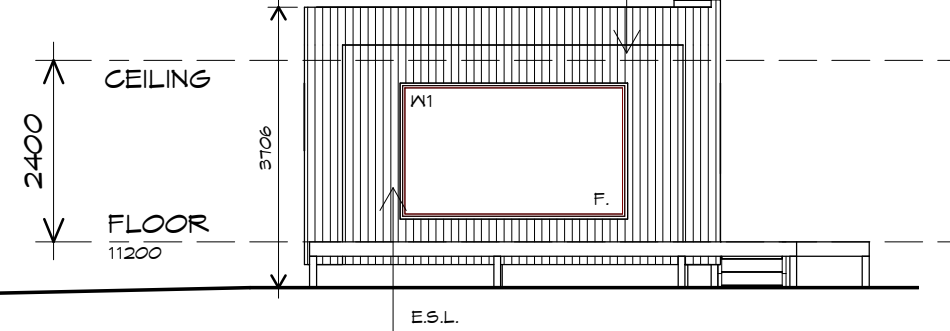
Project/Drawing no:
PD20027 U2-01

Revision:
01



Accredited building practitioner: Frank Geskus -No CC246A

WALL CLADDING
105x19 TAS OAK SHIP LAP
COAT TO MANUFACTURERS
SPECIFICATIONS.

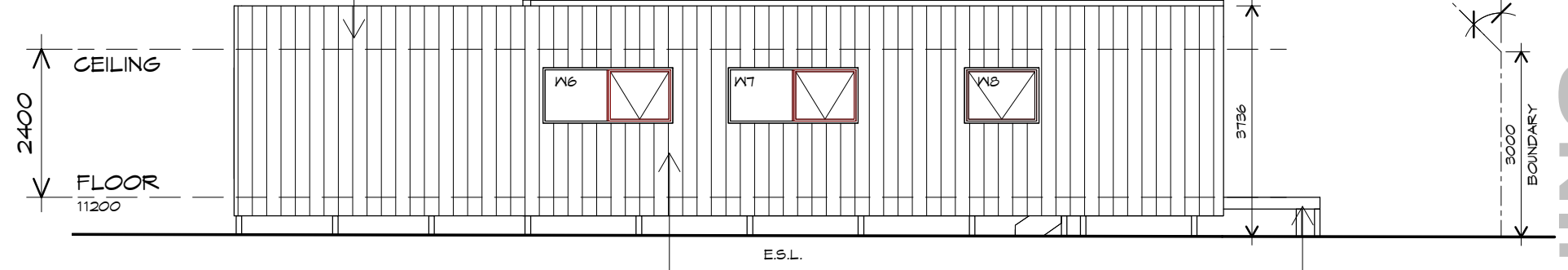


DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2019 PART 2 3.12.3

NORTHERN ELEVATION

1 : 100

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



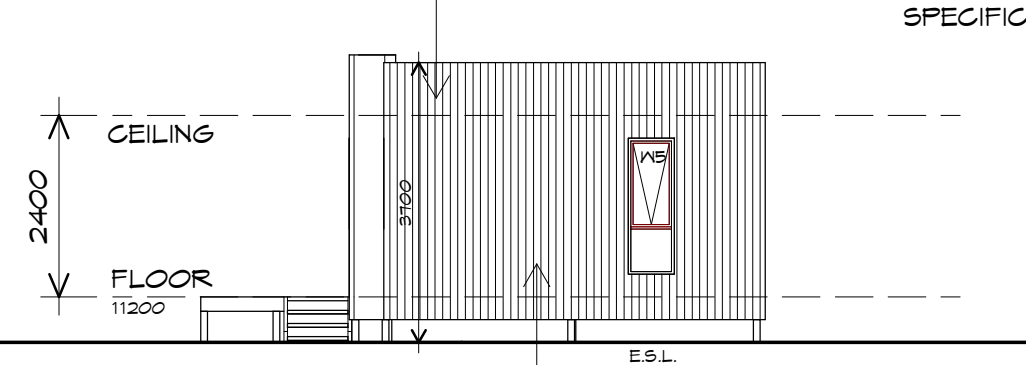
WALL CLADDING
SCYON AXON 400 TO
MANUFACTURERS SPECIFICATIONS.

TIMBER DECK

EASTERN ELEVATION

1 : 100

ROOF CLADDING
COLORBOND TRIMDEK
TO CLIENTS SPECS.

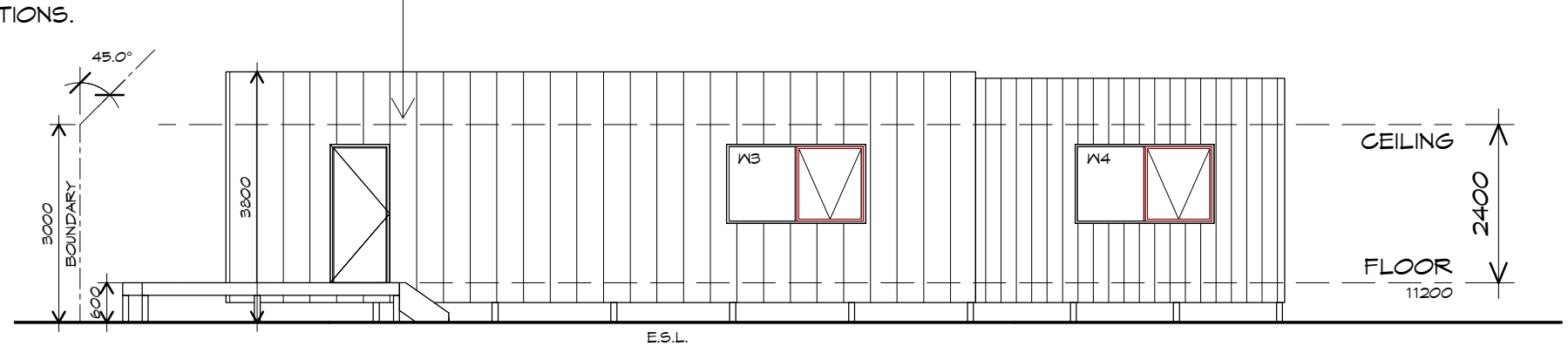


WALL CLADDING
105x19 TAS OAK SHIP LAP
COAT TO MANUFACTURERS
SPECIFICATIONS.

SOUTHERN ELEVATION

1 : 100

WALL CLADDING
COLORBOND KLIPLOK INSTALL
AND COAT TO MANUFACTURERS
SPECIFICATIONS.



WESTERN ELEVATION

1 : 100



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Project:
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ACOMMODATION
136 SPITFARM ROAD,
OPOSSUM BAY

Client name:
P. KERRISK

Drafted by:
D.D.H.

Approved by:
Approver



Drawing:
ELEVATIONS

Date: 12.01.2021
Scale: 1 : 100

Project/Drawing no: PD20027 U2-02
Revision: 01

Accredited building practitioner: Frank Geskus -No CC246A

Attachment 3



Photo 1 - View of site from the road, looking west.



Photo 2 -View from site from the front, all structures/vehicles except a single shipping container to be removed.

11.3.2 DEVELOPMENT APPLICATION PDPLANPMTD-2021/016258 – 30 ALINTA STREET, HOWRAH - CARPORT**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Carport at 30 Alinta Street, Howrah.

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 has been extended with the applicants consent until 21 April 2021.

CONSULTATION

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

RECOMMENDATION:

- A. That the Development Application for Carport at 30 Alinta Street, Howrah (Cl Ref PDPLANPMTD-2021/016258) be refused for the following reason.
 - 1. The proposal does not comply with Clause 10.4.2 P2 as the proposed carport is not compatible with the front setbacks of existing carports and garages within Alinta Street. There are no topographical constraints.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

DEVELOPMENT APPLICATION PDPLANPMTD-2021/016258 - 30 ALINTA STREET, HOWRAH - CARPORT /contd...

ASSOCIATED REPORT**1. BACKGROUND**

No relevant background.

2. STATUTORY IMPLICATIONS

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

2.2. The proposal is discretionary because it does not meet certain Acceptable Solutions under the Scheme relating to buildings and works in the General Residential Zone.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – General Residential Zone;
- Section E6.0 – Parking and Access Codes; and
- Section E7.0 – Stormwater Management Code.

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

3. PROPOSAL IN DETAIL**3.1. The Site**

The site is a 645m² lot with vehicle access from Alinta Street. The property contains an existing dwelling with attached single garage.

The location of the site is shown in Attachment 1.

3.2. The Proposal

The proposal is to construct a 3.2m x 5.6m roofed carport directly in front of the existing garage over the existing concrete driveway. The carport would be located 1.339m from the front boundary, 1.375m from the north side boundary and 10.78m from the south side boundary.

The carport would be 2.95m high and have a frame colour of “woodland grey” with grey sheeting on the roof.

The proposal is shown in Attachment 2.

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 except for the following.

General Residential Zone

- **Clause 10.4.2 A2 (Building Envelope)** – the proposal would project beyond the prescribed 3D building envelope, at the front boundary.

The proposed variation must be considered pursuant to the Performance Criteria (P2) of Clause 10.4.2 as follows.

Clause	Performance Criteria	Assessment
10.4.2 P2	<p><i>“P2 A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.”</i></p>	<p>Alinta Street is approximately 260m long and ends in cul de sacs at either end. There is only one carport or garage within the frontage setback on the street and it was approved at 5.5m in 2002 not the 3.9m claimed in the applicant’s supporting documents. It is at 31 Alinta Street.</p> <p>Generally, the prevailing primary frontage setbacks for buildings within the street are at least 4.5m or more from a frontage therefore a setback of 1.339m as proposed is not compatible with the prevailing setbacks in the street.</p> <p>The issue was raised with the applicant and the applicant was advised that the proposed development does not comply with the Acceptable solutions under Clause 10.4.2 A2.</p> <p>The applicant provided examples to address the performance criteria, however the examples provided are irrelevant to the performance criteria of this Clause as they are in different streets.</p> <p>The proposed carport is not compatible with garages and carports in the street. There are no carports or garages existing that are less than 4.5m from a property primary frontage as proposed in this instance.</p> <p>Therefore, the performance criterion is not addressed.</p>

		Attachment 3 demonstrates the setbacks nearby and on the entire street are well behind the 1.339m proposed in this instance.
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Clause	Performance Criteria	Assessment
10.4.2 P3	<p><i>“P3</i></p> <p><i>The siting and scale of a dwelling must:</i></p> <p><i>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</i></p> <p><i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</i></p> <p><i>(ii) overshadowing the private open space of a dwelling on an adjoining property;</i></p> <p><i>(iii) overshadowing of an adjoining vacant property; or</i></p> <p><i>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</i></p> <p><i>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</i></p>	<p>The proposed carport is considered to meet the performance criterion of this clause.</p> <p>The proposed carport would not produce a reduction in sunlight to habitable rooms of an adjacent dwelling as it would be located in front of the existing dwelling;</p> <p>The location is also unlikely to result in overshadowing of a private open space;</p> <p>There are no adjacent vacant lots; and</p> <p>The carport would be of a scale appropriate for residential use and therefore is not expected to produce visual impacts because of bulk.</p> <p>The separation of the carport from the side boundary is consistent with setbacks on adjacent properties;</p>

	<p><i>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</i></p> <p><i>(i) an adjoining property;</i> <i>or</i></p> <p><i>(ii) another dwelling on the same site.”</i></p>	<p>The proposed carport is not expected to reduce sunlight to existing solar energy installations on either adjacent property or the dwelling on the same lot.</p>
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5. REPRESENTATION ISSUES

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

6. EXTERNAL REFERRALS

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

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies.

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

9. CONCLUSION

The proposal for the development of a Carport addition at 30 Alinta Street, Howrah is not considered to meet the front setback requirements of Clause 10.4.2 A2 and therefore must address the performance criteria P2.

The proposed carport cannot meet the performance criteria as there are no other examples in the street and therefore it is not compatible with the existing streetscape. It is therefore recommended for refusal.

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

Ross Lovell
MANAGER CITY PLANNING

Attachment 1 Location Map 30 Alinta Street, Howrah



Subject Property



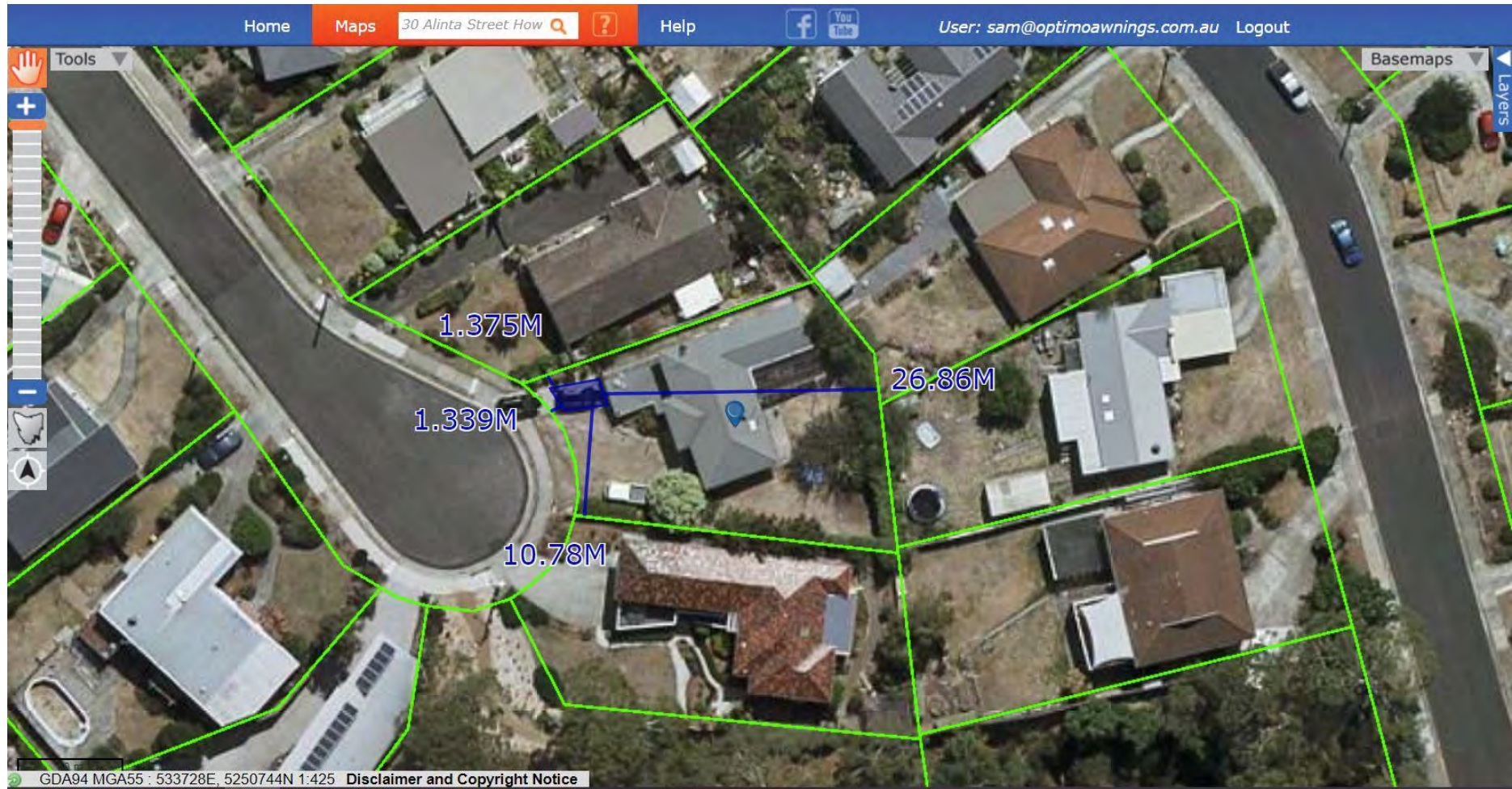
This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

4/9/2021

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Attachment 2
Application Plans
30 Alinta Street, Howrah





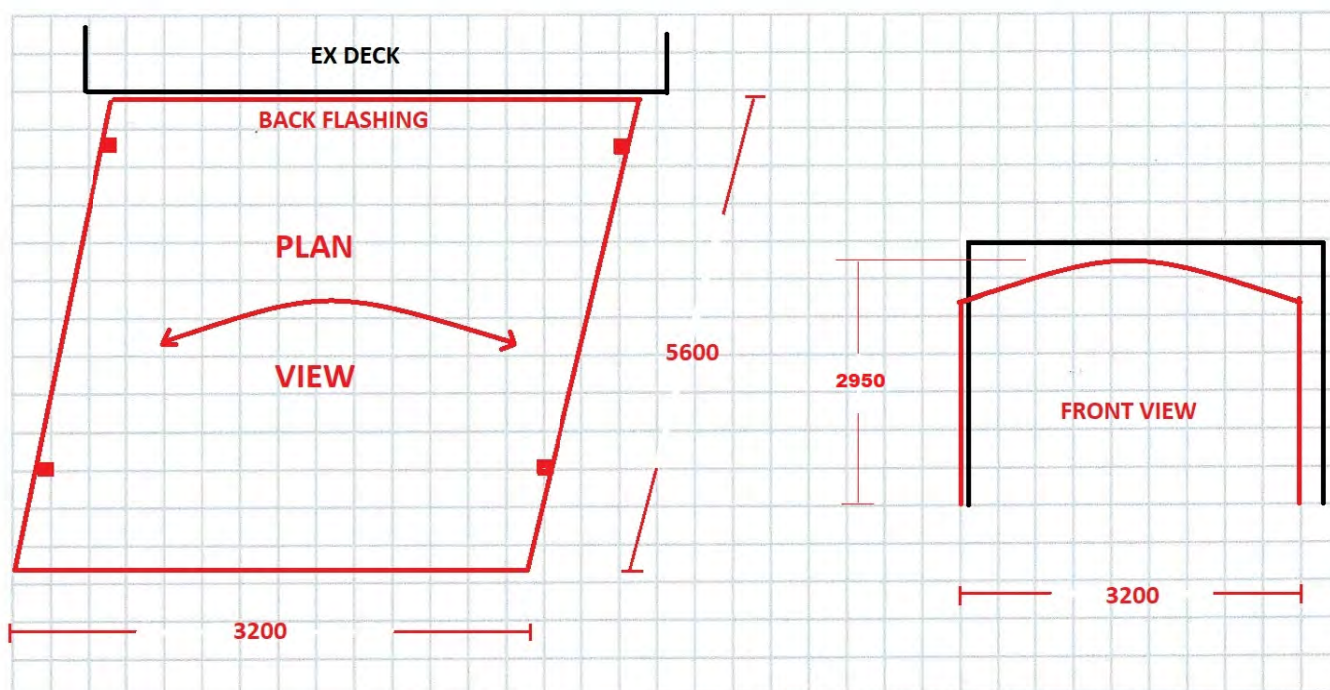
39 Gordon Street, Sorell, 7172
 Mobile: 0418 531 393
 ABN: 83145735333
 Sam King PTY LTD

Quotation Inc. GST

Quotation No 1163
 Purchaser: Karl Webb
 Address: 30 Alinta Street Howrah TAS 7018
 Site Address: AS ABOVE

Date: 12/03/2020
 Phone (B)
 Phone (H) 0409 841 118

STYLE	FRAME LENGTH	FRAME WIDTH	POST SIZE	FRAME COLOUR	TRIM COLOUR	SHEET COLOUR
Vaulted/Curved	5600	3200	90	Woodland Grey	Woodland Grey	Silver 90%



PLANS/ENGINEERING	No	COUNCIL	No	INSTALLATION	Yes	ENGINEERING COSTS (WHERE APPLICABLE)
FOOTINGS	Yes	GUTTERING	No	STORM WATER	No	0

Aluminium powder coated frame
 Twinwall polycarbonate roofing

NAME: Karl Webb
 ADDRESS: 30 Alinta Street Howrah TAS 7018

Quotation No. 1163

Total \$	13352	Less Deposit Paid	3352	Balance Due \$	10000
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PLEASE NOTE: STORM WATER DRAINAGE CONNECTION IS NOT INCLUDED IN PRICE UNLESS OTHERWISE STATED. OPTIMO AWNINGS HOLDS NO RESPONSABILITY FOR PRE EXISTING LEAKS IN HOUSE GUTTERS. PLEASE CHECK AND REPAIR BEFORE INSTALLATION. COLORS ON QUOTATION ARE AN INDICATION ONLY AND IS THE SOLE RESPONSIBILITY OF THE OWNER/AGENT TO CHECK THE COLORS ABOVE ARE CORRECT.

***INDICATION ONLY**

GUTTER & DOWNPIPE LOCATIONS



Attachment 3
Setbacks
30 Alinta Street, Howrah



Attachment 4
Site Photos
30 Alinta Street, Howrah



**11.3.3 DEVELOPMENT APPLICATION PDPLANPMTD-2021/017094 – 64
BANGOR ROAD, OPOSSUM BAY - OUTBUILDING****EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an outbuilding at 64 Bangor Road, Opossum Bay.

RELATION TO PLANNING PROVISIONS

The land is zoned Low Density Residential and subject to the Parking and Access, Stormwater Management and Inundation Prone Areas Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

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

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

Council is required to exercise a discretion within the statutory 42 day period which expires on 23 April 2021.

CONSULTATION

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

- use of building; and
- size/scale of building.

RECOMMENDATION:

A. That the Development Application for an outbuilding at 64 Bangor Road, Opossum Bay (Cl Ref PDPLANPMTD-2021/017094) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN M7 – DOMESTIC USE.

ADVICE

As part of the building application process, documentation will be required to illustrate the location of any proposed vehicular access to the garage in relation to the existing on-site wastewater system. It is advised that the driveway must not compromise any element of the existing system, or associated reserve area/s.

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

ASSOCIATED REPORT**1. BACKGROUND**

No relevant background.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Low Density 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 – Low Density Residential Zone;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management 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 is a 2040m² lot with access and 34m frontage to Bangor Road, and is located within a residential area featuring similarly large sized lots. The site supports an existing single dwelling and associated landscaped gardens, is generally level and is affected by a series of covenants to which Council is not a party. The location of the site is shown in Attachment 1.

3.2. The Proposal

The proposal is for the development of an outbuilding. The proposed outbuilding would be used for private/domestic storage, would have a footprint of 128m², would be 5.07m at its highest point above natural ground level and would be clad using dark grey Colorbond. It would be setback 1m from both the south-western (rear) boundary and the north-western (side) boundary. The proposal plans are provided in Attachment 2.

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 Low Density Residential Zone and Parking and Access, Stormwater Management and Inundation Prone Areas Codes with the exception of the following.

Low Density Residential Zone

- **Clause 12.4.2 (A3)** in relation to setbacks and building envelope, in that the proposed outbuilding would be setback 1m from the rear boundary which would not comply with the 4m rear setback, and therefore fall outside the building envelope prescribed by the acceptable solution.

The proposed development must therefore be considered pursuant to the associated performance criteria, P3, as follows.

Performance Criteria	Proposal
<p><i>“P3 - The siting and scale of a dwelling must:</i></p> <p><i>(a) 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>The proposal is for an outbuilding, and while the associated acceptable solution provides for certain exclusions for outbuildings of more than 2.4m in height, the standard includes consideration of the proposed outbuilding being that a height of 5.07m is proposed.</p> <p>See below.</p> <p>The adjoining dwellings at 60 and 68 Bangor Road are located to the east and west of the existing dwelling, which is forward to the north of the proposed outbuilding by a distance in excess of 15m.</p> <p>This assessment concludes from consideration of possible overshadowing impacts, that neither dwelling would be compromised by overshadowing caused as a result of the proposed outbuilding. There is a dwelling located to the south of the development site at 70 Bangor Road, which would be separated by in excess of 100m from the development site and would similarly be unaffected by the proposal.</p> <p>On this basis, the proposal will not cause an unreasonable loss of sunlight to the adjoining dwellings.</p>

<p><i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i></p>	<p>The impact of the proposal upon solar access would largely be confined to the land to the south, to both 26 and 70 Bangor Road. Both lots are over 1ha in area and, as noted, the dwellings and associated open space areas are separated by in excess of 100m from the proposed outbuilding, meaning that all open space areas would also have in excess of three hours sunlight at Winter Solstice. It is therefore considered that the proposal would not have an unreasonable impact on the amenity of the private open space areas of adjoining dwellings.</p>
<p><i>(iii) overshadowing of an adjoining vacant lot; or</i></p>	<p>Not relevant.</p>
<p><i>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i></p>	<p>The considerations of this part of the clause apply to the proposed outbuilding, as it forms part of the “dwelling” for the purposes of this clause. The development is an outbuilding with a maximum height of 5.07m above natural ground level, which is lower than the maximum height allowed in the zone. Acknowledging that the building would have a larger footprint and height than outbuildings within proximity of the site, it is considered that the proposed outbuilding would not have an adverse impact on the visual amenity of the surrounding area in that it would largely be screened from Bangor Road by the existing dwelling.</p>
<p><i>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.”</i></p>	<p>There are many examples in the surrounding area where outbuildings are located in proximity to the side and rear boundaries of lots and on this basis, the separation between the proposed outbuilding and the boundaries is considered compatible with that prevailing in the surrounding area.</p>

Low Density Residential Zone

- **Clause 12.4.9 (A1)** in relation to outbuildings, in that it is proposed that the outbuilding would have a floor area in of 128m², which exceeds the 80m² maximum prescribed by the acceptable solution.

The proposed development must therefore be considered pursuant to the associated performance criteria, P1, as follows.

Performance Criteria	Proposal
<p><i>“P1 - Outbuildings (including garages and carports not incorporated within the dwelling) must be designed and located to satisfy all of the following:</i></p> <p><i>(a) be less visually prominent than the existing or proposed dwelling on the site;</i></p> <p><i>(b) be consistent with the scale of outbuildings on the site or in close visual proximity</i></p> <p><i>(c) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape.</i></p> <p><i>(d) must not exceed 8.5m in height.”</i></p>	<p>See below assessment.</p> <p>The proposed outbuilding would be located at the rear of the site. It would be largely obscured from view from Bangor Road by the existing dwelling, would be clad using dark grey Colorbond and therefore be less visually prominent than the existing dwelling.</p> <p>There are a number of existing outbuildings within proximity of the site, that would provide for similar setback distances to the side and rear boundaries of their respective lots. With a height of 5.07m at its highest point above natural ground level and largely screened from Bangor Road by the existing dwelling and landscaped gardens that surround the dwelling, it is considered that the building would be consistent in scale when viewed from both nearby sites, and Bangor Road.</p> <p>none applicable</p> <p>complies</p>

Stormwater Management Zone

- **Clause E7.7.1 (A1)** in relation to stormwater drainage and disposal, in that stormwater from the proposed impervious surfaces cannot be disposed of by gravity to public stormwater infrastructure as required by the acceptable solution.

The proposed development must therefore be considered pursuant to the associated performance criteria, P1, as follows.

Performance Criteria	Proposal
<p><i>“P1 - Stormwater from new impervious surfaces must be managed by any of the following:</i></p> <p><i>(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principle;</i></p> <p><i>(b) collected for re-use on the site;</i></p> <p><i>(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.”</i></p>	<p>See below assessment.</p> <p>not applicable</p> <p>Complies, in that it is proposed to direct stormwater runoff from the proposed outbuilding to two new water tanks, to the north-east of the outbuilding via a 90mm diameter stormwater line as shown by the proposal plans. This satisfies the requirements of this performance criterion.</p> <p>not applicable</p>

Inundation Prone Areas Zone

- **Clause E15.7.4 (A3)** in relation to riverine inundation hazard areas, in that it is proposed that the outbuilding would have a floor area of 128m², which exceeds the 60m² maximum prescribed by the acceptable solution.

The proposed development must therefore be considered pursuant to the associated performance criteria, P3, as follows.

Performance Criteria	Proposal
<p><i>“P3 - A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:</i></p> <p><i>(a) risk to users of the site, adjoining or nearby land is acceptable;</i></p> <p><i>(b) risk to adjoining or nearby property or public infrastructure is acceptable;</i></p> <p><i>(c) need for future remediation works is minimised;</i></p> <p><i>(d) provision of any developer contribution required pursuant to policy adopted by Council for riverine flooding protection works;”</i></p>	<p>See below assessment.</p> <p>Council’s development engineers have considered the proposal, and are of the view that there would be no increase in risk to either users of the site or adjacent public infrastructure in that stormwater runoff from the site would be appropriately collected on-site for re-use, and that this would limit any additional risks posed by the proposed development.</p> <p>It is considered by Council’s Engineers that the proposed design is an appropriate response to the location, and that no specific or further consideration of footing design is required as part of the proposal.</p> <p>not applicable</p>

Inundation Prone Areas Zone

- **Clause E15.7.5 (A1) and (A2)** in relation to riverine inundation hazard areas, in that it is proposed that the outbuilding would have a wall length exceeding 5m as prescribed by A1, and there is no associated acceptable solution to A2.

The proposed development must therefore be considered pursuant to the associated performance criteria, P1 and P2, as follows.

Performance Criteria	Proposal
<p><i>“P1 - Landfill, or solid walls greater than 5m in length and 0.5m in height, must satisfy all of the following:</i></p>	<p>See below assessment.</p>

<p><i>(a) no adverse affect on flood flow over other property through displacement of overland flows;</i></p> <p><i>(b) the rate of stormwater discharge from the property must not increase;</i></p> <p><i>(c) stormwater quality must not be reduced from pre-development levels.”</i></p>	<p>Council’s Engineers are satisfied that there would be no adverse impact upon flood flows as a result of the proposed outbuilding. Specifically, it is advised that the inundation risk to the site is limited and associated with ponding only, and that such inundation is a static source that would not specifically create any overland flows that would be compromised by the proposed development.</p> <p>complies</p> <p>complies</p>
<p><i>“P2 - Mitigation measures, if required, must satisfy all of the following:</i></p> <p><i>(a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;</i></p> <p><i>(b) not have a significant effect on flood flow.”</i></p>	<p>See below assessment.</p> <p>not applicable</p> <p>Council’s Engineers have considered the proposal and are satisfied that there would be no significant effect on flood flows, as a result of the proposal, thus complying with the requirements of these performance criterion.</p>

5. REPRESENTATION ISSUES

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

5.1. Use of Building

Concern is raised by the representations that the proposed outbuilding is likely to be used for a light industrial or commercial purpose, and that the particular design is not intended by the manufacturer for domestic purposes.

- **Comment**

The proposal is for the development of a domestic outbuilding associated with the existing dwelling and residential use of the site. The use is a permitted (no permit required) use within the zone, and the scale of the outbuilding is not, in isolation, indicative of an alternative use being proposed. That said, the applicant has provided confirmation as part of the assessment of the proposal that the outbuilding is to be developed for private/domestic storage purposes. On this basis, it is considered reasonable to include a condition confirming to the applicant that the approved use is approved for domestic purposes only. This issue is not considered to be of determining weight.

5.2. Size/Scale of Building

The representations raise concerns that the proposed building is of an inappropriate size and scale for a residential block, and that it would be inconsistent with the character of the area. It is submitted that the wall height should be reduced to 3m and the overall height reduced to 4m at its peak to be more in-keeping with the area.

- **Comment**

The proposed development is considered to satisfy the tests of the performance criteria of the Scheme where relevant to scale, size and location, as articulated by Clauses 12.4.2 (P3) and 12.4.9 (P1). The proposed outbuilding would be largely obscured from view from Bangor Road by the existing dwelling, would be clad using dark grey Colorbond and therefore be less visually prominent than the existing dwelling. It is therefore considered that this issue is not of determining weight.

6. EXTERNAL REFERRALS

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

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

9. CONCLUSION

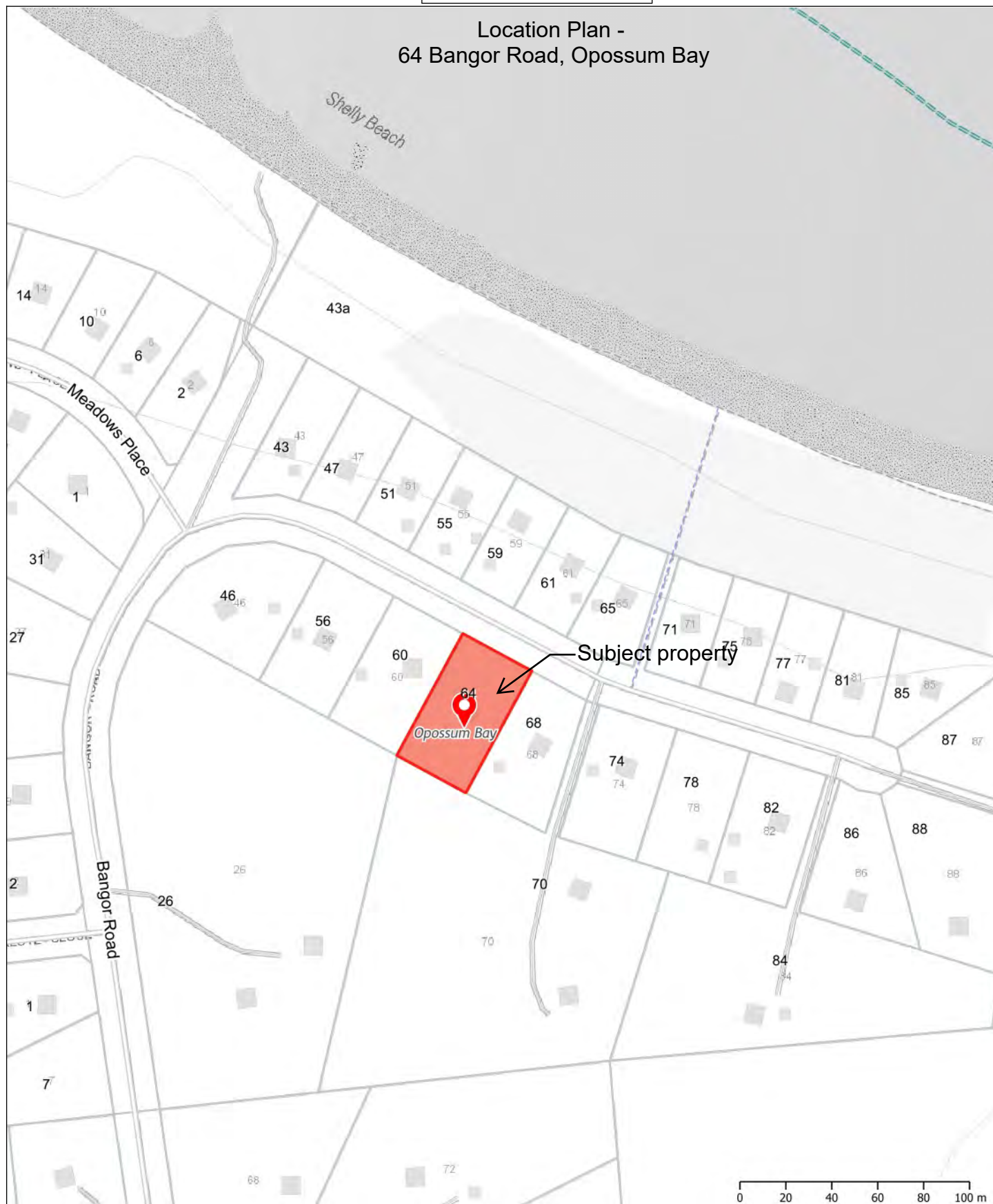
The proposal is for the development of an outbuilding at 64 Bangor Road, Opossum Bay. The proposal satisfies the relevant requirements of the Scheme and is recommended for approval subject to conditions.

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

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

Location Plan - 64 Bangor Road, Opossum Bay



0 20 40 60 80 100 m

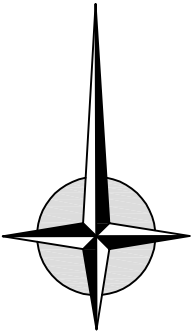


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4/1/2021

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64 BANGOR RD
OPOSSUM BAY TAS 7023

TITLE REF: 28643/21
PROPERTY ID: 7335268
TITLE AREA = 2040m²



P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:

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PROJECT TITLE:
CALVERLEY SHED

**BANGOR RD.
OPOSSUM BAY**

REVISION:

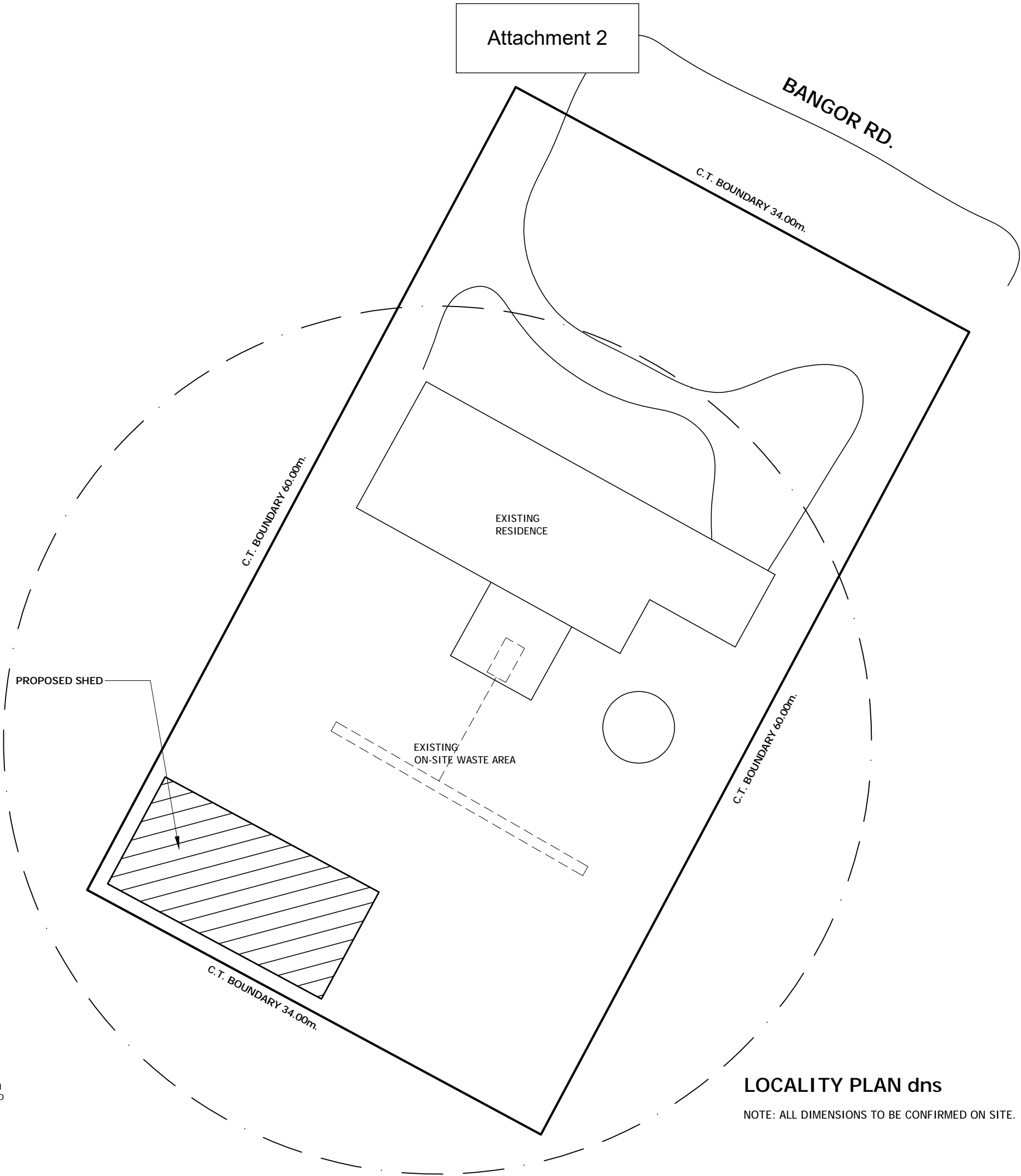
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DATE:
04/03/2021

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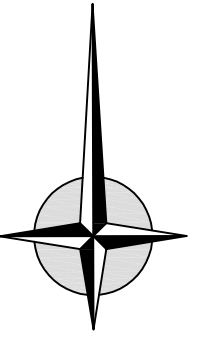


PLUMBING NOTES:
- ALL PLUMBING WORK BOTH WASTE AND WATER TO COMPLY WITH CURRENT BCA AND AS 3500 WITH ALL LOCAL COUNCIL REQUIREMENTS SATISFIED.
- ALL DRAINS ARE TO BE 100mm PVC SEWER PIPE SET IN 12mm BLUEMETAL WITH A MINIMUM DEPTH OF 500mm ALL AS PER AS 3500 "PLUMBING AND DRAINAGE".
- STORMWATER DRAIN INSTALLATION SHALL COMPLY WITH AS 3500.

SET OUT NOTES:
- THE BUILDER IS TO SET OUT THE WORKS IN CONJUNCTION WITH THE ACCOMPANYING PLANS. THE FINAL POSITION IS TO BE CONFIRMED BY THE CLIENT AS TO BEING CORRECT. ALL DIMENSIONS HEIGHTS AND LEVELS ARE TO BE CONFIRMED ON SITE BY ALL PARTIES INCLUDING LOCAL COUNCIL, OWNER AND ENGINEER BEFORE ANY EXCAVATION IS TO BE CARRIED OUT.

LOCALITY PLAN dns

NOTE: ALL DIMENSIONS TO BE CONFIRMED ON SITE.



64 BANGOR RD
OPOSSUM BAY TAS 7023

TITLE REF: 28643/21
PROPERTY ID: 7335268
TITLE AREA = 2040m²



wilkin
design

P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:

PROJECT TITLE:
CALVERLEY SHED

BANGOR RD.
OPOSSUM BAY

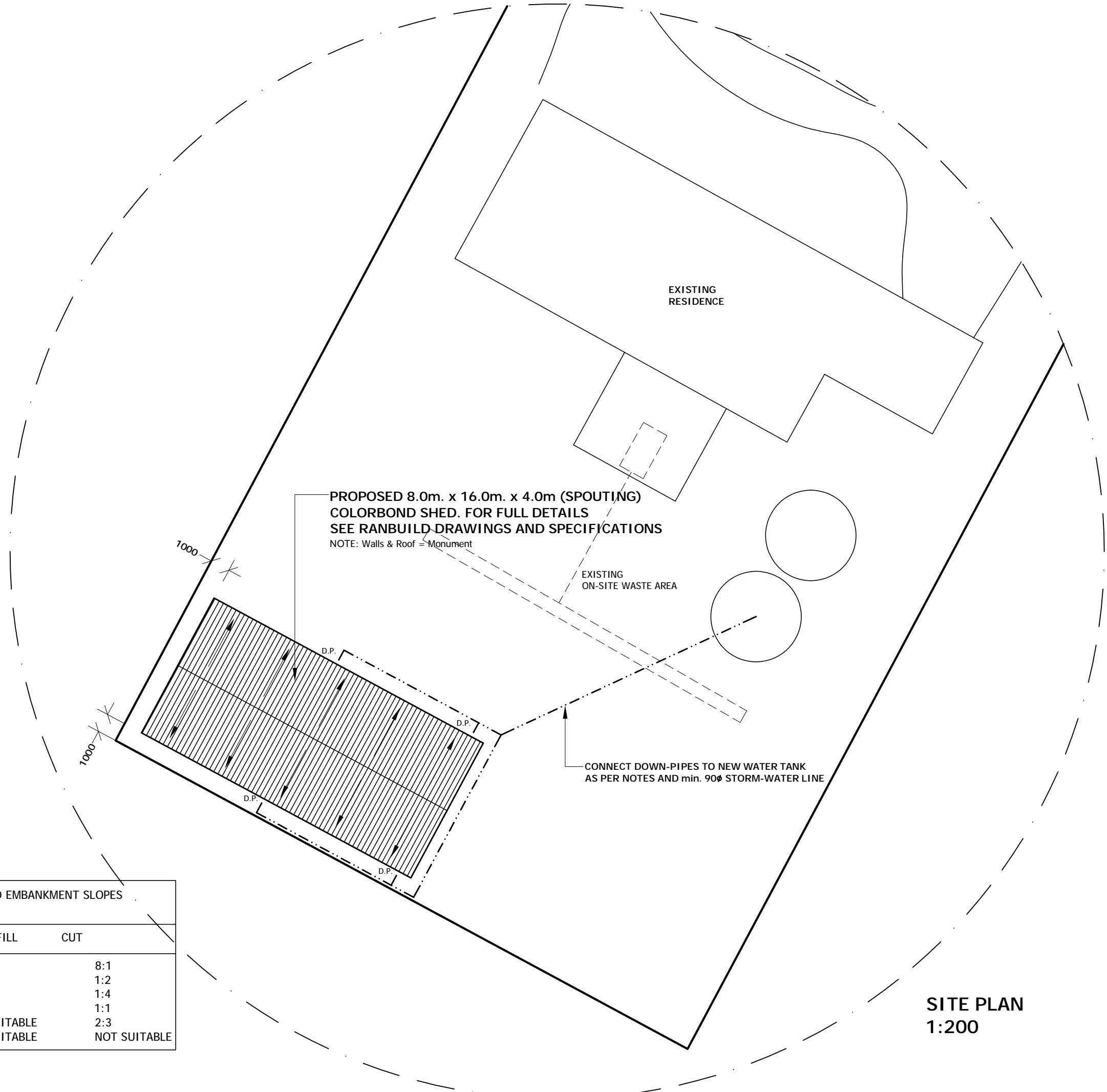
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04/03/2021

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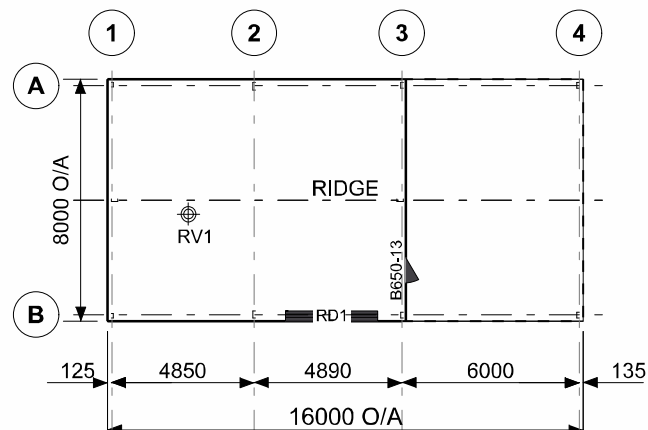
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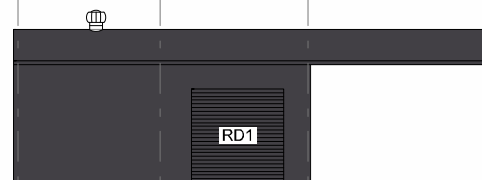


NOTE: TABLE FOR UNPROTECTED EMBANKMENT SLOPES SLOPE = H:L		
SOIL TYPE	COMPACTED FILL	CUT
STABLE ROCK	2:3	8:1
SAND	1:2	1:2
SILT	1:4	1:4
CLAY (FIRM)	1:2	1:1
CLAY (SOFT)	NOT SUITABLE	2:3
SOFT SOILS	NOT SUITABLE	NOT SUITABLE

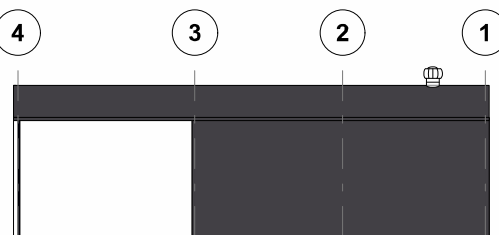
SITE PLAN
1:200



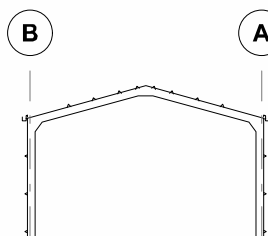
GROUND FLOOR PLAN



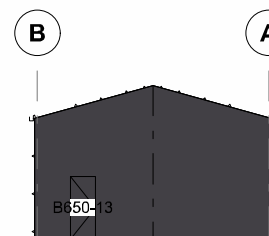
ELEVATION GRID B



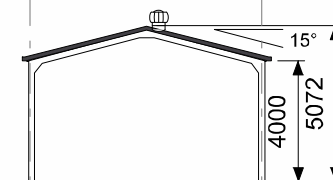
ELEVATION GRID A



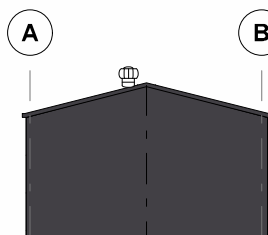
SECTION GRID 2



SECTION GRID 3



ELEVATION GRID 4



ELEVATION GRID 1

CLADDING

ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	CUSTOM ORB 0.42 BMT	CB	MO
WALLS	TRIMDEK 0.42 BMT	CB	MO
CORNERS	-	CB	MO
BARGE	-	CB	MO
GUTTER	SQUARELINE	CB	MO

0.35bmt=0.40tct; 0.42bmt=0.47tct; 0.48bmt=0.53tct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
1	RD1	Taurean, Domestic PR1ME Series A 3025 high x 3050 wide Clear Opening C/B
1	B650-13	Larnec Door & Frame Kit, 650/37, Std. 2040 x 820 C/Bond
1	RV1	Rotary vent, 300 DIA Throat

ARCHITECTURAL DRAWING ONLY, NOT FOR CONSTRUCTION USE

WIND DESIGN

IMPORTANCE LEVEL	REGION	TERRAIN	Ms
2	A	2.5	1.0

CLIENT

Albert Calerley

SITE

**64 Bangor Rd
OPOSSUM BAY TAS 7023**

BUILDING

**BIG G
8000 SPAN x 4000 EAVE x 16000 LONG**

TITLE

GENERAL ARRANGEMENT

SCALE A4 SHEET 1:250	DRAWING NUMBER 404045-GA	REV A	PAGE 1/1
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Attachment 3

64 BANGOR ROAD, OPOSSUM BAY



Photo 1: Site viewed from Bangor Road, looking south.



Photo 2: Site of proposed outbuilding viewed from adjacent dwelling, looking south.

11.3.4 DEVELOPMENT APPLICATION PDPLANPMTD-2020/013439 – 1 MYOORA STREET, HOWRAH - 1 LOT SUBDIVISION**EXECUTIVE SUMMARY****PURPOSE**

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

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 21 April 2021.

CONSULTATION

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

- size and suitability of lot; and
- loss of privacy;

RECOMMENDATION:

A. That the Development Application for a 1 Lot Subdivision at 1 Myoora Street, Howrah (C1 Ref PDPLANPMTD-2020/013439) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG M2 – DESIGN SD.
3. A 3.6m sealed driveway must be constructed over the length of the right-of-way. This access must be inspected by Council prior to sealing or the pouring of new concrete.

4. ENG M8 – EASEMENTS.
5. ENG S1 – INFRASTRUCTURE REPAIR.
6. ENG S2 – SERVICES.
7. ENG S4 – STORMWATER CONNECTION.
8. GEN POS 4 – POS CONTRIBUTION [5%] [2].
9. The development must meet all required Conditions of Approval specified by TasWater notice dated 22 December 2020 (TWDA 2020/01780-CCC).

ADVICE: The Department of State Growth will not be implementing any further noise mitigation measures adjoining the South Arm Highway and the developer needs to take suitable steps to ensure that the noise levels within the development will be suitable for the proposed use.

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

ASSOCIATED REPORT

1. BACKGROUND

No relevant background.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet certain Acceptable Solutions under the Scheme and it is also made discretionary by Clause 9.10.2.
- 2.3.** The relevant parts of the Planning Scheme are:
 - Section 8.10 – Determining Applications;
 - Section 10 – General Residential Zone;
 - Section E6.0 – Parking and Access Code; and
 - Section E7.0 – Stormwater Management Code.

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

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a triangular shaped lot with an area of 1127m² which is bound by the South Arm Highway to the west and residential lots on the north-east and south-eastern boundaries. The lot contains a two storey, single dwelling with access from Myoora Street. The lot has a south-westerly aspect and a slope of 1 in 7.

3.2. The Proposal

The proposal is for a 1 lot subdivision which will result in the existing dwelling retained on a 727m² lot (Lot 1) a new, vacant lot with an area of 404m² (Lot 2). Lot 2 will be accessed via a 3.6m right-of-way over Lot 1.

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 10.6.1 A1 (Lot Design)** – proposed Lot 2 does not contain a building envelope that meets the Acceptable Solution as it extends into the front setback to the South Arm Highway and the internal front setback, and the long axis does not face north or within 20 degrees west or 30 degrees east of north.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 10.6.1 as follows.

Clause	Performance Criteria	Assessment
10.6.1 P1	<p><i>“The design of each lot must contain a building area able to satisfy all of the following:</i></p> <p><i>(a) be reasonably capable of accommodating residential use and development;</i></p>	<p>The applicant has shown on the proposal plan a 215m² area in which a future dwelling could be located. Accordingly, it is considered that the lot is capable of reasonably accommodating residential development.</p>
	<p><i>(b) meets any applicable standards in codes in this planning scheme;</i></p>	<p>The proposal meets all relevant standards of the Parking and Access and Stormwater Management Codes.</p>
	<p><i>(c) enables future development to achieve maximum solar access, given the slope and aspect of the land;</i></p>	<p>The lot contains a building area that would enable a future dwelling to obtain reasonable solar access.</p>
	<p><i>(d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;</i></p>	<p>The proposed building envelope is located along the contours which will minimise the need for earth works associated with a future dwelling.</p>
	<p><i>(e) provides for sufficient useable area on the lot for both of the following;</i></p> <p><i>(i) on-site parking and manoeuvring;</i></p> <p><i>(ii) adequate private open space.”</i></p>	<p>The lot contains adequate area to contain adequate private open space and on-site parking and manoeuvring.</p>

General Residential Zone

- **Clause 10.6.1 A4 (Lot Design)** – proposed Lot 2 is an internal lot.

The proposed variation must be considered pursuant to the Performance Criteria (P4) of Clause 10.6.1 as follows.

Clause	Performance Criteria	Assessment
10.6.1 P4	<i>“An internal lot must satisfy all of the following:</i>	
	<i>(a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;</i>	The lot obtains access via a right-of-way from Myoora Street which was existing prior to the scheme coming into effect.
	<i>(b) it is not reasonably possible to provide a new road to create a standard frontage lot;</i>	It is not possible to provide a road to service the proposed lot.
	<i>(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;</i>	There is no other reasonable way to subdivide the existing lot.
	<i>(d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;</i>	The lot will utilise existing services and infrastructure to provide for efficient utilisation of residential land.
	<i>(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;</i>	A future dwelling will be required to comply with the development standards of the zone which will ensure that the residential amenity of the surrounding area will not be unreasonably affected. Due to the topography of the site and its surrounds, a future dwelling on Lot 2 will be located at a lower level than the dwellings to the north-east off Merindah Street and therefore the development is unlikely to significantly impact the amenity of these properties.

	<i>(f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m</i>	The lot will access Myoora Street via a right-of-way on less than 3.6m wide.
	<i>(g) passing bays are provided at appropriate distances to service the likely future use of the lot;</i>	Passing bays are not required in this case as there is a large sealed area in front of the existing dwelling which provides for sufficient area for vehicles to pass if required.
	<i>(h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;</i>	not applicable
	<i>(i) a sealed driveway is provided on the access strip prior to the sealing of the final plan;</i>	A condition is recommended for inclusion on the permit requiring a sealed driveway for the length of the right-of-way to Lot 2.
	<i>(j) the lot addresses and provides for passive surveillance of public open space and public rights-of-way if it fronts such public spaces.”</i>	not applicable

General Residential Zone

- **Clause 10.6.3 A1 (Ways and Public Open Space)**– the proposal does not provide land for public open space.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 10.6.1 as follows.

Clause	Performance Criteria	Assessment
10.6.3 P1	<p><i>“The arrangement of ways and public open space within a subdivision must satisfy all of the following:</i></p> <p><i>(a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;</i></p>	not applicable

	<i>(b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;</i>	not applicable
	<i>(c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;</i>	not applicable
	<i>(d) convenient access to local shops, community facilities, public open space and public transport routes is provided;</i>	not applicable
	<i>(e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;</i>	not applicable
	<i>(f) provides for a legible movement network;</i>	not applicable
	<i>(g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;</i>	not applicable
	<i>(h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.</i>	<p>The subject site is zoned General Residential and will be afforded the highest level of access to both local and regional recreational opportunities. It is considered that the development resulting from an approval of this application will, or is likely to, increase residential density creating further demand on Council's Public Open Space network and associated facilities.</p> <p>No Public Open Space land is proposed to be provided to Council as part of this application and nor is it considered desirable to require it on this occasion.</p>

		<p>Notwithstanding, it is appropriate that the proposal contributes to the enhancement of Council's Public Open Space network and associated facilities. In this instance there are no discounting factors that ought to be taken into account that would warrant a reduction of the maximum Public Open Space contribution.</p> <p>While Section 117 of the Local Government Building and Miscellaneous Provisions Act 1993 (LGBMP) provides for a maximum of up to 5% of the value the entire site to be taken as cash-in-lieu of POS, it is considered appropriate to limit the contribution only to each additional lot created, representing the increased demand for POS generated by the proposal and not the entire site the subject of the application.</p>
	<p>(i) <i>new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:</i></p> <p>(i) <i>the width of the way;</i></p> <p>(ii) <i>the length of the way;</i></p> <p>(iii) <i>landscaping within the way;</i></p> <p>(iv) <i>lighting;</i></p> <p>(v) <i>provision of opportunities for 'loitering';</i></p> <p>(vi) <i>the shape of the way (avoiding bends, corners or other opportunities for concealment)."</i></p>	not applicable

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. Size and Suitability of Lot

Concern was raised regarding the size and suitability of the lot and the location of the building envelope against the rear boundary of the lot.

- **Comment**

As discussed above, the lot is considered to be suitable for future residential development with both lots exceeding the minimum lot size in the General Residential zone. The current development standards allow for a future dwelling to be built up to the north-eastern boundary but will need to be located 4.5m from the south-east boundary unless a discretionary development application is approved.

5.2. Loss of Privacy

Concern was raised the proposal will result in a loss of privacy when a future dwelling is constructed on the lot.

- **Comment**

Loss of privacy for a future dwelling is not a relevant planning consideration for the assessment of the subdivision. Notwithstanding, a future dwelling will need to comply with the development standards of the zone including privacy.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted. The proposal was also referred to the Department of State Growth who has provided advice to be included on the permit that it will not be implementing any further noise mitigation measures adjoining the South Arm Highway and the developer needs to take suitable steps to ensure that the noise levels within the development will be suitable for the proposed use.

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.

Developer contributions are required to comply with the Public Open Space Policy as was discussed earlier in this report.

9. CONCLUSION

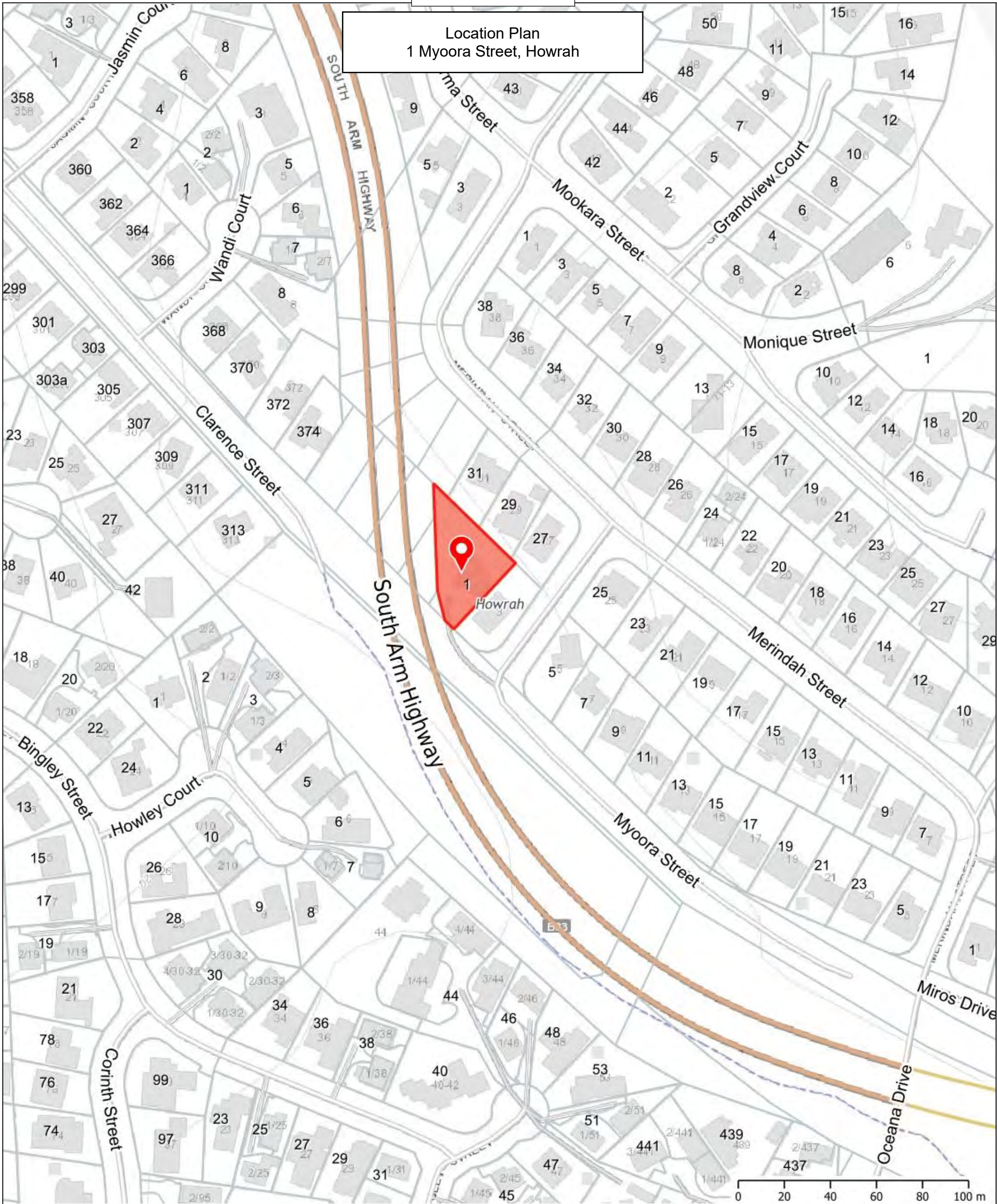
The proposal for a 1 lot subdivision is considered to meet the requirements of the Scheme and is recommended for approval.

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

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

Location Plan
1 Myoora Street, Howrah



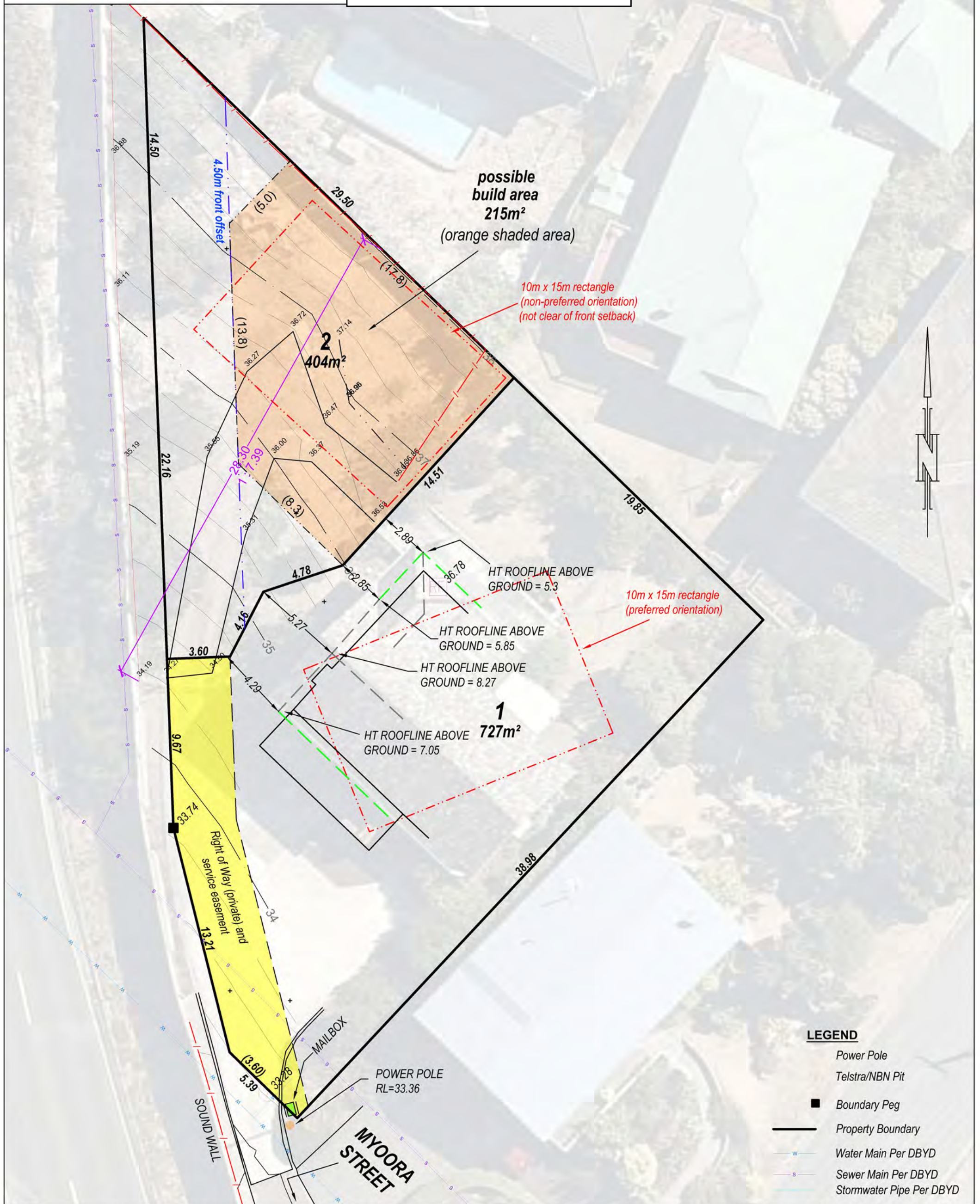
This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

4/8/2021

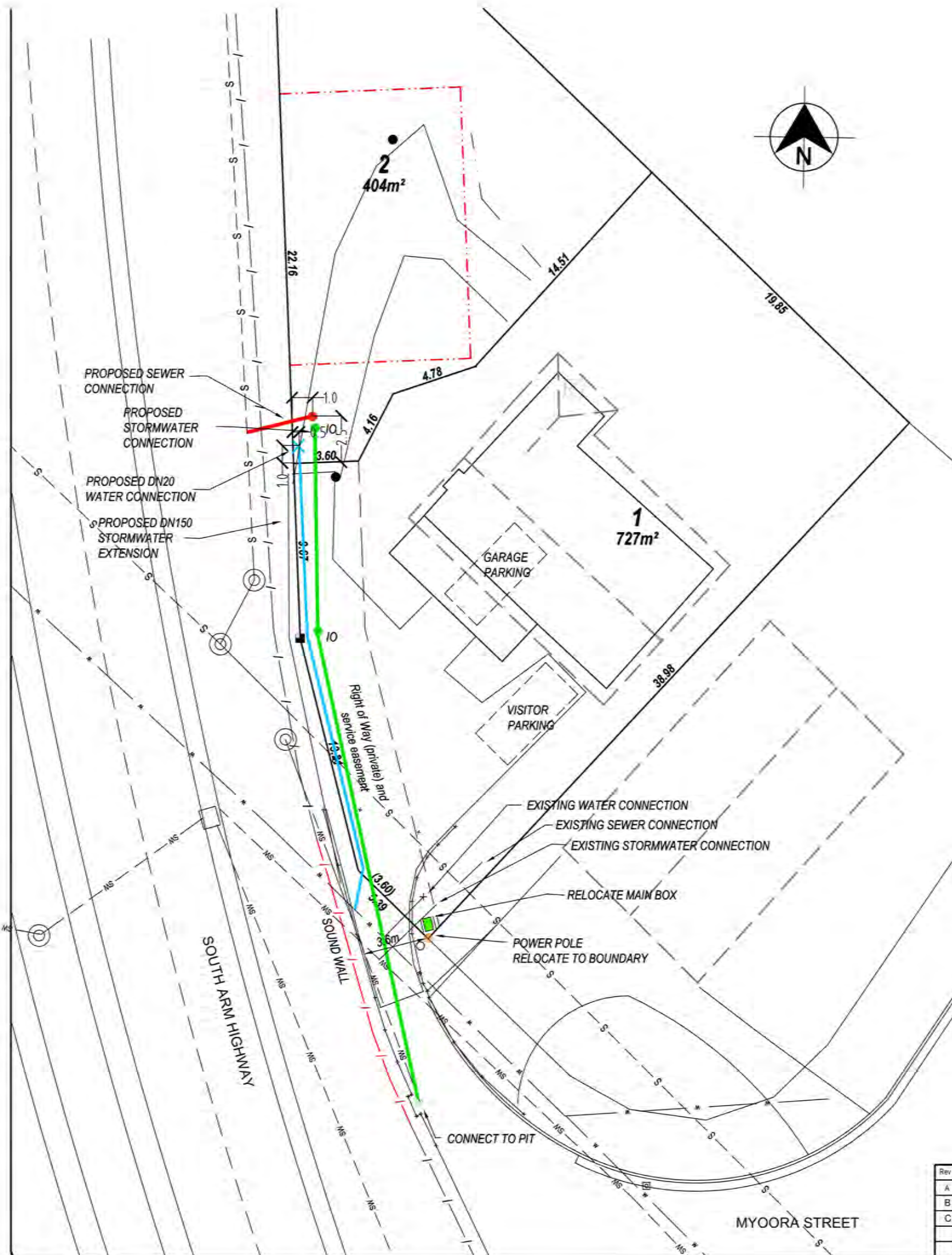
1:2257



Proposal Plans
1 Myoora Street, Howrah



AMENDMENTS					OWNER: TITLE REFERENCE: LOCATION:	SHIRLEY ANNE LINES C.T.161275/1 1 MYOORA STREET HOWRAH	Proposed Subdivision		
REV	AMENDMENTS	DRAWN	DATE	APPR.			Date:	Reference:	
E	add 10m x 15m rectangle to both blocks	AB	11-1-2021	AB			11-1-2021	BURTO01	12822-01
D	add possible build area & grade-line	AB	11-12-20	AB			Scale:	Municipality:	
C	Engineering Detail	AH	27-11-20	AB			1:200 (A3)	CLARENCE	
B	Changes made to boundary for building setback	MF	7-10-20	AB					
A	Lot access and house located + DBYD services added + easement updated	MF	7-10-20	AB					



LEGEND

— SW —	EXISTING STORMWATER MAIN
— S —	EXISTING SEWER MAIN
— W —	EXISTING WATER MAIN
— (Green) —	PROPOSED STORMWATER MAIN
— (Red) —	PROPOSED SEWER MAIN
— (Blue) —	PROPOSED WATER MAIN
— (Grey) —	FUTURE STORMWATER
— (Grey) —	FUTURE SEWER 1500 UNO
— (Grey) —	FUTURE WATER MAIN
— (Red) —	1000 SEWER CONNECTION
— (Green) —	1500 STORMWATER CONNECTION
— (Blue) —	200 WATER CONNECTION

Rev No	Revision note	Date	Approved
A	FOR APPROVAL	OCT20	HJP
B	RFI AMENDMENTS	NOV20	HJP
C	SW MOVED OUTSIDE HIGHWAY	FEB21	HJP

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Client	SHIRLEY ANN LINES
Project	1 MYOORA STREET, HOWRAH - 1 LOT SUBDIVISION
Title	SERVICES CONCEPT
Scale	1:1000 A3
Designed by	H POORTENAAAR
Date	OCT20
A1	20275-01
Rev	

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Attachment 3

Site Photo
1 Myoora Street, Howrah



View of site from Myoora Street.

11.3.5 DEVELOPMENT APPLICATION PDPLANPMTD-2020/015135 – 21 RALEIGH COURT, HOWRAH (WITH ACCESS OVER 23 RALEIGH COURT, HOWRAH) - 6 MULTIPLE DWELLINGS**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 6 Multiple Dwellings at 21 Raleigh Court, Howrah (with access over 23 Raleigh Court, Howrah).

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Parking and Access Code, Stormwater Management Code and Bushfire Prone Areas 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 has been extended with the applicant's consent until 21 April 2021.

CONSULTATION

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

- loss of privacy;
- precedent;
- environmental impact;
- visual impact;
- impact upon amenity;
- traffic impact;
- lack of agreement about use and maintenance of shared access;
- lack of community consultation;
- building envelope;
- bushfire management;
- character of the area and density;
- covenants;

- inconsistency with Council Strategies and Policies; and
- inappropriate zoning for the subject site.

RECOMMENDATION:

A. That the Development Application for 6 Multiple Dwellings at 21 Raleigh Court, Howrah (with access over 23 Raleigh Court, Howrah) (C1 Ref PDPLANPMTD-2020/015135) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN AP3 – AMENDED PLAN.
3. ENG A5 – SEALED CAR PARKING.
4. ENG M1 – DESIGNS DA.
5. ENG S1 – INFRASTRUCTURE REPAIR.
6. ENG A2 – CROSSOVER CHANGE.
7. ENG S3A – WATER SENSITIVE URBAN DESIGN PRINCIPLES.
8. A landscape plan for the car parking areas where more than five spaces are shown, and associated vehicle circulation areas must be submitted to and approved by Council's Manager City Planning prior to the commencement of works. The plan must be to scale and show:
 - a north point;
 - existing trees and those to be removed;
 - proposed driveways, paths, buildings, car parking retaining walls and fencing;
 - any proposed rearrangement of ground levels;
 - details of proposed plantings including botanical names, and the height and spread of canopy at maturity; and
 - estimated cost of the landscaping works.

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

All landscape works must be maintained:

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

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

9. The development must meet all required Conditions of Approval specified by TasWater notice dated 23/12/2020 (TWDA 2020/02194-CCC).

ADVICE

1. The proposed works are located within a mapped Bushfire Prone Area and as such a Bushfire Assessment and Bushfire Attack Level (BAL) must be provided by a suitably qualified person and form part of the certified documents for the building permit application.
 2. It is advised that the Certificate of Title contains several covenants. Compliance with covenants is the landowner's legal responsibility and may prevent or alter the ability to act upon this permit.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The subject land was created as part of a 69-lot subdivision SD-2003/69 approved on 13 October 2003. A condition (Condition 9) was included in the permit creating a restriction to development on the subject lot (and others) to one dwelling per lot. A further condition required this restriction to be reflected as a covenant on the title for the respective lots. This was to ensure compliance with the requirements of the *Eastern Shore Planning Scheme 1963* in relation to maintaining the "density circle" approach to development control. However, this particular control was replaced with more effective development standards for single and multiple dwellings when the *Clarence Planning Scheme 2007* was introduced and that remains the approach under the current *Clarence Interim Planning Scheme 2015*.

A petition to amend Sealed Plan 141333 was lodged on 26 July 2019. Council was petitioned to delete the restrictive covenant from the Schedule of easements for the subject lot to remove the words “not to construct more than one residential dwelling on the lot” where they appear at (b) to allow multiple dwellings on the subject lot. The Petition to Amend was approved by Council on 2 September 2020 removing the covenant on the title for the above property prohibiting the development of multiple dwellings.

The site is the subject of a current appeal against Council’s decision to approve the Petition to Amend Sealed Plan 141333 removing the restrictive covenant from the Schedule of easements for the subject lot. However, this is a separate issue to be determined by the Court. Council has a statutory role to make a determination on the proposal under consideration.

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 10.0 – General Residential Zone;
- Section E5.0 – Road and Railway Assets Code;
- Section E6.0 – Parking and Access Code; and
- Section E7.0 – Stormwater Management Code.

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

3. PROPOSAL IN DETAIL

3.1. The Site

The subject site forms a 2423m² internal lot with frontage onto Raleigh Court. The site remains in a vacant grassed state. The site is serviced and located within an established residential area at Howrah. The site abuts land zoned Open Space to the south. The properties to the east, west and north are zoned General Residential.

The site is relatively northward sloping.

3.2. The Proposal

The proposal is to construct six double storey Multiple Dwellings on the subject property. The proposed dwellings will be accessed from a single access point along Raleigh Court and shared driveway with 23 Raleigh Court.

The multiple dwellings would vary in height from 6.2m to 8.1m above the natural ground level with setbacks ranging from 3.6m to 2.6m from side and rear boundaries. The development would have a total footprint of 842.22m² and would incorporate an additional 582m² of impervious surfaces.

A total of 14 car parking spaces have been provided for the proposed development in accordance with the requirements of the Parking and Access Code.

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 Bushfire Prone Areas Codes, Road and Railways Assets Code, Parking and Access Code and Stormwater with the exception of the following.

General Residential Zone

- **Clause 10.4.2 A3 (Setbacks and building envelope for all dwellings)**
- the proposed rear setbacks for Units 5 and 6 would result in part of the wall and roof encroaching out of the prescribed building envelope.

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. P3	<i>“The siting and scale of a dwelling must: (a) not cause unreasonable loss of amenity by:</i>	See below Assessment
	<i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or (ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i>	<p>The shadow diagrams provided with the application show that there will be no overshadowing impacts to the dwellings on the adjoining lots to the north and east.</p> <p>The adjoining lot to the south-east is zoned Open Space and is vacant.</p> <p>The shadow diagrams provided show that the proposed development will overshadow a section of the yard for the adjoining lot at 23 Raleigh Court in the morning. However, the affected portion does not constitute the designated private open space of the dwelling at 23 Raleigh Court.</p>

		<p>It is considered that the proposed development will not have a detrimental impact on the amenity of the dwelling on the adjoining lot.</p> <p>The shadow diagrams provided show that the properties to the north will not be impacted. The adjoining property to the south and east at 473 Rokeby Road is still vacant.</p>
	<i>(iii) overshadowing of an adjoining vacant lot; or</i>	<p>The shadow diagrams provided with the application show that there will be some overshadowing to a small portion of the land to the south at 473 Rokeby Road in the morning. This section of property to the south is currently vacant and will remain vacant and is zoned Open Space. The proposal would therefore not cause any unreasonable loss of amenity through overshadowing as the greater part of the property remains unaffected throughout the day.</p> <p>The properties to the north and west are developed.</p>
	<i>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i>	<p>Due to the proposed rear setback for Units 5 and 6, parts of the proposed dwellings encroach out of the building envelope. The dwellings would be cut in and would offer a low height profile towards the rear with the maximum height of the dwellings on the south elevation ranging between 4.4m and 5.2m.</p>

		The area is characterised by double storey dwellings therefore the height and proportion of the proposed development is consistent with the characteristics of other dwellings in the area therefore will not result in the loss of amenity by way of visual impact.
	<i>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.”</i>	<p>The proposed setbacks of 4m from the rear boundary form a typical setback for an urban environment and is consistent with the rear setbacks associated with dwellings in the surrounding area. Dwellings at 23 and 31 Raleigh Court, 2/29 Raleigh Court and 2/3 Raleigh Court offer lesser setback than the proposed dwellings.</p> <p>On this basis, it is considered that the proposal complies with the performance criteria.</p>

- **Clause 10.4.6 A1 (Privacy for all dwellings)** – The upper level balcony for Unit 6 has a finished floor level of more than 1m above the natural ground level and is located less than 6m from the lower level kitchen window for Unit 3.

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 for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</i>	See assessment below.

	<i>(a) a dwelling on an adjoining property or its private open space; or</i>	Unit 6 is located to the rear of the property and therefore will not result in any loss of privacy through overlooking onto the developed properties to the north and west. The separation distance between Unit 6 and the dwellings on adjoining lots to the north and west is sufficient to provide the privacy treatment as required under this clause.
	<i>(b) another dwelling on the same site or its private open space.</i>	<p>The designated private open space for Unit 3 is contained to the north of the proposed unit with a separation distance of 15m, therefore the deck would not have an unreasonable impact upon amenity due to overlooking.</p> <p>The upper level deck is within 6m of the lower level kitchen window for Unit 3, obscure glazing has been proposed to the kitchen window in order to ensure that the privacy of the residents is maintained. It is therefore considered that the proposed development is designed to minimise overlooking of Unit 3's habitable rooms.</p>
	<i>(c) an adjoining vacant residential lot."</i>	<p>The proposed deck has a setback of 4.6m from the eastern boundary and this is considered adequate to minimise overlooking onto the adjoining vacant lot at 473 Rokeby Road and any future developments on the adjoining lot.</p> <p>The proposal therefore complies with the performance criteria.</p>

- **Clause 10.4.6 A3 (Privacy for all dwellings)** – The parking space associated with Unit 6 would be within 1m of the east facing bedroom 3 window for Unit 5. The parking space associated with Unit 5 would be within 1m of the east facing bedroom 3 window for Unit 4.

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

Clause	Performance Criteria	Proposal
10.4.6 P3	<i>“A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.”</i>	Units 4 and 5 bedroom windows have a sill height of 1.7m above the parking spaces. Owing to this any potential detrimental vehicle impacts will be minimised.

Road and Railway Assets Code

- **Clause E5.5.1 A3 (Existing road accesses and junction)** – The proposed development would result in an increase of more than 20% to the annual average daily traffic (AADT) of vehicles to and from the site using an existing access.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause E5.5.1 as follows.

Clause	Performance Criteria	Assessment
E5.5.1 A1	<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>	See assessment below.

	<i>(a) the increase in traffic caused by the use;</i>	Council's Development Engineers are satisfied that the potential increase in traffic from the proposed development will not have an unreasonable impact in the efficiency of the road and it is considered that road is currently not supporting the maximum traffic flow obtainable and therefore has capacity to absorb the additional traffic generated by the proposed development without compromise to the efficiency of the road network.
	<i>(b) the nature of the traffic generated by the use;</i>	The proposal is expected to generate 30-40 vehicle movements per day and therefore will not compromise the traffic flow and efficiency of the road network.
	<i>(c) the nature and efficiency of the access or the junction;</i>	Council's Development Engineers have assessed the access arrangements for the site and consider that the development would meet all ten relevant Australia Standards for the location and design of the access.
	<i>(d) the nature and category of the road;</i>	The proposed development would be located on a residential street accommodating low traffic volumes.
	<i>(e) the speed limit and traffic flow of the road;</i>	Raleigh Court is subject to the general urban speed limit of 50km/hr.
	<i>(f) any alternative access to a road;</i>	There is no alternative for access to the site.

	<i>(g) the need for the use;</i>	The proposal is for a multiple dwelling development which is a permitted use in the General Residential Zone and the proposed development is not likely to impede traffic flow in the road network as the existing road has adequate capacity to absorb the additional traffic.
	<i>(h) any traffic impact assessment; and</i>	Council's Development Engineer indicated a Traffic Impact Assessment was not warranted in this case as the impact on the efficiency of the road is not significant.
	<i>(i) any written advice received from the road authority."</i>	Council's Development Engineer has advised that the access arrangement is acceptable for the reasons mentioned above and will not adversely affect traffic safety or pedestrian amenity. it is considered that the proposal satisfies the relevant requirements of this performance criteria.

5. REPRESENTATION ISSUES

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

5.1. Loss of Privacy

Concern was raised that the proposal will have an unreasonable impact upon amenity by overlooking private open space and habitable rooms, specifically Units 1-3 having upper level decks overlooking the backyard and habitable rooms of dwellings on the adjoining lot.

- **Comment**

The upper level decks associated with Units 1-3 are setback at minimum 5.1m from the northern boundary which forms the internal frontage resulting in the total separation distance of between 26.7m and 28.7m between the proposed units and the dwellings on the adjoining lots to the north. This is considered sufficient distance to ensure that the privacy of the residents on the adjoining lots is not compromised. The proposal meets the requirements of Clause 10.4.6 in relation to privacy for all dwellings.

5.2. Precedent

Concerns were raised that the proposed development may encourage similar developments in the area.

- **Comment**

The adjoining lots to the east and west contain single dwellings, however there are many examples of multiple dwelling developments in the surrounding area. The properties directly opposite the subject property at 2 Sandringham Place and 20 Raleigh Court contain multiple dwellings with 2 Sandringham Place having 4 Multiple dwellings and 20 Raleigh Court containing 2 Multiple Dwellings.

A multiple dwelling development is a Permitted use in the General Residential Zone and the Scheme sets out the standards required for any developments in this zone, any future developments will be considered independently based on their own merits and compliance with the Scheme. This issue is therefore not of determining weight.

5.3. Environmental Impact

Concern was raised in relation to the environmental impact of the clearing of vegetation and the removal of trees on the subject site.

- **Comment**

The subject site does not fall within the Natural Assets overlay meaning that there are no identified natural values associated with the site and none of the vegetation on the subject site is protected under the Scheme. Therefore, this matter cannot be given any determining weight.

5.4. Visual Impact

Concern was raised in relation to visual impact of the proposed development on the skyline and inconsistency with the character of the area due to the density and height of the proposed dwellings.

- **Comment**

The proposal satisfies the relevant development standards within the General Residential Zone. Considerations relevant to the appearance of the development are articulated by Clause 10.4.2 P3 of the Scheme, the proposed dwellings would be cut in below the natural ground level resulting in a lower height profile towards the rear(southern) part of the site. Unit 6, which is located on the most elevated part of the site would have a maximum height of 106.757AHD which is below the maximum allowable of 109.07AHD consistent with the height restriction covenant on the title therefore, the proposed development will not cause unreasonable loss of amenity due to bulk, height or massing.

The subject site abuts land zoned Open Space which is currently vacant and shall remain so therefore, contributing to the scenic skyline by providing a visual break from the built-up area.

5.5. Impact Upon Amenity

Concern was raised that the proposed development will impact upon the residential amenity of the area, specifically that the density of development would generate high levels of noise associated with the use and vehicular movement. Impact on the amenity of the bushland users was also raised as a concern.

- **Comment**

Issues relating to residential noise are not a consideration under the Scheme. Although noise is managed by the Environmental Management and Pollution Control (Noise) Regulations 2016 and the Environmental Management and Pollution Control Act 1994, it is unlikely that any non-residential noise impacts will occur as a result of the proposed development.

5.6. Traffic Impact

Concerns were raised in relation to traffic impacts of the proposal. The concerns include the likely increase in traffic volume associated with the proposed development creating conflict with pedestrians and cyclists.

- **Comment**

As mentioned in the assessment section, Council's Development Engineers are satisfied that the traffic generated from the proposed development of this scale is unlikely to have an adverse impact within the road network. The additional traffic generated from the proposed development is considered minimal, in the order of 30-40 vehicles per day and this will be absorbed within the road network without compromising the efficiency of the road. The proposal complies with the relevant provisions of the Road and Railway Assets Code and Parking and Access Codes addressed above. Council Engineers are satisfied that the available sight distances for entering Raleigh Court 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. Council's Development Engineers are satisfied that there is capacity within the existing network, both pedestrian and vehicular, to cater for the proposed development.

The proposed development provides adequate on-site parking as per the requirements of the Parking and Access Code therefore the demand for additional on-street parking is not likely to increase on this basis.

A number of conditions have been included in the recommendations above to reflect the engineering requirements associated with this proposal. This issue is therefore not of determining weight in relation to the proposal.

5.7. Lack of Agreement Relating to Use and Maintenance of Shared Access

Concern was raised by a representor about an agreement between the owners in regard to the use and maintenance of the shared access.

- **Comment**

The above issue is a private matter to which Council is not a party and a matter for the property owners. This issue is therefore not of determining weight.

5.8. Lack of Community Consultation and Notice

Concern was raised by a representor in relation to the lack of community consultation and notice of the proposed development.

- **Comment**

The proposal was advertised in accordance with statutory requirements and assessment of this application is limited to statutory timelines therefore, this issue is not of determining weight.

5.9. Building Envelope

Concern was raised that the setbacks associated with Unit 5 do not comply with the performance criteria.

- **Comment**

This issue has been addressed under the assessment section of the report. Unit 5 offers a 4m setback from the rear boundary which forms a typical acceptable setback for an urban environment, however due to the slope of the site, a small portion of the wall and roof protrude out of the building envelope. As per the assessment above, the application is considered to satisfy the Performance criteria P3 under Clause 10.4.2 and therefore this issue is not of determining weight.

5.10. Bushfire Management

Concerns were raised by the representors that the site is identified as being bushfire prone and therefore would require clearing of vegetation to establish the Hazard Management Area for the proposed development and also the impact of the Hazard Management Area encroaching on the Glebe Hill Bushland Reserve.

- **Comment**

The Bushfire Prone Areas Overlay applies to the subject site, however the development is not deemed a vulnerable or hazardous use as defined by Clause E1.2.1 (b), the proposal does not require assessment against the provisions of this Code. The Bushfire Assessment Report and Bushfire Attack Level must be provided by a suitably qualified person and form part of the certified documents for the building permit application. This is included as advice in the recommendations.

5.11. Character of the Area and Density

Concerns were raised by the representors in relation to the impact on the character of the area due to the density of proposed development being incompatible with the established amenity of the area and the site density calculations not referenced on the advertised plans.

- **Comment**

The site is zoned General residential and multiple dwellings are a Permitted use in the zone. The surrounding area is characterised by a mix of single and multiple dwelling developments. The properties in close proximity to the subject site support similar developments as proposed with the property directly opposite the subject site at 2 Sandringham Place containing 4 multiple dwellings, 29 Raleigh Court and 31 Raleigh Court each supporting 2 Multiple dwellings therefore the proposed development is considered consistent with other developments in the area and will not cause any unreasonable loss of amenity.

The site has an area of 2423m² and the proposed development would have a density of 403.83m² per dwelling. This meets the Acceptable solutions of Clause 10.4.1 A1 of the Scheme which requires that multiple dwellings have an area of no less than 325m² per dwelling. This issue therefore is not of determining weight.

5.12. Covenants

Concern was raised in relation to the height of the proposed dwellings specifically in relation to the lack of evidence demonstrating adherence to the covenant on the Certificate of Title restricting building height to 4.5m above 104.57AHD.

- **Comment**

The Certificate of Title for the subject site contains a restrictive covenant which sets a maximum building height of 4.5m above 104.57AHD. This emanated from Condition 8 of Planning Permit SD-2003/69 which created the subject lot. The covenant was to address the visual impact on skylines by restricting the overall height of the dwellings if located on higher contour lines specifically towards the southern portion of the site. The applicant confirmed in writing that this was taken into consideration at the design stage and the proposed dwellings are within the stipulated height with Unit 6, which is located on the most elevated section of the site having a maximum building height of 106.757AHD which is 2.187m above 104.57AHD and below the maximum allowable height of 109.07AHD. The applicant also provided amended plans showing the maximum height of all the units in relation to AHD levels in order to demonstrate compliance with the covenant.

5.13. Inconsistency with Council's Policies and Strategies

Concern was raised that the proposed development is not in line with Council's Policies and Strategies including the Public Open Space Policy 2013, Strategic Plan 2016-2026, Tracks and Trails Strategy 2012, Rokeby Hills Reserve Activity Plan 2016, Clarence 2050 and the Clarence Bushland and Coastal Strategy 2011.

- **Comment**

The proposed development is consistent with the objectives of the Council Policies and Strategies which aim to create a sustainable city which responds to the changing needs of the community and developing options to meet future needs while protecting natural values.

There are no inconsistencies with the above policies and strategies, specifically the Clarence Bushland and Coastal Strategy 2011 in relation to protection of natural assets. The subject site is not covered by the Natural Assets overlay therefore there are no identified natural values associated with the site. The provisions of the Scheme take precedence over any policies and strategies, the proposed development is consistent with the relevant Scheme requirements therefore this issue is not of determining weight.

5.14. Inappropriate Zoning of the Subject Site

Concern was raised that zoning for the subject site is inappropriate as it does not provide for transition into the bushland.

- **Comment**

The subject site is zoned General Residential under the Scheme and multiple dwellings are permitted subject to satisfaction of the relevant use and development standards for the General Residential Zone. The purpose of this zone is to provide a variety of housing options and the proposed development is considered consistent with the zone purpose and the proposal complies with the relevant zone and code requirements.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, who 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

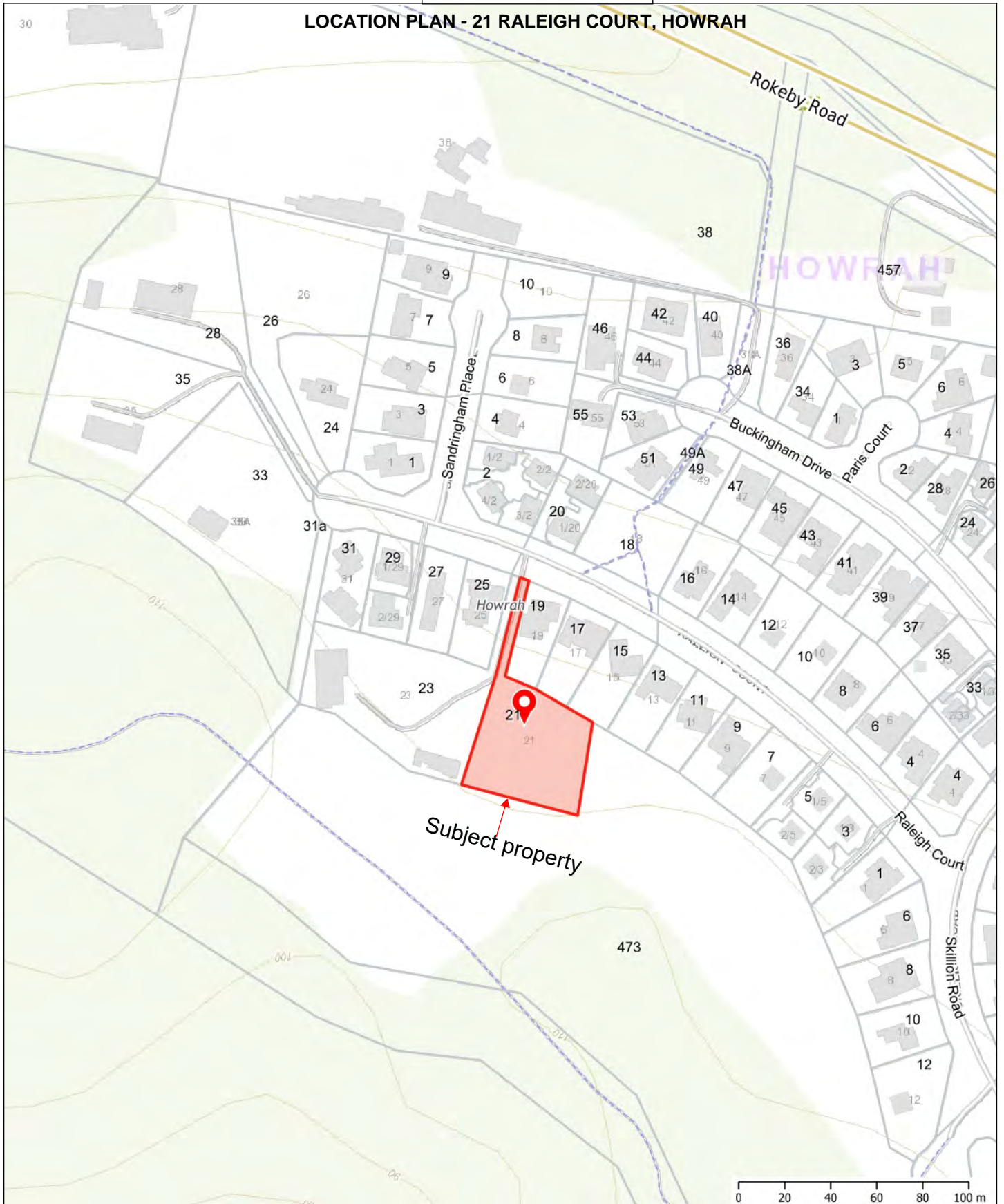
The proposal is for the development of 6 Multiple Dwellings at 21 Raleigh Court. The proposal satisfies the relevant requirements of the Scheme and is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (15)
3. Site Photos (1)

Ross Lovell
MANAGER CITY PLANNING

Attachment 1

LOCATION PLAN - 21 RALEIGH COURT, HOWRAH



Subject property

0 20 40 60 80 100 m



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.

4/8/2021

1:2257





Impervious Areas	
Site area	2445 sqm
Total Building Area	842.22 sqm
Driveway Area	582.68 sqm
Total Site Coverage	1424.90 sqm
Impervious Free	41.72%


Site Areas	
Site area	2445 sqm
Total Building Area	842.22 sqm
Total Site Coverage	34.44%

Site Plan




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Proposal:	Unit Development	Scale: 1:250 @ A3	Job No: 141-2020 Pg. No: DA.02
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:
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Amendments	
Date	Description
15.02.21	COUNCIL RFI






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


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Private Open Space Areas (all areas include 24sqm of deck)	
Unit 1	90.69 sqm
Unit 2	140.39 sqm
Unit 3	186.82 sqm
Unit 4	171.48 sqm
Unit 5	111.31 sqm
Unit 6	142.16 sqm

Landscaping Areas	
Driveway Area	591.36 sqm
5% of Area	29.56 sqm
Provided	97.99 sqm

	Seeded Lawn
	Mulched Garden Bed
	Gravel Area

	General waste bin
	Recycle bin
	Green waste bin
	1.2m to 2.1m paling fence
	Lomandra 'Seascape' or similar 1.2m Spread
	Westringia sp. or similar 1.5m Spread
	Cordylne 'Red Star' or similar 2m Height, 1m Spread
	Pittosporum 'James Stirling' 3m height, 2m Spread
	Acer Palmatum 'Bonfire' or similar 3m Height, 3m Spread

NOTE: Plants have been selected to be drought tolerant and low maintenance once established, it is recommended that a dripper system or similar be put into place until established.
Plant locations are indicative and may be altered where suitable growing conditions cannot be met. Garden areas to be mulched with 75mm cover of selected mulch and plants are to be fertilised 6 monthly or where required until established. Garden edges are to be timber, steel, or brick. Plantings that were unsuccessful will be replaced where required.

Landscaping Plan



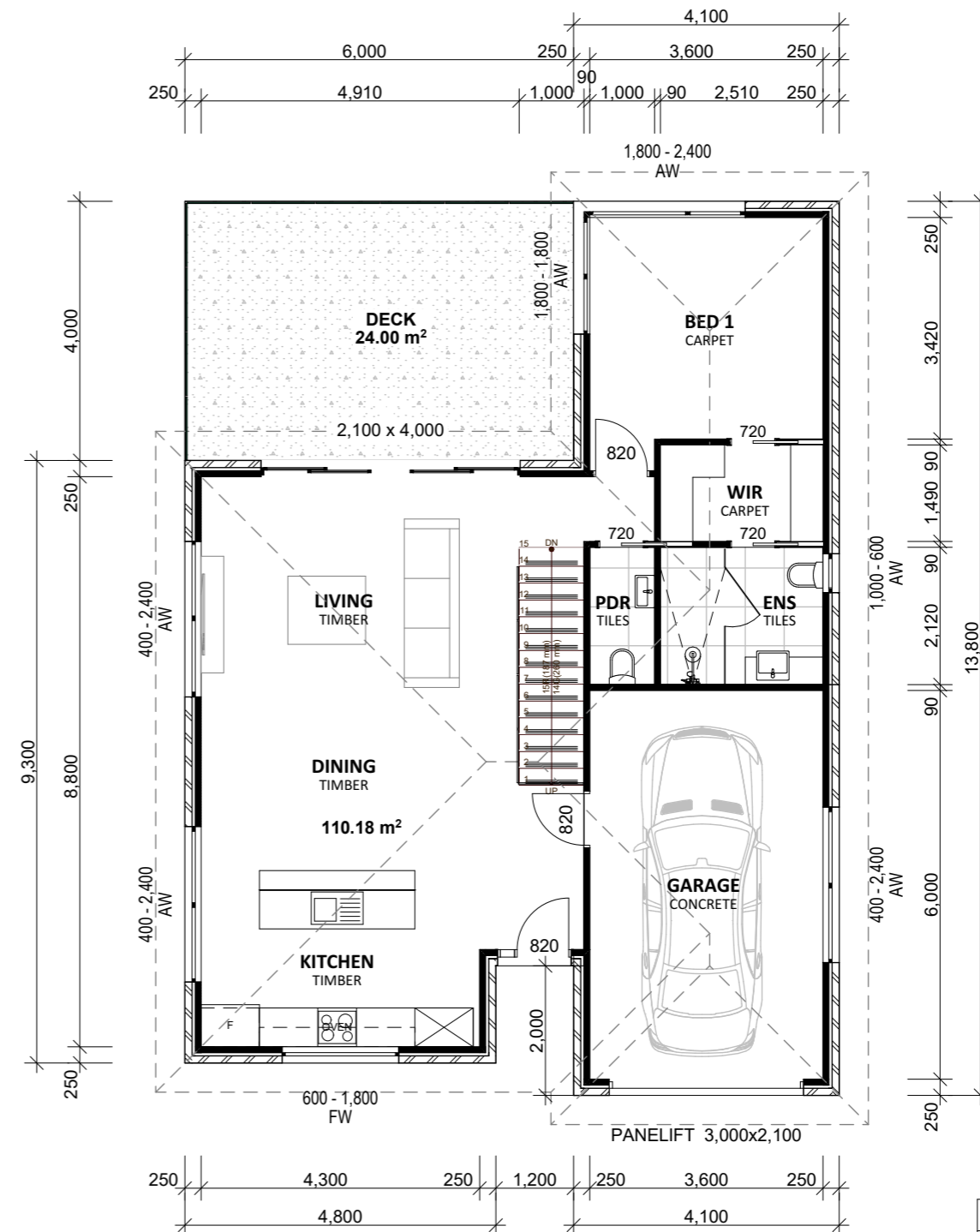
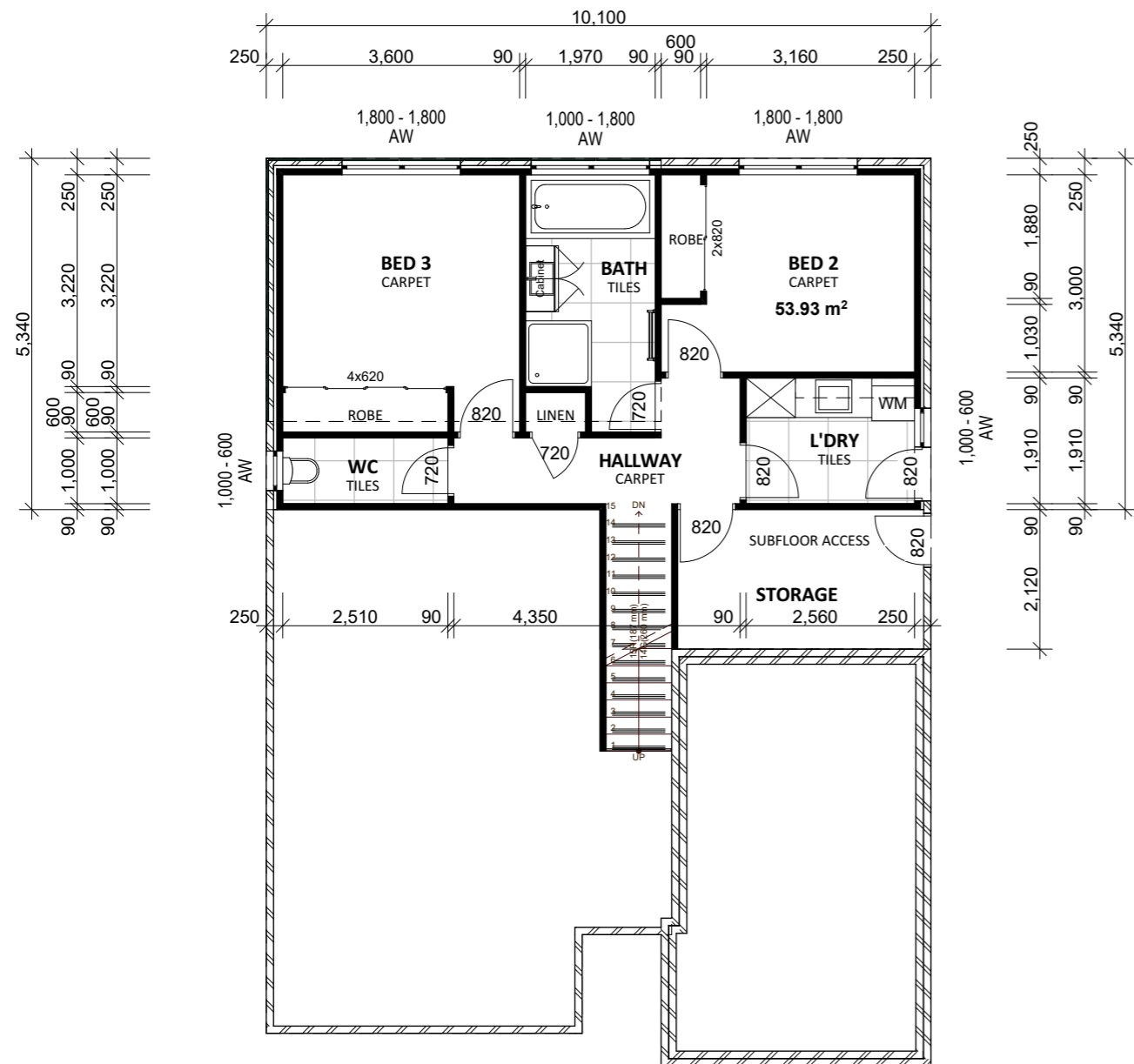
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Proposal:	Unit Development	Scale: 1:250 @ A3	Job No: 141-2020	Pg. No: DA.03
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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Amendments	
Date	Description
15.02.21	COUNCIL RFI





LOWER FLOOR

Unit 1 Floor Plan



Floor Areas	
Lower Floor	53.53 sqm
Upper Floor	110.18 sqm
Total	163.71 sqm
Deck	24.00 sqm

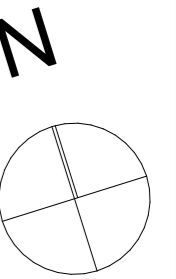
UPPER FLOOR

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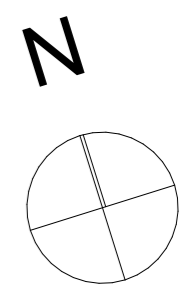
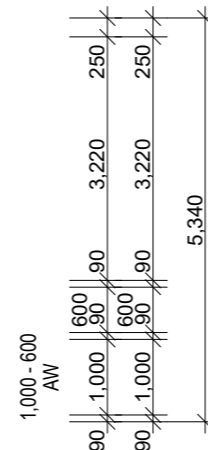
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Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

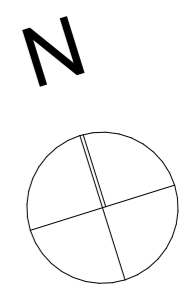
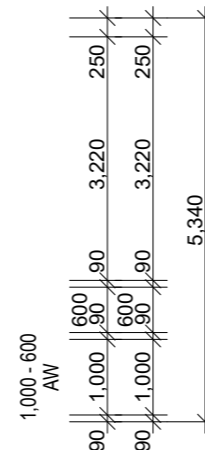
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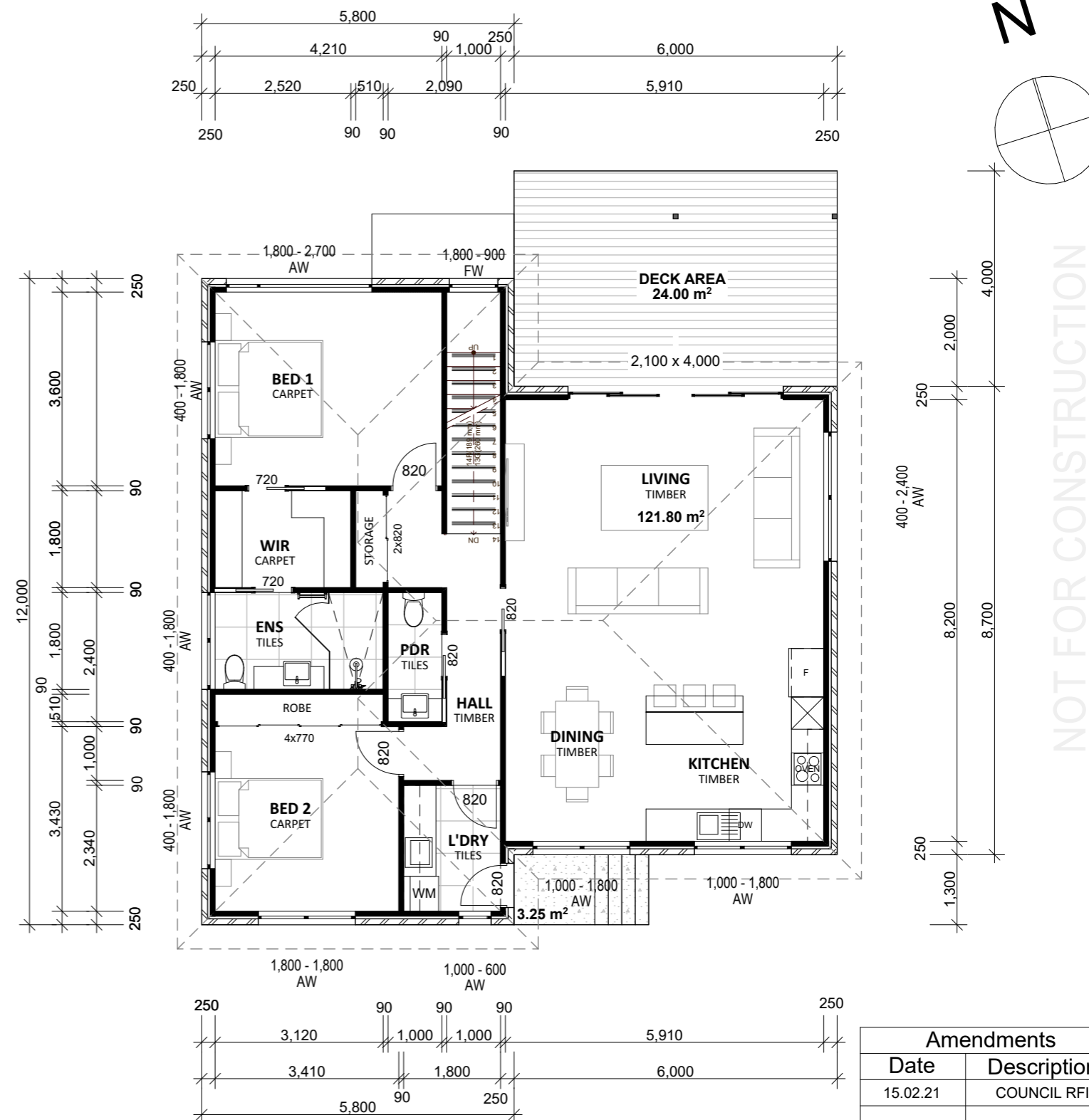
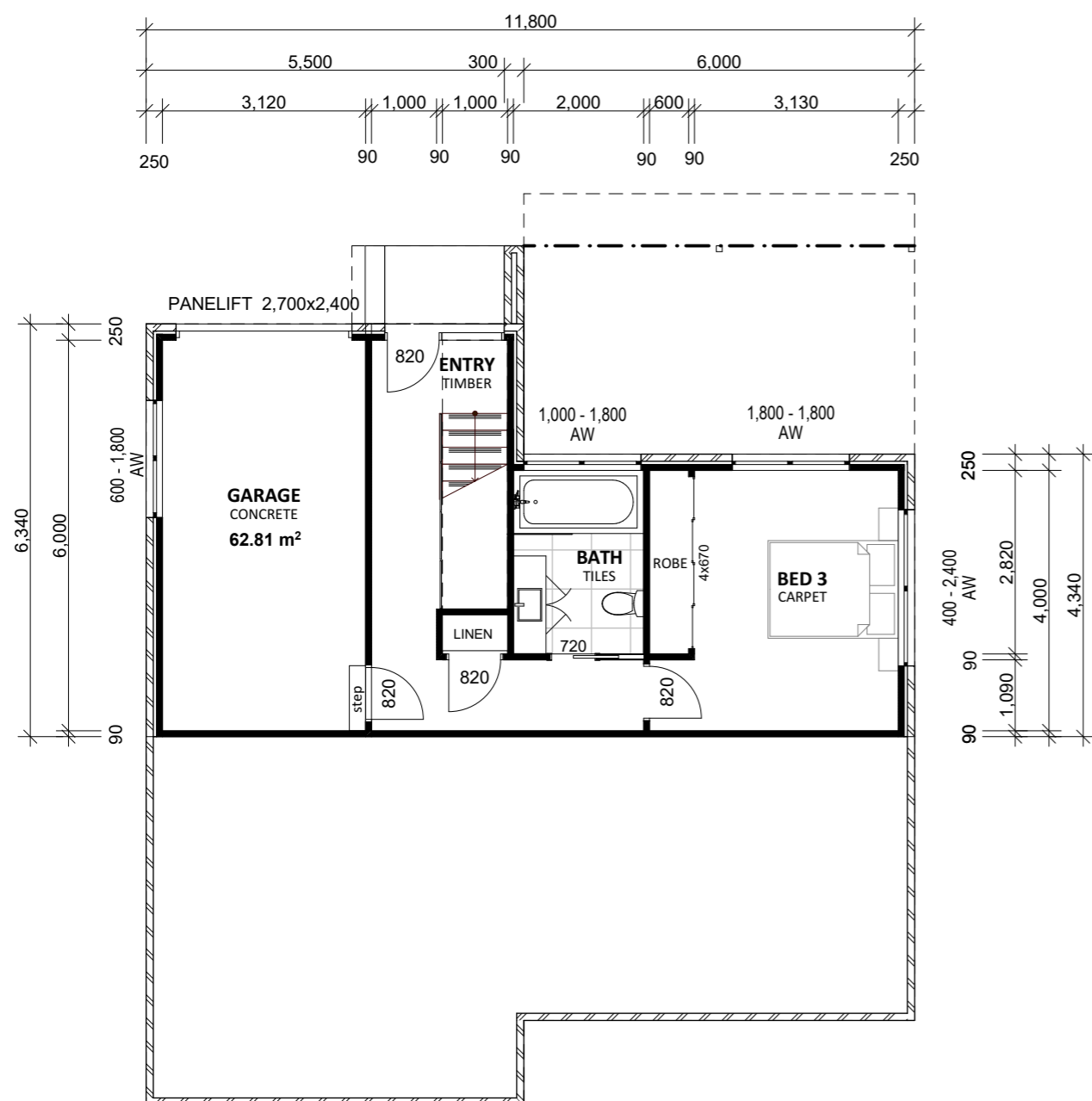
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Date	Description
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NOT FOR CONSTRUCTION



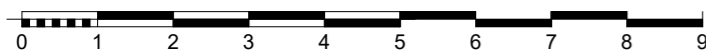




LOWER FLOOR PLAN

UPPER FLOOR PLAN

Floor Areas	
Lower Floor	62.81 sqm
Upper Floor	121.80 sqm
Total	184.61 sqm
Deck	24.00 sqm



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Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 141-2020	Pg. No: DA.09
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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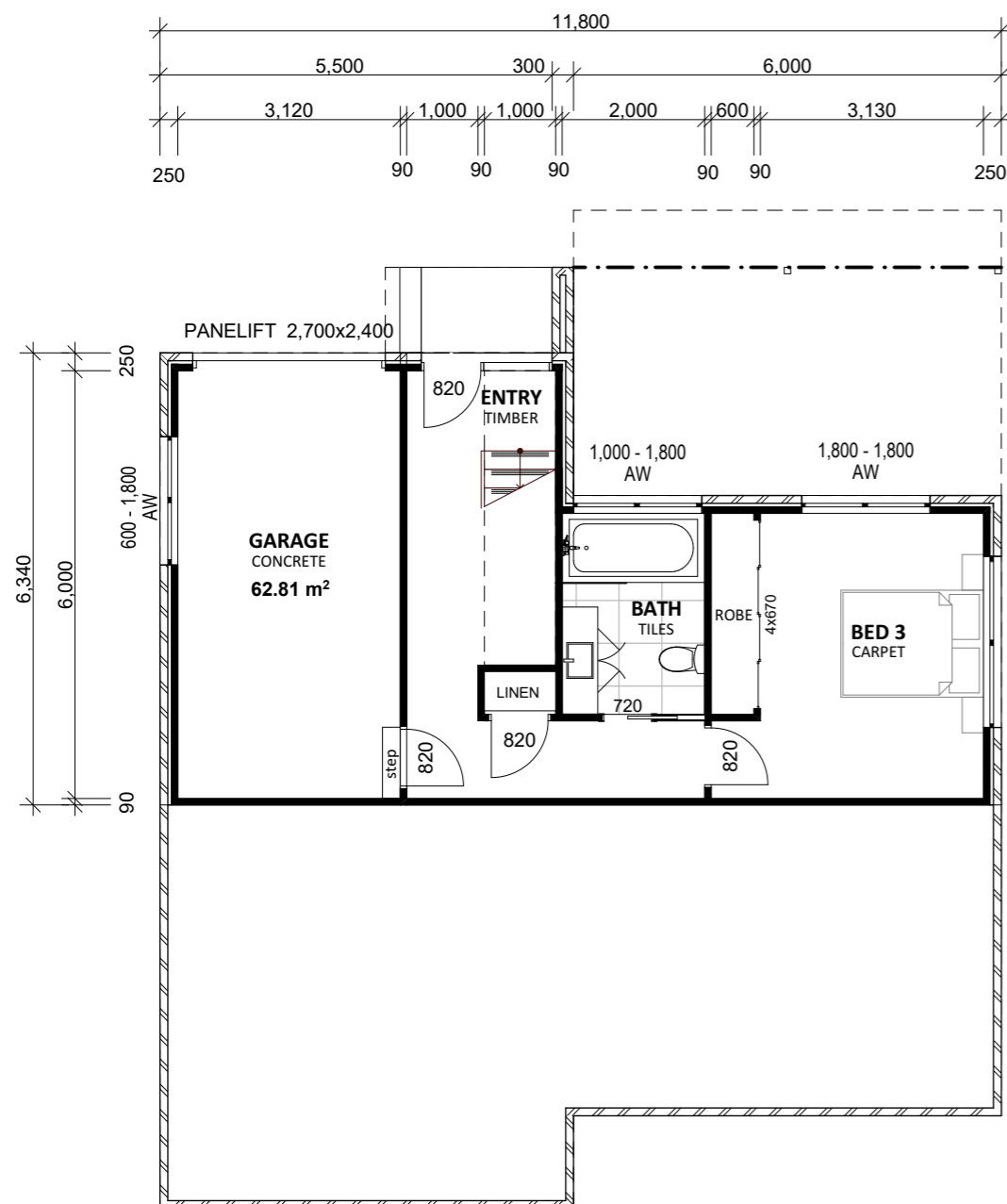
Amendments	
Date	Description
15.02.21	COUNCIL RFI



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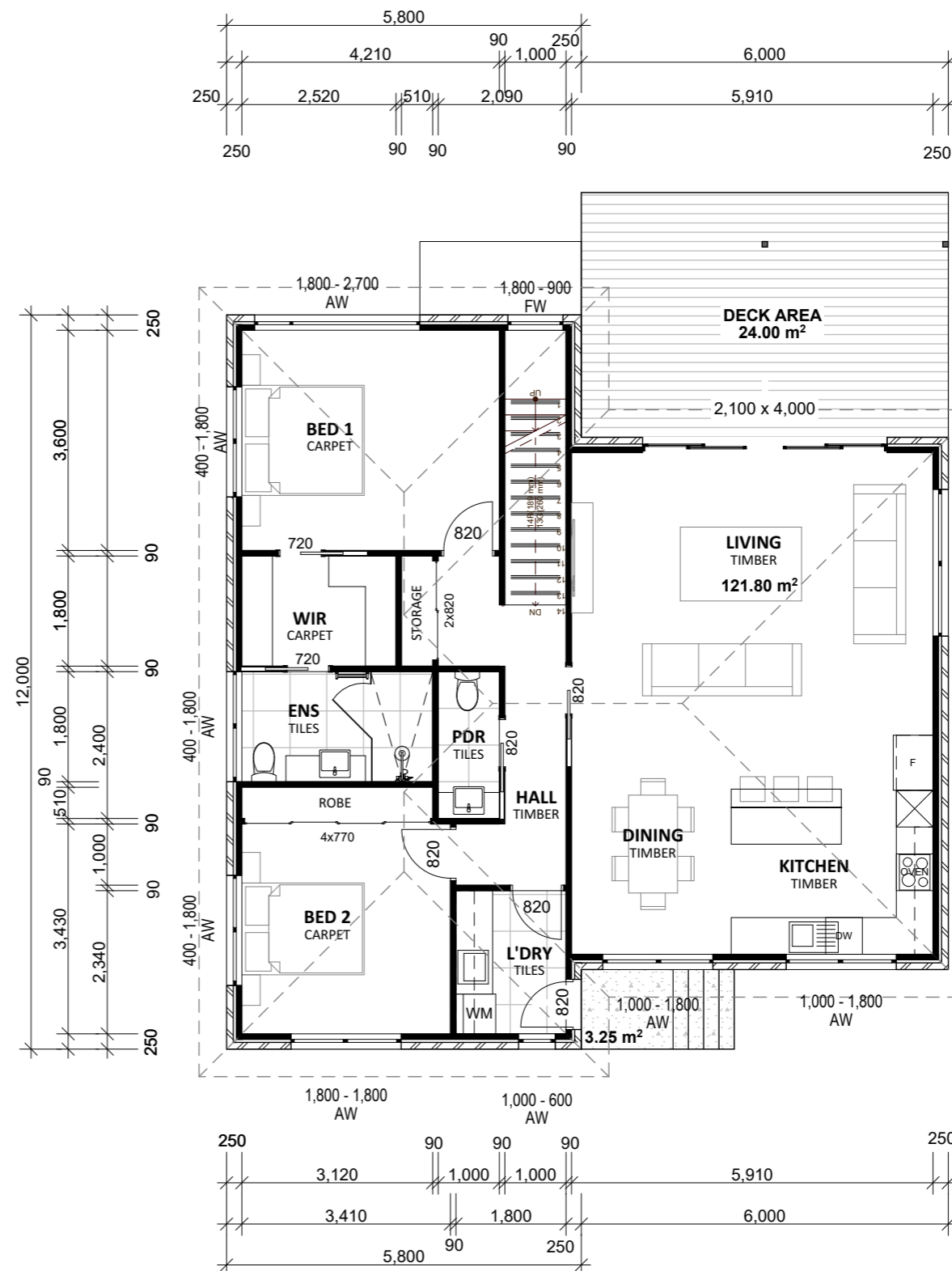


LOWER FLOOR

Unit 5 Floor Plan



Floor Areas	
Lower Floor	62.81 sqm
Upper Floor	121.80 sqm
Total	184.61 sqm
Deck	24.00 sqm



UPPER FLOOR

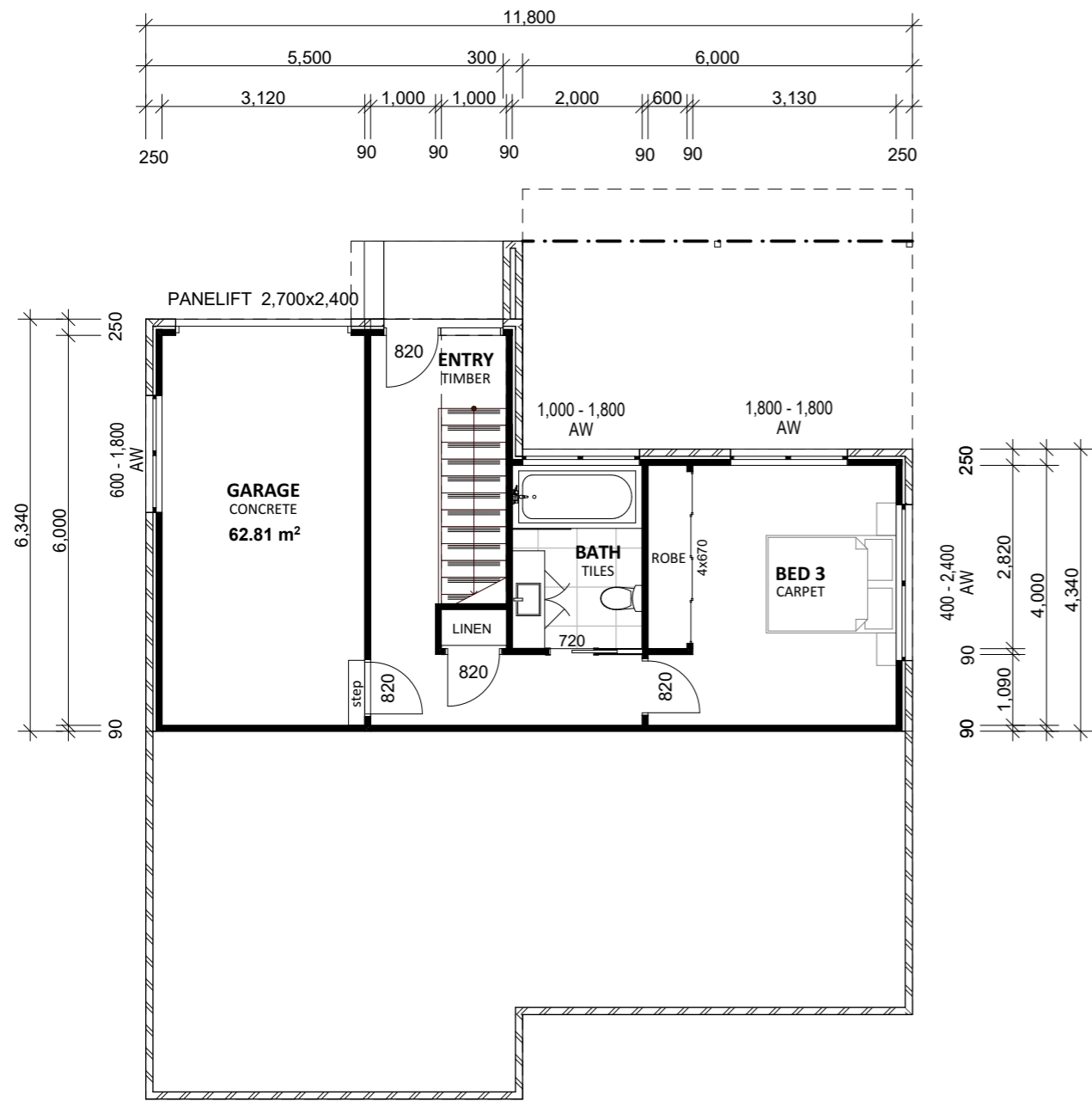
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Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 141-2020	Pg. No: DA.10
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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Amendments	
Date	Description
15.02.21	COUNCIL RFI



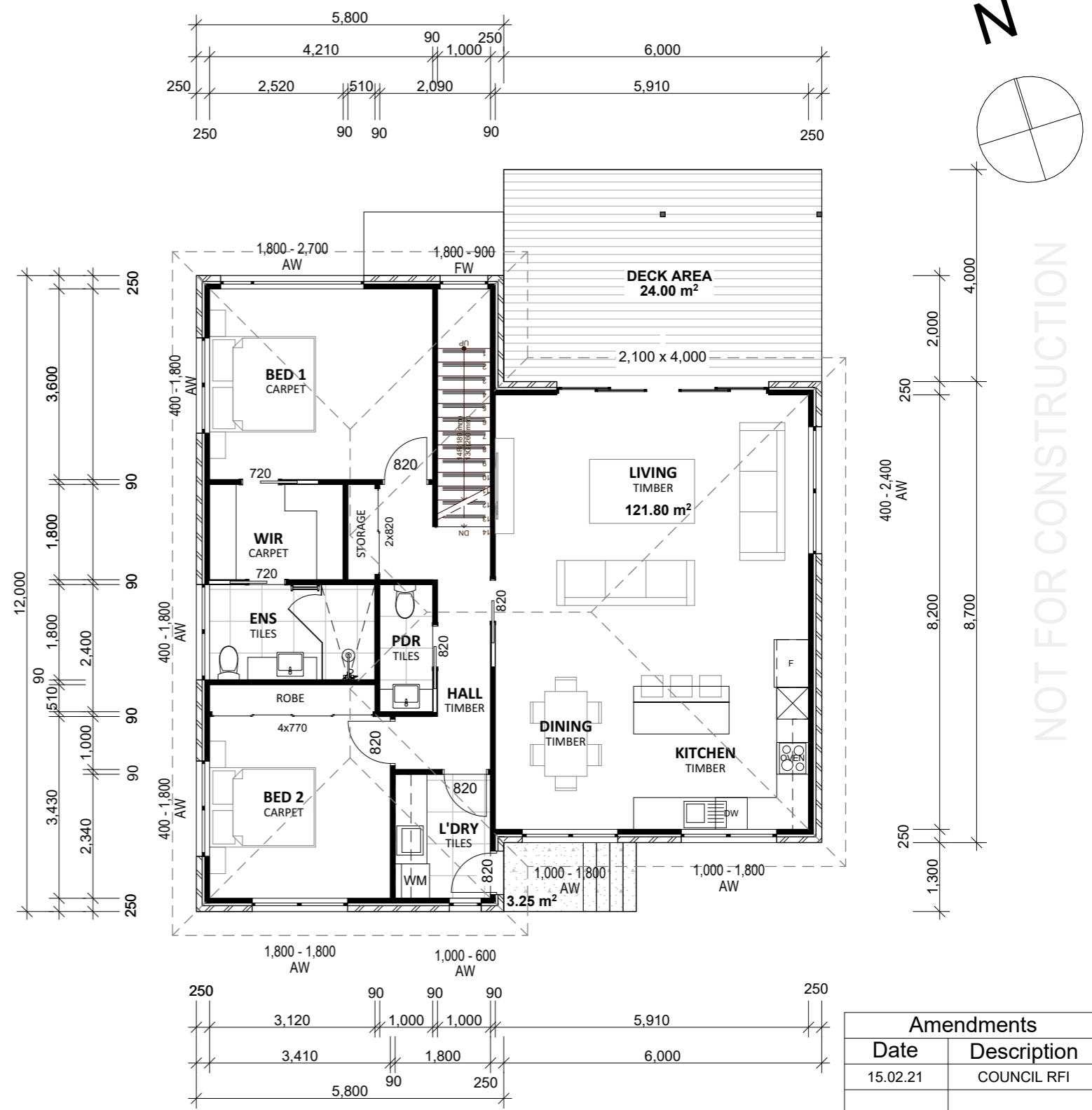


LOWER FLOOR

Unit 6 Floor Plan



Floor Areas	
Lower Floor	62.81 sqm
Upper Floor	121.80 sqm
Total	184.61 sqm
Deck	24.00 sqm



UPPER FLOOR

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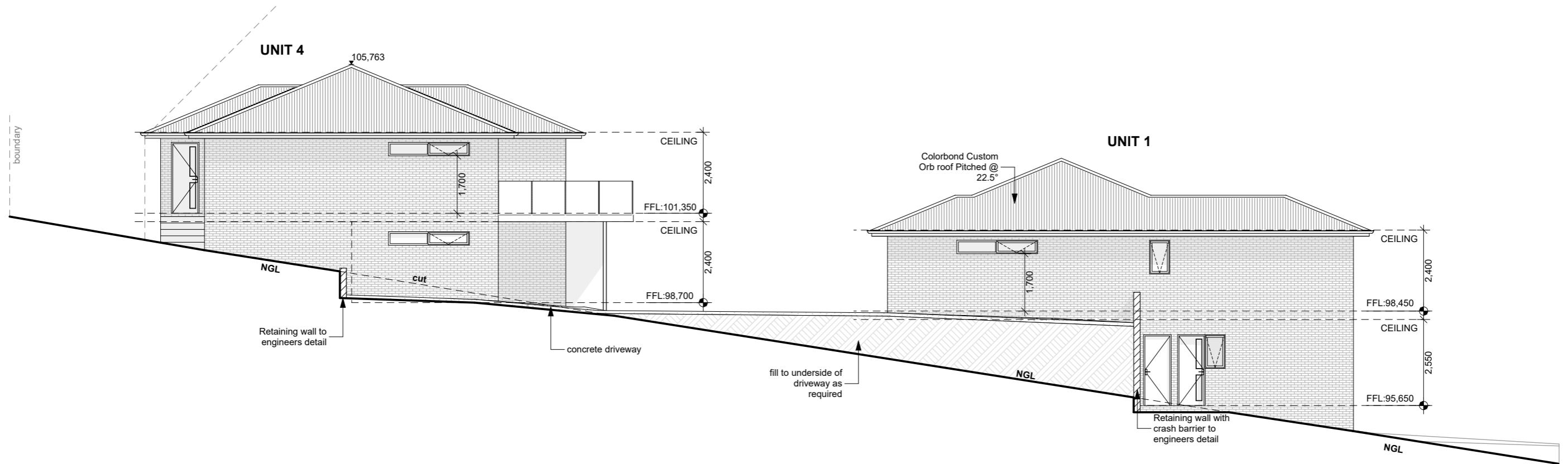
Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 141-2020	Pg. No: DA.11
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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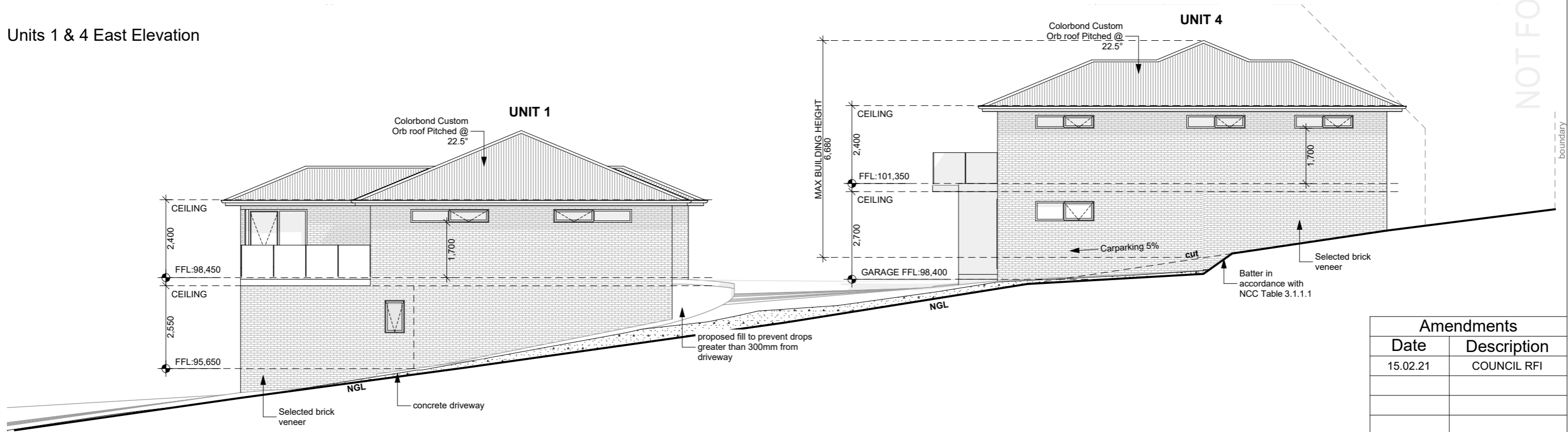
Amendments	
Date	Description
15.02.21	COUNCIL RFI

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Units 1 & 4 East Elevation



Units 1 & 4 West Elevation

Elevations



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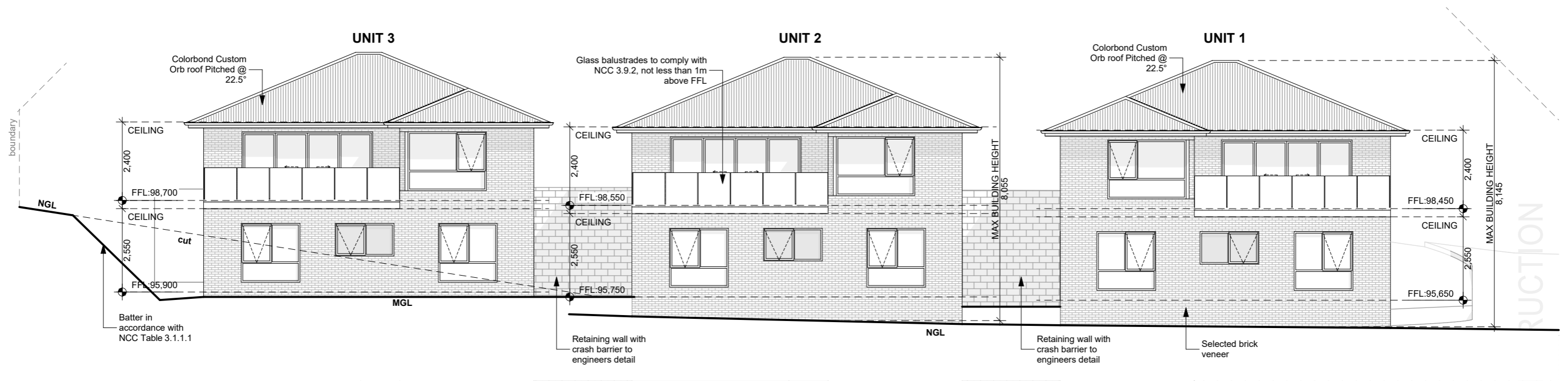
Proposal:	Unit Development	Scale: 1:125 @ A3	Job No: 141-2020	Pg. No: DA.12
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	
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Amendments	
Date	Description
15.02.21	COUNCIL RFI

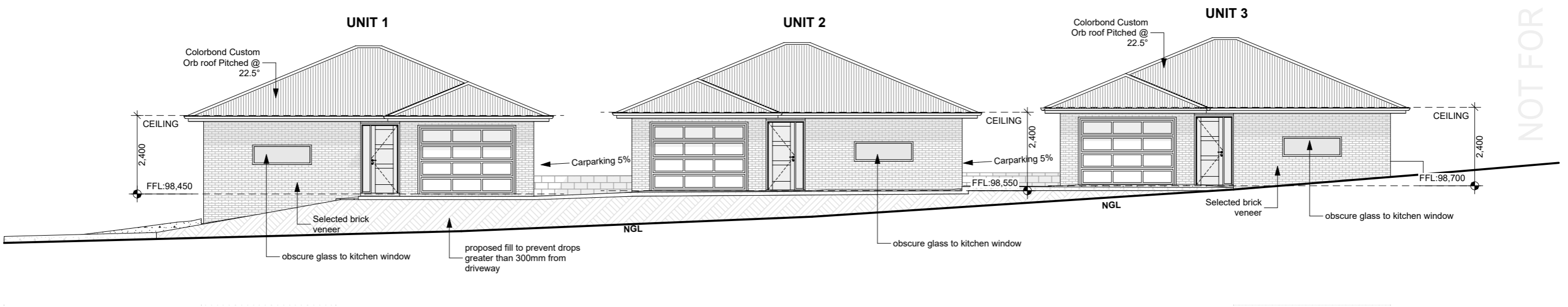
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Units 1,2 & 3 North Elevation



Units1,2 & 3 South Elevation

Elevations



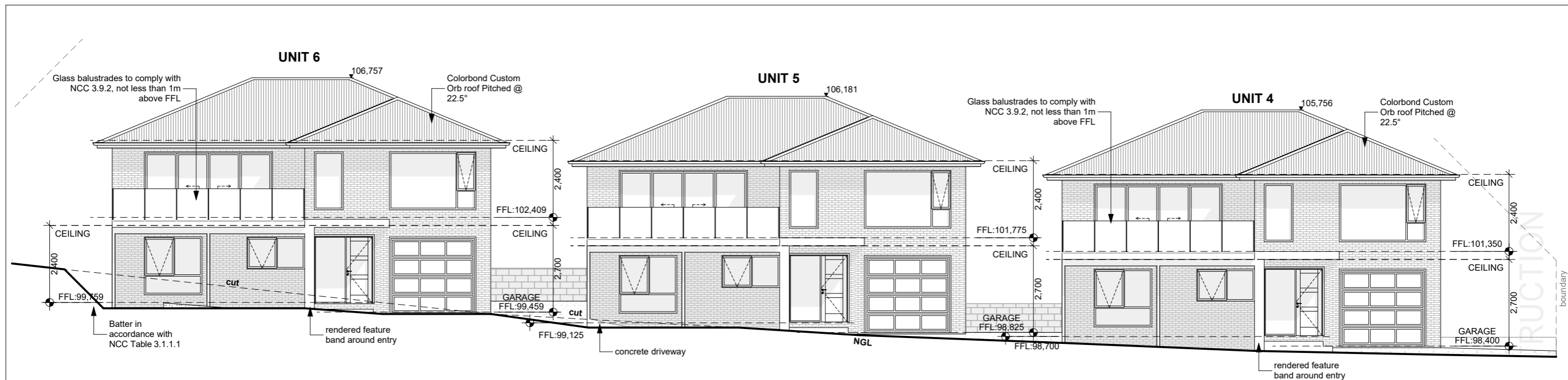
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Proposal:	Unit Development	Scale: 1:125 @ A3	Job No: 141-2020	Pg. No: DA.13
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	
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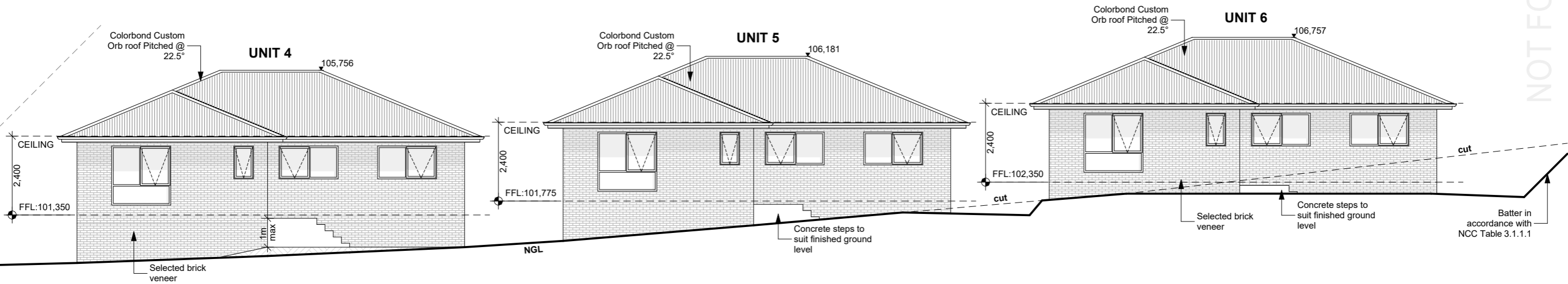
Amendments	
Date	Description
15.02.21	COUNCIL RFI

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Units 4,5 & 6 North Elevation



Units 4,5 & 6 South Elevation

Elevations



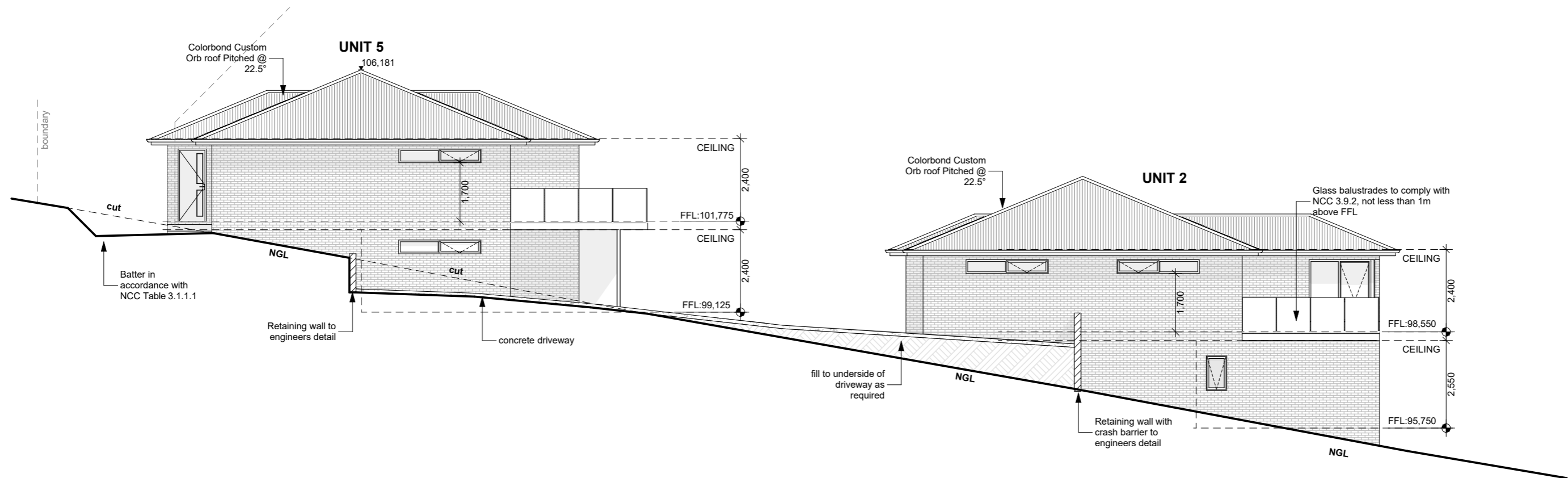
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Proposal:	Unit Development	Scale: 1:125 @ A3	Job No: 141-2020	Pg. No: DA.14
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	
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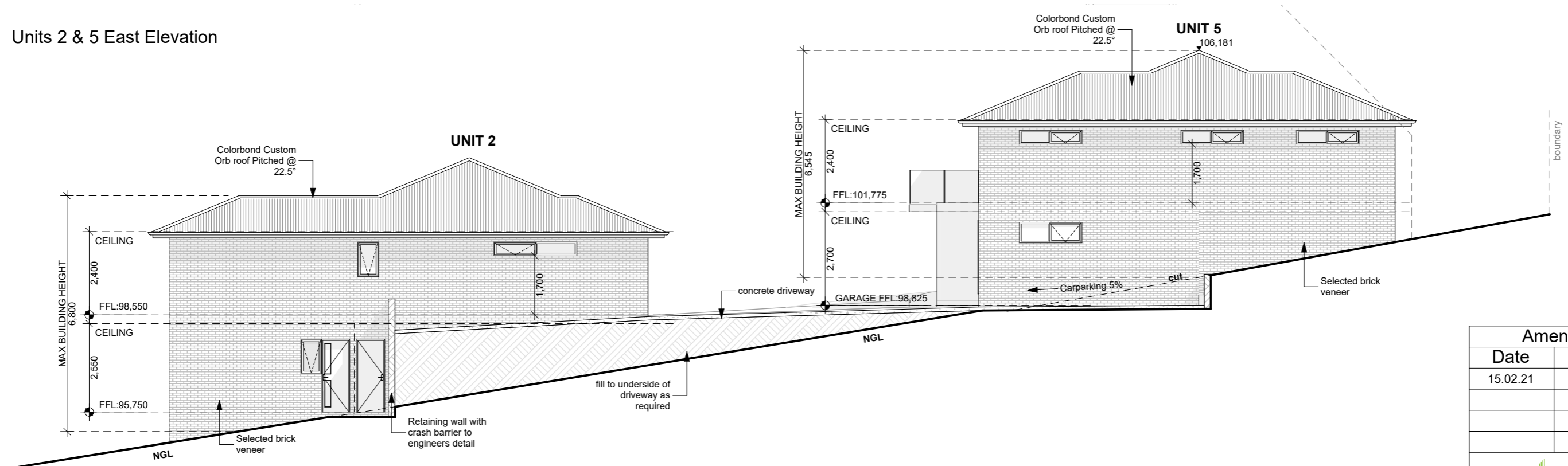
Amendments	
Date	Description
15.02.21	COUNCIL RFI

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Units 2 & 5 East Elevation



Units 2 & 5 West Elevation

Elevations



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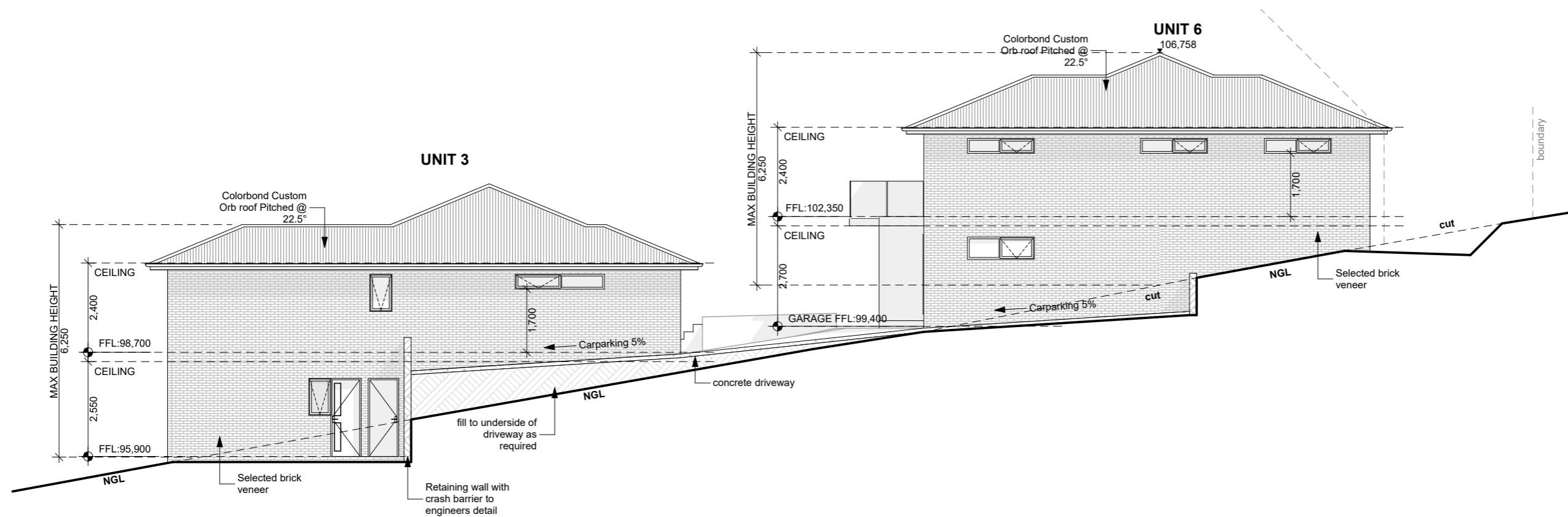
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Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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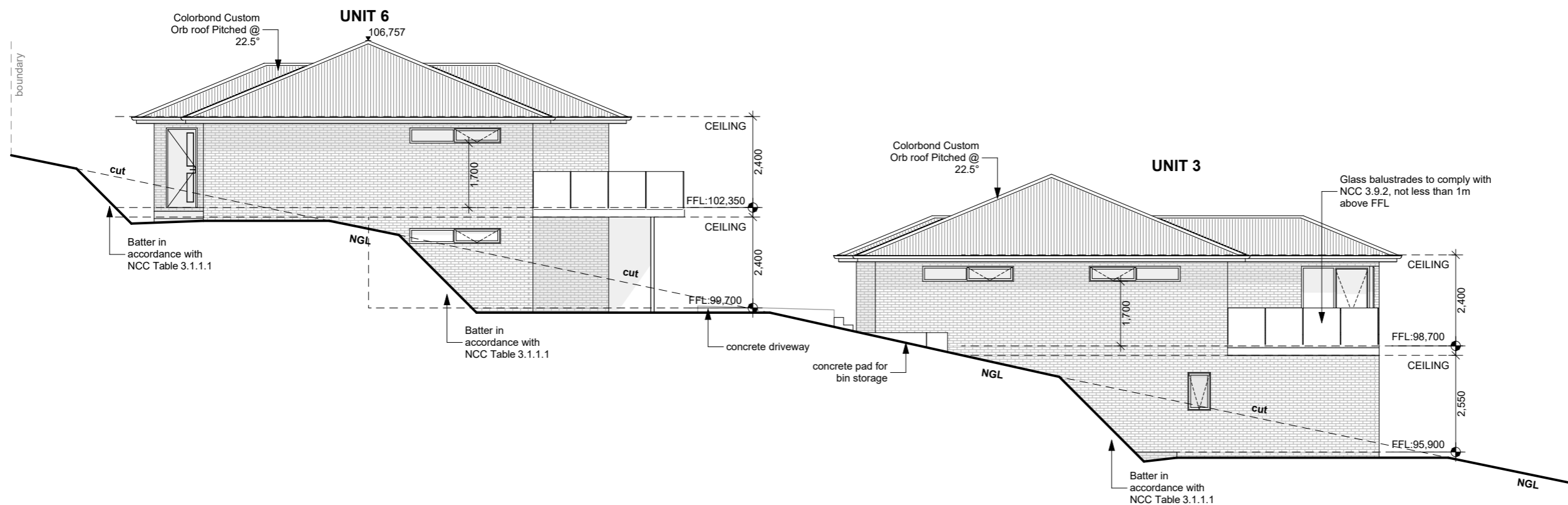
Amendments	
Date	Description
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Units 3 & 6 West Elevation



Units 3 & 6 East Elevation

Elevations



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Proposal:	Unit Development	Scale: 1:125 @ A3	Job No: 141-2020	Pg. No: DA.16
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

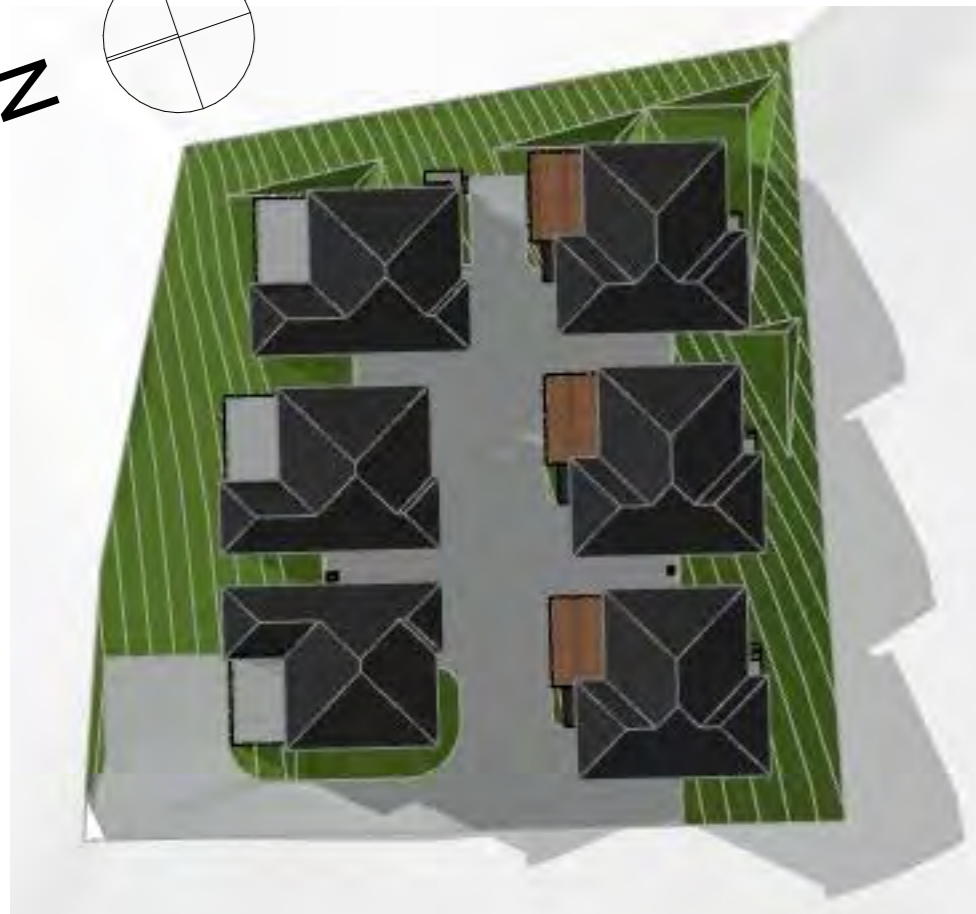
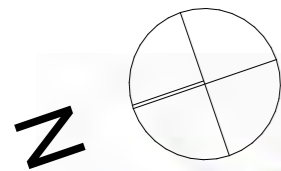
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0900



1000



1100

NOT

Shadows on June 21st

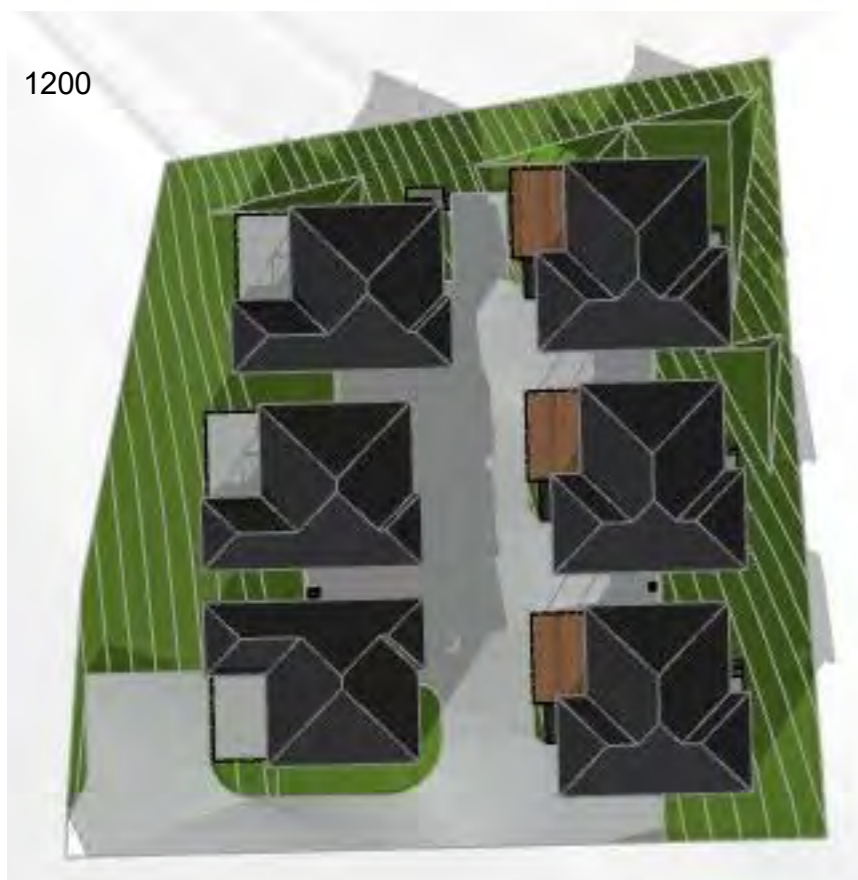


Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 141-2020	Pg. No: DA.17
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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Amendments	
Date	Description
15.02.21	COUNCIL RFI





1500

Shadows on June 21st



1300

1400

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Proposal:	Unit Development	Scale: 1:100 @ A3	Job No: 141-2020	Pg. No: DA.18
Client:	Tony McIntyre & Wade Seabourne	Date: 19.11.20	Engineer:	
Address:	21 Raleigh Crt, Howrah	Drawn: JRN	Building Surveyor:	

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Amendments

Date	Description
15.02.21	COUNCIL RFI



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Attachment 3



Photo 1 - site viewed from Raleigh Court



Photo 2 - site viewed from the northern boundary

11.3.6 DEVELOPMENT APPLICATION PDPLANPMTD-2020/013501 – 10 PERCY STREET, BELLERIVE - PARTIAL CHANGE OF USE TO BOTTLE SHOP AND ADDITIONS**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a partial change of use to a bottle shop and additions at 10 Percy Street, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned General Business and subject to the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Signs Code, Public Art Code and Hotel Industries 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 with the consent of the applicant on 21 April 2021.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 56 representations were received within the statutory timeframe and nine submissions received outside of the statutory timeframe. The representors have raised the following issues:

- number of bottle shops;
- traffic impacts;
- lack of on-site parking;
- inappropriateness of delivery arrangements;
- impacts upon pedestrian/cyclist movements;
- impact upon amenity;
- alternative uses for site;
- alternative locations for use;
- visual impact;
- noise, and trading hours;
- inconsistency with strategic directions for the region;
- compulsory acquisition of site;
- inconsistency with recent Bellerive retail village review;

- antisocial behaviour;
- lack of consultation;
- inconsistency with requirements of Clarence Interim Planning Scheme 2015;
- inaccuracy in documentation; and
- support.

RECOMMENDATION:

A. That the Development Application for a partial change of use to a bottle shop and additions at 10 Percy Street, Bellerive (CI Ref PDPLANPMTD-2020/013501) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN C1 – ON-SITE CAR PARKING [A total of 38] and delete last two sentences.
3. GEN C2 – CASH-IN-LIEU [\$50,000] and [5].
4. GEN AM5 – TRADING HOURS [8am to 10pm, 7 days per week].
5. GEN AM7 – OUTDOOR LIGHTING.
6. External lighting must be turned off between 11.00pm and 6.00am, except for security lighting.
7. Commercial vehicle movements (including loading and unloading and garbage removal) to or from the site must be within the hours of:
 - (a) 6.00am to 10.00pm Monday to Saturday inclusive; and
 - (b) 7.00am to 9.00pm Sundays and public holidays.
8. Noise emissions measured at the boundary of the northern corner of 13 Scott Street must not exceed the following:
 - (a) 55dB(A) (LAeq) between the hours of 7.00am to 7.00pm;
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00pm to 7.00am;
 - (c) 65dB(A) (LAm_{ax}) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.

A report from a suitably qualified person verifying the noise levels do not exceed this requirement must be submitted to Council within 30 days of the commencement of the use and 12 months thereafter. Should levels exceed this requirement, suitable mitigation must be undertaken to the satisfaction of Council's Senior Environmental Health Officer.

9. Any form of public address system or amplified music must not be audible outside the property.
10. GEN S3 – SIGN EXTERNAL ILLUMINATION.
11. GEN S7 – SIGN MAINTENANCE.
12. GEN S8 – SIGN ILLUMINATION HOURS.
13. ENG A5 – SEALED CAR PARKING.
14. ENG M1 – DESIGNS DA.
15. ENG S1 – INFRASTRUCTURE REPAIR.
16. A public art contribution valued at a ratio of at least 1% of the cost of the development, up to a maximum of \$20,000 is required prior to the issue of a Building Permit in accordance with E24.6 A1. In the event that the building works are staged, this payment may be deferred to a later stage to the satisfaction of Council’s Manager City Planning.
17. LAND 1A – LANDSCAPE PLAN.
18. LAND 3 – LANDSCAPE BOND (COMMERCIAL).

ADVICE

- Condition 16 of the permit refers to the Public Art Code in the Clarence Interim Planning Scheme 2015 which provides that developments that cost over \$1M must provide a contribution to public art.

While this proposal did not address the applicable Performance Criteria and therefore relied on meeting the relevant Acceptable Solution, Council would be happy to consider amending the permit if the developer would prefer to provide public artworks under the Performance Criteria instead.

- 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 on 22 August 2014 under D-2014/231 for the intensification of the existing use to increase the operating hours of the gym on the site.

A permit was granted on 11 January 2002 under D-2001/302 for the partial redevelopment of the indoor cricket centre as a fitness centre.

This permit was granted on the basis of a total of 40 parking spaces being provided within the boundaries of the site, and a waiver of 20 spaces. Of these spaces (40 on-site, 20 waived), Council's records show based on floor areas that 24 spaces are attributed to the fitness centre and 36 spaces to the balance of the site.

The consent of the landowner was required as part of this application in relation to the access arrangements proposed from Percy Street to the development site and associated click and collect facility. As part of the General Manager's consideration of the request for consent, it was identified by both the submitted documentation and review by Council's Engineers that four existing on-street parking spaces would be lost to enable the proposed access and delivery arrangements associated with the development.

A deed of agreement was subsequently entered into between Council and the proponent for a cash contribution to be made in-lieu of the on-street spaces to be lost. The cash contribution replicated that required under the Scheme for a shortfall of on-site spaces within the Bellerive Activity Centre of \$10,000 per space, thus amounting to a total of \$40,000. This amount was paid by the proponent and landowner consent subsequently granted.

2. STATUTORY IMPLICATIONS

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

2.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme and is a discretionary use within the zone.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 21.0 – General Business Zone;
- Section E5.0 – Road and Railway Assets Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management Code;
- Section E17.0 – Signs Code;

- Section E24.0 – Public Art Code; and
- Section E26.0 – Hotel Industries 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 has an area of 4072m² with 70.03m frontage to Percy Street. The site supports two tenancies within an existing building with a total floor area of 1830m². The northern tenancy is occupied by Fernwood Fitness Centre and the southern tenancy was previously used as an indoor cricket centre, and more recently as a recreational play centre, Inflatable World. The proposed development relates to the southern tenancy with an existing floor area of 1383m².

The site is generally level, is accessed from Percy Street, supports 40 parking spaces for both tenancies and is located within an established commercial area at Bellerive. A series of easements affect the site, which include a pipeline easement and a burdening right-of-way of 6.0m in width, which provides access from Percy Street to 8 Percy Street, to the north of the site. The location of the site is shown in Attachment 1.

3.2. The Proposal

The proposal is for a partial change of use to a bottle shop (Dan Murphys) and additions to the existing building at 10 Percy Street, Bellerive. The change of use relates to the part of the site described as the southern tenancy, with the existing northern tenancy being the gym, Fernwood, which would be unaltered.

The development comprises the following elements:

- Modifications to the existing building to develop a new entry/façade to replace the existing lean-to entry, with a height above natural ground level of 8.12m;
- A resultant southern tenancy floor area of 1346m²;
- Revised parking layout, proposed to contain a total of 43 spaces serving both tenancies, with two-way access and egress from the north-western part of the site;
- The development of a drive-through pick up, “click and collect” facility with separate access at the south-western part of the site, adjacent Percy Street, to include an awning addition;
- External modifications to remove south and east-facing windows, and make good using complimentary Colorbond cladding;
- Partial demolition of existing blockwork portion of the building as shown;
- The erection of a total of 12 signs associated with the proposed tenant, and the painting of the building “Dan Murphys” green, as shown; and
- Operating hours of 8.00am until 10.00pm, 7 days per week.

The application is supported by architectural drawings, a traffic impact assessment, a hotel industry impact assessment and detailed plans illustrating the extent of signage proposed. The proposal and signage plans are included in Attachment 2.

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 Business Zone, Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Signs Code, Public Art Code and Hotel Industries Code with the exception of the following:

General Business Zone

- **Clause 21.3.1 A1 (Hours of operation)** – the proposed bottle shop would be separated by a distance of 16m to adjacent residential zoned land to the south of the site and is proposed to operate from 8.00am to 10.00pm, 7 days per week.

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

Clause	Performance Criteria	Assessment
21.3.1 P1	<i>“Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.”</i>	<p>The proposed bottle shop is located approximately 16m to the boundary of the nearest land within the General Residential Zone to the south of the site, on the opposite side of Percy Street.</p> <p>Commercial Vehicle Movements</p> <p>Deliveries to the site are proposed by the application to be restricted to the hours of operation prescribed by the acceptable solution, being 6.00am to 10.00pm Monday to Saturday inclusive, and 7.00am to 9.00pm Sundays and public holidays.</p>

		<p>The applicant proposes that a condition be included as part of a planning permit, if granted, to limit commercial vehicle movements to these hours. Such a condition has been included in the recommended conditions.</p> <p>Noise</p> <p>The main entrance to the bottle shop is located to the north-west of the building and does not face directly towards the nearest residential-zoned properties. This entrance would face towards the shopping area and access areas. As such, unreasonable impacts on residential amenity would not occur as a result of the hours proposed for the use.</p> <p>Other possible sources of noise generation are associated with a proposed condenser area, and a heating, ventilation and air conditioning (HVAC) area at the south-eastern part of the site, for the proposed change of use. The operation of this infrastructure and associated noise to be generated is controlled by separate legislation, being the <i>Environmental Management and Pollution Control Act 1994</i>, and associated regulations. This is supported by a recommended condition in relation to noise generation and its impact in relation to the boundary of the General Residential Zone, to the southeast of the site.</p> <p>The potential for light emissions is considered in the use standard below.</p>
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General Business Zone

- **Clause 21.4.2 A1 (Setback)** – the proposed click and collect facility and condenser areas would have a 0m setback from the south-western boundary of the site. There would be no change to the setback of the existing building.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 21.4.2 as follows:

Clause	Performance Criteria	Assessment
21.4.2 P1	<i>“Building setback from frontage must satisfy all of the following:</i>	See below assessment
	<i>(a) be consistent with any Desired Future Character Statements provided for the area;</i>	<p>This provides that <i>Bellerive Village will retain its traditional strip shopping centre function, although infill or redeveloped buildings will achieve integrated façade treatments along Cambridge Road and will maximise opportunities for active frontages with passing pedestrians. Facades facing Kangaroo Bay will invite pedestrian through, buildings, effecting buildings with double frontages. Those facades will reflect the maritime theme of the outlook with high quality contemporary designs.</i></p> <p>The proposed development relates to the redevelopment of an existing building with only relatively minor changes and additions to alter the building from that existing, which are largely considered to be improvements in the appearance of the site. The development would provide for an active frontage with Percy Street, and invite pedestrian access from the street into the retail space, as envisaged by the above.</p>

		Though there would be the loss of several windows facing south-west towards Percy Street, this façade would be modified to incorporate the click and collect facility and the development of the main entrance. The main entrance particularly would provide for engagement with the streetscape, as envisaged by the Future Character statement, above.
	<i>(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;</i>	The proposed setbacks would be compatible with and comparable to that existing within the Percy Street streetscape, which (though separated by the Council carpark) includes 31 Cambridge Road to the north-west of the site. The proposed setback would, on this basis, meet this test.
	<i>(c) enhance the characteristics of the site, adjoining lots and the streetscape;</i>	The existing building does not present to the streetscape, insofar as the wall is a side wall with a number of windows, and a shipping container. It is considered that the proposed building additions would improve the appearance of the site by introducing new elements, providing for passive surveillance of the space and adding new design elements (including signage) to add to the façade where facing Percy Street.
	<i>(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;</i>	There are no entrapment or concealment opportunities created by the proposed development, and the awning would serve to break up the long (existing) wall of the building.

	<i>(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.”</i>	There are no large variations in building alignment proposed by the development. There would be no significant change to an identified building alignment as a result of the proposal, which does not, given its location, represent an appropriate location for outdoor dining.
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General Business Zone

- **Clause 21.4.3 A1 (Design)** - the modified south-west facing elevation does not provide at least 40% of windows and openings where facing Percy Street, as required by the acceptable solution.

The proposed variation must therefore be considered pursuant to the Performance Criteria (P1) of Clause 21.4.3 as follows.

Clause	Performance Criteria	Assessment
21.4.3 P1	<p><i>“Building design must enhance the streetscape by satisfying all of the following:</i></p> <p><i>(a) provide the main access to the building in a way that addresses the street or other public space boundary;</i></p> <p><i>(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</i></p>	<p>See below assessment</p> <p>The proposed main entrance to the building is clearly visible from Percy Street, and from the adjacent Council carpark therefore addresses both public spaces as required.</p> <p>The removal of a series of existing windows is proposed to provide for the proposed change of use. That said, both the main entrance and the proposed click and collect facility adjacent Percy Street provides for passive surveillance of both adjacent public spaces as required.</p>

	<p>(c) <i>treat large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</i></p> <p>(d) <i>ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;</i></p> <p>(e) <i>ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;</i></p> <p>(f) <i>not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;</i></p> <p>(g) <i>only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;</i></p> <p>(h) <i>be consistent with any Desired Future Character Statements provided for the area.</i></p>	<p>The proposed additions and alterations to create the click and collect facility would include an awning addition, which would contribute to the Percy Street streetscape and adjacent public spaces. The modification to create the main entrance similarly enhances the façade when viewed from the carpark.</p> <p>The proposed condenser would be located on the Percy Street frontage, which would be clad to match the existing building, and to disguise the units as required. The cladding would additionally mitigate any possible noise risks associated with the infrastructure.</p> <p>Not applicable, in that no rooftop infrastructure is proposed.</p> <p>not applicable</p> <p>not applicable</p> <p>The proposed changes to the Percy Street façade would provide for an enhanced interaction between the site and streetscape, where relevant to engagement with the Bellerive shopping precinct.</p>
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General Business Zone

- **Clause 21.4.4 A1 (Passive surveillance)** - the development does not provide at least 40% of windows and openings where facing Percy Street, as required by the acceptable solution. While the building is existing, this development standard is relevant in that it relates to alterations and additions to the existing structure.

The proposed variation must therefore be considered pursuant to the Performance Criteria (P1) of Clause 21.4.4 as follows.

Clause	Performance Criteria	Assessment
21.4.4 P1	<p><i>“Building design must provide for passive surveillance of public spaces by satisfying all of the following:</i></p> <p><i>(a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;</i></p> <p><i>(b) locate windows to adequately overlook the street and adjoining public spaces;</i></p> <p><i>(c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;</i></p>	<p>See below assessment</p> <p>The proposed main entrance to the building is clearly visible from Percy Street, and from the adjacent Council carpark therefore addresses both public spaces as required.</p> <p>The main entrance and the proposed click and collect facility adjacent Percy Street together provide for passive surveillance of both adjacent public spaces as required.</p> <p>The proposed additions and alterations to create the click and collect facility would include an awning addition, which would contribute to the Percy Street streetscape and adjacent public spaces. The modification to create the main entrance similarly enhances the façade when viewed from the carpark.</p>

	<p>(d) <i>locate external lighting to illuminate any entrapment spaces around the building site;</i></p> <p>(e) <i>provide external lighting to illuminate car parking areas and pathways;</i></p> <p>(f) <i>design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;</i></p> <p>(g) <i>provide for sight lines to other buildings and public spaces.”</i></p>	<p>External lighting is proposed for security purposes of both the building and car parking areas, to ensure that no entrapment spaces are created, addressing both (d) and (e).</p> <p>The proposed main entrance and click and collect facility would create appropriate sight lines for passive surveillance for visitors to the site, from both Percy Street and adjacent parking area, thus meeting these requirements of the performance criterion.</p> <p>as above</p>
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General Business Zone

- **Clause 21.4.5 A1 (Landscaping)** – the existing building does not extend across the total width of the frontage and is setback greater than 1m.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause 21.4.5 as follows.

Clause	Performance Criteria	Assessment
21.4.5 P1	<i>“Landscaping must be provided to satisfy all of the following:</i>	
	<i>(a) enhance the appearance of the development;</i>	The application proposes to landscape to the west and east of the main access to create a buffer between the street and carpark. There are limited opportunities for landscaping of the site given the constraints of the existing building, and it is reasonable to include conditions requiring both a landscaping plan and bond for detailed landscaping design which enhances the development.

		It is recommended that a condition be included which requires the approval of a detailed landscaping design.
	(b) <i>provide a range of plant height and forms to create diversity, interest and amenity;</i>	This information would be provided as part of the required landscaping plan, which would demonstrate that there is a range of plant height and forms to create diversity, interest and amenity.
	(c) <i>not create concealed entrapment spaces;</i>	The proposed development and pockets of landscaping would ensure that entrapment spaces are not created.
	(d) <i>be consistent with any Desired Future Character Statements provided for the area.”</i>	The Desired Future Character Statement for Bellerive requires presentation to Percy Street as a retail element, which would support the shopping strip function of Bellerive Village. The landscaping is considered to be harmonious with the general area.

Road and Railway Assets Code

- Clause E5.5.1 A3 (Existing accesses and junctions)**

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using the existing site access from Percy Street is located in an area subject to a speed limit of less than 60km/h, and will increase by more than 40 vehicle movements per day.

As such, the proposed variation must be considered pursuant to the Performance Criteria (P3) of Clause E5.5.1.

Clause	Performance Criteria	Assessment
E5.5.1 P3	<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>	complies
	<i>(a) the increase in traffic caused by the use;</i>	The applicant’s TIA calculates traffic generation at the access associated with the development is 267 vehicles during the Friday PM peak and 139 vehicle movements during the Saturday midday peak hour. Modelling undertaken as part of the TIA concludes that the post development scenario shows no adverse impact upon the surrounding network. Percy Street is capable of accommodating this amount of traffic as is the broader Scott and Clarence Street network, in the vicinity of the site. Council’s Engineers are satisfied that there is sufficient capacity in the network to cater for the proposed development.
	<i>(b) the nature of the traffic generated by the use;</i>	The traffic generated will be predominantly private and light vehicles, which can be accommodated by the accesses. Limited delivery vehicles are anticipated, and it has been satisfactorily demonstrated that these movements can be accommodated within the lot boundaries, with modification to the parking layout proposed. This is discussed further in relation to the provisions of the Parking and Access Code, below.
	<i>(c) the nature and efficiency of the access or the junction;</i>	The TIA submits that the existing access associated with the site is designed and has been constructed to accommodate the traffic generation of the nature predicted for the proposed bottle shop.

		The access can accommodate the traffic generation of the development and maintain a high level of efficiency.
	(d) <i>the nature and category of the road;</i>	Council's Engineers consider that Percy Street has sufficient width and capacity to accommodate the additional vehicles potentially to be generated by the proposed development. It is considered that the network more broadly has capacity to cater for the traffic generated by the proposed development.
	(e) <i>the speed limit and traffic flow of the road;</i>	The urban speed limit of 50km/h applies to Percy Street. The TIA concludes that this is consistent with safe and efficient access, and Council's Engineers support this opinion. This is compatible with the access arrangements and estimated traffic generation associated with the proposed development.
	(f) <i>any alternative access to a road;</i>	There is no alternative access to the site.
	(g) <i>the need for the use;</i>	The use is permissible in the zone.
	(h) <i>any traffic impact assessment; and</i>	A TIA was submitted by the applicant and accepted by Council's Development Engineer.
	(i) <i>any written advice received from the road authority."</i>	Council, as road authority, has provided written advice incorporated as part of this assessment. The consent of Council as the landowner of Percy Street and associated road reservation has been provided, as required, to enable the access arrangements as shown.

Road and Railway Assets Code

- Clause E5.6.2 A2 (Road accesses and junctions)**

The site will be accessed from both an existing access from Percy Street (discussed above) and a second, separate access from further south-east on Percy Street as shown by the proposal plans.

As such, the proposed variation is considered pursuant to the Performance Criteria (P2) of Clause E5.6.2 as follows.

Clause	Performance Criteria	Assessment
E5.6.2 P2	<i>“For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	complies
	<i>(a) the nature and frequency of the traffic generated by the use;</i>	It is expected that the proposal would generate primarily light vehicles to visit the site. Council’s Development Engineers consider that the existing road network has capacity to absorb the proposal and dual access arrangement with minimal impact to both safety and efficiency of traffic flows within proximity of the site.
	<i>(b) the nature of the road;</i>	Council’s Engineers consider that Percy Street has sufficient width and capacity to accommodate the additional vehicles to be generated by the proposed development.
	<i>(c) the speed limit and traffic flow of the road;</i>	The urban speed limit of 50km/h applies to Percy Street. The TIA concludes that this is consistent with safe and efficient access, and Council’s Engineers support this opinion. This is compatible with the access arrangements and estimated traffic generation associated with the proposed development.
	<i>(d) any alternative access to a road;</i>	There is no alternative access to the site.

	<i>(e) the need for the access or junction;</i>	The second access is primarily associated with access to the click and collect facility, which allows vehicles to travel through the site and exit via the northern access. Council's Development Engineers are satisfied that this arrangement is necessary for the site, and proposal.
	<i>(f) any traffic impact assessment; and</i>	A TIA was submitted by the applicant and accepted by Council's Development Engineers.
	<i>(g) any written advice received from the road authority."</i>	Council, as road authority, has provided written advice incorporated as part of this assessment. The consent of Council as the landowner of Percy Street and associated road reservation has been provided, as required, to enable the access arrangements as shown.

Parking and Access Code

- **Clause E6.6.1 A1 (Number of car parking spaces)**

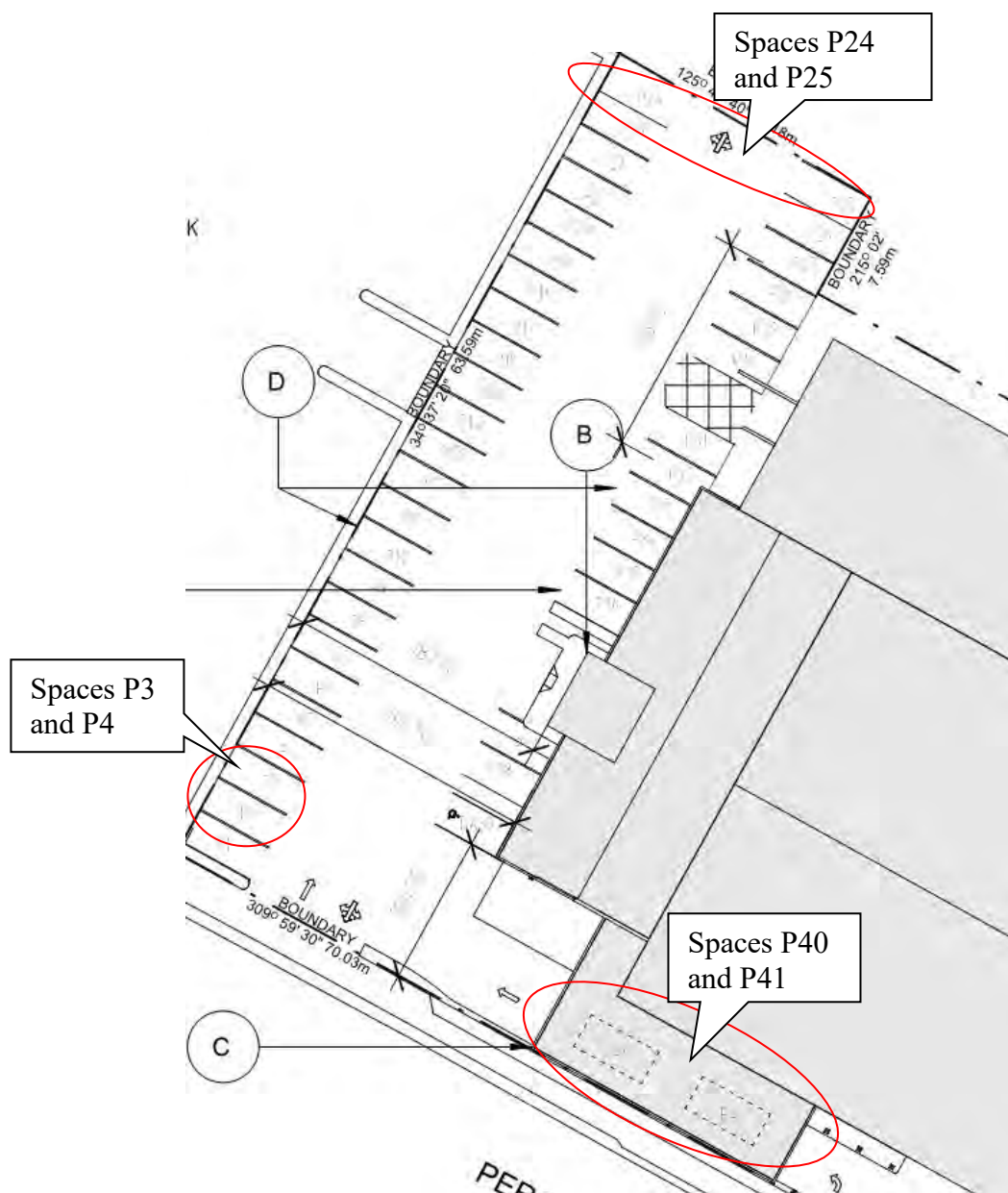
The parking rate specified by the Parking and Access Code is one space per 35m² of floor area, based on the Clarence Planning Scheme 2007. The Clarence Interim Car Parking Plan allows the Clarence Planning Scheme 2007 to be used for the calculation of car parking when it results in a lesser amount than the current Scheme. With a floor area of 1346m² the proposal therefore requires the provision of 39 parking spaces.

Previous permits provide that the subject, southern tenancy has an allocation of 36 spaces, meaning that a shortfall of 3 parking spaces exists for the proposed use. The proposal has, however, shown the creation of three additional parking spaces (totalling 43 on-site spaces) within the boundaries of the site to absorb this shortfall.

Council's Engineers have, however, identified conflict between the delivery arrangements proposed by the development which are to occur during trading hours and would entirely compromise spaces P40 and P41 proposed within the click and collect facility, and two of the spaces, P3 and P4, proposed where adjacent the north-western boundary associated with the manoeuvring of delivery vehicles. These spaces cannot be considered as compliant spaces in that they would need to be available at all times for deliveries, which are to occur during trading hours. The site therefore would experience a shortfall of four spaces in light of the loss of these spaces for delivery movements.

The parking arrangement is further compromised by the inability for vehicles to turn at the northern boundary of the property, where adjacent 8 Percy Street. Council's Engineers have found that a further single parking space (either P24 or P25) must be removed to provide for a turning facility for visitors to the site, to meet the relevant standards for access. The site therefore would experience a total shortfall of five parking spaces under the Scheme, which does not satisfy the requirements of Acceptable Solution A1 of Clause E6.6.1.

The location of these spaces is shown by Figure 1, an excerpt from the proposal plans, below.



The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause E6.6.1 as follows.

Clause	Performance Criteria	Assessment
E6.6.1 P1	<i>"The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i>	complies
	(a) <i>car parking demand;</i>	The proposal creates an additional demand for car parking in the Bellerive area.

		<p>The TIA provided in support of the proposal, submits that being within proximity of the Bellerive village, that there is evidence that visitors would undertake linked or multi-purpose trips to the site resulting in reduced demand. This is accepted in part; however the increased demand is acknowledged in that this store also attracts a large proportion of single purpose visits.</p>
	<p>(b) <i>the availability of on-street and public car parking in the locality;</i></p>	<p>The site is adjacent to public car parking, being two Council-owned Percy Street carparks to the north-west and south-west of the site. The TIA included analysis of parking capacity in these carparks, which concluded that there is sufficient spare capacity to accommodate additional parking demand generated by the proposal.</p> <p>Council's most recent Activity Centre Parking Survey was undertaken for Bellerive in December 2019. A survey is undertaken by Council for each of the Activity Centre in Clarence every three years. The most recent survey concluded that the adjacent Percy Street carpark has an average occupancy rate of 85% and that the Percy Street carpark adjacent the bakery has an average occupancy rate of 70%.</p> <p>The survey concludes that on-street parking in Bellerive is at an average occupancy of 59%. These figures conclude that the centre is effectively at or close to peak occupancy.</p>

		Council's Engineers consider there to be limited capacity, evidenced through recent studies of Activity Centre undertaken for both referenced carpark to absorb the shortfall generated by the proposed development.
	(c) <i>the availability and frequency of public transport within a 400m walking distance of the site;</i>	The site is serviced by regular public transport, which may have limited applicability to the proposed use.
	(d) <i>the availability and likely use of other modes of transport;</i>	The surrounding road network caters for the safe and efficient movement of pedestrians and cyclists. Given the commercial nature of the locality it is likely that the surrounding catchment may utilise these modes to some extent.
	(e) <i>the availability and suitability of alternative arrangements for car parking provision;</i>	It is submitted by the applicant that there is spare capacity along Percy Street and within both Council carparks to cater for the proposed development. Conversely, Council's Engineers consider there to be limited capacity to absorb a site shortfall.
	(f) <i>any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i>	The submitted TIA incorrectly claims that Fernwood, the existing gym operating from the site, is closed each Saturday meaning that there would be efficiency gained from shared use. This statement is incorrect, and while peak times may vary, there are unlikely to be shared efficiencies gained from consolidation of parking spaces. That said, a proportion of linked trips as discussed above may occur within the Bellerive shopping precinct.
	(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i>	There is no existing deficiency or surplus, in relation to the gym and vacant southern tenancy.

	(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>	The proposed use requires a total of 39 spaces, based on a rate of 1 per 35m ² under the Clarence Planning Scheme 2007. The site has an existing allocation of 36 spaces from the previous permit D-2001/302. Three additional spaces have been shown by the proposal plans on-site to meet the target of 39 spaces, however and as discussed above, five of the spaces shown by the proposal plans cannot be considered as spaces on the basis of proposed delivery arrangements and turning provision.
	(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>	Cash-in-lieu is considered appropriate in this case and is consistent with previous Council decisions to take cash-in-lieu for the provision of additional car parking in the area. A related condition has been included in the recommended conditions.
	(j) <i>any verified prior payment of a financial contribution in-lieu of parking for the land;</i>	not applicable
	(k) <i>any relevant parking plan for the area adopted by Council;</i>	The Clarence Interim Car Parking Plan allows the Clarence Planning scheme 2007 to be used for the calculation of car parking when it results in a lesser amount than the current CIPS.
	(l) <i>the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;"</i>	not applicable

Parking and Access Code

- **Clause E6.6.1 A2 (Number of car parking spaces)** – in that there is no associated acceptable solution.

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

Clause	Performance Criteria	Assessment
E6.6.1 P2	<i>“Use and Development on land within the Activity Centres specified in Table E6.3 must make a cash-in-lieu payment for any deficient spaces at the rate specified in Table E6.3. Alternative arrangements may be made in accordance with any parking plan adopted by Council.”</i>	<p>The site is within the Bellerive Activity Centre, which has a rate for payment of cash-in-lieu for deficient car parking spaces of \$10,000 per space.</p> <p>For the reasons discussed above, the site has a shortfall of five spaces for the proposed use. A cash contribution of \$50,000 total is therefore recommended for inclusion as a condition of approval, to address this requirement of the Scheme.</p>

Parking and Access Code

- Clause E6.6.3 A1 (Number of motorcycle parking spaces)** – in that the Scheme requires the provision of one motorcycle parking space to each car parking space, meaning that two dedicated motorcycle spaces would be required as part of the proposal to meet the acceptable solution. There are no dedicated motorcycle parking spaces proposed.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause E6.6.3 as follows.

Clause	Performance Criteria	Assessment
E6.6.3 P1	<p><i>“The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</i></p> <p><i>a. motorcycle parking demand;</i></p>	<p>complies</p> <p>The likely demand for motorcycle parking spaces is unlikely to be high, in that purchasing would typically involve bulk purchases not easily transported by motorcycle.</p>

	<p><i>b. the availability of on-street and public motorcycle parking in the locality;</i></p> <p><i>c. the availability and likely use of other modes of transport;</i></p> <p><i>d. the availability and suitability of alternative arrangements for motorcycle parking provision.”</i></p>	<p>There is no dedicated motorcycle parking in Percy Street, or the adjacent Council carpark.</p> <p>It is anticipated that most visitors to the site would travel by car, meaning that the demand for motorcycle spaces is likely to be low.</p> <p>In the event of demand for motorcycle parking spaces, these are able to be absorbed by proposed parking spaces within the boundaries of the site.</p>
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Signs Code

- **Clause E17.6.1 A4 (Use of signs)** – an illuminated wall sign is proposed within 30m of a residential use, which does not comply with the acceptable solution.

The proposed variation must therefore be considered pursuant to the Performance Criteria (P4) of Clause E17.6.1 as follows:

Clause	Performance Criteria	Assessment
E17.6.1 P4	<i>“An illuminated sign within 30m of a residential use must not have an unreasonable impact upon the residential amenity of that use caused by light shining into windows of habitable rooms.”</i>	The proposed illuminated wall sign, Sign A, would be located on the south-western elevation facing Percy Street. This sign would face in the opposite direction from the only residential use to the northeast at 7 Scott Street. Light from this sign would not affect the residential amenity of this dwelling, thus complying with this performance criterion.

Signs Code

- **Clause E17.7.1 A1 and A2 (Standards for signs)** - the signage is Permitted under E17.3 but exceeds the standards for a Pole or Pylon Sign and Wall Sign in Table 17.2 and there are multiple signs of the same type proposed for both the south-western and north-western elevations.

The proposed variation must therefore be considered pursuant to the Performance Criteria (P1) and (P2) of Clause E17.7.1 as follows.

Clause	Performance Criteria	Assessment
E17.7.1 P1	<i>“A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:</i>	complies
	<i>(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;</i>	The applicant submits proposed design and siting of the signage is required to inform the public of the proposed use. The number and size of the proposed signs is considered to be reasonable and required in that the elevations facing both the carpark and Percy Street each independently require signage. The signage does not overshadow the road reserve or compromise residential amenity. As such, the signage does not dominate the streetscape.
	<i>(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;</i>	The size of the proposed signage is considered a reasonable response to the size and scale of the existing building, and to existing signage within proximity of the site and streetscape and will therefore not dominate vistas of the area.
	<i>(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;</i>	The proposed materials and construction of the signage is low maintenance and will be in the commercial interest of the operator to present well to patrons.

	(d) <i>not result in loss of amenity to neighbouring properties;</i>	Neighbouring properties are located some distance away and their amenity would not be compromised by the proposed signs.
	(e) <i>not involve the repetition of messages or information on the same street frontage;</i>	The proposed signs are a series of names, illustrations, and informative/directional signage. These are set a distance apart and will not create repetition.
	(f) <i>not contribute to or exacerbate visual clutter;</i>	The separation distance of the signage will ensure that there is no visual clutter.
	(g) <i>not cause a safety hazard.”</i>	Council’s Development Engineers advised that due to the design and location, there will be no safety hazard created.
E17.7.1 P2	<i>“The number of signs per business per street frontage must:</i>	complies
	a) <i>minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;</i>	The nature of the proposed signage would not contribute to visual clutter, in that the number and size of the proposed signs is considered reasonable and required to identify the business and provide for associated directional signage.
	b) <i>reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;</i>	The proposal is for new signage on an existing site, which (as noted) is considered an appropriate response to the size and scale of the building, and the proposed use.
	c) <i>not involve the repetition of messages or information”.</i>	as above

Public Art Code

- **Clause E24.6 A1 (Use or development standards for the Public Art Code)** - the development costs are over \$1m and a public art contribution has not been proposed.

The proposed variation must therefore be considered pursuant to the Performance Criteria (P1) of Clause E24.6 as follows.

Clause	Performance Criteria	Assessment
E24.6 P1	<p><i>“Developments with development costs over \$1M must:</i></p> <p><i>(a) Provide public art works valued at a ratio of at least 1% of the cost of the development, up to a maximum of \$20,000.</i></p> <p><i>Such contribution must be provided in a form and location agreed to by Council.</i></p>	<p>A condition is recommended for inclusion on the permit to require a contribution. However, advice should be included that the permit could be amended if the developer would prefer to make contribution of art instead.</p>

Hotel Industries Code

- **Clause E26.4 (Application requirements for the Hotel Industries Code)**

A hotel industries impact assessment was submitted in support of the development as required by this clause, which addresses the application requirements of Clause E26.4 in relation to its content. It provides details of the operation of the proposed use and includes details of the required consultation with immediate adjoining landowners/occupiers.

- **Clause E26.5.1 A1 (All development)** – the proposal is for a hotel industry which does not use existing floor space within a shopping centre complex and is located within 100m of the General Residential Zone to the south-east of the site.

The proposal must therefore be considered pursuant to the Performance Criteria (P1) of Clause E26.5.1 as follows.

Clause	Performance Criteria	Assessment
E26.5.1 P1	<p><i>“The operation of Hotel industry uses must:</i></p>	See below assessment

	<p><i>(a) not have an unreasonable impact on the amenity and safety of the surrounding uses, having regard to the following:</i></p> <p><i>i. the hours of operation and intensity of the proposed use;</i></p> <p><i>ii. the location of the proposed use and the nature of surrounding uses and zones;</i></p> <p><i>iii. the impact of the proposed use on the mix of uses in the immediate area;</i></p> <p><i>iv. the cumulative impact of any existing hotel industry uses and the proposed hotel industry on the amenity of the surrounding area;</i></p> <p><i>v. methods to be employed to avoid conflict with nearby sensitive uses, including houses, schools, community facilities and the like;</i></p>	<p>Impacts upon amenity are considered in detail as follows:</p> <p>The proposed bottle shop would sell takeaway alcohol and associated products, and would operate from 8am till 10pm, 7 days per week. There would be no music or entertainment and only limited noise typically associated with a shop to occur.</p> <p>The site is located within an established, existing (similarly zoned) commercial area at Bellerive.</p> <p>There is a mix of uses within proximity of the site that include retail, health care providers, visitor accommodation and residential. The proposed use would introduce an additional retail use within the area but would have no effect on the mix of uses present.</p> <p>The proposed bottle shop would be separated from the nearest bottle shop by a distance over 260m to the north-west of the site. It is considered that this would not lead to a cumulative impact in terms of amenity, in that the proposed use would be for the sale of alcohol for consumption off site.</p> <p>There would be no consumption of alcohol on the site, and there are no schools, dwellings or community facilities within close proximity that would be compromised, meaning that conflict between uses such as described by this test would be unlikely.</p>
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	vi. <i>the impacts of light spill on adjacent properties;</i>	The applicant proposes the use of low level security lighting and lighting of the click and collect, and main entrance areas as part of the development. Appropriate conditions are proposed to ensure that such lighting would be appropriately baffled to avoid light spill and possible conflict.
	vii. <i>possible noise impacts and proposed noise attenuation measures, including no amplified music audible outside the property;</i>	There would be no music or speakers proposed as part of the development. The building would be closed using automatic doors, further minimising any issues associated with noise from customers.
	viii. <i>impacts on traffic and parking in the vicinity;</i>	A traffic impact assessment has been submitted in support of the development, the findings of which have been considered in relation to both the Road and Railway Assets and Parking and Access Code, above.
	ix. <i>any other measures to be undertaken to ensure minimal amenity impacts from the licensed premises during and after opening hours;</i>	There are no other measures proposed nor considered necessary in relation to the proposed development, beyond those considered above.
	x. <i>the need for security personnel to control behaviour around the site;</i>	The proposal is for a bottle shop, meaning that there would be no prolonged visits that require management in terms of behaviour. Customers would visit the site and leave the area once complete, as with any other shop of a similar nature.
	xi. <i>the use of landscaping to enhance the appearance of the site used for hotel industry; and</i>	Limited landscaping is proposed in the vicinity of the main entrance to the site, to provide for plantings and to enhance the appearance of the site. Appropriate conditions have been included in relation to the plan and associated bond.

	<p>xii. <i>demonstration that the outcomes of the Hotel Industry Impact Assessment have been satisfied.</i></p> <p>(b) <i>ensure that signage is limited in order to avoid clutter and reduced streetscape qualities, especially where shared with a residential zone.</i></p> <p>(c) <i>not provide outdoor seating on a free standing bottle shop site.</i></p> <p>(d) <i>not provide a drive through facility on a free standing bottle shop site.</i></p> <p>(e) <i>be designed and operated in accordance with the principles of Crime Prevention Through Environmental Design, including:</i></p> <p>i. <i>reducing opportunities for crime to occur;</i></p> <p>ii. <i>providing safe, well designed buildings with appropriate opportunities for surveillance of the surroundings;</i></p> <p>iii. <i>minimising the potential for vandalism and anti-social behaviour; and</i></p>	<p>Appropriate conditions have been included in the recommended conditions in relation to those matters that may impact amenity.</p> <p>A total of 12 signs is proposed across the site, of various sizes and forms which include the painting of the building in the identified “Dan Murphys green” colour. The signage is assessed in detail in relation to the Signs Code, above, and it is considered that it would not clutter the site or adversely impact the streetscape given the layout, differing sign types and orientation of the signage.</p> <p>No outdoor seating is proposed.</p> <p>It is not proposed to provide a drive through facility as part of the bottle shop.</p> <p>see below assessment</p> <p>The proposed development is a bottle shop and would not provide opportunities for crime to occur in that the proposal is a reconfiguration of the existing building and associated parking areas, with no outdoor seating or loitering opportunities to be provided.</p>
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	<i>iv. promoting safety on neighbouring public and private land.”</i>	The potential for vandalism, or creation of issues with neighbouring public land (being Percy Street and the Council carpark to the north-west) would not be altered as a result of the proposal, thus meeting the tests of this part of the Scheme.
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5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 56 representations were received within the statutory advertising period. A further nine submissions were received outside of the statutory timeframe. The following issues were raised by the representors.

5.1. Number of Bottle Shops

The representations raise the number of bottle shops in the area as a concern in relation to the proposal, and justification for refusal of the application by Council. It is submitted that Council should limit the number of bottle shops in an area by refusing this, and future development applications of a similar nature.

- **Comment**

The proposed development is defined as being within the Hotel Industry Use Class under the Scheme, which is a discretionary use possible within the General Business Zone. The proposal satisfies those use and development standards relevant to the General Business Zone, the Hotel Industries Code and other applicable codes, as discussed above, which include considerations associated with proximity to residential land use. Clause 26.5.1 (P1) (iv) considers cumulative impacts of hotel industry uses in relation to amenity, the nearest bottle shop is separated by a distance in excess of 260m from the development site which is considered to meet the tests of the performance criteria. A development application (PDPLANPMTD-2021/016287) is, at the time of this assessment, also in the process of being assessed for a bottle shop at 17-19 Clarence Street, to the north-east of the development site.

This application is yet to be determined, however the proximity is not considered unreasonable.

5.2. Traffic Impacts

The impact of the proposed development upon traffic movements on, around and within proximity of the site is raised as a concern in relation to the proposal.

The concerns include the impacts associated with the increased number of vehicular movements on Percy Street, and more broadly the impacts to be felt by Scott, Church and Beach Streets as a result of the development.

The representations identify queuing of vehicles as a safety risk for the site and surrounds, and express concerns that sight distances are inadequate for the proposed use and development.

- **Comment**

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

The proposal satisfies the relevant standards of the Scheme in relation to the Road and Railway Assets and Parking and Access Codes, addressed above. Council's Engineers are satisfied that the available sight distances for vehicles entering the site from the access road are adequate for the proposed development, 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.

5.3. Lack of On-site Parking

The representations submit that there is inadequate on-site parking proposed as part of the development, and that this would negatively impact nearby businesses and the Bellerive area more broadly in that customers would likely not be able to find a parking space near to the business being sought to visit.

Specific concerns are raised in relation to the parking shortfall being exacerbated by sporting event days at the nearby Blundstone Arena, that the adjacent Council carpark is operating at capacity, and that a cash contribution by the proponent in-lieu of any parking shortfall would be inadequate to address the shortfall.

- **Comment**

The development provides for on-site parking in compliance with Clause E6.6.1 (P1) and incorporating a cash contribution consistent with the requirements for the Bellerive Activity Centre as specified by the Parking and Access Code. The Scheme provides for a cash-in-lieu payment for arrangements such as this and it is appropriate to use this technique to help finance the provision of more car parking in the centre.

A number of conditions have been included in the recommendation to reflect the engineering requirements and amended parking configuration associated with the proposal.

5.4. Inappropriateness of Delivery Arrangements

The representations raise concerns that the proposed delivery arrangements are inappropriate for the site, the size of the proposed delivery vehicles and the nature of the Percy Street and Bellerive village areas. Specific concerns include conflict with adjacent uses and associated pedestrian and vehicular movements.

- **Comment**

Council's Engineers are satisfied that there is capacity in the road network to provide for the proposal without compromise to the efficiency of the road network. Council's Engineers have identified the need for modification to the internal parking layout, as discussed above in relation to the total number of on-site parking spaces, to ensure that the delivery movements of large vehicles can be appropriately accommodated within the boundaries of the site. This would ensure that movements both to and from, and within the site could occur without compromise to safety, of either other vehicles or pedestrian movements. This issue is therefore not of determining weight.

5.5. Impacts Upon Pedestrian/Cyclist Movements

The representations submit that the proposal would have an adverse impact upon pedestrian and cyclist movements in the area and safety of both groups, as a result of the additional vehicular movements and traffic generated by the proposal.

- **Comment**

Council's Engineers are satisfied that there is capacity within the existing road layout and Percy Street road reservation to cater for the proposed development, and associated movements of pedestrians and cyclists without safety being compromised. Sight distances comply with the relevant Australian Standards, and as such the safety of pedestrians utilising footpaths in the vicinity of the site would not be compromised. This issue is therefore not of determining weight.

5.6. Impact Upon Amenity

Concern is raised by the representations that there would be an adverse impact upon the amenity of the area as a result of the proposal. The concerns relate to nearby residential land uses and visitor accommodation, nearby businesses (which include those with a focus on community health), and the impact on the nearby Cottage School.

- **Comment**

The proposal meets the requirements relevant at Clauses 21.3.3 (A1/P1) and E17.6.1 (A4) in relation to external lighting and lighting of signage. Associated conditions have been included in relation to the management of lighting associated with the proposal in the recommended conditions.

Acknowledging that the concerns of the representations are also more broadly related to on-site parking, traffic management and possible behavioural issues, it is reiterated that the development meets those requirements relevant to parking and access under the Scheme, and that the use is a use that is permissible within the zone. This issue is therefore considered not to be of determining weight.

5.7. Alternative Uses for Site

The representations include submissions that alternative uses should be considered by Council for the site, such as park spaces, community meeting facilities or gardens. Submissions recommending the retention of the indoor cricket facility were also received, to provide a recreational space as a more appropriate alternative to the proposal.

- **Comment**

Council is required to consider the proposal before it. This issue is therefore not of determining weight.

5.8. Alternative Locations for Use

The representations raise concerns that more appropriate sites for the proposal would be in the Rosny Park, Mornington or Cambridge areas where commercial land use such as proposed could be more appropriately accommodated, in terms of road layout, parking and there being less risk of conflict with nearby residential land use, as is the case in Bellerive.

- **Comment**

As above, Council must consider the application before it. This issue is not of determining weight.

5.9. Visual Impact

Concerns relating to the visual impact of the proposal are raised in relation to the proposed signage, rooftop infrastructure and possible loss of views, and the location of the infrastructure proposed for the south-eastern part of the site.

- **Comment**

The application proposes no rooftop infrastructure, and only relatively minor modifications to the overall scale, height and footprint of the existing building. The proposed infrastructure adjacent the north-eastern wall of the building would be screened where required by the Scheme, and would be of a lower height than the existing building.

The proposed signage satisfies those relevant tests at Clauses E17.6.1 and E17.7.1 of the Signs Code, and associated illumination would be directed away from residential properties. This issue is therefore not of determining weight.

5.10. Noise and Trading Hours

The representations raise concerns that the proposed development would create conflict for surrounding land uses in relation to noise generation. Specifically, these concerns relate to the location of the proposed infrastructure associated with the cooling and air conditioning of the site at the south-eastern part of the site, the proposed hours of operation being from 8.00am to 10.00pm, 7 days per week, and noise associated with delivery vehicles.

- **Comment**

The issues regarding noise have been addressed in the assessment of those relevant standards of the General Business Zone, above. Relevant and appropriate conditions have been included within the recommended conditions in relation to management of noise in relation to proximity to the General Residential Zone to the south-east of the site, and should there be issues arising these are appropriately addressed by Council's Environmental Health Officers under the relevant provisions of the *Environmental Management and Pollution Control Act 1994* as part of the operation of the site.

The proposal meets the requirements of the Scheme in relation to hours of operation, as articulated by Clause 21.3.1 (P1) of the Scheme and addressed above. This issue is therefore not of determining weight.

5.11. Inconsistency with Strategic Directions for the Region

The representations include concerns that the proposal would be inconsistent with the strategic directions for the region, which are articulated by Section 2.2.3 of the Scheme in reference to the Southern Tasmania Regional Land Use Strategy. The concerns are that the proposal would be inconsistent with several of the strategic directions that relate to healthy and liveable communities and national and international competitiveness for the region.

- **Comment**

Acknowledging that Part A of the Scheme provides guidance to inform the zone and code provisions in relation to the Southern Tasmania Regional Land Use Strategy, it does not provide specific benchmarks that a proposal must meet but serves to inform the Scheme more broadly. The proposal is consistent with those standards relevant within the zone and associated codes, meaning that this issue is therefore not of determining weight in relation to the proposal.

5.12. Compulsory Acquisition of Site

Concern was raised by one representation that the site should be compulsorily acquired by Council for the purposes of parking associated with a future Kangaroo Bay ferry service. It is submitted that there is inadequate parking within proximity of the boardwalk area and that this site should be acquired to provide the necessary spaces.

- **Comment**

A proposal for compulsory acquisition of the land for an alternative use is not a relevant consideration under the Scheme and has no relevance to this assessment.

5.13. Inconsistency with Recent Bellerive Retail Village Review

Concern is raised by the representations that the proposed development is inconsistent with the recently undertaken “your say” traffic and pedestrian review project for the Bellerive Village retail and commercial precinct.

- **Comment**

The project undertaken by Council sought community feedback in relation to possible traffic calming and pedestrian safety measures in the Bellerive Village retail and commercial precinct. The “your say” period was open during November and December, and the outcomes are now under review. While underway, the project is not a relevant matter under the Scheme and does not have any determining weight.

5.14. Antisocial Behaviour

Concern is raised by the representations that the proposed development would lead to a rise in antisocial behaviour in Bellerive, creating conflict with adjacent land use and the Bellerive village area more broadly.

- **Comment**

The behaviour of future customers or others that might be attracted by the development is not a relevant consideration under the Scheme, and therefore of no relevance to the determination of this application.

5.15. Lack of Consultation

The representations submit that there has been insufficient consultation undertaken by the proponent as part of the conception of the proposal, and that nearby residents and business owners and operators should have been extensively consulted in relation to the appropriateness of the site, and its likely impacts, prior to the formal lodgement of the application with Council.

- **Comment**

The proposal was advertised as required by the Act. The proponent has additionally, as required as part of the provisions of the Hotel Industries Code of the Scheme, undertaken consultation with the immediately adjacent landowners and the received responses considered as part of the assessment of the proposal.

5.16. Inconsistency with Requirements of the Clarence Interim Planning Scheme 2015

Concern is raised by the representations that the proposal fails to comply with a number of requirements of the Scheme. Specifically, the submissions are that the provisions of the Hotel Industries Code, the Signs Code, the Road and Railway Assets Code and the Parking and Access Code are not met by the proposal, and that the development application should be refused on this basis.

- **Comment**

The provisions of the zone and described codes have been considered and those relevant performance criteria addressed above. It is considered that those relevant tests of the Scheme are met by the proposal, subject to the inclusion of reasonable and relevant conditions as recommended.

5.17. Inaccuracy in Documentation

The representations express concern that there are inaccuracies in the application documentation, in that the supporting documentation (incorrectly) claims that the gym also located on the site is closed on Saturdays.

- **Comment**

The error in the application documentation contained within the traffic impact assessment is acknowledged. The proposal has been assessed in relation to those provisions of the Road and Railway Assets Code and Parking and Access Code, and it is considered that those relevant standards are addressed by the proposal and recommended conditions. This issue is therefore not of determining weight.

5.18. Support

One representation was received in support of the proposed development. The reasons cited for support are increased commercial activity, creation of jobs and appropriateness for the site and area.

- **Comment**

The support is noted.

6. EXTERNAL REFERRALS

There were no external referrals required as part of the proposal.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies.

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.

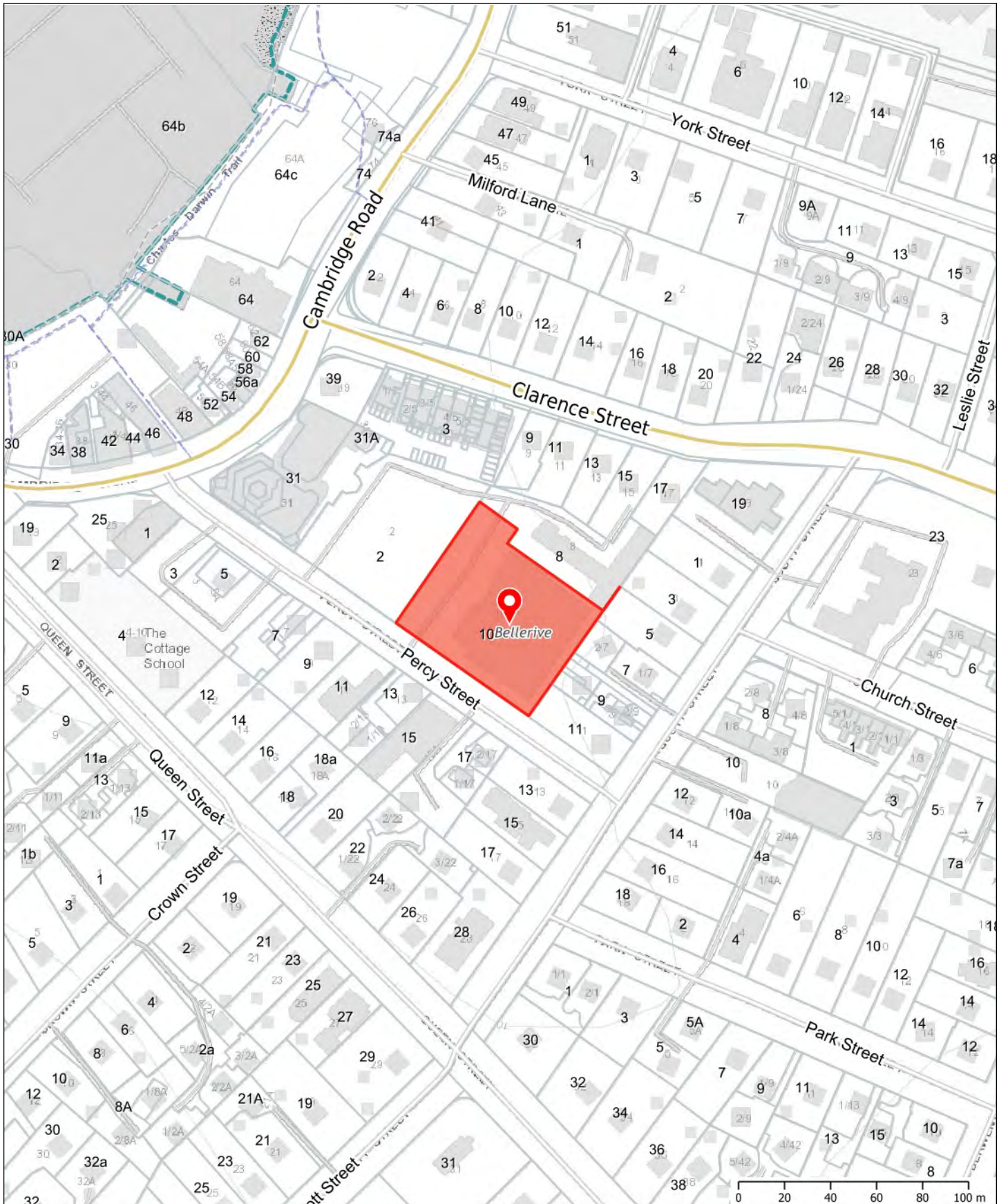
9. CONCLUSION

The proposal is for a partial change of use to a bottle shop and additions at 10 Percy Street, Bellerive and is recommended for approval with reasonable and relevant conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (8)
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.



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.

4/1/2021

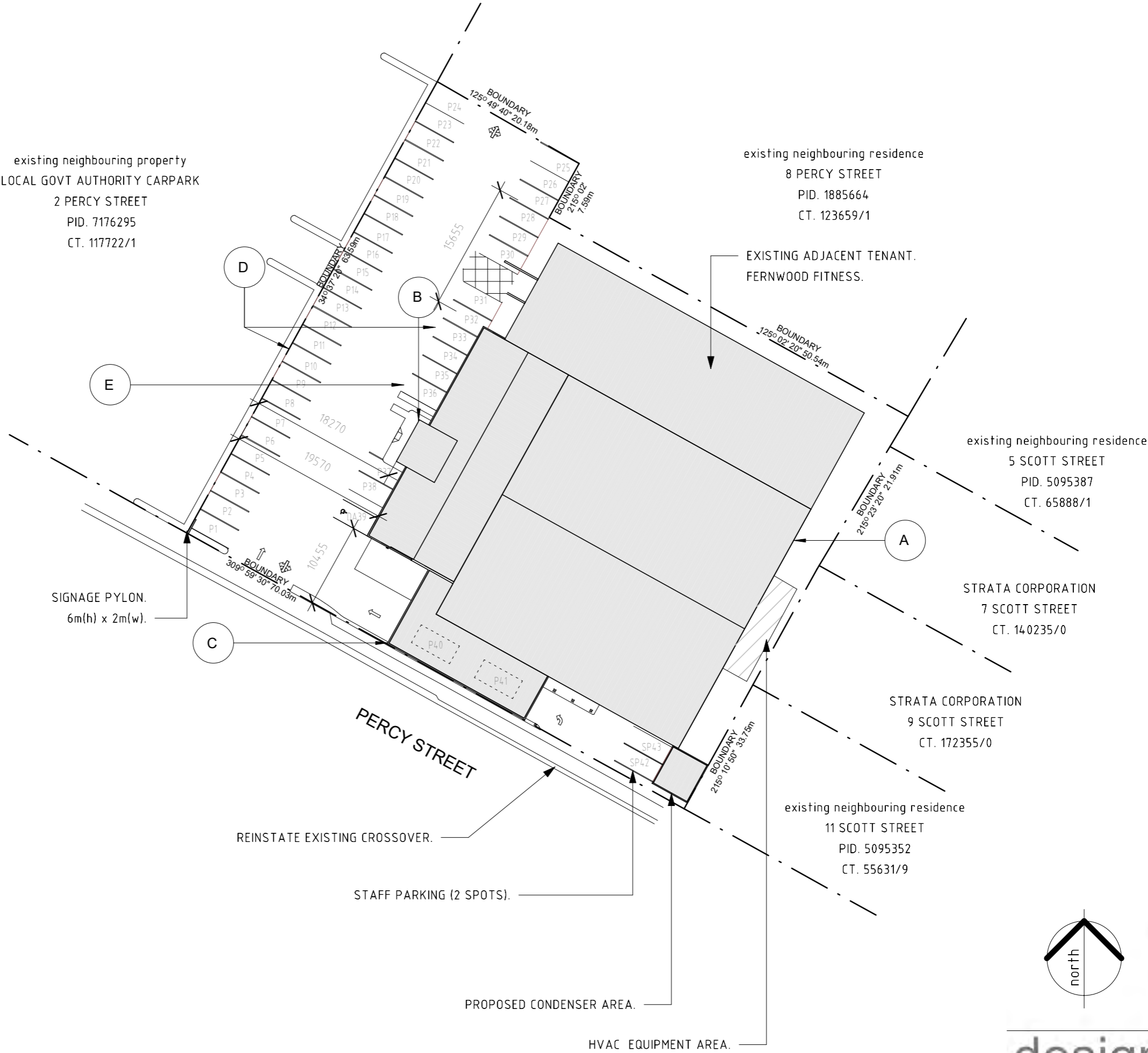
1:2257



SITE NOTES	
Property Address:	10 Percy Street, BelleriveTAS 7018
Property ID:	7804116
Title Reference:	54007/2
Site Area:	4074 +/- m²
Municipality:	Clarence City Council
Owner:	Dan Murphy's

SITE KEY	
A	EXISTING BUILDING RETAINED.
B	PROPOSED NEW ENTRY / FACADAE TO REPLACE EXISTING LEAN-TO ENTRY.
C	PROPOSED DRIVETHROUGH SERVICE AREA.
D	PROPOSED REVISED PARKING LAYOUT. 41 x GENERAL CAR PARKS. PROVISION FOR 1 x DISABLED ACCESS (DA39). 2 x STAFF (SP42 & SP43).
E	3 x 5 MINUTE PICK-UP PARKING. (P34-36)

EXISTING FLOOR AREAS	
EXISTING BILDING FLOOR AREA	= 1383 +/- -Sqm
PROPOSED BUILDING FLOOR AREA	= 1346 +/- -Sqm



ISSUE	DESCRIPTION	DATE	ISSUED BY




Project:	ADDITIONS & ALTERATIONS 10 PERCY STREET BELLERIVE TAS 7018 DAN MURPHY'S	Drawing:	SITE PLAN
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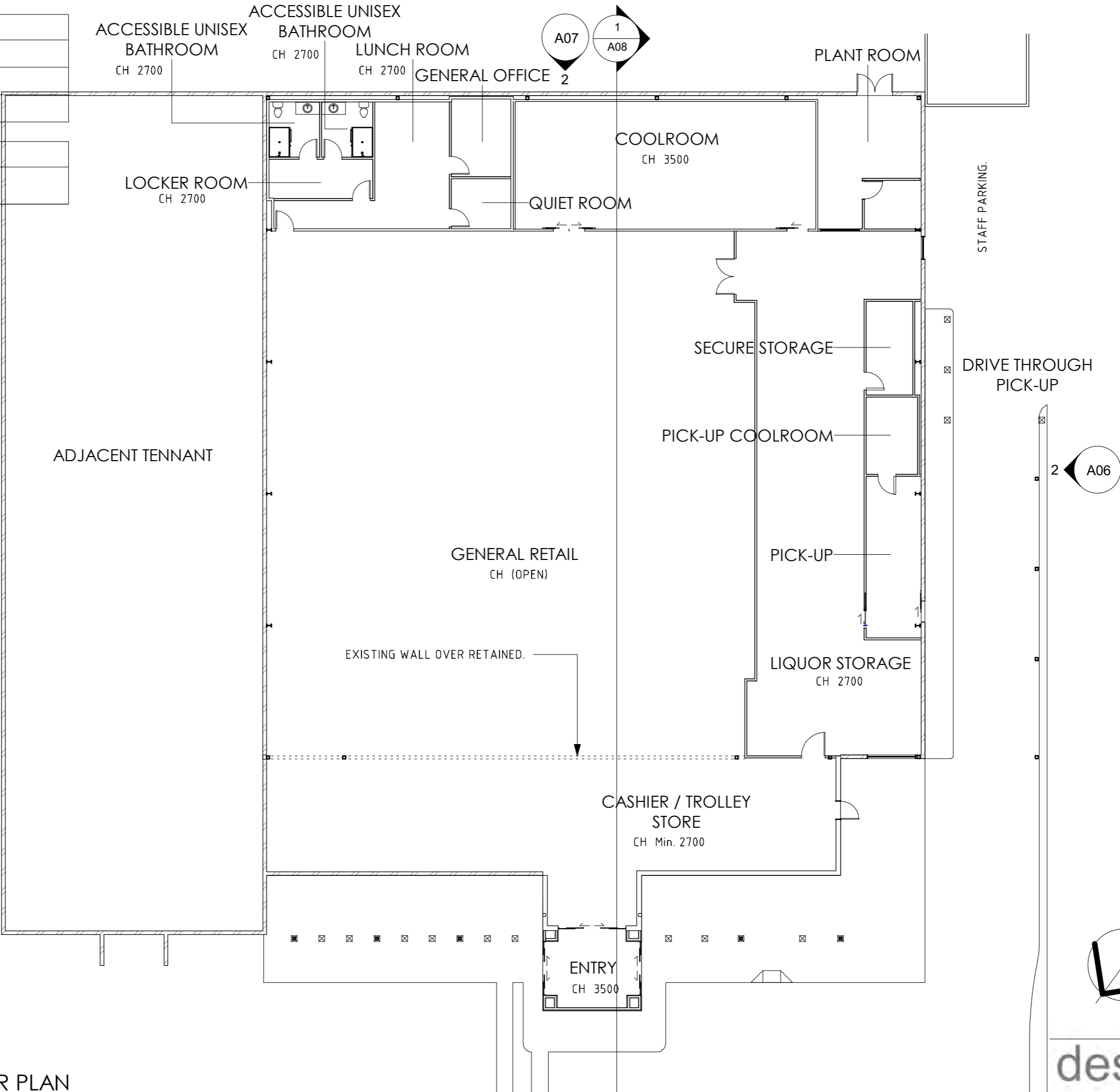
153a Davey Street Hobart Tasmania 7000 Phone (03)6223 6740 Email design@designeast.com.au Web www.designeast.com.au Accreditation No. CC1910



Received 29.10.2020

WALL LEGEND	
	90mm TIMBER STUD WALL
	190 BLOCKWORK WALL.
	EXISTING WALL.

PROPOSED FLOOR AREAS
PROPOSED FLOOR AREA = 1346 +/- Sqm



PROPOSED GROUND FLOOR PLAN

ISSUE	DESCRIPTION	DATE	ISSUED BY

Project: ADDITIONS & ALTERATIONS 10 PERCY STREET BELLERIVE TAS 7018 DAN MURPHY'S	Drawing: PROPOSED GROUND FLOOR PLAN design: EAST registered trading name for design: EAST Pty. Ltd.
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SCALE: 1 : 200 @ A3	DRG.NO: A04	CHK BY: ME
DRAWN: WD		

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EXTERNAL FINISHES

A

EXISTING BLOCKWORK AND STEEL CLAD STRUCTURE TO REMAIN.

B

EXISTING BLOCKWORK PORTION OF STRUCTURE TO BE DEMOLISHED

C

NEW ENTRY AND FACADE EXTENSION. STEEL FRAME & CEMENT SHEET.

D

DRIVE THROUGH PICK-UP.

E

LOADING DOCK.

F

NEIGHBOURING TENANT. *FERNWOOD*.

G

AREAS OF NEW SIGNAGE. SHOWN HATCHED. SEE SIGNAGE PLANS BY RED JELLY P/L FOR DETAILED ELEVATIONS.

LEGEND

ex.

- EXISTING DOOR / WINDOW.

F.

- FIXED WINDOW.

RD.

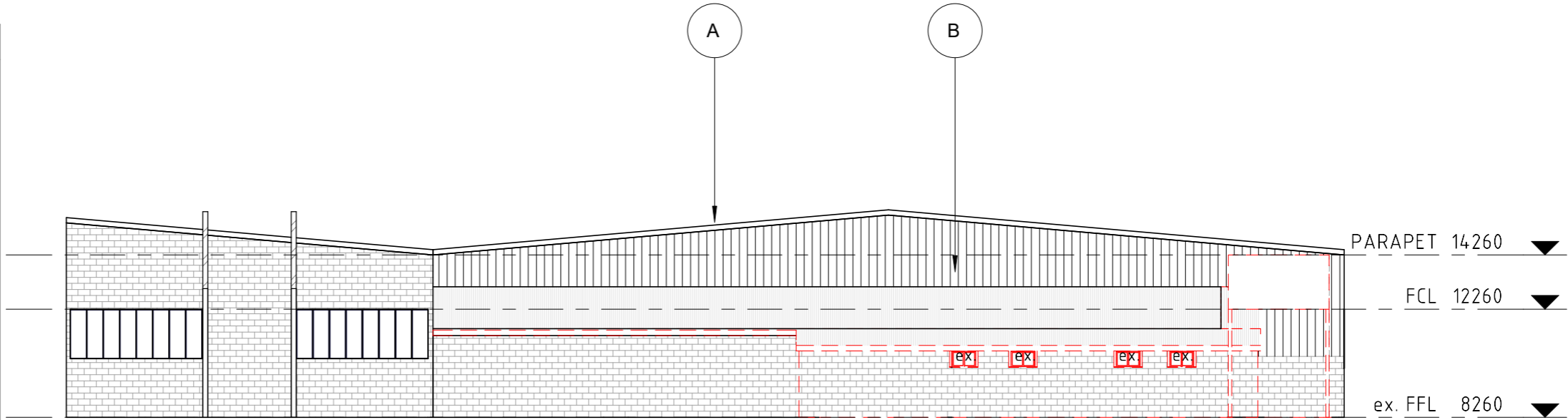
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HD.

- HINGED DOOR.

GS.

- GLAZED SLIDING DOOR.

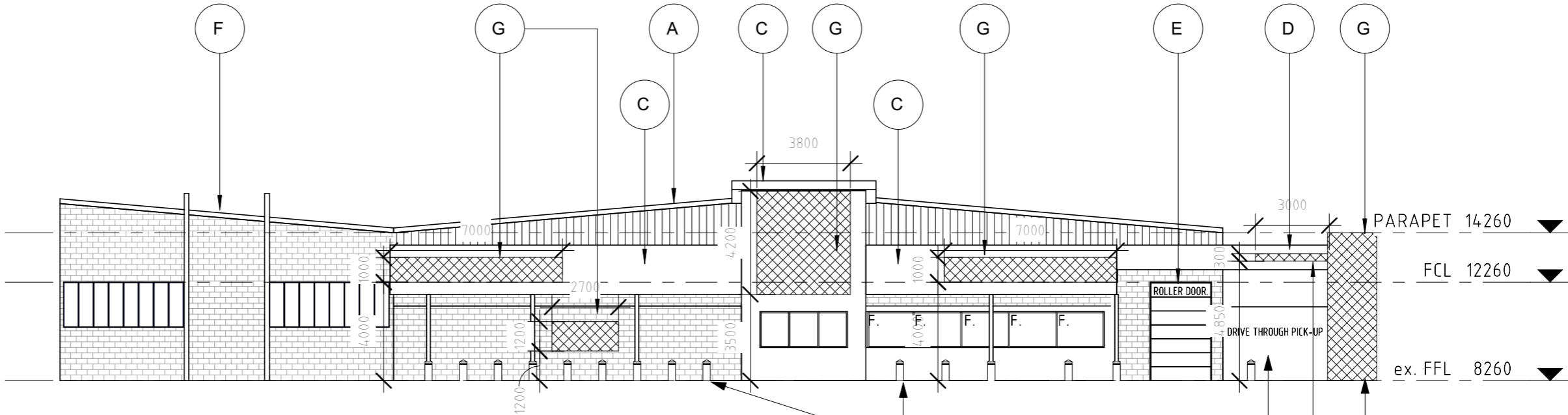


1

A05

1 : 200

EX. EAST ELEVATION



2

A05

1 : 200

PROPOSED EAST ELEVATION

ISSUE	DESCRIPTION	DATE	ISSUED BY

Project:

ADDITIONS & ALTERATIONS
10 PERCY STREET
BELLERIVE TAS 7018
DAN MURPHY'S

Drawing:

ELEVATIONS 01 OF 03

design EAST registered trading name for design EAST Pty. Ltd.

SCALE:	DRG.NO:	CHK BY:
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DRAWN:		
WD		

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EXISTING BLOCKWORK AND STEEL CLAD STRUCTURE TO REMAIN.

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F

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G

AREAS OF NEW SIGNAGE. SHOWN HATCHED. SEE SIGNAGE PLANS BY RED JELLY P/L FOR DETAILED ELEVATIONS.

LEGEND

ex.

- EXISTING DOOR / WINDOW.

F.

- FIXED WINDOW.

RD.

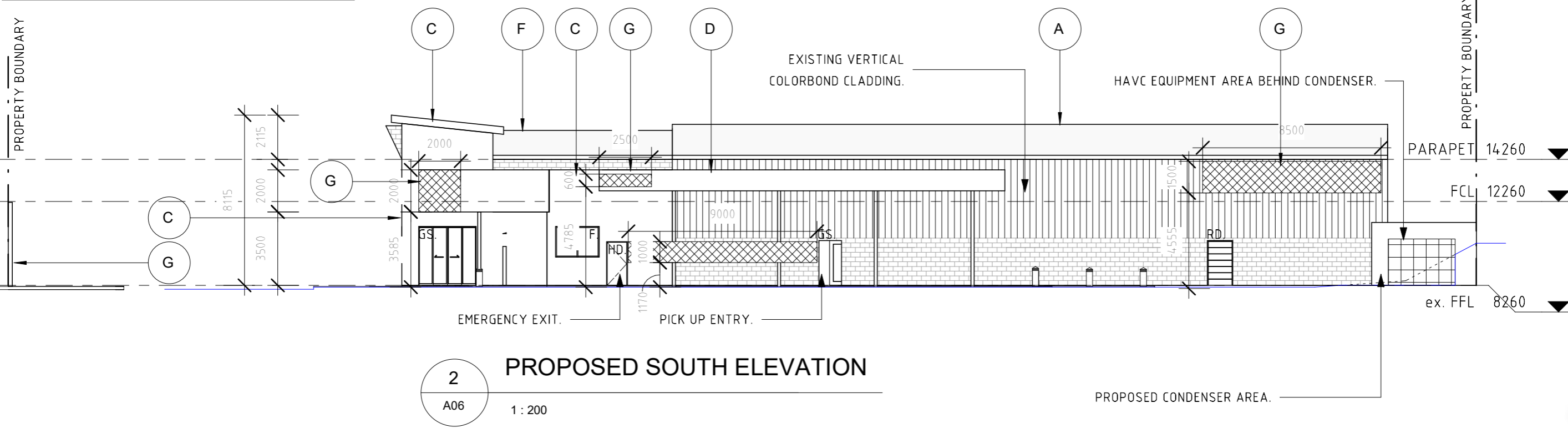
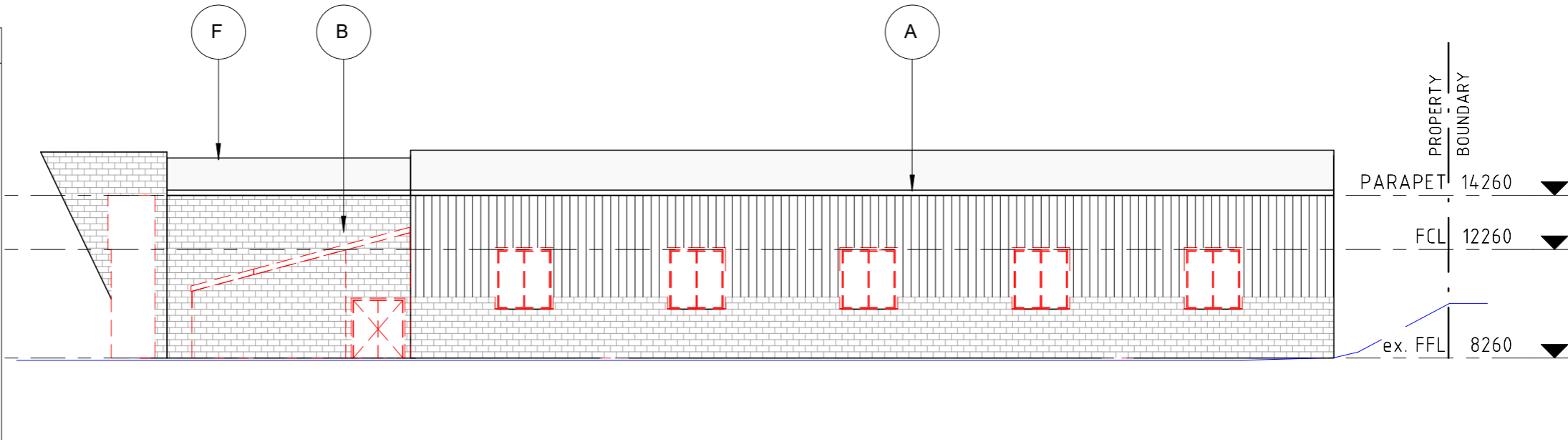
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HD.

- HINGED DOOR.

GS.

- GLAZED SLIDING DOOR.



Project:

ADDITIONS & ALTERATIONS

10 PERCY STREET

BELLERIVE TAS 7018

DAN MURPHY'S

Drawing:

ELEVATIONS 02 OF 03

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DRG.NO:

A06

SCALE:

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@ A3

DRAWN:

WD

CHK BY:

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EXTERNAL FINISHES

A

EXISTING BLOCKWORK AND STEEL CLAD STRUCTURE TO REMAIN.

B

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NEW ENTRY AND FACADE EXTENSION. STEEL FRAME & CEMENT SHEET.

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NEIGHBOURING TENANT. *FERNWOOD*.

G

AREAS OF NEW SIGNAGE. SHOWN HATCHED. SEE SIGNAGE PLANS BY RED JELLY P/L FOR DETAILED ELEVATIONS.

LEGEND

ex.

- EXISTING DOOR / WINDOW.

F.

- FIXED WINDOW.

RD.

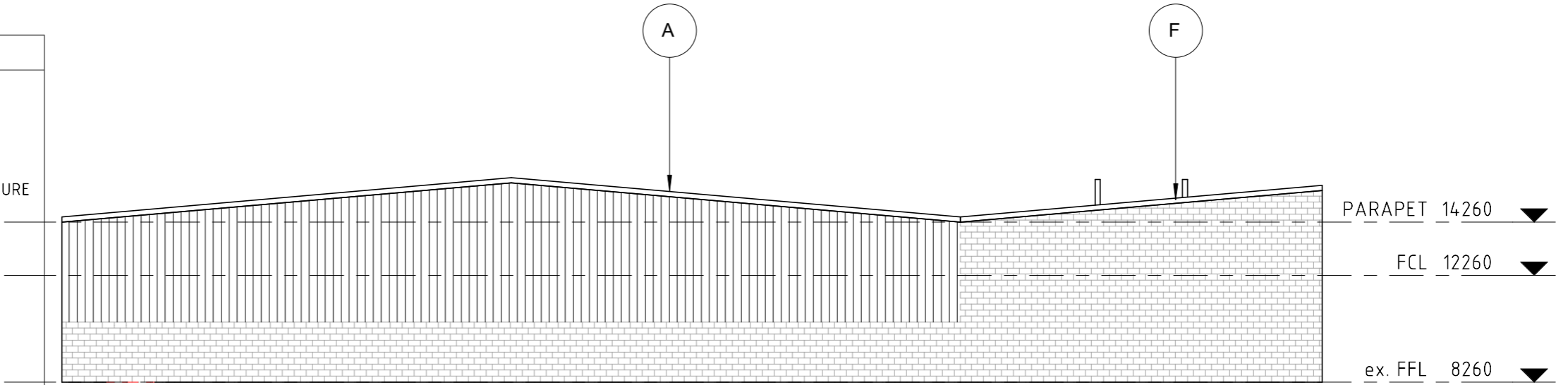
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- HINGED DOOR.

GS.

- GLAZED SLIDING DOOR.

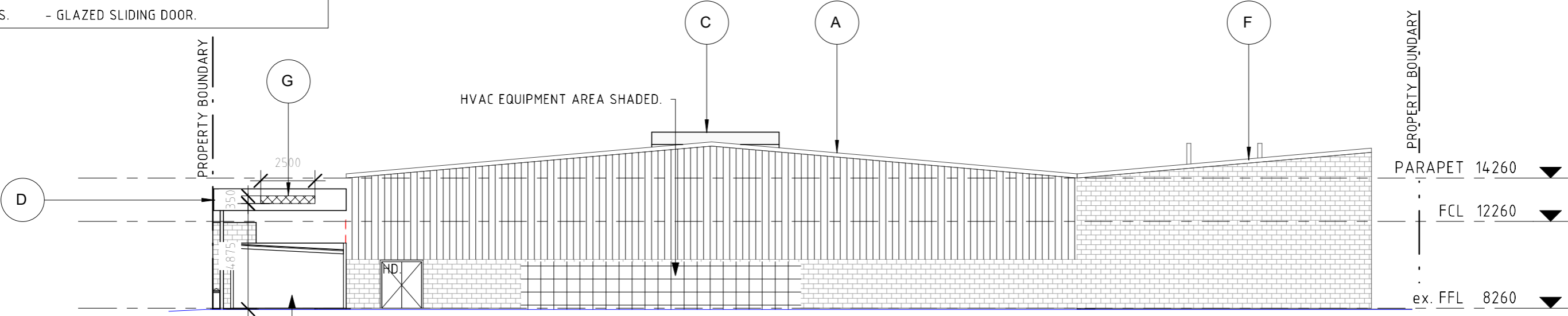


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EX. WEST ELEVATION

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2

A07

PROPOSED WEST ELEVATION

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ISSUE	DESCRIPTION	DATE	ISSUED BY

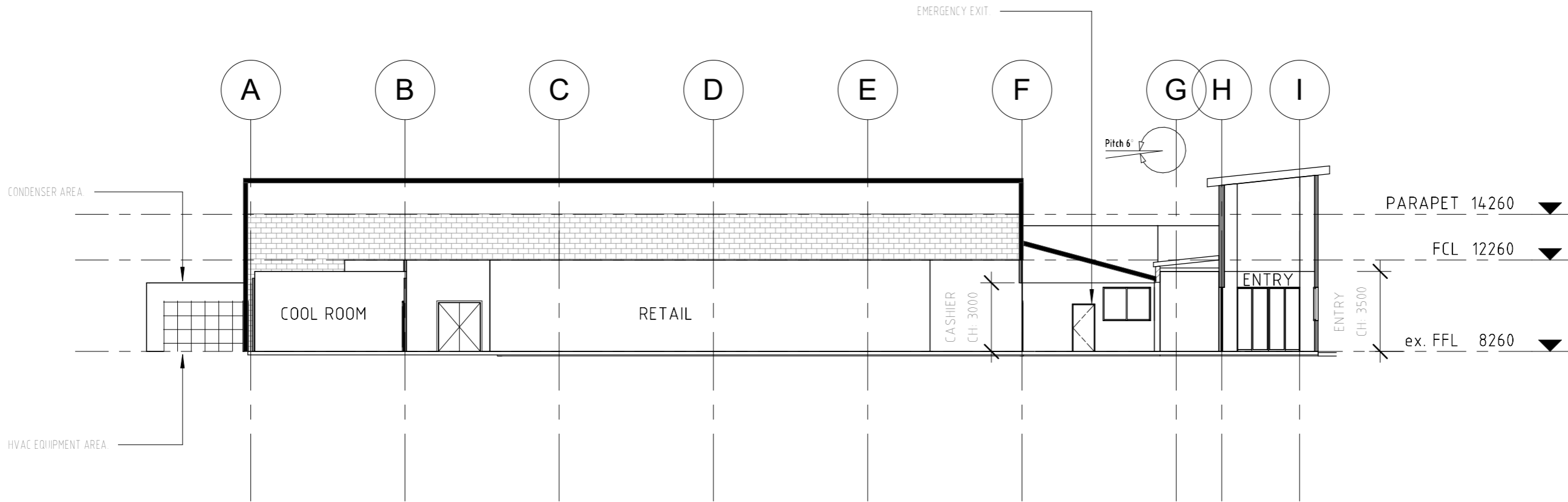
Project: ADDITIONS & ALTERATIONS
10 PERCY STREET
BELLERIVE TAS 7018
DAN MURPHY'S

Drawing: ELEVATIONS 03 OF 03

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DRG.NO:	A07	CHK BY:	ME
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1
A08
A-A
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ISSUE	DESCRIPTION	DATE	ISSUED BY

Project: ADDITIONS & ALTERATIONS 10 PERCY STREET BELLERIVE TAS 7018 DAN MURPHY'S	Drawing: SECTION A-A
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design.EAST registered trading name for design.EAST Pty. Ltd.

SCALE: 1 : 200 @ A3	DRG.NO: A08	CHK BY: ME
DRAWN: WD		

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SIGNAGE SCHEDULE

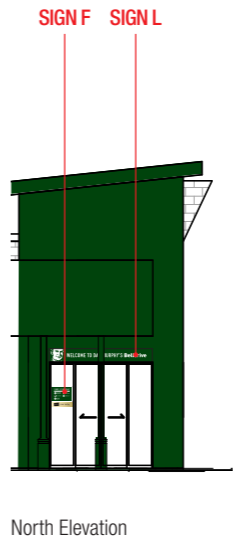
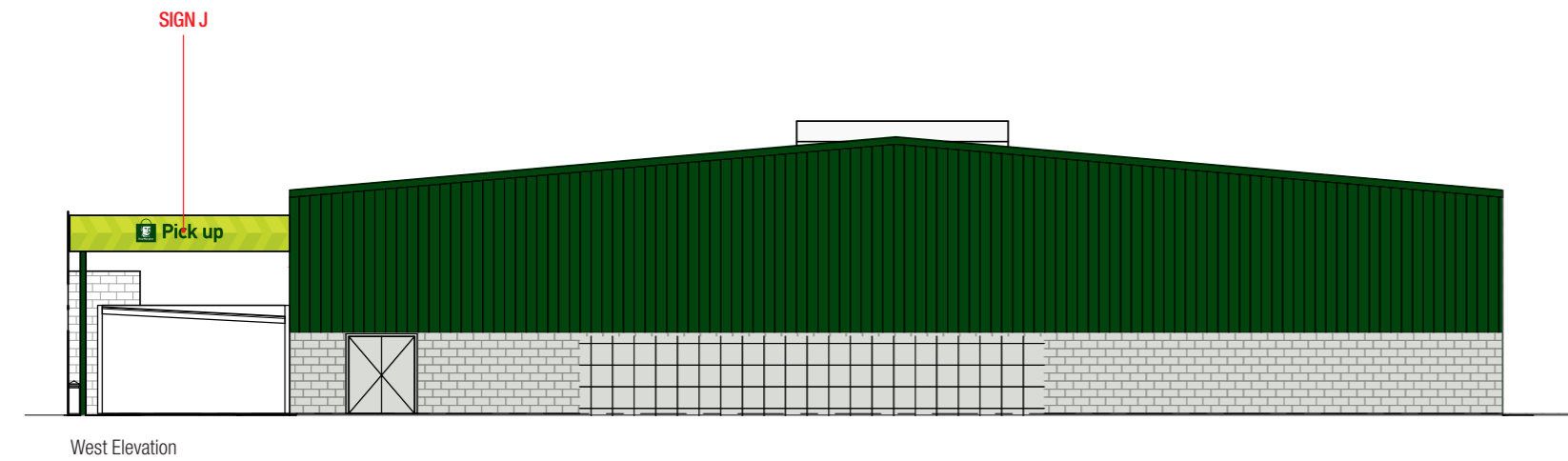
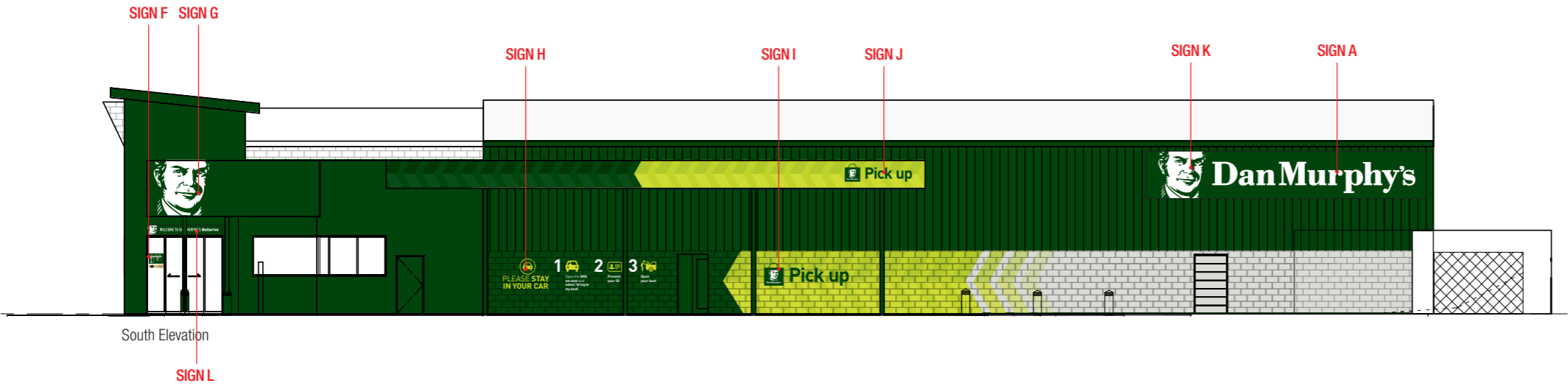
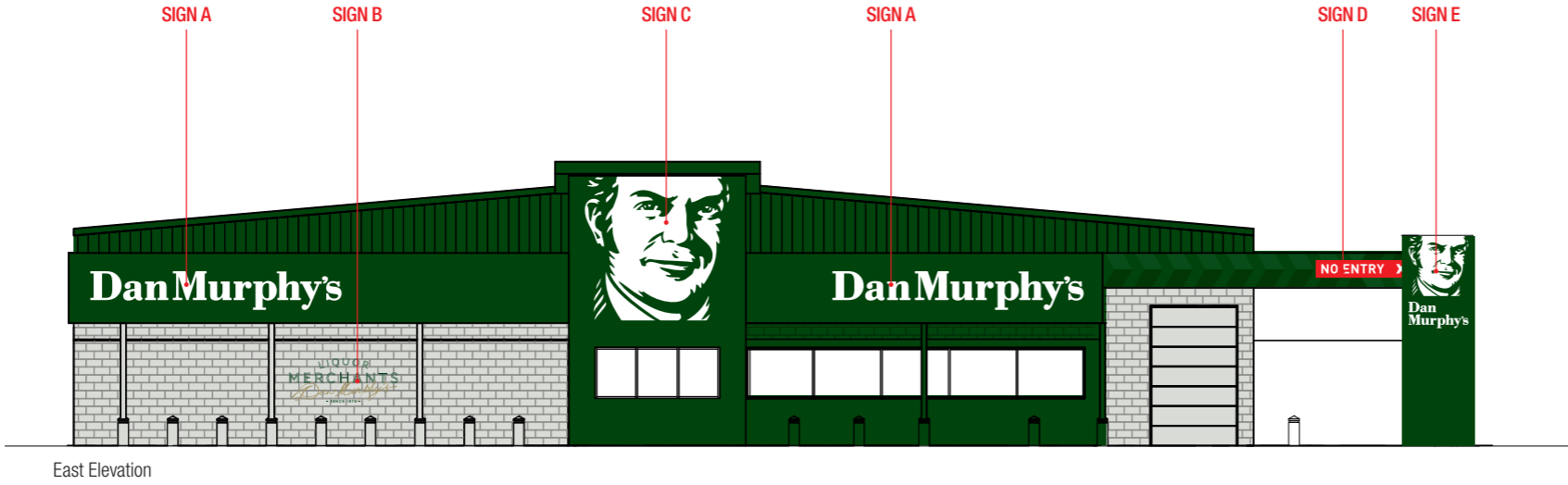
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Sign B	DM Gold & DM Dark Green 4mm ACM/IBond (3.2x1.3m)	1	4.2m²
Sign C	Precision-cut White 4mm ACM/IBond (4.4x4.2m)	1	18.5m²
Sign D	PMS485C & White 4mm ACM/IBond (2.7x0.5m)	1	1.4m²
Sign E	Internally-Illuminated Pylon Sign (2x6m)	2	12m²
Sign F	SAV Vinyl (0.5x0.5m)	2	0.3m²
Sign G	Precision-cut White 4mm ACM/IBond (2.4x2m)	1	4.8m²
Sign H	Precision-cut White & PU Mid Lime 4mm ACM/IBond (5.7x1.1m)	1	6.3m²
Sign I	DM Green 2020 4mm Acrylic (3x1m)	1	3m²
Sign J	DM Green 2020 4mm Acrylic (2.4x0.8m)	2	1.9m²
Sign K	Precision-cut White 4mm ACM/IBond (1.9x1.7m)	1	3.2m²
Sign L	Internally-Illuminated Lightbox (2.7x0.4m)	2	1.1m²

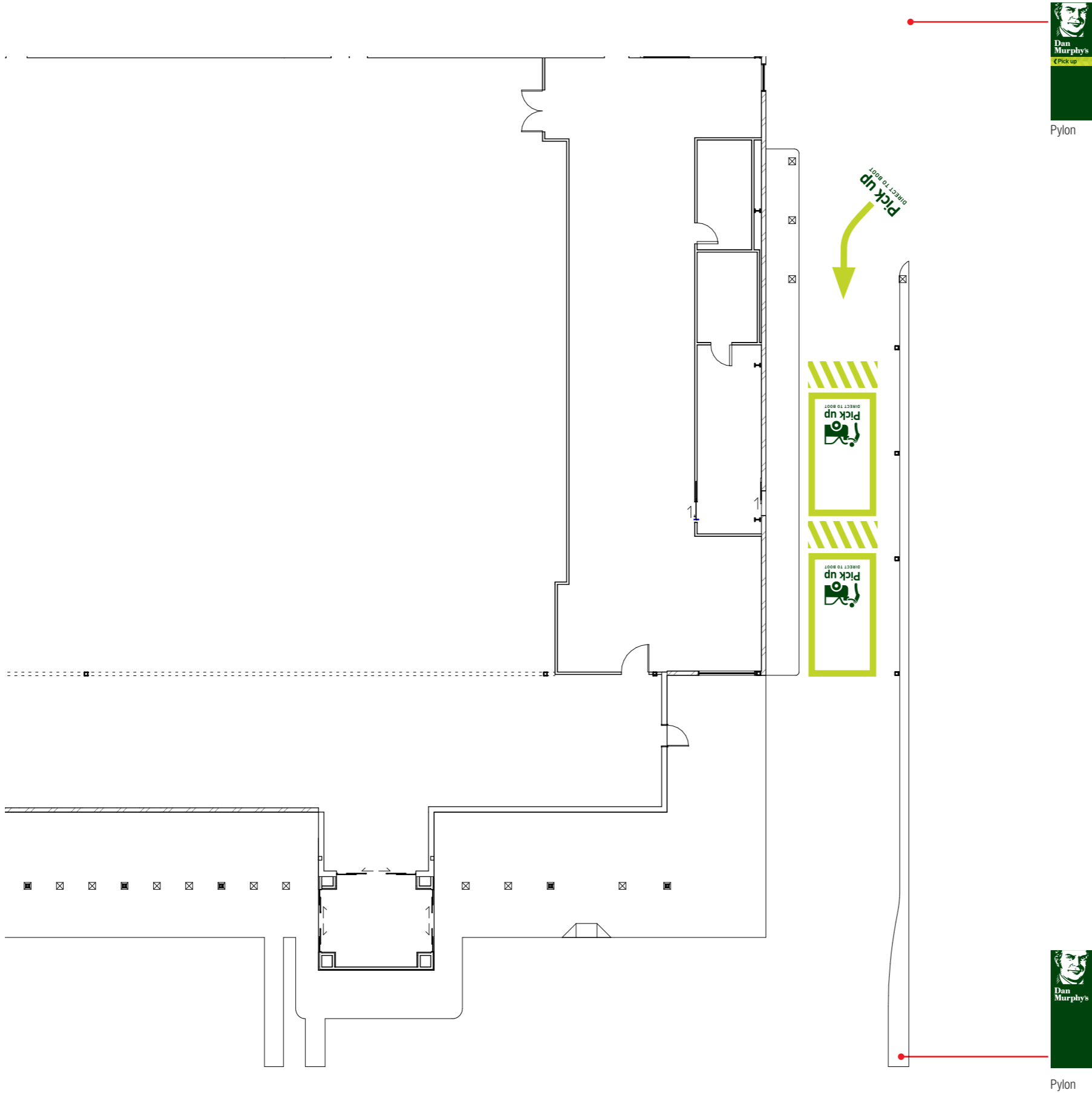
ANNOTATION LEGEND

TAG	LEGEND
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	DAN MURPHY'S CHEVRON LIGHT 2020 (PMS 2410C)
	DAN MURPHY'S CHEVRON DARK 2020 (PMS 5605C)
	DAN MURPHY'S PICK UP LIGHT LIME (PMS 583C)
	DAN MURPHY'S PICK UP MID LIME (PMS 390C)
	DAN MURPHY'S PICK UP DARK LIME (PMS 383C)
	DULUX PARAMOUNT DESIGN SN4E2 (PMS 9102C)
	(PMS 300C)
	(PMS 485C)

NOTE: ALL CAPPINGS TO BE PAINTED DAN MURPHY'S GREEN 2020.
ALL SOFFITS TO BE PAINTED DULUX WHITE POLAR QUARTER

DOCUMENT NAME: Bellerive Signage Concept V6
PAGE NUMBER: 1
DATE/TIME MODIFIED: 22 December 2020 10:51 am
SCALE: 1 : 200 @ A3 Page Size
ACCOUNT MANAGER: Abbey Doggett
ART DIRECTOR: Andrew Knott





SIGNAGE SCHEDULE

SIGN	DESCRIPTION	QTY	AREA
Sign A		x	Xm ²
Sign B		x	Xm ²
Sign C		x	Xm ²
Sign D		x	Xm ²
Sign E		x	Xm ²
Sign F		x	Xm ²
Sign G		x	Xm ²

ANNOTATION LEGEND

TAG	LEGEND
	DAN MURPHY'S GREEN 2020 (PMS 2411C)
	DAN MURPHY'S CHEVRON LIGHT 2020 (PMS 2410C)
	DAN MURPHY'S CHEVRON DARK 2020 (PMS 5605C)
	DAN MURPHY'S PICK UP LIGHT LIME (PMS 583C)
	DAN MURPHY'S PICK UP MID LIME (PMS 390C)
	DAN MURPHY'S PICK UP DARK LIME (PMS 383C)
	DULUX PARAMOUNT DESIGN SN4E2 (PMS 9102C)

NOTE: ALL CAPPINGS TO BE PAINTED DAN MURPHY'S GREEN 2020.

DOCUMENT NAME: Bellerive Signage Concept V6

PAGE NUMBER: 2

DATE/TIME MODIFIED: 22 December 2020 10:51 am

SCALE: 1 : 200 @ A3 Page Size

ACCOUNT MANAGER: Abbey Doggett

ART DIRECTOR: Andrew Knott



10 PERCY STREET, BELLERIVE



Photo 1: Site viewed from adjacent carpark, looking southeast.



Photo 2: Site viewed from Percy Street, looking north.



Photo 3: Site viewed from Percy Street, looking northwest.



Photo 4: Site viewed from Percy Street, looking northeast.

11.4 CUSTOMER SERVICE

Nil Items.

11.5 ASSET MANAGEMENT**11.5.1 BEGONIA STREET - TRAFFIC CALMING****EXECUTIVE SUMMARY****PURPOSE**

To consider and determine a preferred option for traffic calming at Begonia Street, Lindisfarne and authorise the General Manager to undertake community consultation to determine the level of support for the preferred option.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026 is relevant.

LEGISLATIVE REQUIREMENTS

The Local Government Act 1993 and the Local Government (Highways) Act 1982 are relevant.

CONSULTATION

Extensive consultation has been carried out relevant to previous council decisions. No consultation, however, has occurred in relation to this agenda item.

FINANCIAL IMPLICATIONS

The council adopted \$60,000 in the 2020/2021 Capital Program for Begonia Street consultation and detailed design on installing traffic calming measures.

RECOMMENDATION:

That Council:

- A. Endorses Option 5 – “Sealed road with slow points and road humps” as its preferred option for upgrading Begonia Street, Lindisfarne.
- B. Authorises the General Manager to undertake community consultation, including a Community Information Session, to obtain the views of the community in respect to the preferred option, and report the results of the consultation to council once completed.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1. There have been longstanding concerns regarding the amount of traffic on Begonia Street and the road being used as an alternative (rat-run) to the Tasman Highway.

- 1.2.** Begonia Street connects Flagstaff Gully Road and Malunna Road. The 450m at the northern end of Begonia Street is unsealed to discourage “rat- running” between Mornington and Lindisfarne for vehicles avoiding the Tasman Highway.
- 1.3.** Local residents have a long history of requesting council to protect their amenity. Council also receives requests to seal the road.
- 1.4.** The average daily traffic on Begonia Street is 2220 vehicles, including:
- morning peak hour 350 vehicles; and
 - evening peak hour 260 vehicles.
- 1.5.** There are concerns sealing the unsealed section could increase traffic speed and volume. Traffic speed on the sealed section of Begonia Street is currently controlled by four road humps.
- 1.6.** At its meeting of 8 April 2019, council considered funding the collection of traffic data for Origin Destination Survey of vehicles using the gravel section of Begonia Street and resolved:

- “A. That Council requests the Department of State Growth to obtain origin/destination data for vehicles travelling between the south-east region and the northern suburbs (and return).*
- B. That Council provides to the Department of State Growth, the data collected in relation to Begonia Street.*
- C. That Council requests the Department of State Growth to use both sets of data in developing a strategic solution to traffic congestion and increase the use of the Bowen Bridge.”*

2. REPORT IN DETAIL

- 2.1.** The Origin Destination Survey (**Attachment 1**) was undertaken by GHD on Thursday, 22 August 2019 from 7.30-9.30am and 4.00-6.00pm. Aldermen were subsequently provided with the report in December 2019.

2.2. The aim of the report was to determine the amount of traffic using Begonia Street as an alternative route (rat-run) to the East Derwent Highway/Tasman Highway.

2.3. Table 1 below shows how many vehicles use Begonia Street as a “rat-run”.

Table 1: Vehicles Using Begonia Street as a Rat Run

Time	Direction	Number of Vehicles using Begonia Street as a “rat-run”.
AM (7.30-9.30)	Westbound	226
	Eastbound	100
	Total	326
PM (16.00-18.00)	Westbound	80
	Eastbound	129
	Total	209

2.4. The morning congestion on the Tasman Highway makes Begonia Street an attractive option for vehicles travelling west from the South Arm Highway, with almost all rat-runners travelling west in the morning originating from the South Arm Highway.

2.5. From 7.45-8.45am 173 rat-running trips were recorded travelling westbound on Begonia Street, compared with just 54 vehicles which travel from the South Arm Highway to the East Derwent Highway via the Highway route.

2.6. These 54 vehicles represent the potential maximum increase in rat-runners if the road is sealed – i.e. 30% increase.

2.7. The attached table (Attachment 2) provides an analysis of available options, being:

- Option 1 – no change to existing unsealed road;
- Option 2 – sealed road and one-way eastbound;
- Option 3 – Sealed road with road humps;
- Option 4 – Sealed road with slow points; and
- Option 5 – Sealed road with slow points and road humps.

- 2.8.** In summary, road sealing is required should additional traffic calming devices be desired, and the one-way option has previously been rejected by the community. The preferred option is Option 5 - the sealing of the road with the introduction of additional road humps and slow points (**Attachment 3**).
- 2.9.** Traffic speed is an important consideration when considering safety and amenity issues. It is considered the use of multiple traffic control devices in the currently unsealed section of Begonia Street will result in a high level of speed compliance following the sealing of the road. The sealed section of Begonia Street already contains four road humps to control traffic speed and the adjoining Malunna Road contains lanes which have been narrowed by the use of traffic islands.
- 2.10.** Traffic speed in the adjoining Beach Road was measured in March 2021, with satisfactory speeds generally recorded. The 85th percentile speed was measured at 40km/h (the speed limit is 50km/h).
- 2.11.** The proposed location of the traffic calming devices takes into consideration the likely location of future vehicular access points onto Begonia Street.
- 2.12.** The existing and projected traffic volumes in Begonia Street are not unusual for a connector road with properties which have direct vehicular access. The existing peak hour traffic volumes of approximately six vehicles per minute enables property owners to pick gaps in the traffic to exit their properties.
- 2.13.** The number of vehicles using the road is too high to cost effectively maintain as a gravel surface. It is therefore appropriate to engage with the community on the level of support for the preferred option and council be advised of the results of the consultation.

3. CONSULTATION

3.1. Community Consultation Undertaken

There has been no community consultation undertaken in the development of this Proposal.

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 Community Engagement Policy 2020.

- **Consultation Plan**

The consultation will seek community feedback via council's "Your Say Clarence" website. A Community Information Session will be held to explain the options and assist community members to provide their feedback.

- **Consultation Aim**

The aim of the Consultation Plan is to engage with the community to obtain their views on the preferred option for the sealing of Begonia Street and the installation of traffic calming devices.

- **Community Engagement Tools**

In accordance with Clause 8 of the Community Engagement Policy 2020, this consultation will use a media release, newspaper advertisement, social media, a community information session and a survey on council's Your Say Clarence website.

- **Consultation Timing**

The consultation is anticipated to commence in June 2021 and be open for six weeks. The results of the consultation are anticipated to be available in September 2021.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2016-2026 under the Strategy – Roads and Transport considers the following: *“Develop and implement traffic management plans to enhance connectivity and improve road safety.”*

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Council is the authority responsible for the management of non-state highways within the Clarence municipal area.

7. FINANCIAL IMPLICATIONS

7.1. Council adopted \$60,000 in the 2020/2021 Capital Works Program for Begonia Street consultation and detailed design on installing traffic calming measures.

7.2. At 31 March 2021, \$45,217 funds are remaining and therefore sufficient to undertake consultation.

7.3. The estimated cost of the preferred option (Option 5) is \$382,000.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

- 9.1.** An Origin Destination Survey (Attachment 1) has been undertaken for Begonia Street, Lindisfarne, which recorded 173 rat-running trips travelling westbound during the morning peak hour on Begonia Street, with almost all vehicles originating from the South Arm Highway. This compared with just 54 vehicles which travel from the South Arm Highway to the East Derwent Highway via the Highway route.
- 9.2.** These 54 vehicles represent the potential maximum increase in rat-runners if the road is sealed – i.e. 30% increase.
- 9.3.** A number of options have been identified for the improvement and traffic calming of Begonia Street (**Attachment 2**).
- 9.4.** The preferred option is to seal the road and introduce additional road humps and slow points (**Attachment 3**).
- 9.5.** The number of cars using the road is too high to cost effectively maintain as a gravel surface. It is therefore appropriate to engage with the community on the level of support for the preferred option and council be advised of the results of the consultation.

Attachments: 1. Origin Destination Survey (12)
2. Analysis of available options (1)
3. Plan of preferred option (1)

Ross Graham
GROUP MANAGER ENGINEERING SERVICES



1 November 2019

Gopal Neupane
Clarence City Council

Our ref: 3218906
Your ref: PU019357

Dear Gopal

**Begonia Street Traffic Calming
Origin Destination Survey**

1 Introduction

GHD was engaged by Clarence City Council to analyse the extent to which traffic is using Begonia Street as an alternative route ('rat run') to the Tasman Highway. This letter presents the results of an origin destination survey undertaken to review the use of Begonia Street.

2 Origin Destination Survey

An origin destination survey was undertaken on Thursday 22 August 2019 in the peak periods from 07:30 to 09:30 and 16:00 to 18:00. Seven survey stations were included in the survey, as illustrated in Figure 1, and detailed below:

1. Flagstaff Gully Link
2. Dampier Street at the Tasman Highway
3. East Derwent Highway, north of Gordons Hill Road
4. East Derwent Highway, south of Gordons Hill Road
5. Lincoln Street, north of the East Derwent Highway intersection
6. Tasman Highway, east of South Arm Highway
7. South Arm Highway, north of Cambridge Road roundabout

Figure 1 Survey stations



3 Results

The results of the origin destination survey, and the resultant number of vehicles using Begonia Street as an alternative to the route via the East Derwent Highway and Tasman Highway, are summarised in the following sections. Average travel times recorded during the survey, between origin and destination (OD) pairs, were reviewed to ensure the data captured vehicles travelling directly between the OD pairs. A vehicle stopping within the survey area is considered a local trip (i.e. has a genuine destination along Begonia Street) and therefore not a 'rat run'.

3.1 Morning peak

Westbound

The number of vehicles using Begonia Street as a 'rat run' in the westbound direction in the two-hour morning peak is summarised in Table 1. A total of 226 vehicles used Begonia Street during this period. The majority of these vehicles travelled from the South Arm Highway (213), with only a small number diverting from the Tasman Highway (3), or travelling from Dampier Street (10). The peak use of Begonia Street occurred between 7:45 and 8:45.

A comparison of the destination stations for vehicles using Begonia Street in the westbound direction is provided in Table 2, for the two-hour morning peak. Most vehicles turned right onto the East Derwent Highway from Gordons Hill Road (51%) or travelled further along Malunna Road and exited the survey area on Lincoln Street (38%). Some vehicles turned left onto the East Derwent Highway from Gordons Hill Road (11%).

MetroCount data, obtained from Council, was collected at 65 Begonia Street (just south of the gravel section) for one week in July 2016. This data shows a peak hour volume between 8:00-9:00 of 222 vehicles in the westbound direction. Based on this volume, the number of vehicles using Begonia Street as a 'rat run' accounts for approximately 70% of westbound traffic on Begonia Street during the peak hour. However, it is noted that most westbound traffic originating in the residential streets connecting to Begonia Street would not be recorded in this location and the percentage is expected to be lower further west on Begonia Street.

Table 1 Begonia Street, westbound AM peak

Origin	Destination	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	Total
Tasman Hwy	East Derwent Hwy / Lincoln St	2	1	0	0	0	0	0	0	3
South Arm Hwy	East Derwent Hwy / Lincoln St	12	31	46	49	42	16	14	3	213
Dampier St	East Derwent Hwy / Lincoln St	0	0	1	1	2	0	6	0	10
Total		14	32	47	50	44	16	20	3	226

Table 2 Begonia Street, westbound AM peak (7:30-9:30), comparison of destination stations

Destination station	Total Vehicles	% Vehicles
3. East Derwent Hwy north	116	51%
4. East Derwent Hwy south	24	11%
5. Lincoln Street	86	38%
Total	226	

Eastbound

The number of vehicles using Begonia Street as a 'rat run' in the eastbound direction during the two-hour morning peak is summarised in Table 3. A total of 100 vehicles were recorded, less than half the number travelling westbound. The majority of these vehicles travelled to the South Arm Highway (58), or the Tasman Highway (34), with only a small number travelling to Dampier Street (8).

A comparison of the origin stations for vehicles using Begonia Street in the eastbound direction is provided in Table 4, for the two-hour morning peak. Most vehicles travelled from the East Derwent Highway, north of Gordons Hill Road (70%), while some entered the survey area on Lincoln Street (30%). No vehicles travelled from the East Derwent Highway south of Gordons Hill Road.

The MetroCount data from adjacent to 65 Begonia Street shows a peak hour volume between 8:00-9:00 of 124 vehicles in the eastbound direction. Based on this volume, the number of vehicles using Begonia

Street as a 'rat run' accounts for approximately 50% of eastbound traffic on Begonia Street during the peak hour.

Table 3 Begonia Street, eastbound AM peak

Origin	Destination	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	Total
East Derwent Hwy / Lincoln St	Tasman Hwy	0	4	2	10	8	6	3	1	34
East Derwent Hwy / Lincoln St	South Arm Hwy	7	6	6	8	8	9	9	5	58
East Derwent Hwy / Lincoln St	Dampier St	1	2	1	0	2	2	0	0	8
Total		8	12	9	18	18	17	12	6	100

Table 4 Begonia Street, eastbound AM peak (7:30-9:30), comparison of origin stations

Origin station	Total Vehicles	% Vehicles
3. East Derwent Hwy north	70	70%
4. East Derwent Hwy south	0	0%
5. Lincoln Street	30	30%
Total	100	

Route comparison

In comparison, a total of 301 vehicles used the Tasman Highway / East Derwent Highway route in the westbound direction and a total of 510 vehicles used the Highway in the eastbound direction during the two-hour morning peak. A summary is provided in Table 6 for the westbound direction and Table 9 for the eastbound direction.

Table 5 Tasman Highway, westbound AM peak

Origin	Destination	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	Total
Tasman Hwy	East Derwent Hwy / Lincoln St	34	18	21	24	30	29	19	12	187
South Arm Hwy	East Derwent Hwy / Lincoln St	14	18	10	11	15	16	14	16	114
Total		48	36	31	35	45	45	33	28	301

Table 6 Tasman Highway, eastbound AM peak

Origin	Destination	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	Total
East Derwent Hwy / Lincoln St	Tasman Hwy	47	29	32	42	58	41	23	7	279
East Derwent Hwy / Lincoln St	South Arm Hwy	37	32	29	35	34	32	17	15	231
Total		84	61	61	77	92	73	40	22	510

A direct comparison of the respective traffic volumes, over time, between Begonia Street and the Highway is illustrated in Figure 2 for the westbound direction and Figure 3 for the eastbound direction. In the westbound direction, a preference for using Begonia Street is evident between approximately 7:45 and 8:45, while outside of this period the Highway is the preferred route. In the eastbound direction, the use of Begonia Street is substantially lower than the use of the Highway throughout the morning peak.

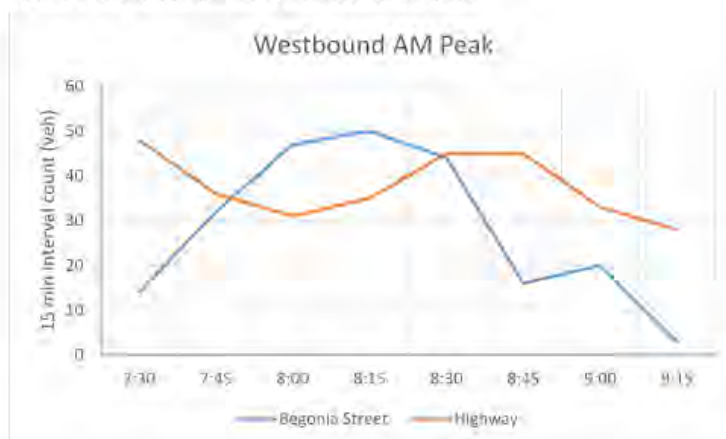
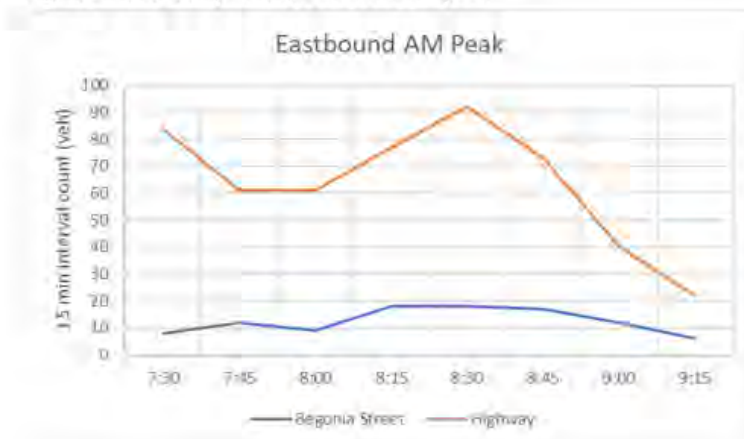
Figure 2 Route comparison, westbound AM peak

Figure 3 Route comparison, eastbound AM peak

A comparison of the percentage of vehicles using Begonia Street compared to the Highway for the two-hour peak is provided in Table 7 for westbound traffic and Table 8 for eastbound traffic. In the westbound direction, 65% of traffic travelling from the South Arm Highway uses Begonia Street, while only 2% of traffic diverts from the Tasman Highway. In the eastbound direction, 20% of traffic travelling to the South Arm Highway uses Begonia Street, while 11% uses Begonia Street to travel to the Tasman Highway.

Table 7 Comparison of routes, westbound AM (7:30-9:30)

Origin	Destination	Tasman Highway	Begonia Street	% 'Rat running'
Tasman Hwy	East Derwent Hwy / Lincoln St	187	3	2%
South Arm Hwy	East Derwent Hwy / Lincoln St	144	213	65%

Table 8 Comparison of routes, eastbound AM (7:30-9:30)

Origin	Destination	Tasman Highway	Begonia Street	% 'Rat running'
East Derwent Hwy / Lincoln St	Tasman Hwy	279	34	11%
East Derwent Hwy / Lincoln St	South Arm Hwy	231	58	20%

3.2 Evening peak

Westbound

The number of vehicles using Begonia Street as a 'rat run' in the westbound direction during the two-hour evening peak is summarised in Table 9. A total of 80 vehicles used Begonia Street during this time. The majority of these vehicles travelled from the South Arm Highway (69), with only a small number travelling from Dampier Street (11) and no vehicles diverting from the Tasman Highway.

A comparison of the destination stations for vehicles using Begonia Street in the westbound direction is provided in Table 10, for the two-hour evening peak. Most vehicles turned right onto the East Derwent Highway from Gordons Hill Road (64%) or travelled further along Malunna Road and exited the survey area on Lincoln Street (29%). Some vehicles turned left onto the East Derwent Highway from Gordons Hill Road (8%).

The MetroCount data from adjacent to 65 Begonia Street shows a peak hour volume between 16:00-17:00 of 127 vehicles in the westbound direction. Based on this volume, the number of vehicles using Begonia Street as a 'rat run' accounts for approximately 40% of westbound traffic on Begonia Street during the peak hour.

Table 9 Begonia Street, westbound PM peak

Origin	Destination	1600-1615	1615-1630	1630-1645	1645-1700	1700-1715	1715-1730	1730-1745	1745-1800	Total
Tasman Hwy	East Derwent Hwy / Lincoln St	0	0	0	0	0	0	0	0	0
South Arm Hwy	East Derwent Hwy / Lincoln St	3	12	11	18	3	11	11	0	69
Dampier St	East Derwent Hwy / Lincoln St	3	3	0	5	0	0	0	0	11
Total		6	15	11	23	3	11	11	0	80

Table 10 Begonia Street, westbound PM peak (16:00-18:00), comparison of destination stations

Destination station	Total Vehicles	% Vehicles
3. East Derwent Hwy north	51	64%
4. East Derwent Hwy south	6	8%
5. Lincoln Street	23	29%
Total	80	

Eastbound

The number of vehicles using Begonia Street as a 'rat run' in the eastbound direction in the two-hour evening peak is summarised in Table 11. A total of 129 vehicles used Begonia Street during this time. The majority of these vehicles travelled to the South Arm Highway (100), with only a small number travelling to the Tasman Highway (22) or Dampier Street (7).

A comparison of the origin stations for vehicles using Begonia Street in the eastbound direction is provided in Table 12, for the two-hour evening peak. Most vehicles travelled from the East Derwent Highway, north of Gordons Hill Road (74%), or entered the survey area on Lincoln Street (23%). A small number of vehicles travelled from the East Derwent Highway south of Gordons Hill Road (3%).

The MetroCount data from adjacent to 65 Begonia Street shows a peak hour volume between 16:00-17:00 of 134 vehicles in the eastbound direction. Based on this volume, the number of vehicles using Begonia Street as a 'rat run' accounts for approximately 60% of eastbound traffic on Begonia Street during the peak hour.

Table 11 Begonia Street, eastbound PM peak

Origin	Destination	1600-1615	1615-1630	1630-1645	1645-1700	1700-1715	1715-1730	1730-1745	1745-1800	Total
East Derwent Hwy / Lincoln St	Tasman Hwy	3	2	7	3	2	2	3	0	22
East Derwent Hwy / Lincoln St	South Arm Hwy	12	14	15	16	19	17	7	0	100
East Derwent Hwy / Lincoln St	Dampier St	1	2	2	0	1	1	0	0	7
Total		16	18	24	19	22	20	10	0	129

Table 12 Begonia Street, eastbound PM peak (16:00-18:00), comparison of origin stations

Origin station	Total Vehicles	% Vehicles
3. East Derwent Hwy north	95	74%
4. East Derwent Hwy south	4	3%
5. Lincoln Street	30	23%
Total	129	

Route comparison

The number of vehicles using the Tasman Highway / East Derwent Highway during the two-hour evening peak is summarised in Table 13 for the westbound direction and Table 14 for the eastbound direction. A total of 610 vehicles used the Highway route in the westbound direction and a total of 443 vehicles used the Highway in the eastbound direction.

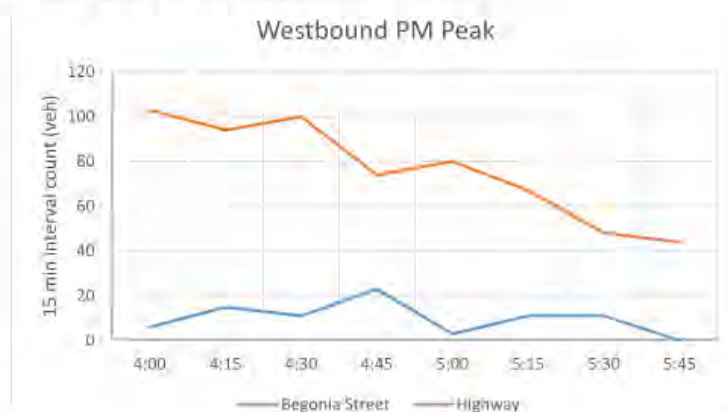
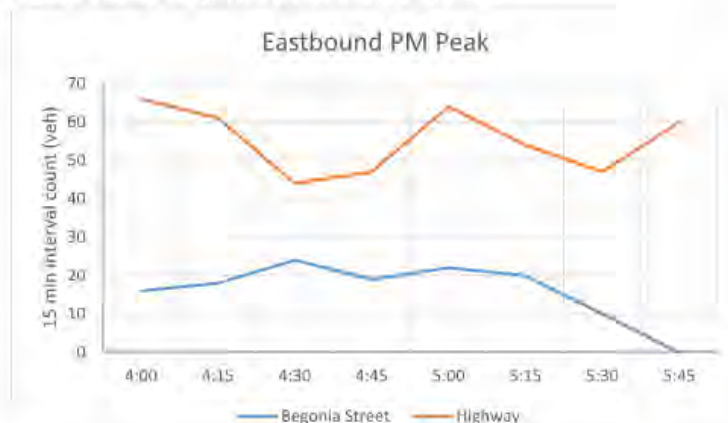
Table 13 Tasman Highway, westbound PM peak

Origin	Destination	1600-1615	1615-1630	1630-1645	1645-1700	1700-1715	1715-1730	1730-1745	1745-1800	Total
Tasman Hwy	East Derwent Hwy / Lincoln St	53	57	44	41	46	44	22	14	321
South Arm Hwy	East Derwent Hwy / Lincoln St	50	37	56	33	34	23	26	30	289
Total		103	94	100	74	80	67	48	44	610

Table 14 Tasman Highway, eastbound PM peak

Origin	Destination	1600-1615	1615-1630	1630-1645	1645-1700	1700-1715	1715-1730	1730-1745	1745-1800	Total
East Derwent Hwy / Lincoln St	Tasman Hwy	37	33	23	25	26	18	18	0	180
East Derwent Hwy / Lincoln St	South Arm Hwy	29	28	21	22	38	36	29	60	263
Total		66	61	44	47	64	54	47	60	443

A comparison of the use of Begonia Street and the Highway is illustrated in Figure 4 for the westbound direction and Figure 5 for the eastbound direction. In both directions, the use of Begonia Street is substantially lower than the use of the Highway throughout the evening peak.

Figure 4 Route comparison, westbound PM peak**Figure 5 Route comparison, eastbound PM peak**

A comparison of the percentage of vehicles using Begonia Street compared to the Highway for the two-hour peak is provided in Table 15 for westbound traffic and Table 16 for eastbound traffic. In the westbound direction, 19% of traffic travelling from the South Arm Highway uses Begonia Street, while no traffic diverts from the Tasman Highway. In the eastbound direction, 28% of traffic travelling to the South Arm Highway uses Begonia Street, while 11% uses Begonia Street to travel to the Tasman Highway.

Table 15 Comparison of routes, westbound PM

Origin	Destination	Tasman Highway	Begonia Street	% 'Rat running'
Tasman Hwy	East Derwent Hwy / Lincoln St	321	0	0%
South Arm Hwy	East Derwent Hwy / Lincoln St	289	69	19%

Table 16 Comparison of routes, eastbound PM

Origin	Destination	Tasman Highway	Begonia Street	% 'Rat running'
East Derwent Hwy / Lincoln St	Tasman Hwy	180	22	11%
East Derwent Hwy / Lincoln St	South Arm Hwy	263	100	28%

4 Potential for increased use of Begonia Street

As detailed in a previous report completed by GHD, *Begonia Street Traffic Calming, October 2018*, Council is considering upgrading the unsealed section of Begonia Street due to ongoing maintenance costs. There is concern from local residents that this would increase the use of Begonia Street for 'rat running'.

As detailed in the previous report, there is limited opportunity to reduce the volume of vehicles using Begonia Street for 'rat running'. Despite existing traffic calming measures, including speed humps and keeping the northern section unsealed, the OD survey shows Begonia Street is already used by through traffic, particularly between 7:45 and 8:45 AM in the westbound direction. Congestion on the Tasman Highway during this peak period makes Begonia Street attractive to 'rat running' for vehicles travelling from the South Arm Highway.

If Begonia Street were to be sealed, it is expected that any increase in 'rat running' is mostly likely to occur during the morning peak, in the westbound direction.

During the morning peak hour, between 7:45 and 8:45 AM, a total of 173 'rat running' trips were recorded in the westbound direction on Begonia Street. As shown in Table 1, the majority of these vehicles travelled from the South Arm Highway. During this period only one vehicle was recorded travelling from the Tasman Highway (via the Mornington roundabout). It is expected that any additional traffic diverting to Begonia Street would originate from the South Arm Highway, rather than diverting from the Tasman Highway.

As shown in Table 5, during the morning peak hour, between 7:45 and 8:45 AM, a total of 54 vehicles travelled from the South Arm Highway to the East Derwent Highway / Lincoln Street via the Highway route. This is considered to be the potential maximum increase in vehicles using Begonia Street as a 'rat run' in the westbound direction during the morning peak hour. This represents an increase of 30% over existing 'rat running' volumes on Begonia Street.

5 Conclusions

The number of vehicles using Begonia Street as a 'rat run' is summarised in Table 17 for each time period and direction. A total of 326 'rat running' trips were recorded in the two-hour AM peak, compared to 209 in the two-hour PM peak.

The highest use of Begonia Street occurs in the morning peak in the westbound direction, particularly between 7:45 and 8:45. Congestion on the Tasman Highway appears to be the cause of the increased use of Begonia Street during this period. During the two-hour morning peak, 65% of vehicles travelling from the South Arm Highway use Begonia Street.

Average travel times between Mornington and Lindisfarne via the Tasman Highway route in the westbound direction increased from less than 7 minutes before 7:45 to over 12 minutes after 7:45. After 8:45, travel times decreased to less than 10 minutes. In comparison, average travel times via Begonia Street were more consistent and generally in the order of 6 minutes across the two-hour morning peak.

Table 17 Vehicles using Begonia Street as a 'rat run'

Time	Direction	Number of vehicles using Begonia Street as a 'rat run'
AM (7:30-9:30)	Westbound	226
	Eastbound	100
	Total	326
PM (16:00-18:00)	Westbound	80
	Eastbound	129
	Total	209

Sincerely
GHD



Kathryn Easter
Transport Engineer
+61 3 6210 0691

Attachment 2

Attachment 2 – Begonia Street Traffic Calming - Analysis of Options

	Option 1	Option 2	Option 3	Option 4	Option 5 (preferred)
Option	No change	Sealed and One-Way (Eastbound)	Sealed with Road Humps	Sealed with Slow Points	Sealed Road with Slow Points and Road Humps
Description			Four road humps 85m apart	Two one-lane slow points	Two flat top road humps Two single lane slow points with road humps
Advantages	Low cost	Would reduce traffic by 1000 vehicles per day	Reduces speed and crash risk	Reduces speed and crash risk	Reduces speed and crash risk
Disadvantages	Requires grading every 6- 8 weeks	Restricts access for local residents Risk of non- compliance leading to safety issues	Unlikely to reduce traffic volume	Unlikely to reduce traffic volume	Unlikely to reduce traffic volume
Other Issues	Additional traffic calming measures not recommended on an unsealed road due to increased maintenance and safety issues	Considered in the past and rejected by community	Lighting required	Lighting required	Lighting required
Capital Cost	\$0	\$217,000	\$362,000	\$379,000	\$382,000

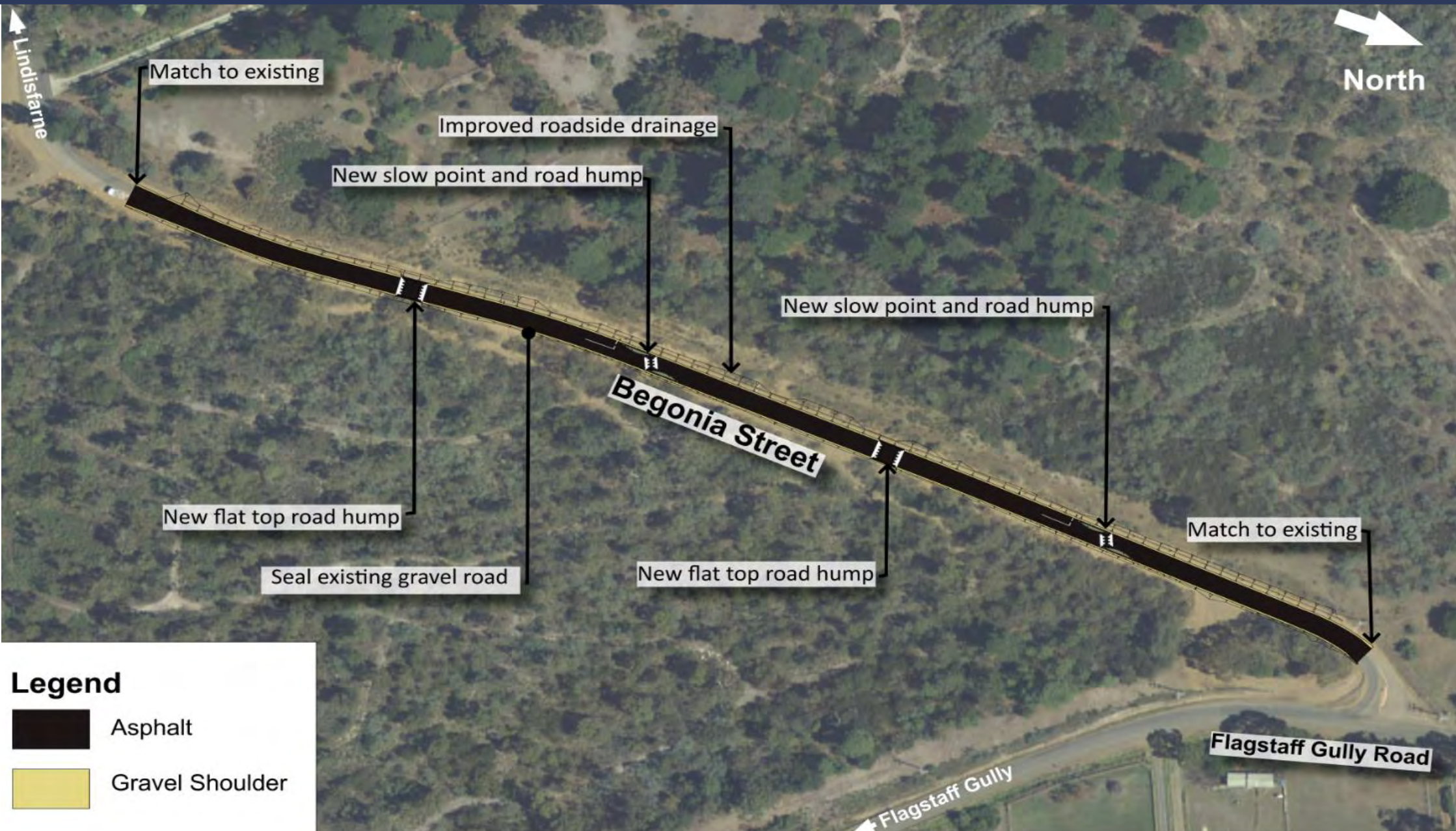


Clarence... a brighter place

Attachment 3

Begonia Street – Traffic Calming Consultation

Begonia Street, Lindisfarne – proposal for traffic calming



11.5.2 SEVEN MILE BEACH SPORT AND ACTIVE RECREATION PRECINCT MASTER PLAN**EXECUTIVE SUMMARY****PURPOSE**

To consider placing the Seven Mile Beach Sport and Active Recreation Precinct Master Plan project on hold.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016 – 2026 is relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Prior to council approval of the revised Master Plan, local residents of Seven Mile Beach were written to and provided with the draft revised Seven Mile Beach Sport and Active Recreation Precinct Master Plan for their comment.

FINANCIAL IMPLICATIONS

As the Master Plan is to be placed on hold, it is recommended the remaining funds in this project be reallocated to Bayview Secondary College Sport Precinct Master Plan and ANZAC Park Football Pavilion Master Plan.

RECOMMENDATION:

That Council:

- A. Places the Seven Mile Beach Sport and Active Recreation Precinct Master Plan on hold.
- B. Removes the \$7,800,000 loan borrowings for the Seven Mile Beach Sport and Active Recreation Master Plan project from the 2020-2021 Budget Estimates and advise State Treasury that the borrowing allocation is no longer required.
- C. Reallocate 2020-2021 Budget Estimate Funds as follows:
 - Re-allocate from the Capital Roads Program:
 - Active Recreation Master Plan – Bayview College
(for detailed design to Development Application stage) \$54,716
 - Re-allocate from the Capital Active Recreation Program:
 - Active Recreation Master Plan – Bayview College
(for detailed design to Development Application stage) \$379,700
 - Re-allocate from the Capital Active Recreation to the Facilities Program:
 - Anzac Park Sports Pavilion
(for detailed design to Development Application stage) \$170,000

SEVEN MILE BEACH SPORT AND ACTIVE RECREATION PRECINCT MASTER PLAN /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Over recent years council has experienced pressure to provide additional sporting facilities to meet demand. The State Government offered the parcel of land at 74 Surf Road, Seven Mile Beach to council to examine the opportunities to facilitate additional sporting facilities for the City.
- 1.2.** In 2014, council engaged Inspiring Place to undertake consultation with the local residents of Seven Mile Beach and key sporting stakeholders to consider recreation opportunities for the parcel. Following extensive consultation, a draft master plan was formulated for council's consideration.
- 1.3.** Following consultation, the Seven Mile Beach Sport and Active Recreation Precinct Master Plan was adopted by council at its Meeting on Monday, 10 November 2014.

Council's decision was:

- "A. That Council adopts the Seven Mile Beach Sport and Active Recreation Precinct Master Plan based on the Master Plan as set out in Attachment 2; and*
- B. That Council actively seek external funding to assist with the development of the Seven Mile Beach Sport and Active Recreation Precinct Master Plan."*

- 1.4.** The initial estimated cost to develop the land for a sporting precinct was approximately \$14 million. Council endeavoured to obtain external funding via the Commonwealth Government Building Better Regions Fund in early 2018. The requirements for this application were extensive and council sought the assistance of external consultants experienced in obtaining high level funding from similar funding programs.

- 1.5.** In May 2017, council engaged @Leisure Planners to review the existing master plan, prepare and lodge Development Application and to make application to the 2018 Building Better Regions Fund. Review of the master plan by the consultant recommended amendments to the plan to improve functionality of the precinct.
- 1.6.** Council, at its Meeting of 4 September 2017 resolved to undertake community consultation on the revised master plan for the Seven Mile Beach Sports and Active Recreation Precinct.
- 1.7.** Council, at its Meeting of 18 December 2017 considered a revision to the Master Plan and adopted:
- “A. That Council adopts in principle, support to committing to \$7.9Million for financial contribution for the Federal Government Building Better Regions Fund application for Stage 1 of the South East Regional Sports Centre at Seven Mile Beach.*
- B. If successful with the Building Better Regions Fund application, Council will consider the appropriate funding source and adjustments to the Annual Estimates at a future Council meeting.”*
- 1.8.** Council was unsuccessful with its Building Better Regions Funding submission.
- 1.9.** With no funding support or State Sporting Organisation active support for the implementation of the Master Plan, the Development Application for the facility has not been submitted.
- 1.10.** This report is to consider placing the project on hold in favour of the development of other facilities of need in our community.

2. REPORT IN DETAIL

- 2.1.** No external funding has been sourced to proceed with the Seven Mile Beach Sport and Active Recreation Precinct Master Plan, nor has there been recent State Sporting Organisation interest in the proposed facility.

- 2.2.** In the last two years there has been interest from the State Government and State Sporting Organisations in relation to the potential development of Bayview Secondary College Sport Precinct Master Plan and ANZAC Park Football Pavilion Master Plan.
- 2.3.** It is therefore appropriate for the Seven Mile Beach Sport and Active Recreation Precinct Master Plan to be placed on hold and the remaining project funds to be reallocated to Bayview Secondary College Sport Precinct Master Plan and ANZAC Park Football Pavilion Redevelopment.
- 2.4.** The draft Bayview Secondary College Sport Precinct Master Plan is ready to go to community consultation, subject to council approval. The concept plans for the draft ANZAC Park Football Pavilion Redevelopment have been finalised to present to a forthcoming council workshop to then finalise for Development Application.
- 2.5.** Council previously approved loan funding for the first implementation stage of the Seven Mile Beach Sport and Active Recreation Precinct Master Plan. With the project going on hold, this loan will not be drawn and Treasury will be advised of council's decision.

3. CONSULTATION

3.1. Community Consultation

In 2017, local residents of Seven Mile Beach were written to and provided with the revised Seven Mile Beach Sport and Active Recreation Precinct Master Plan, for their comment.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Consultation has occurred with State Sporting Organisations to form the Seven Mile Beach Sport and Active Recreation Master Plan.

3.4. Further Community Consultation

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Consideration of the Seven Mile Beach Sport and Active Recreation Master Plan aligns with Council Strategic Plan 2016 – 2026, being:

- “• *A regional approach to the planning of major sporting facilities.*
- *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 approved \$7,800,000 of loan borrowings in the 2018-2019 Annual Plan for the Seven Mile Beach Sport Precinct Master Plan Stage 1 implementation. The loan has not been drawn down and if the project is to be placed on hold, it is appropriate for these funds be removed from council's Budget Estimates and State Treasury be advised the loan is no longer required.

7.2. There is currently \$604,416 of funds unspent for the Seven Mile Beach Sport Precinct Master Plan Stage 1 implementation project which council approved to assist with providing utility services and road entry to the site.

7.3. Of the remaining \$604,416 it is proposed to allocate \$160,000 to the ANZAC Park Football Pavilion Redevelopment for the next phase of the development design documentation and the remaining \$444,416 to be transferred to Bayview Secondary College Sport Precinct Master Plan to assist with the Development Application documentation.

8. ANY OTHER UNIQUE ISSUES

Should interest develop to recommence the Seven Mile Beach Sporting Precinct project, the documentation prepared for the Development Application will require a full review and funding may be required to facilitate the review.

9. CONCLUSION

9.1. To date no external funding has been sourced to proceed with the Seven Mile Beach Sport and Active Recreation Precinct Master Plan, nor has there been recent State Sporting Organisation interest in the facility. With the growing support for the development of a sporting precinct at Bayview College gaining momentum, it is recommended that the Seven Mile Beach Sporting Precinct Master Plan be placed on hold. Also, council's financial and personnel resources are actively diverted to proceed with other community infrastructure priorities.

9.2. The loan funding for Seven Mile Beach Sporting Precinct Master Plan has not been drawn down and therefore with the project going on hold it is appropriate to remove the loan from council's 2020-2021 Budget Estimates and to advise State Treasury that the Treasury approved loan allocation is no longer required

Attachments: Nil

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

11.5.3 BAYVIEW SECONDARY COLLEGE SPORT PRECINCT DRAFT MASTER PLAN – COMMUNITY CONSULTATION**EXECUTIVE SUMMARY****PURPOSE**

To seek approval to undertake community consultation on the draft master plan for the proposed community sport and recreation precinct at Bayview Secondary College.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016 - 2026, Community Participation Policy and Recreation Needs Analysis (2019), and Council's Community Engagement Policy 2020 are relevant.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Council has undertaken consultation with key sporting stakeholders, Department of Education and Bayview Secondary College in relation to the draft master plan. Broader consultation with the community is now recommended.

FINANCIAL IMPLICATIONS

Council allocated funding for the development of Bayview Secondary College Sport Precinct Master Plan. There are remaining funds within this project to undertake community consultation.

RECOMMENDATION:

That Council:

- A. Approve the draft Bayview Secondary College Sport Precinct Master Plan for city-wide community consultation with the results to be reported to council.
- B. Authorise the General Manager to commence preliminary planning for the purpose of coordinating Development Application documentation to be prepared in anticipation of approval of the Master Plan following the completion and reporting of the community feedback.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1. At its meeting on 13 June 2017, council considered a request from Bayview Secondary College to enter a Memorandum of Understanding with the Department of Education and Bayview Secondary College to lease and manage the school sports facilities/grounds and adopted:

“That Council authorises the General Manager to negotiate a draft Memorandum of Understanding subject to:

- the Memorandum of Understanding to be developed with not only the Department of Education and Bayview Secondary College but also with State Sporting Organisations and major sports clubs identified as part of the community engagement process;*
- Council’s involvement in the Memorandum of Understanding being contingent on State Sporting Organisations and major sports clubs involved committing to relocate, committing to the development in terms of scheduling at the facility and committing to the provision of funds for the development;*
- the draft Memorandum of Understanding be reported back to Council for adoption at a future Council Meeting.”*

- 1.2.** Council further considered this at its meeting of 10 September 2018 and adopted:

“A. That Council authorises the signing of the Memorandum of Understanding between the Department of Education, the interested sporting organisations/clubs and the Clarence City Council relating to the use and development of the ovals and facilities at Bayview Secondary College on behalf of the Clarence City Council.

B. That once signed, Council authorises the General Manager to implement the Memorandum of Understanding between the Department of Education, the interested sporting organisations/clubs and the Clarence City Council relating to the use and development of the ovals and facilities at Bayview Secondary College subject to the standard budget approval processes of future Council Annual Plans.”

- 1.3.** Council allocated funds in the 2018/2019 Annual Plan to undertake master planning at Bayview Secondary College (BSC), to develop the school’s underutilised grounds as a community sport and recreation precinct.

- 1.4.** Expressions of interest were sought from suitably qualified planning consultants with @Leisure Planners Pty Ltd engaged to develop a master plan for the site.

- 1.5.** Planning commenced in March 2019, with a joint meeting with the school's principal and a representative from the Department of Education, to discuss the scope of the project; to understand the school's vision for the site and to inspect the indoor and outdoor facilities at Bayview.
- 1.6.** In the preceding months, @Leisure undertook consultation with a variety of key stakeholders to capture their specific needs for the site, including infrastructure requirements to undertake activities for training and competition.
- 1.7.** Key stakeholders in addition to BSC and Department of Education (DoE) included: AFL Tasmania, Cricket Tasmania, Football Tasmania, Basketball Tasmania, Netball Tasmania, Tennis Tasmania, and Clarence Gymnastics Association. Tasmanian Rugby Union and Clarence PCYC were unable to be contacted by the consultant.
- 1.8.** Following the first phase of consultation with the stakeholders, three different development options for the site were prepared for further comment. Each option contained outdoor playing surfaces and indoor facilities for community level use.
- 1.9.** Of the three options, Option 2 was unanimously supported by the stakeholders and subsequently, this development option progressed to draft master plan stage.
- 1.10.** Following discussion with council at its workshop on 22 June 2020, council officers undertook further consultation with the key sporting stakeholders regarding Option 2 for the proposed development.
- 1.11.** From the second round of consultation with the key sporting stakeholders, letters supporting the draft master plan and proposed development were received from AFL Tasmania, Basketball Tasmania, Clarence Gymnastics Association, Cricket Tasmania, Football Tasmania and Tennis Tasmania.
- 1.12.** A final draft master plan is now available for broader community consultation.

2. REPORT IN DETAIL

- 2.1.** The Clarence Plains catchment (Clarendon Vale, Rokeby, Oakdowns and parts of Howrah) has an undersupply of indoor and outdoor sporting facilities to meet the basic needs for community level sport within the catchment.
- 2.2.** As noted in the Recreation Needs Analysis 2019, Clarence has an undersupply of indoor facilities to meet current demand. Existing indoor facilities are aging and generally non-compliant in terms of current sporting standards.
- 2.3.** Bayview Secondary College site is in excess of 12 hectares; suitable for community level sport and recreation; and relatively undeveloped.
- 2.4.** Given the amount of land available and proximity to the Clarence Plains catchment area, Bayview Secondary College is in a prime location as a principal site for sport and recreation within the catchment.
- 2.5.** Throughout 2019, council and the planning consultant @Leisure, engaged with interested sporting associations and peak bodies, to capture participation trends and infrastructure requirements, to inform the demand for the proposed precinct.
- 2.6.** High level findings from extensive stakeholder engagement included:
- The need for two senior level ovals to service AFL and Cricket (side by side preferred).
 - Four Court indoor facility compliant for Basketball, Netball, Volleyball and casual/commercial programming.
 - An exclusive use area for a gymnastics centre.
 - Change room amenities to support outdoor and indoor activities.
 - Canteen facilities and multifunctional rooms to encourage a variety of uses.
 - A perimeter trail around the site with connection to the existing trail network.

- 2.7.** The preferred design option (2) combines the College Pavilion and the new sports centre as one new building, while also servicing all three sports fields and the existing college building.

Option (2) comprises:

- two ovals for community level AFL/Cricket;
- rectangular pitch at the south-eastern end which can cater for soccer or rugby;
- an indoor sports facility with a gymnastics centre and four indoor sports courts for netball and basketball;
- volleyball, badminton, futsal, hockey or handball can be played across multiple courts; and
- shared amenities, changerooms and a kiosk.

A new carpark will cater for community access with the potential of an under-croft carpark as well.

The existing building can be linked to the new building with a covered walkway, while a future stage can include a perimeter trail.

The schematic Master Plan is shown as **Attachment 1**.

- 2.8.** Report details of the development of the Bayview Secondary College Sports Precinct Master Plan is shown as **Attachment 2**.

- 2.9.** The report notes, depending on funding, the development of the site can be progressed through three stages respectively, being the indoor sports facility and gymnastics centre, the outdoor fields and then the trail extension and corridor works.

- 2.10.** The phasing of the project entails:

- Undertake community engagement.
- Consider consultation results and adopt the final Master Plan.

- Engage consultants to prepare Development Approval (DA) documentation, which will consider the design issues in closer detail and assist refining the construction cost estimates. This phase will also review the car parking demand for the site and recommended numbers for DA.

2.11. With the Federal election possibly in 2022, it is recommended to commence the process of coordinating the engagement of a consultant to undertake the Development Approval documentation so the project can be near shovel ready for funding opportunities. This consultant will not be engaged prior to the Master Plan being approved.

2.12. The Clarendon Vale Oval is situated just to the north of Bayview Secondary College. The pavilion was demolished late 2019 due to wind damage with a replacement structure yet to be constructed. This oval is used by Rokeby Cricket Club and Lauderdale Football Club junior program.

2.13. The master plan report proposes Clarendon Vale Oval to be developed as a local/overflow facility, with Bayview Secondary College the infrastructure priority and to be developed as a regional level community sport and recreation precinct.

3. CONSULTATION

3.1. Community Consultation

Council has undertaken consultation with key sporting stakeholders in relation to the draft master plan. Broader consultation with the community is now required.

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 council's Community Engagement Policy 2020.

- **Consultation Plan**

The consultation will seek community feedback via council's Your Say website.

- **Consultation Aim**

To engage city-wide on the proposed sport and recreation precinct at Bayview Secondary College.

- **Community Engagement Tools**

In accordance with Clause 8 of the Community Engagement Policy 2020, this consultation will use a "Have Your Say project page" as the primary tool for consultation.

A media launch event at Bayview Secondary College is proposed to formally commence consultation with key stakeholders, state politicians, Department of Education and council representatives.

The wider Clarence community will be invited to the Have Your Say Clarence site via notifications on council's digital platforms including social media and website. Council officers will make hard copy versions of the consultation available as required for members of the community who cannot access the online survey.

Council officers will also offer formal interviews with key sporting stakeholders, should further comment regarding the draft master plan need to be recorded. Further information regarding the structure and timing of consultation will be provided to council prior to the events.

- **Consultation Timing**

The consultation is anticipated to commence in May 2021 and will be open for a minimum of six weeks.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2016/2026 under the Goal Area "A well-planned and liveable city" has the following Park and recreation facilities strategies:

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

2.15 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. Funds were allocated in 2018/2019 for the Master Plan development. At the end of March 2021, there was \$171,864 funds available for the project. These are sufficient funds to undertake community consultation.

7.2. Development of the proposed Bayview Secondary College master plan will require substantial investment from various funding partners including Tasmanian and Commonwealth Government, State Sporting Associations, sporting organisations and council.

7.3. A cost estimate has been prepared to support the master plan, with the total project being in excess of \$46 million.

- 7.4.** At this meeting, council will consider placing the Seven Mile Beach Sport Precinct Master Plan on hold and transferring some funds to Bayview Secondary College to assist with the next phase of the Master Plan development.

8. ANY OTHER UNIQUE ISSUES

- 8.1.** The Department of State Growth (DSG) has land titled for a future road corridor through the north-west corner of the site. DSG recently presented to a council workshop their findings of the future road corridor through Rokeby and had determined they no longer require the section of future road on the Bayview site. DSG has advised they will work through the proclamation process to remove the need for this road corridor.

8.2. Training Opportunity

The Victorian/Tasmania Branch of Parks and Leisure Australia will be hosting a one-day facility seminar at the Oakleigh Recreation Centre (Melbourne), Tuesday, 4 May 2021. The seminar will showcase the recently constructed precinct which includes a 5-court basketball centre, a purpose-built gymnastic centre, an 8-court tennis facility, as well as outdoor playing field and a community pavilion.

Given the similarities of the Oakleigh development to the proposed Bayview Secondary College precinct, it is considered beneficial for council officers to attend the facility seminar. Attending this training can be undertaken as part of the preliminary planning work to engage a consultant to prepare Development Approval documentation.

It is noted that council in the 2020/2021 Budget did not approve staff interstate travel due to COVID-19 restrictions. With restrictions currently eased, it is considered the risk to staff is low and the travel for our staff members manageable.

- 8.3.** A separate future exercise with the Master Plan will be development of an operational management plan for the indoor sports centre facility.

9. CONCLUSION

9.1. Key stakeholders have been consulted on preferred Option (2) of the Bayview Secondary College Sport Precinct Master Plan.

9.2. A final draft Master Plan is now ready for broader community consultation.

9.3. It is also beneficial for council to approve the next phase of work which will be to coordinate engaging a suitable consultant to prepare Development Application documentation and for our sport and recreation planner to attend the Melbourne training to assist our skills and knowledge to implement a large scale master plan.

Attachment:

1. Preliminary Bayview Secondary College Sports Precinct Master Plan (1)
2. Bayview Secondary College Sports Precinct Master Plan Report [September 2020] (39)
3. Oakleigh Recreation Centre and Caloola Reserve Joint Development Seminar (2)

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

Attachment 1



PRELIMINARY FOR DISCUSSION



**BAYVIEW SECONDARY COLLEGE &
CLARENDON VALE OVAL**
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SCHEMATIC MASTERPLAN - OPTION 2
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SK02 rev. B

BAYVIEW SECONDARY COLLEGE SPORTS PRECINCT **MASTER PLAN**

SEPTEMBER 2020



Attachment 2



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Summary

@leisure were engaged by the City of Clarence to develop a master plan for the Bayview Secondary College (BSC) Precinct, to guide future development and investment.

The recreational demand and supply assessment

The recreational demand and supply assessment found that the demand for both outdoor and indoor sports facilities outstrip supply, and that the secondary school site should be the principal focus for any new sports facilities in Clarence Plains.

Additional indoor and outdoor sports facilities should be developed as an integrated sports precinct to serve Clarence Plains and Howrah, where there is considerable population growth and limited availability of land for sport.

This development will provide benefits for the school, students, local sports clubs and the community, it will also provide a social and sport hub for Clarence Plains.

A minor investment should be made in Clarendon Vale Oval at the present time. Works are required due to recent storm damage to the pavilion and therefore it would be advantageous to provide for the existing club, as well as provide a suitable low-level cricket facility that will also provide an overflow ground for multiple codes, for training and social use.

Priority facilities

The proposed sports facilities will:

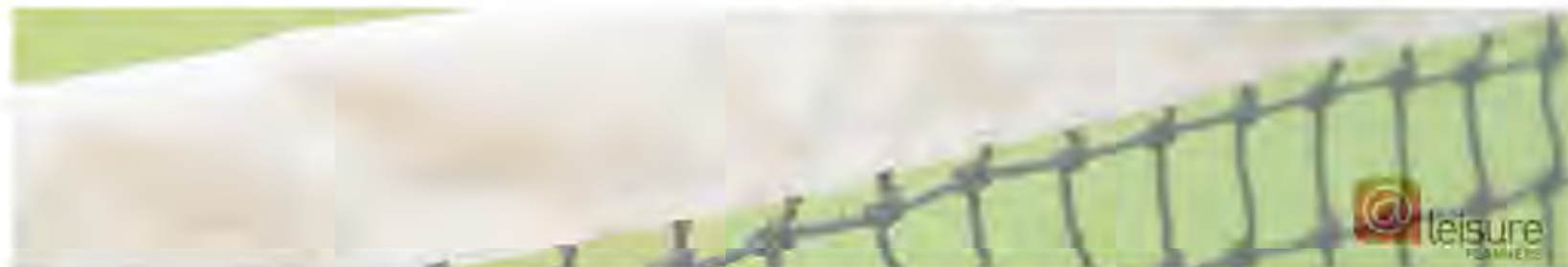
- Be local level facilities suitable for school, junior club and foundation level sports, it will also provide a pathway to other club and regional competitions elsewhere.
- Provide for local and junior rectangular code and oval sports.
- Include both indoor and outdoor sports, for basketball and netball. It will also include a dedicated space for gymnastics.
- Where possible, provide playing surfaces next to each other and without fences, to increase adaptability and provide for round-robin and carnival competitions where multiple fields may be required for one code at the same time.
- Include the potential site for a future tennis facility.

This master plan proposes that two oval playing fields and one separate rectangular pitch be developed in the College grounds.

The ovals and rectangular pitch will be available for community cricket and Australian rules football, soccer and rugby.

The indoor sports facilities proposed consist of a gymnastics centre and 4 indoor sports courts, suitably dimensioned for netball and basketball. The courts facility can also provide for a range of other small footprint sports (volleyball and badminton) and large footprint sports that can be played across multiple courts (futsal, hockey, handball) and the like.

The facility will provide a separate gymnastics centre which can be managed by a club or community gymnastics provider, connected to the sports court facility by shared amenities and kiosk.



Summary (Cont'd)

The proposed development is estimated to cost in the order of \$35 million. Key components of the precinct include an indoor sports centre (\$25.7 million), outdoor playing surfaces (\$4.7 million), site works and car parking (\$3.7 million), and a perimeter circuit trail (\$2 million). The estimated probable costs exclude design, construction contingencies and fees. External funding in addition to Council budget is required to develop the precinct.

On an annual basis, the indoor sports centre should be able to cover its costs with a net result of \$102,000 excluding depreciation and major maintenance.

If staging is required, the three logical stages are:

1. The indoor sports courts and gymnastic centre
2. The outdoor field facilities, and
3. Trail extension and corridor works.

Following on from this work it is recommended that:

1. Progress the development of a sports precinct at the Bayview Secondary College, in partnership with the College and the peak state sporting bodies
2. Allocate funding to undertake detailed design to obtain Development Approval.
3. Prepare a planning scheme amendment to rezone the surplus road bypass land to the north of the site
4. Purchase 17 Goodwins Road and undertake further open space planning for the corridor.
5. Set up a working party to agree on the management model, occupancy details, capital contributions and funding.

The Master Plan

The image below shows the layout of the recommended facilities. A plan with notes is also provided in Chapter 4.



1. Introduction

1.1 The Project

This Sports Precinct Master Plan was prepared by @leisure Planners and Thomson Adsett Architects for Bayview Secondary College.

Background information about the sites and sports demand was reviewed for Clarence Plains, as the first stage. Interviews were conducted with peak bodies, staff, clubs and the College.

The Bayview Secondary College site, Clarendon Vale Oval and associated open spaces in Rokeby and surrounds were inspected. The location of the sites are shown in the following images.

Several high-level options were prepared and presented to the key stakeholders. Following feedback on these options, a master plan and design concept were prepared.

Council investigated the status of the by-pass road proposal that affects the site, this has implications for future ownership and the layout of facilities.



Figure 1. Site context



Map 1 – Bayview Secondary College (170 Mockridge Road, Rokeby TAS 7019); Map 2 – Clarendon Vale Oval – (45 Goodwins Road, Clarendon Vale TAS 7019)

Attachment 2

1.2 The site

Bayview Secondary College sports precinct is located at 170 Mockridge Road, Rokeby. This is an existing school site that is relatively under developed.

The site can be accessed via vehicle traffic off Hawthorne Place (new proposed car park) or existing site access off Mockridge Road.



from Mockridge Rd looking towards the ovals



from Rokeby Rd looking towards the school

Addressing the site

The indoor sports centre and outdoor playing fields should be visually connected to the existing school buildings and outdoor spaces. The outdoor sports fields should have clear sight lines towards the sports centre and the general open space of the College.

A strong connection is to be created with the existing facilities catering for the schools education programming and 'centre of sports excellence' syllabus, and allow elements of the centre to be managed by students.

The existing trees surrounding the site shouldn't be impacted with any proposed development, and are important to remain for street aesthetics and neighbourhood characteristics. However, some existing trees will be required to be removed to cater for the new sports centre and reconfigured sports fields.

The plan needs to address the topography of the site; to ensure it is accessible to all, and create a connection to the community facilities in the locality and the Clarence Plains Rivulet.

2.2 Landuse Planning*

The site is dual zoned under the Clarence Interim Planning Scheme 2015 (the Scheme), being the Community Purpose Zone and the Particular Purpose Zone 2 – Future Road Corridor as shown in the image following. The lighter of the two yellow areas shown the extent of the Community Purpose Zone and the darker yellow showing the Particular Purpose Zone.

Additionally, the site is also subject to the Electricity Transmission Infrastructure Protection Code, Parking and Access Code, Signs Code, Road and Railway Assets Code and the Stormwater Management Code under the Scheme. The site is also subject to a Waterway and Coastal Protection Areas Overlay, Heritage Areas Overlay and a Electricity Transmission Overlay.

The proposed facility is within the Sports and Recreation Use Class as defined by the Scheme, which provides for land for organised and/or competitive recreation or sporting purposes. Such use is a permitted use within the Community Purpose Zone, which accounts for close to half of the proposed sports centre site.

*Advice provided by The Strategic Planner City of Clarence



Figure 2. Zoning and Overlay Plan – Clarence Interim Planning Scheme 2015

There are a range of Use and Development Standards within the zone that are relevant to the future consideration and development of the proposed precinct and facility. These include hours of operation, noise, building height, setback, design, passive surveillance, landscaping, outdoor storage areas and fencing.

Part of the site is located within the Particular Purpose Zone 2 – Future Road Corridor. See figure following.

Proposed Bypass



Figure 2. Location of Proposed Bypass

It is understood that the bypass land to the north of the College is no longer required. Sports and Recreation is a prohibited use class within the zone on that land. On that basis the proposal would require a planning Scheme Amendment. There are a range of matters that would need to be demonstrated to support a suitable amendment, the most significant being: The strategic need for the amendment as it related to the subject site. This could most likely be demonstrated through the adoption of a Final Masterplan.

Attachment 2

1.3 Site constraints and opportunities

The existing school title boundary provides some constraints in layout, as shown (in blue) on the sketch options.

As the site slopes down from the school buildings, it will not be practical to have the playing fields at the same level and side by side.

The change of level across the site may be an advantage for an indoor facility, which could provide car parking underneath the indoor sports court building. This was investigated.

If the College site is developed for multiple sports facilities, the Clarendon Vale Oval will play a role as only a local club facility and provide overflow and training options.

There are several planning considerations discussed on the previous page, including the current zonings and multiple overlays as well as the previously proposed bypass. As this land is not likely to be required, it is recommended that Council purchase this and at 17 Goodwins Road to enable the development of Bayview Secondary College and Clarendon Vale Oval Precinct as proposed by this master plan.

1.4 Trail access

An exercise trail around the college will be designed for community and school use.

It will also be important to connect the site to the shared trail network, which can provide safe off-road access for pedestrians to walk and cycle to sports facilities in Clarence Plains from adjacent suburbs. An off-road trail will connect to existing shared paths along the road work and along the Clarence Plains Rivulet.

The important linkage is the one along the rivulet that links up through the Clarendon Vale Oval from Goodwins Road, through to the intersection of Rokeby Road and Hawthorne Pl.

The current path used by children to get to the school is the path from the pedestrian crossing on Rokeby Rd (near the Hawthorne Pl intersection). This would need to be part of the final planning for the site, as it connects the other part of Rokeby to the South with the school site.



2. Development Requirements and Options

Three sketch options showing possible facility layouts were prepared for feedback from stakeholders. These layouts seek to provide flexibility to accommodate for growth and changes in demand.

2.1 Key requirements

- All options include an indoor sports court facility (with 3 or 4 sport courts) suitable to play netball, basketball and other large footprint sports such as hockey, handball, floorball etc. across multiple courts, and an area dedicated to gymnastics within the building. This indoor court sports facility is a high priority to replace the current, inadequate facility at the school, and for community sport.
- The options seek to provide a two oval sports grounds, that allow cricket and Australian rules to be played by community clubs, school activities and one separate rectangular field suitable for soccer, football and rugby. The grounds can also be marked for multiple smaller fields during carnivals or school activities, and one of the ovals could be used for soccer football if multiple soccer pitches are required.
- The outdoor fields represent those suitable primarily for junior club and foundation level games. The maximum sized Australian rules football facility shown on the master plan is 150m*110m, in response to the level of competition and space available.

- One of the oval grounds should have the potential to have a turf cricket wicket, and the other to have a synthetic wicket, should cricket demand increase.
- The rectangular ground could be used for soccer-football, rugby and multiple small sided games or social activities by the school and the community. This ground should be suitable to include a synthetic surface in future, if required to meet high levels of use.
- Options are to include community level support facilities such as; multifunctional change-rooms, toilets, umpire facilities, and coach, and basic spectator facilities including a canteen facility. If available space allows, these support facilities would be central to the outdoor fields and attached to the indoor facilities.
- The potential for hardcourt tennis courts should be included on the site, to meet a future need for tennis if required, following a state-wide audit and strategic planning process within Tennis.

These options are shown over leaf and as full pages in Appendix 1. These options were discussed with the College and peak sporting bodies prior to the master plan's preparation.



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Option 2 was the option that stakeholders agreed best met the needs of community sport, the College and peak sporting bodies.
Details of this option and the advantages and disadvantages of the layout are provided over leaf.



2.2 The preferred option

The preferred design option (2) combines the College pavilion and the new sports centre as one new building, while also servicing all three sports fields and the existing College building.

The option proposed is for the sports centre to be centrally located on the College site, which will have direct pedestrian access to the college.

The three sports fields are located within the existing locations on site.



The existing soccer pitch is replaced with a new AFL/Cricket ground.

The western AFL/Cricket ground is to be re-conditioned and sized to cater for current sporting requirements.

The existing south-eastern soccer pitch is to be redeveloped into a rectangular sports field, which will cater to soccer and rugby.

A new indoor sports centre car park is proposed with access off Hawthorne Place.

The College building expansion zone is proposed in the area of the existing sports centre and tennis courts.

The Advantages of Design Option (2)

The new sports centre is centrally located to both nominated sport fields, new car park and the existing college facilities.

The existing school can be physically linked to the new sports centre by a pedestrian link/covered area.

A central pedestrian zone (piazza) could be considered as part of this development.

The three sports fields can be accessed by the sports centre with two AFL grounds to the north of the sports centre and the soccer pitch to the south.

The existing sports hall could be operated by the College, while the construction of the new centre takes place, therefore not impacting school programming.

New vegetation zones can be accommodated on the BSC site as a way of vegetation 'off-setting' for any vegetation removal which may occur due to this design option.

The new car park could cater for community access while not imposing on the existing colleges staff parking arrangements. The sports precinct design reflects the topography of the site, with the opportunity of the sport centre to cater for an under-croft car park (pending cost).

This future expansion zone is accommodated by its own car park (existing) and is within close proximity of the existing college facilities and the Mockridge Road entry.

The rectangular sports field can be considered as an all-season training ground and can cater for soccer – football and rugby, due to the available length of the ground.

Attachment 2

Disadvantages of the preferred design option (2)

The key disadvantages of this design option include:

- Extensive excavation (either cut or fill) with retaining wall/systems will be required due to the topography of the site and to meet the sports specification for fields and universal design, as well as pathways between the College and sports centre.
- The sports centre can only be accessed via Hawthorne Place and not Mockridge Road.
- The existing cricket nets need to be removed to make way for the new soccer pitch.
- Several significant trees would be required for removal for the pending sports centre and northern AFL/Cricket ground.



3. Functional Design Brief

Specific requirements of facilities to be included in the precinct (such as dimensions and quality) have been documented based on demand information, the nature of the site and stakeholder's preferences.

These requirements are outlined in the functional design brief provided in Appendix 3.



4. Master Plan



PRELIMINARY FOR DISCUSSION



**BAYVIEW SECONDARY COLLEGE &
CLARENDON VALE OVAL**
170 MOCKRIDGE ROAD,
CLARENDON VALE, TAS 7016
CITY OF CLARENCE

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TA # 19.0021.13

SCHEMATIC MASTERPLAN - OPTION 2

1: 1500 @ A1

03.04.2019

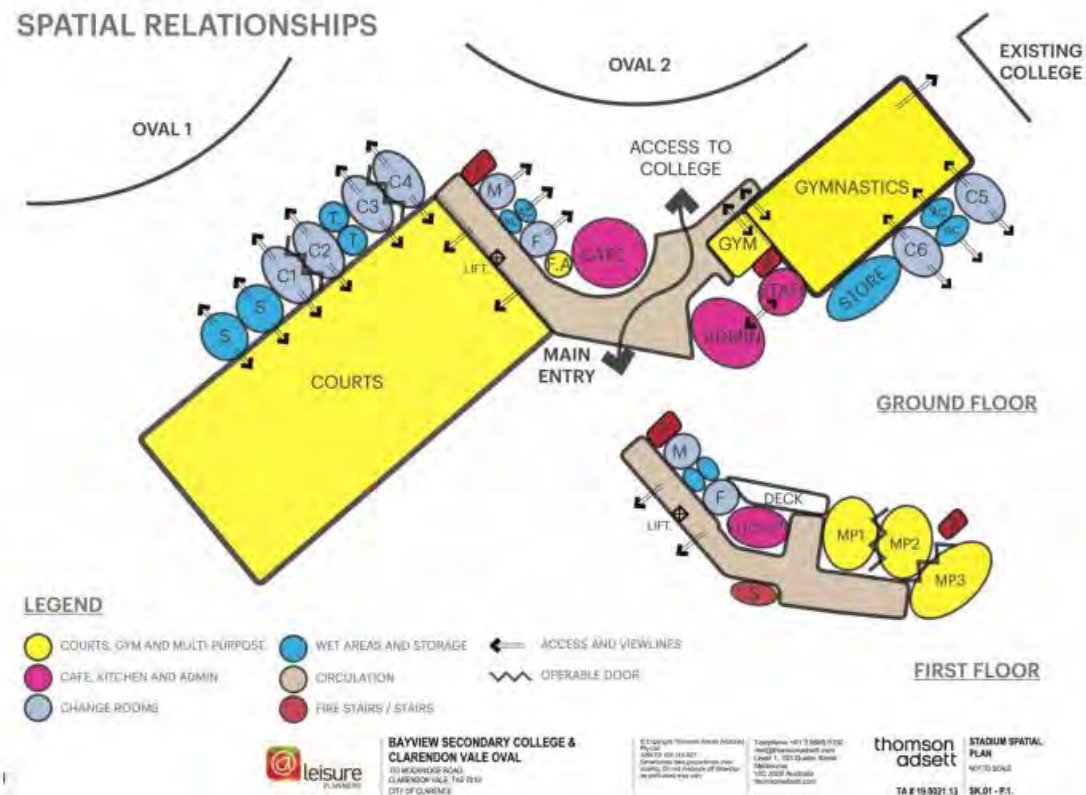
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5. Design Concept

5.1 Spatial Relationship Diagram- Indoor Sports Facilities

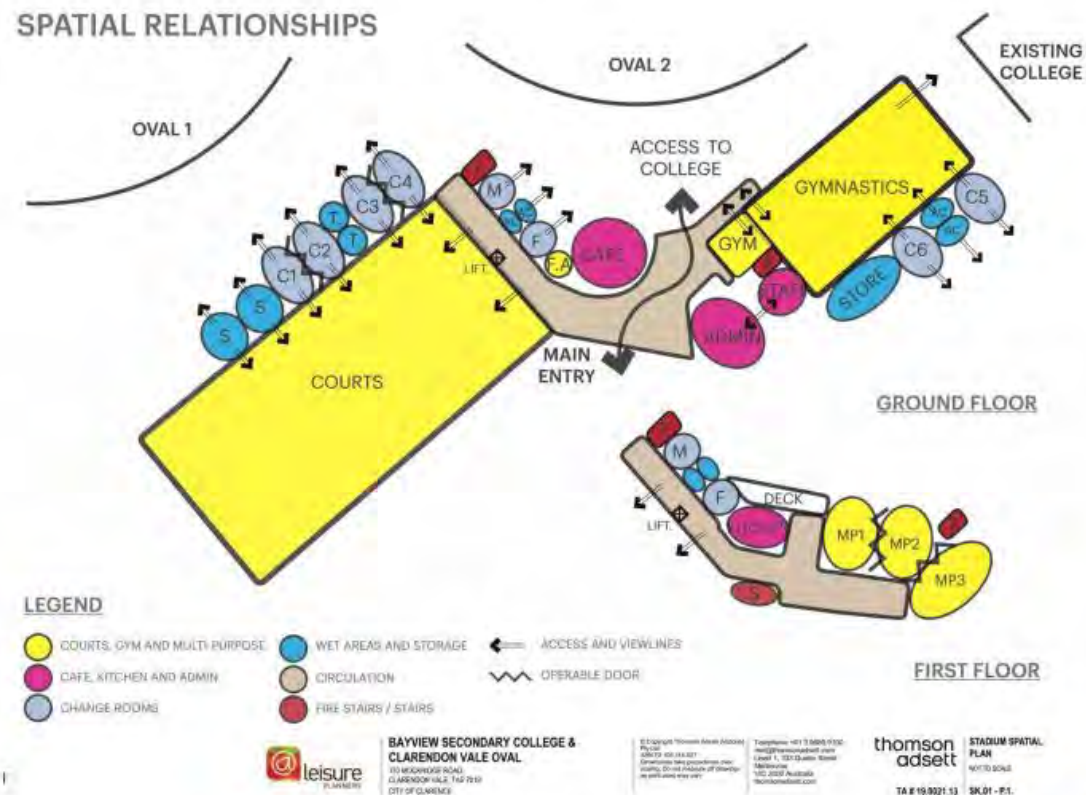
A spatial relationship diagram was prepared and reviewed prior to preparing the design concept.



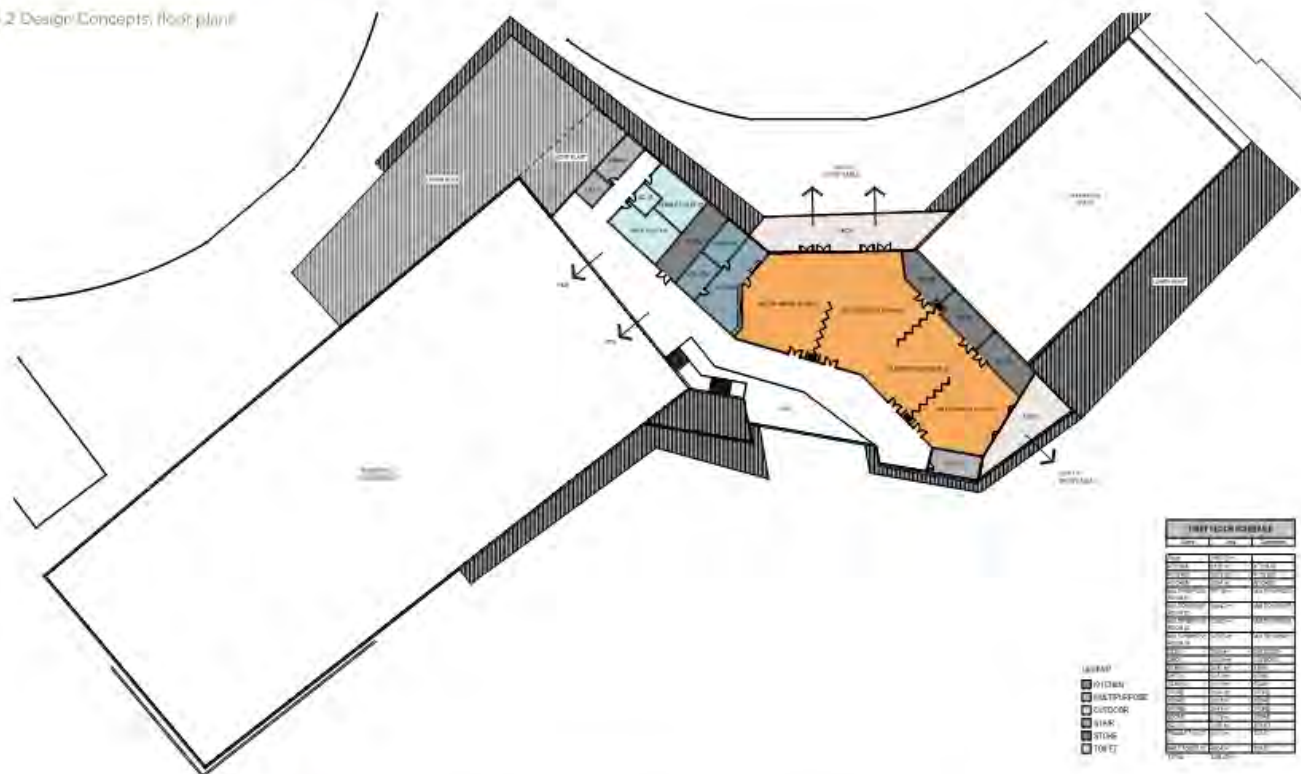
5. Design Concept

5.1 Spatial Relationship Diagram- Indoor Sports Facilities

A spatial relationship diagram was prepared and reviewed prior to preparing the design concept.



5.2 Design Concepts, floor plan



5.2 Design Concept- 3D



Attachment 2



Attachment 2





6. Estimated Probable Costs

6.1 Capital Costs

The indoor sports facilities

The estimated probable costs of constructing the buildings (indoor sports facilities) is in order of \$25.7 million, excluding design, construction contingencies and fees.

Appendix 3 outlines the Quantity Surveyors Report.

Outdoor Playing Fields

The estimated probable costs of constructing the outdoor playing fields (excluding tennis courts) is in order of \$4.7 million, excluding design, construction contingencies and fees.

The probable costs of the external site works – leveling, car parking etc. are in order of \$3.7 million.

Up to an additional \$2 million will provide for an extension of the Clarence Plains Rivulet trail to the and around the site as an exercise circuit and relevant connections.

Staging

The three logical stages are:

1. The indoor sports courts and gymnastic centre
2. The outdoor field facilities, and
3. Trail extension and corridor works

The fewer stages will mean greater efficiencies and less overall construction costs, so spreading one continuous project over two financial years may be desirable.

6.2 Recurrent Costs

Management assumptions

The estimated cost of managing the centre will be dependent on the nature of management and the roles of different partners.

It is envisaged that the roles and responsibilities associated with the facilities will become the nature of an agreement between the Education Department, College, Council and one or more sporting peak bodies.

Council could become the manager of the outdoor playing fields and indoor sports courts after school hours and license these to sporting clubs. This is how existing fields are managed in the City of Clarence.

The Gymnastics facilities could be leased to a Gymnastics Centre who would contribute to the capital or fit out costs of the facility and be responsible for running costs and minor asset maintenance.

Major asset management would need to be allocated or apportioned between the College and Council.

Attachment 2

6. 2 Estimated Recurrent Costs (cont'd)

1. Financial Estimates Summary	Total PA YR1
INCOME	
Gymnastics Lease	\$66,000
- Basketball Association Competition Hire	\$145,920
- Basketball Training (Off Peak)	\$31,920
- Netball Association Hire	\$39,520
- Other Hire Groups	\$9,800
Holiday Program - General	\$8,000
- Sports program hire	\$4,480
Cafe- Kiosk (school or club operation)	\$0
TOTAL ESTIMATED REVENUE	\$305,640
EXPENDITURE	
Facility cleaning	\$30,000
Admin / Promotion/ Programming / First Aid Booking /banking	\$13,500
Telecommunications	\$8,400
Centre Co-ordinator (0.05 EFT).	\$54,600
Utilities	\$49,750
Equipment maintenance/floor/ lights annual	\$33,024
Minor repairs and security	\$14,000
TOTAL EXPENDITURE	\$203,274
NET	\$102,366.00

2. Summary Profit and Loss Annual Base Case	
Total estimated revenue	\$305,640
Total estimated expenses	\$203,274
Net result	\$102,366

3. Indoor Sports Hall Maintenance	
Floor resurfacing	
Major Court Sanding / Re-line / seal every 15-20 yrs. (Excluded from annual recurrent costs)	\$122,640

4. Annual Depreciation Schedule	
Building Depreciation (100 yrs.*)	\$293,200
Equipment furniture and fittings (20 yrs.)	\$16,000
* Clarence City Council	

See assumptions relating to these financial estimates provided in Appendix 6.

Funding and staging options

Funding

There are commonly multiple sources of funds that commonly are used to develop sporting infrastructure. These include:

- Government grants; Both Federal and State
- Election commitments
- Philanthropic organisations
- State or local sports associations
- Local Government: Developer contributions from subdivisions, and capital works budgets
- Contributions to facilities from by Peak Sporting bodies and potential user groups
- Advanced payments for rental

Funding for this type of project is likely to require funds from a number of these sources that can provide leverage to access additional funds.

Government grants; Both Federal and State. These grants include:

- Relatively small amounts from the Tasmanian Communities Sport and Recreation Directorate (\$80,000 annual).
- Other more substantial amounts have been offered by the Federal Government such as the Building Better regions etc., – there are no active grants for this program currently although likely. Grants may also be offered to address specific environmental and energy objectives from time to time.
- **Election commitments.** These funds may be substantial and should be pursued.
- **Philanthropic organisations or foundations-** these include those who work in partnership with the Department of Education as well as those whose objectives may align with community and sport, and may involve naming rights

State or local sports associations

- Cricket, Australian rules football and Gymnastics have shown interest in contributing to the cost of facilities if it delivers suitable facilities for their use.

Local Government: Developer contributions, and capital works budgets

- There is residential growth in Clarence Plains and these proposed facilities could be a legitimate use for open space contributions. Some grants may require a matching contribution from Council's capital works budget.

Advanced payments for rental

- In some instances telecommunication tower rental, performance level sports or user group's rentals paid in advance for a specific term, have been used to fund the construction of sports facilities.

As funding may be available for one or more specific components, or the whole project, it is desirable to seek planning approval and prepare detailed document in readiness.

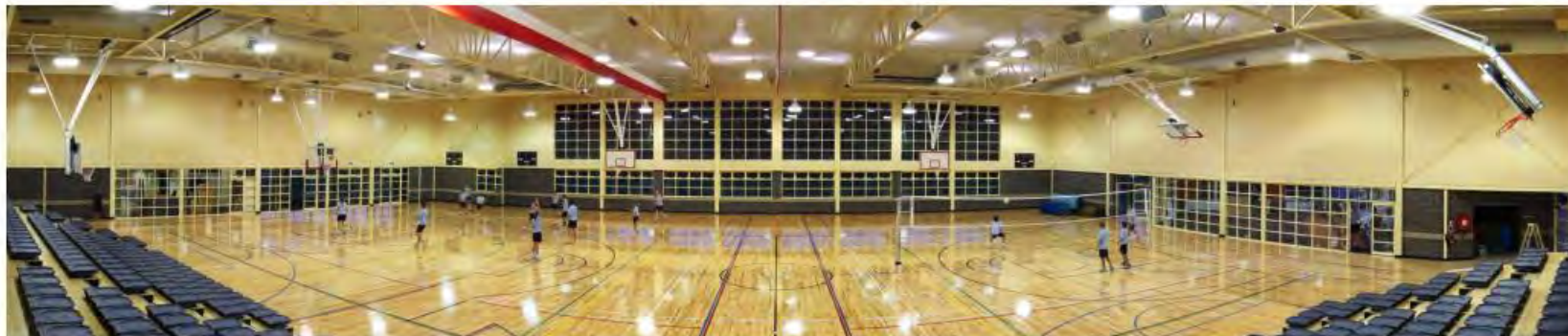
7. Recommendations

1. Develop a sports precinct at the Bayview Secondary College be progressed in partnership with the College, and the peak state sporting bodies
2. Allocate Council funding to undertake detailed design to Development Approval
3. Seek a planning scheme amendment to rezone the surplus bypass land to the north of the site.
4. Purchase 17 Goodwins Road and undertake further open space planning for the corridor
5. Establish a high-level working party to determine asset ownership and a preferred management model, facility usage including occupancy agreements, capital contributions and funding opportunities.



7. Appendices

- Appendix 1. Site options
- Appendix 2. Comments on the options by the peak sporting bodies
- Appendix 3. Functional design brief
- Appendix 4. Preliminary estimate of costs
- Appendix 5. Stakeholder consultation findings
- Appendix 6. Recurrent costs, exclusions and assumptions



Site Options

Option 1



Bayview Secondary College, Christchurch Year
November 2019

Project Number 19-000133
Phase 1.2 (Second Issues)

thomson
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Attachment 2

Option 2



Bayview Secondary College, Clarendon Vale
November 2019

Project Number 19.002113
Phase F2 (Second Issue)

Attachment 2

Option 3.



Bayview Secondary College, Claremont Vale
November 2019

Project Number: TS-002113
Phase 62 (Second Issue)

thomson
adsett

Appendix 2 Comments on the Options from Peak Sporting Associations

The preliminary options as shown in Appendix 1 were circulated to AFL Tasmania, Cricket Tasmania, Football Federation Tasmania, Basketball Tasmania, Netball Tasmania, Clarence Gymnastics Association, Rugby Tasmania and Clarence PCYC. Comments on the options from the peak bodies are provided below.

1. AFL Tasmania

- Option 2 is our preference out of the plans presented, for the connection to the whole venue and the possibilities that it provides.
- Option 1 is workable but not our preference as the smaller pavilion and no parking provide limitations. I'd also wonder for access, maintenance and maximising impact of investments if the duplication of change rooms makes sense.
- Option 3 is far from ideal as the lack of space is restrictive on access/user experience/amenities etc.
- Adjacent car park and availability of indoor facilities in Option 2 is very appealing, as is any potential gym/physical prep facilities that the building may include.
- For year-round football use, we are happy to see one oval without a pitch.
- Given that the focus of the facility is community sport and not high performance, from a football point of view the use would be mainly through Lauderdale Football Club. Lauderdale have identified the ground as an ideal location to host their growing AusKick and junior programs for training and games, female program for training, senior males for some pre-season use and possible gym use if the facility accommodates it.
- External to Lauderdale Football Club use, it could be a possible venue for overflow for Clarence Football Club and a possible training facility for STJFL representative squads and potentially to host gala days. There would be the possibility of some training for Devils or NMFC Next Generation/AFLW as well, but it would likely be more geared to local club use.
- It will also be used as an important school football site and offer up great opportunity for clinics and as a competition venue.
- Through reducing duplication of amenities, it could allow for additional services and large flexible spaces - larger change rooms with ability to split with dividing walls, medical rooms etc.
- If the venue was to be more focused on a high performance environment as a home base for specific user groups, it could be a potential base or satellite base for Tasmania Devils NAB League/VFL programs but that may not align with the broader vision for the site. Options that may fit better for something in this space might be an ongoing conversation for us to work through with Council.

2. Cricket Tasmania

- As previously discussed, cricket's participation needs for grounds with turf pitches has outgrown the capacity of current venues Kangaroo Bay Oval and Lindisfarne Oval in the Clarence municipality.
- The Bayview College development appears to be a good option to address cricket's turf ground needs.
- The facility would be able to be utilised by community level participants in accordance with the vision for the site, for example U/15's, U/17's, 3rd Grade Men's, 2nd Grade Women's.
- Whilst cricket does not have zones for Clubs, the location of the facility is in the area aligned with Clarence District Cricket Club. Clarence is a large and strong club which in conjunction with Cricket Tasmania would be in a stronger position that other Clubs in the municipality at any level to engage with the school on broader objectives of the development, in particular enabling students to participate in cricket.
- Lindisfarne Cricket Club is also a potential ground user.
- Both Clarence and Lindisfarne Cricket Clubs have a strong preference for secondary venues in their municipality.
- Clarendon Vale Oval is used for Southern Cricket Association and Hurricanes Junior League matches and has capacity to increase usage at these levels with improved off-field facilities.
- In regards the plans specifically:
 - Option 2 is preferable.
 - The width of the grounds complies with the minimum size standards for community cricket however, it would be interesting whether if the road easement is eliminated the precinct boundaries can be extended and therefore the size of the ovals increased.
 - Consider locating the turf pitch for cricket in the oval closest to the school in Option 2 (Item 7 on key). This is to align better with the training nets and maximise distance from the road.
 - Consider placing a synthetic pitch in the oval closest to the road in Option 2 (Item 4 on key). This would enable usage for school purposes and junior primary aged usage. AFL and Cricket could continue to share this Oval during summer for example as occurs at Clarence High School.
 - There is also a shortage of cricket training facilities in the municipality. When at the stage of progressing to discussions with likely club users' consideration of training facilities at the site should be included, as since initial consultation the need for training facilities has re-emerged as a key consideration for potential stakeholders.



Attachment 2

3. Football Tasmania

- FT are generally supportive of the concept planning and understand that demand has not been shown to justify more than one rectangular pitch at the site
- They are happy to see that the other grounds are the able to be marked for small sided or full-sized pitches if the need for a carnival or school event was required.
- They are keen for the pitch to be a synthetic pitch but are understanding of cost and would be happy with natural turf initially and to see what future demand was like.
- FT are also very keen on the location of the indoor facility in Option 2 as the ability to play futsal in more locations is part of their long-term ambitions. The connection with the school is also an important element for FT as it will help drive participation and club development locally.

4. Basketball Tasmania

- Basketball Tasmania support this development.
- We would be very interested in basing one of our basketball associations at this new facility (or creating a new association). In line with this, we would be keen to have some sort of office space/admin space available in the plans if possible.
- Three or 4 courts is fantastic. Obviously, 4 courts allow us to do more (e.g. tournament weekends are better with 4 courts) however 3 courts are still very good.
- Obviously, a lot will depend on how all the sports work together on this.
- It would be very important to do this facility to a high level of quality with sprung wooden timber floor, good lighting, good quality rims and backboard (preference to Ringleader).
- We would also need appropriate seating for games, scoreboard and 24 second timings and good insulation. We can assist on these items down the track if you require.
- Option 2 does seem to link in better with everything which would be important for this project (however parking might be more of an issue for the indoor stadium).
- The comments under basketball are certainly appropriate.
- We would be interested in seeing what options are available for basketball to manage the facility outside of school hours.

5. Netball Tasmania

- Netball Tasmania are supportive of the concept development so far, in terms of the development of an indoor facility. And its potential to be developed on the school site.
- Netball have not committed to be a user of the site, are supportive of more indoor facilities being developed within Hobart and are keen to continue to be consulted with throughout the planning process.

6. Tennis Tasmania

- Tennis Tasmania are not available to formally comment as they are presently undertaking audits as part of a strategic planning approach to facilities across the state.
- Tennis would be keen to discuss the future of tennis within the space at Bayview in the future but are not currently in a position to do so.

7. Gymnastics (Clarence Gymnastics Association)

Option 1

Positive:

- More parking options
- Close to school
- Located with Basketball/Netball

Negative:

- Uses land set aside for potential bypass
- Removed from other outdoor sports

Other Comments:

Maybe put parking at area 12 for Football, Cricket and soccer being closer to community sport pavilion

Option 2

Positive:

- One main location for all sports
- Close to school
- May be cheaper building cost with all in the one area

Negative:

- Uses land set aside for potential bypass
- Parking may be an issue with all sports using the same area

Option 3

Positive:

- More parking options
- Does not use land set aside for potential bypass
- Close to school
- Located with Basketball/Netball

Negative:

- Removed from other outdoor sports

Other Comments

All 3 options could be suitable for gymnastics, If space if available option 2 would be the best option with good connection to the school, however parking maybe an issue.

Gymnastics would be keen to work in with other sporting groups and would be an ideal space for

- Cross training strength, conditioning Programs
- Rehabilitation programs.

Gymnastics would be keen to work with Bayview College providing the follow programs

- General PE gymnastics programs
- Launch into learning kindergym programs

- PE Gymnastics Programs with surrounding Primary schools
- GymAbility Programs for children with additional needs
- School based High Performance sports programs
- Youth Leadership Program for youth aged 14 to 16
- Skill development for school dance program

8. Rugby Tasmania


An attempt to contact Rugby Tasmania was unsuccessful.

9. Clarence PCYC


An attempt to contact Clarence PCYC was unsuccessful.

Attachment 2

Appendix 4. Estimated capital costs*

<div>  Turner & Townsend </div>				
<div> Bayview Secondary College & Clarendon Vale Oval </div>				
<div> Indicative Cost Plan - R1 </div>				
<div> \$25 REF: 1000042 Date: 1/12/2019 </div>				
Function	Unit	Qty	Rate \$/m2	Cost \$
New Building Works				
Ground Floor				
ACC 01 - 04	m2	35	\$ 2,300	\$ 80,500
Admin	m2	85	\$ 2,500	\$ 212,500
Atrium	m2	201	\$ 4,800	\$ 964,800
Cafe	m2	170	\$ 2,800	\$ 478,000
- 2/3 for table bench seating	Allow	1	\$ 20,000	\$ 20,000
Change 01 - 06	m2	480	\$ 2,800	\$ 1,344,000
- Entry for roller store	Allow	8	\$ 10,000	\$ 80,000
Cheney 01 - 03	m2	10	\$ 2,800	\$ 28,000
Female Toilet 01	m2	83	\$ 8,500	\$ 705,500
Male Toilet 01	m2	58	\$ 3,000	\$ 174,000
First Aid	m2	25	\$ 2,400	\$ 60,000
Reception	m2	99	\$ 2,400	\$ 237,600
- Reception Counter	Allow	1	\$ 25,000	\$ 25,000
Foyer	m2	763	\$ 3,900	\$ 2,995,700
Gymnasium	m2	1161	\$ 2,500	\$ 2,902,500
Gymnasium	m2	1028	\$ 2,500	\$ 2,570,000
- Entry for entry area	Allow	1	\$ 100,000	\$ 100,000
- Gymnasium equipment				EXCLUDED
Kitchen	m2	68	\$ 3,500	\$ 238,000
- 2/3 for table equipment-cool room-air, kitchen table	Allow	1	\$ 50,000	\$ 50,000
Kitchen BOH	m2	33	\$ 3,000	\$ 99,000
Lift 01/01 - 04	m2	48	\$ 2,500	\$ 120,000
Main Yard 01 - 02 - External	m2	256	\$ 400	\$ 102,400
Staff	m2	65	\$ 2,500	\$ 162,500
Staff Change 01 - 02	m2	51	\$ 2,400	\$ 122,400
Store	m2	292	\$ 2,000	\$ 584,000
Training 01 - 02	m2	31	\$ 2,800	\$ 86,800
Unisex Change 01 - 02	m2	56	\$ 3,000	\$ 168,000
Unisex Toilet 01 - 03	m2	84	\$ 3,000	\$ 252,000
General comp. 14 Nook	m2	4800	\$ 1,800	\$ 8,640,000
Spectator seating (looking for 528 ppl)	Allow	1	\$ 580,000	\$ 580,000
Spectator / Nook. Special seating and equipment - (grass, scoreboard etc).	Allow	1	\$ 500,000	\$ 500,000
Sports container				EXCLUDED
First Floor				
ACC 05 - 08	m2	12	\$ 3,800	\$ 45,600
Dash	m2	215	\$ 1,800	\$ 387,000
Female Toilet 02	m2	43	\$ 3,000	\$ 129,000
Male Toilet 02	m2	49	\$ 3,500	\$ 171,500
Corridor	m2	1101	\$ 3,800	\$ 4,183,800
- ED for kitchen equipment - (to first floor)	Allow	1	\$ 75,000	\$ 75,000
Multiurpose 01 - 04	m2	856	\$ 2,400	\$ 2,054,400
- ED for bar and bar equipment (followed to 1 MP room only)	Allow	1	\$ 100,000	\$ 100,000
Store	m2	1161	\$ 2,000	\$ 2,322,000
View Office	m2	441	\$ 2,000	\$ 882,000
Allow for upper floor construction	m2	1994	\$ 300	\$ 598,200
Allow for plant (platforms / services) upwards	Allow	1	\$ 100,000	\$ 100,000
Allow for lower roof / roof overhang area - Ground Level only	m2	1797	\$ 500	\$ 898,500
Allow for external perimeter access (paved) (ground level)	m2	2380	\$ 200	\$ 476,000
Liability lift shaft	Allow	1	\$ 150,000	\$ 150,000
Power stairs	Allow	1	\$ 10,000	\$ 10,000
Stair 01	Allow	1	\$ 25,000	\$ 25,000
Stair 02	Allow	1	\$ 25,000	\$ 25,000
Allowance for fire sprinklers (linked to Coast alarm)	Allow	1	\$ 100,400	\$ 100,400
Allowance for building sign / any lighting signage	Allow	1	\$ 150,000	\$ 150,000
Allowance for lift and ventilation elements / waste cap security	Allow	1	\$ 150,000	\$ 150,000
ESD signage	Allow	1	\$ 147,000	\$ 147,000
Allow for glass panel system	Allow	1	\$ 200,000	\$ 200,000
Allow for tier 1 construction additional performance	Allow	1	\$ 700,000	\$ 700,000
Total Building Works			\$ 2,228	\$ 2,466
				\$ 27,317,375

*Note: There are some minor exclusions from the cost plan including the tennis courts. The cost of extending the existing off road trail is not included in these figures.


Turner & Townsend

Bayview Secondary College & Clarendon Vale Oval

Indicative Cost Plan - R1

CIS REF: 10000001

Date: 11/10/2011

Item/line	UNIT	Qty	Rate \$/sq	Cost \$				
Sports Fields								
<u>Artificial Turf Fields</u>								
Allowance for removal/cover of existing tennis courts - approx 4 no.	m ²	2	0	0.0000	0	0.0000		
<u>Artificial Turf Fields</u>								
Allowance for removal of existing cricket practice area (grass for oval)	m ²	1	0	0.0000	0	0.0000		
Allow for replacement of new playing cricket practice area	m ²	1	0	0.0000	0	0.0000		
<u>Artificial Turf</u>								
Allowance for new AFL oval including:								
- AFL ground (100 x 110m)	m ²	1	0	1,000,000	0	1,000,000		
- Natural turf sods - assumed 2 no.	m ²	1	0	100,000	0	100,000		
- Sport lights (200 LUX)	m ²	1	0	250,000	0	250,000		
- Ground fence	m ²	1	0	150,000	0	150,000		
- 100 high gate and fence	Gate	1	0	150,000	0	150,000		
- Interchange building	m ²	2	0	40,000	0	80,000		
- Standbank	m ²	1	0	30,000	0	30,000		
- Allowance for stands	m ²	1	0	250,000	0	250,000		
<u>Artificial Turf</u>								
Allowance for replacement to existing AFL oval:								
- AFL ground (100 x 110m)	m ²	1	0	1,000,000	0	1,000,000		
- Synthetic turf sods - assumed 1 no.	m ²	1	0	100,000	0	100,000		
- Sport lights (100 LUX)	m ²	1	0	150,000	0	150,000		
- Ground fence	m ²	1	0	150,000	0	150,000		
<u>Artificial Turf</u>								
Allowance for a new rectangular and oval for known demand supply:								
- New Rectangular Pitch	m ²	1	0	900,000	0	900,000		
- Seats for perimeter safety / run off zone	m ²	1	0	100,000	0	100,000		
- Sport lights (100 LUX)	m ²	1	0	150,000	0	150,000		
- Fencing fence	m ²	1	0	100,000	0	100,000		
- 100 High gate and fence	Gate	1	0	150,000	0	150,000		
- Allow for interchange/stands - assumed 2 no.	m ²	1	0	250,000	0	250,000		
Total Field Works						4,751,000		
External Works & Services								
<u>Site Clearance & Preparation</u>								
Allowance	m ²	1	0	61,200	0	61,200		
<u>Footpaths</u>								
Carpeted - Main	m ²	1	0	200,700	0	200,700		
Carpeted - Side	m ²	1	0	100,400	0	100,400		
- 100 for carpark footpaths (100/50 LUX)	m ²	607	0	1,100,000	0	1,100,000		
Carpeted - Extension to existing	m ²	1	0	100,000	0	100,000		
Provision for vegetation and landscaping (to Provisioned area)	m ²	1	0	200,000	0	200,000		
Provision for pedestrian zone, including:								
- Landscaping area	m ²	1	0	50,000	0	50,000		
- Allowance for covered area	m ²	1	0	150,000	0	150,000		
- Covered area for water control	m ²	1	0	150,000	0	150,000		
Provision for maintenance and support program:								
Provision for maintenance of existing playing area (to be used as a water control)	m ²	1	0	100,000	0	100,000		
Provision for covered area	m ²	1	0	150,000	0	150,000		
- Allow for alternative location system	m ²	1	0	100,000	0	100,000		
- Allow for perimeter fencing system	m ²	1	0	100,000	0	100,000		
Total External Works & Services						3,481,700		
Construction Cost								
Design/Contingency						36,720,344		
Construction Contingency						3,983,000		
Sub Total						4,964,944		
<u>Professional Fees Allowance</u>								
Authority Plans & Change	m ²	1	0	500,000	0	500,000		
Architect Contributions	m ²	15	0	300,000	0	300,000		
Landscaping and Engineering (to be included)	m ²	1	0	100,000	0	100,000		
Allow for AV 11 system	m ²	1	0	500,000	0	500,000		
Specialist equipment for existing 20 Gms	m ²	1	0	100,000	0	100,000		
Specialist equipment	m ²	1	0	100,000	0	100,000		
Sub Total						3,100,000		
Project Total (Excluding GST) in Today Prices						45,036,344		

† Last examination to date: none (3) none of 31/2000

Full-DOM100-Purple-118-Candlewood-Bayview-SC-29505-0001-Flav/2500-Coul-Plant/2118-Fluorescent-CPR) : 18-12-2019-SunView Secondary College - Cors

Attachment 2

Appendix 4. Estimated capital costs

Turner & Townsend				
Bayview Secondary College & Clarendon Vale Oval				
Indicative Cost Plan - R1				
GS REF: m0000000				
Date: 11/12/2019				
Function	Unit	Qty	Rate \$/m2	Cost \$
Cost escalation to complete				EXCLUDED
Project Total (Excluding GST)				\$ 46,387,435
VM Option - Removal of 1 Basketball court:				
- General courts - 1 no.	m2	873	\$ 11,900.00	\$ (1,057,150.00)
- Spectator seating (seating for 150 ppl)	Allow	1	\$ (94,500.00)	\$ (94,500.00)
- Basketball / Netball: Special services and equipment - goals, scoreboards etc.	Allow	1	\$ (80,000.00)	\$ (80,000.00)
- Design Contingency	Allow	1	7.5%	\$ (157,000)
- Construction Contingency	Allow	1	7.5%	\$ (147,500)
- Professional Fee Allowance	Allow		7.5%	\$ (158,000)
- Authority Fees & Charges	Allow		1%	\$ (10,000)
- Cost escalation to tender - allow 12 months at 3%/annum	Allow		3%	\$ (88,495)
- Cost escalation to complete	Allow			EXCLUDED
Total - Removal of 1 No. basketball court (Excluding GST)				\$ (2,551,745)
Exclusions:				
GST		Cost Escalation beyond Nov 2020		
Upgrade or provision of authority services infrastructure external to the site		Undercroft carpark (under sports hall)		
Land, legal, marketing and finance costs		Office Equipment costs		
Planning professional fees and permit fees		Works to roads outside of site boundary		
Relocation / Demolition Costs		Public Art		
Staging Costs		Asbestos & other hazardous material removal		
Adverse soil conditions incl. excavation to rock, contaminated soil, soft soil		Council Internal costs		
Gymnastics equipment beyond allowance		Gymnasium equipment		
Blinds, Curtains or Drapes		Head coaches boxes		
Piling or Bored Pier foundations		Impacts of flood review		
Air-conditioning or other cooling to indoor courts		Reproducible seating		
Diversion / relocation of existing in ground services				

Appendix 5. Findings from stakeholder engagement

1. Outdoor Sports

Australian Rules Football

- There is demand for more oval shaped sportsgrounds in Clarence that would suit the needs of Australian Rules Football as well as other sports.
- There is strong demand for senior and junior football grounds in preseason due to the impact of cricket on traditional grounds.
- A community level facility that has two full sized oval grounds with lighting and a multifunctional support building with change-rooms, toilets, canteen and storage would meet the needs of AFL.
- Lauderdale Football Club have a strong need for more fields to support their junior program. Bayview Secondary College would be the most suitable site for fields due to the proximity to players homes and the connection to the school community. The club would be happy to share with multiple sports.
- If Bayview Secondary College facilities were developed, there may not be the need for the club to use Clarendon Vale Oval. This oval does not meet all needs, the support facilities are poor, and it is hard to get teams to go there for training.
- AFL Tasmania also have demand for good quality community grounds that can host junior development programs from across the region.

Cricket

- There is demand for good quality cricket grounds in the region (not specifically in the Clarence Plains area, rather across the municipality).

- Cricket Tasmania and Clarence Cricket Club would like to see a cricket ground developed at the school that had a turf wicket. This would meet the need for each Premier League club to have two turf wicket grounds.
- A second ground with a synthetic cricket wicket would also be of great value to the Clarence Cricket Club and Cricket Tasmania.
- Rokeby Cricket Club currently use Clarendon Vale Oval. The Clarendon Vale Oval is not in high demand due to it's condition and location. There is an opportunity to have a synthetic wicket on one of the new grounds at Bayview meaning that there may not be the need to upgrade in the support facilities at Clarendon Vale Oval and invest instead in the community facilities at Bayview and move Rokeby to Bayview.
- Training facilities including would need to be included in the mix of facilities.
- Clarence Cricket Club currently use numerous grounds including Claire St (in Hobart municipality).
- Clarence Cricket Club would love a ground with a turf wicket for use by both female and male players.
- Clarence Cricket Club would also really like a second oval with a synthetic wicket plus practice facilities and change rooms/toilets etc.
- There is a great potential for a large indoor facility to be used by numerous sports.
- Clarence Cricket Club cannot afford to not get involved in this project as it is such an important project.

Soccer-Football

- There is not a significant demand from club soccer-football for additional grounds (at the moment) in the Clarence Plains area. Clarence United FC use Bayview Secondary College for some of their junior programs and would therefore be an ongoing user of any new facility. Most of the club's demand occurs in preseason due to the availability of grounds but the Bayview site already gets reasonable use from the junior program.
- FT have a desire to see more synthetic fields cross the state to provide more opportunities for the sport especially during the winter months.
- Clarence United would like to see a purpose-built soccer ground on the site but understands the need for multifunctional facilities. Soccer-football at club level would need only basic community level support facilities (change, toilets and some seating for spectators.) The club sees a great opportunity to continue their relationship with Bayview Secondary College and continue to recruit and offer soccer opportunities to kids in the Clarence Plains area.
- The sport generally suffers from a lack of space, good quality facilities with quality surfaces.
- Would enjoy the connection with the school for clinics and future promotion.

Tennis

- There are five tennis clubs in the Clarence municipality. Sunshine Tennis Club in Howrah has the biggest membership of 420, which is more than double that of any other tennis club in Clarence. Sunshine Tennis Club cannot expand in terms of courts.
- The Draft Clarence Recreational Needs Analysis report suggests that there is no need for additional courts in Clarence, rather Council should consider a review of existing facilities in the area that are operating in the same catchment impacting on club viability. The demand assessment undertaken for the open space plan indicated the future need for courts in this vicinity to serve population growth in this corridor.
- Current tennis infrastructure in Clarence (courts and clubhouses) is aging.
- There are currently no tennis courts south of Howrah (apart from a single court at Sandford, which is in poor condition).
- There has been an increase in demand for social non club tennis in recent years.
- TT is in the process of strategy and audit developments across the state and would be in a position to further discuss the options at Bayview at a later date.



2. Indoor Sports

Basketball

- There is strong demand additional and better-quality indoor courts in Clarence
- Basketball Tasmania would utilise any new courts at the Bayview College site on most if not all nights in a week.
- Basketball would like to see 3 or more courts to enable them to meet demand.
- Other indoor facilities in Clarence are aging and non-compliant and do not provide the sport the opportunity to grow.

Netball

- Netball Tasmania would ideally play more of their sport indoors. There is strong demand for venues to host training sessions, conduct coaching and development sessions, school programs and social programs.
- There may one day be a structure where teams are based in the suburbs for training and development and play centrally at the State Centre. Kingston is a club that currently do this.
- Netball would utilise any number of indoor courts that might be developed and would ideally have access to a couple of outdoor courts within a precinct as well.

Gymnastics

- Clarence Gymnastics Centre are looking to develop a purpose-built (District level) Gymnastics facility in Clarence.
- Bayview Secondary College would be an ideal site for them.
- Would like to construct within the same area as other indoor court facilities and would also utilise these courts on occasions (i.e. for events etc.)
- Clarence Gymnastics have \$500k already for a new facility and are trying to get a promise of additional funding through the upcoming Federal election.
- Gymnastics have the ability to develop a strong partnership with the school community at Bayview as well as the communities in the broader Clarence Plains area.

Other sports

- Outdoor sports such as Australian rules football and soccer-football have expressed an interest in utilising new indoor courts as an alternative venue for training, especially in the wet months.



Other stakeholders

Grassroots Community Development (Interested Party as requested by Council)

- 2 Believes given the growth in the Clarence Municipality - the community deserves its own sporting club (grassroots community development).
- 3 Looking at developing a club at Bayview Secondary College (broad sports club). He thinks they deserve a club of its own.
- 3 Needs a heart, not just fields.
- 3 Needs connections with Clarendon Vale oval and with the schools. Don't think the council has any imagination in this area. Big Bold and visionary.
- 4 Bayview Secondary College provides an opportunity to develop more than sports fields and indoor spaces. It can build a sporting community - multifunctional facility that can support the growing community
- 4 Grassroots Community Development are keen to start a sports club in the area- 1 board- 1 brand- Bayview community sports club.
- 7 Potential for a significant indoor complex could be built on the site. Gymnastics can work really well alongside an indoor centre. Do not want to see what happens at Kingborough with multiple fields and facilities but all different clubs who don't work together well.
- 2 Clarendon Vale Oval needs to become part of the broad complex. Potential for utilisation of the adjoining land for sport and community purposes with connecting walking and bike paths.



Appendix 6. Recurrent costs, exclusions/assumptions

Estimated Income Assumptions

Gymnastics

- Lease fee is an estimate from benchmarking only.
- Gymnasium utilised by facility user groups (including schools) as strength and conditioning for set annual fee of \$1000 pa each. Supervision is the responsibility of each user group.

Indoor sports courts

- Basketball competition: usage 6pm to 10pm all courts 4 days per week @ \$60/ hr per court X 38 weeks per year.
- Basketball training (off peak): \$30 per hour x 4 courts:- Saturday 3 hours, two afternoons (4 to 6pm) x 38 weeks per year.
- Netball Hire (peak): 1 evening per week x 4 courts \$65 per hr from 6pm to 10pm x 38 weeks per year.
- Other hire groups: off peak 2 courts afternoon 4-6pm two nights per week \$35/hr x 35 weeks.
- Holiday program venue hire: 2 Courts and multi-purpose room hire. All day \$200 per day x 5 days per week x 8 weeks/year.
- Sports holiday court hire: \$35/hr for 2 courts x 4 hrs over 2 days per week (8 weeks per year)

Kiosk / Café

- Income to return to the school, social enterprise or association providing the service

Expenses Assumptions

Gymnastics

Gymnastics pay all outgoings, and minor maintenance – hence not included in annual expenditure estimates.

Indoor sports courts

- Recurrent costs included are for the indoor sports facility (less gymnastics area and external sports grounds).
- Centre Co-ordinator (0.50 EFT @ \$84,000 p/a) – Management model requirement of a part time coordinator to oversee the bookings, cleaning, minor maintenance and development of new programs. The role could be shared with another Council employee split over two or more facilities.
- Staff on-costs - assumed 30% of wage
- Utilities have been benchmarked against other similar facilities.
- Cleaning – Allowance of \$2,500 per calendar month.
- Telecommunications – Assumption of \$ 700 per month.
- Equipment maintenance includes annual indoor court re-sealing at \$6 per square metre. Does not include major capital i.e. sanding, line marking and resealing of the 4 indoor courts is estimated at \$ 35 per square metre (\$122,640) see Chapter 6.2
- Minor Maintenance – allowance for minor repairs that include plumbing, etc

Outdoor sports facilities

Annual estimates do not include lighting, or grounds keeping, irrigation of external surround and sports playing fields.

Grounds maintenance for adjoining ovals utilising average current cost per Council ground of \$60,000 pa x 3 grounds.

Financials assume this would be covered in Council's Annual budget.

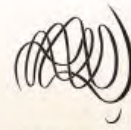
Depreciation

Depreciation costs have been separated from the annual recurrent costs. See Chapter 6.2. Building depreciation - single line depreciation is based on 100 yr. effective facility life, as provided by City of Clarence.

Equipment, furniture and fittings depreciation – single line depreciation is based on 20 yr. effective life as provided by City of Clarence.

Attachment 3

Oakleigh Recreation Centre and Caloola Reserve Joint Development Seminar



PARKS & LEISURE
AUSTRALIA
(VIC/TAS)

Seminar supported by



Oakleigh Recreation Centre



Caloola Reserve

Tuesday 4 May 2021
9.00am - 3.30pm

Oakleigh Recreation Centre
2a Park Road, Oakleigh

Until relatively recently, the Oakleigh Recreation Centre comprised an outdoor 50m pool built in the 1950's, four non-compliant basketball courts, amenities, and a fitness gymnasium. All facilities were looking very tired. In 2008, the pool was redeveloped, and in 2020 the old basketball courts were re-purposed into a **fully equipped gymnastics facility**, a **new 5-court basketball stadium** was built, and the whole facility was given a much needed upgrade.

Planning for the most recent development began back in early 2019 with the **relocation of the Oakleigh Tennis Club** (one of the oldest in Victoria) from the site following the merger of the Club with the North Oakleigh Tennis Club. The new tennis club has been accommodated only 400m away at Caloola Reserve, which has also been recently transformed, with 8 tennis courts and a **new multi-sport pavilion** to accommodate the tennis club, plus a soccer and cricket club.

Representatives from the centre's management team, the project architect, and the project manager will present about the project and lead site tours. Presentations will cover topics including the initial sports need and demand assessment, community and stakeholder engagement, facility design and development, ESD initiatives, construction, centre opening, the management framework, and other learnings from the project.

This Seminar is worth 2 points towards re-certification as a Certified Parks and Leisure Professional (CPLP). [Learn more about the CPLP qualification.](#)

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Attachment 3

Oakleigh Recreation Centre and Caloola Reserve Joint Development SEMINAR

8.45am Arrival

9.00am Welcome

9.10am Strategic Context

The need for new and expanded facilities, project partners, project governance framework, stakeholder engagement, including how the process undertaken to merge the tennis clubs, and the project budget and funding sources

*Jackie Grieve, Strategic Leisure Planner,
Monash City Council*

10.00am Design Development

Centre visioning, design development, challenges and solutions, and innovations

David Huntley, Senior Architect, DWP

10.45am Morning Tea

11.15am Guided Centre Tours

Gymnastics Centre

*Tanya Hart, Director,
Waverley Gymnastics Centre*

Stadium, Fitness Gym and Pool

City of Monash Staff
*Katrina Nughes, Area Manager
Health & Wellness
Luke DePasquale, Area Manager
Operations, Safety & Training
Shannon Stai, Area Manager
Aquatics & Inclusion*

1.00pm Lunch (provided)

**1.30pm Centre Management and
User Licenses**

*Katrina Nughes, Area Manager
Health & Wellbeing*

**1.50pm Active Monash Vision,
Membership Strategy/ Offerings**

*Gareth Rayner, Area Manager
Customer Experience & Engagement*

2.10pm Caloola Reserve Tour - optional

Short walk to Caloola Reserve to tour the new multi-sport pavilion and sporting facilities

*Belinda Griffiths
Coordinator Recreation Services*

3.30pm CONCLUSION



<u>Cost</u>	PLA Members	\$150
	PLA Non-members	\$200

[Register online](#)

PLA members should login prior to registering
Registrations close Friday 30 April 2021

Enquiries to:

Richard Simon, PLA Vic/Tas Region
Email: victas@parksleisure.com.au
Mob: 0498 029 575

11.5.4 ROSNY GOLF COURSE LAND – INTERIM PLAN**EXECUTIVE SUMMARY****PURPOSE**

To consider an interim Public Open Space plan for the use of the land at 2/22 and 3/22 Rosny Hill Road, Rosny Park; known as the Rosny Park Public Golf Course.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan applies.

LEGISLATIVE REQUIREMENTS

The Local Government Act 1993 is applicable.

CONSULTATION

Significant consultation in respect to the City Heart Project has occurred. That consultation confirmed that the community highly valued the Rosny Golf Course land as public open space. No specific consultation has occurred in respect to the Interim Plan.

FINANCIAL IMPLICATIONS

Funds of \$50,000 are included in the 2020/2021 Annual Plan. Further funding to maintain the area as a park and provide some basic amenities will be considered as part of the FY2021/22 Estimates. It is not expected that significant additional funding will be required.

RECOMMENDATION:

- A. That Council authorises the General Manager to implement an interim plan for the land comprising the current Rosny Golf Course to include:
- Installation of signage to indicate the area is open to the public at the two main entry areas being the southern point adjacent the Rosny Farm Arts Centre and the northern area off Gordons Hill Road;
 - The existing club rooms and shed to be available for council's City Cultural staff usage; and
 - The open space to be maintained to a similar level of service as Charles Hand Park.
- B. Further expenditure to the area in accordance with the Interim Plan will be subject to approval from Council Budget Estimates.

ROSNY GOLF COURSE LAND –INTERIM PLAN /contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** The Rosny Park Public Golf Course (golf course) has been in operation since 1970, initially operated by council. Since 1984 it has been leased to a private operator.
- 1.2.** In 2009, the then Lessee did not renew the lease and council approved a Heads of Lease and a tender process for the re-leasing of the golf course.
- 1.3.** YMCA was the successful Tenderer and entered into a lease agreement for a term of five years from 1 July 2010 with an option for a further five years. The option for renewal has been exercised with the lease due to expire on 30 April 2021.
- 1.4.** On 5 May 2014, council considered and approved a reduction of the annual lease rental from \$15,800 per annum to \$6,700 for the remaining lease term.
- 1.5.** On 20 August 2018, council considered and approved a reduction of the annual rental to \$1 and waived payment of the General Rates and provided assistance to identify problems with the irrigation system. Service rates and charges continue to be paid by YMCA as part of the lease.
- 1.6.** At its meeting of 29 June 2020, council considered extending the YMCA lease of public land known as the Rosny Park Public Golf Course for a 10 month period and unanimously resolved:

“That Council authorises the General Manager to negotiate and agree a new lease with YMCA for the land known as Rosny Park Public Golf Course incorporating the following key terms:

- the proposed lease is to conclude on 30 April 2021;*

- *the YMCA to receive a financial contribution of \$2,500 per month toward operation of the golf course including its maintenance other than irrigation repair;*
- *the lease annual rental to be a nominal amount of \$1, if requested;*
- *the General Rates applicable to the Rosny Park Public Golf Course land is waived. All other service rates and charges shall continue to apply in accordance with Council's Leased Facilities Pricing and Term of Lease Policy;*
- *that Council assume responsibility for the maintenance and repairs of the irrigation system arising from general leaks or faults;*
- *that any major leaks or faults in relation to the irrigation system will, if in the opinion of Council officers is not economically repairable, provide Council with a right to end the lease with one months' notice to YMCA; and*
- *all other terms and conditions of the lease are to be in accordance with Council's usual terms of lease."*

- 1.7.** At its meeting of 14 December 2020, council considered the City Heart Project Community Consultation Report and adopted: *"That Council authorises the General Manager to develop a plan for interim use for the Rosny Park golf course area and present that plan to Council for consideration at a future workshop and council meeting."*

2. REPORT IN DETAIL

- 2.1.** Council, at its 24 February 2020 meeting authorised the General Manager to initiate the City Heart Project through community engagement followed by a concept development process. The project is in its early stages.
- 2.2.** The goal of the project is to establish a sense of place for the City, expand and diversify the economy within the Rosny CBD and create a vibrant liveable city centre. The land which comprises the golf course is a key strategic parcel of land within the ambit of the City Heart Project. It is important to note that the majority of the golf course land is designated "community purpose" upon the land title.
- 2.3.** The next phase of the City Heart Project will be development of concept plans for potential options. In the interim a plan for the use of the Public Open Space is required.

2.4. At its Workshop on 15 March 2021, a proposed plan, as shown in **Attachment 1**, was discussed with council.

2.5. As an outcome of discussion at the workshop the interim plan to include:

- Install signage at the entry areas near the existing club house and Gordons Hill Road to indicate the area is open to the public.
- Make the existing club house and the shed available to council's City Culture team. A first part of this occupancy will be to check the safety aspects of the buildings.
- Maintain the open space area by council's crews to the same level of service as Charles Hand Park.
- Further expenditure on the site to be subject of council's future budget deliberations.

3. CONSULTATION

3.1. Community Consultation

The Rosny Golf Course land is linked to the City Heart Project. Initial community consultation has been completed and reported to council. There was a strong community preference for the land to remain as public open space after closure of the golf course.

3.2. State/Local Government Protocol

Engagement with the State Government will be undertaken as required.

3.3. Other

Nil.

3.4. Further Community Consultation

Further community consultation on possible changes in use of the land will be undertaken as part of the concept planning stage of the City Heart Project. The consultation plan will be consistent with council's Community Engagement Policy 2020.

- **Consultation Plan**

To be developed as part of City Heart project expression of interest phase – for concept planning.

- **Consultation Aim**

To obtain feedback on community views related to the central business district which includes the parklands comprising the land that is currently the Rosny Golf Course.

- **Community Engagement Tools**

The engagement tools will be in accordance with the Community Engagement Policy 2020.

- **Consultation Timing**

Initial consultation was undertaken in February 2020 and timing for the next stage will be subject to the development of the concept plans.

4. **STRATEGIC PLAN/POLICY IMPLICATIONS**

Council's Strategic Plan 2016/2026 within the Goal Area *A People City* contains the following Strategy to:

“Enhance the liveability of activity centres, community hubs and villages through streetscape and urban design projects and local area masterplans.”

and

“Develop and implement a public open space network including quality public spaces, parks, reserves, and tracks and trails.”

5. **EXTERNAL IMPACTS**

Nil.

6. **RISK AND LEGAL IMPLICATIONS**

6.1. 2/22 Rosny Hill Road is council owned land.

- 6.2.** 3/22 Rosny Hill Road was Crown land transferred to council with title restrictions obliging council to use the land for community use. The land reverts to Crown ownership if any use of the land does not meet the condition upon the title.

7. FINANCIAL IMPLICATIONS

- 7.1.** Council adopted \$50,000 in the 2020/2021 Annual Plan to cover \$2,500 per month as a financial contribution of offset YMCA operational deficit and the remaining funds to be utilised by council to maintain the irrigation system.
- 7.2.** At 31 March 2021 the expenditure on this was \$20,454. The remaining funds are available for final payments to YMCA as per the lease and for the initial expenditure on the Rosny Park Interim Plan which includes signage, checking safety aspects of the club rooms and the shed, and for council's parks crew to maintain the open space area.

8. ANY OTHER UNIQUE ISSUES

This is a unique opportunity for prime green space in the Rosny CBD to be available to the community as a whole as Public Open Space.

9. CONCLUSION

- 9.1.** Council, at its meeting on 29 June 2020 unanimously adopted to end the YMCA lease of the Rosny Park Public Golf Course on 30 April 2021.
- 9.2.** YMCA has advised council the last day of golf on the course is planned for 24 April 2021. Staffing and removal of their operational equipment is being coordinated for the lease finishing on 30 April 2021.
- 9.3.** The interim plan is to open the land to the public and for the existing building to be used by council's City Cultural Team (Arts, Events and Culture).

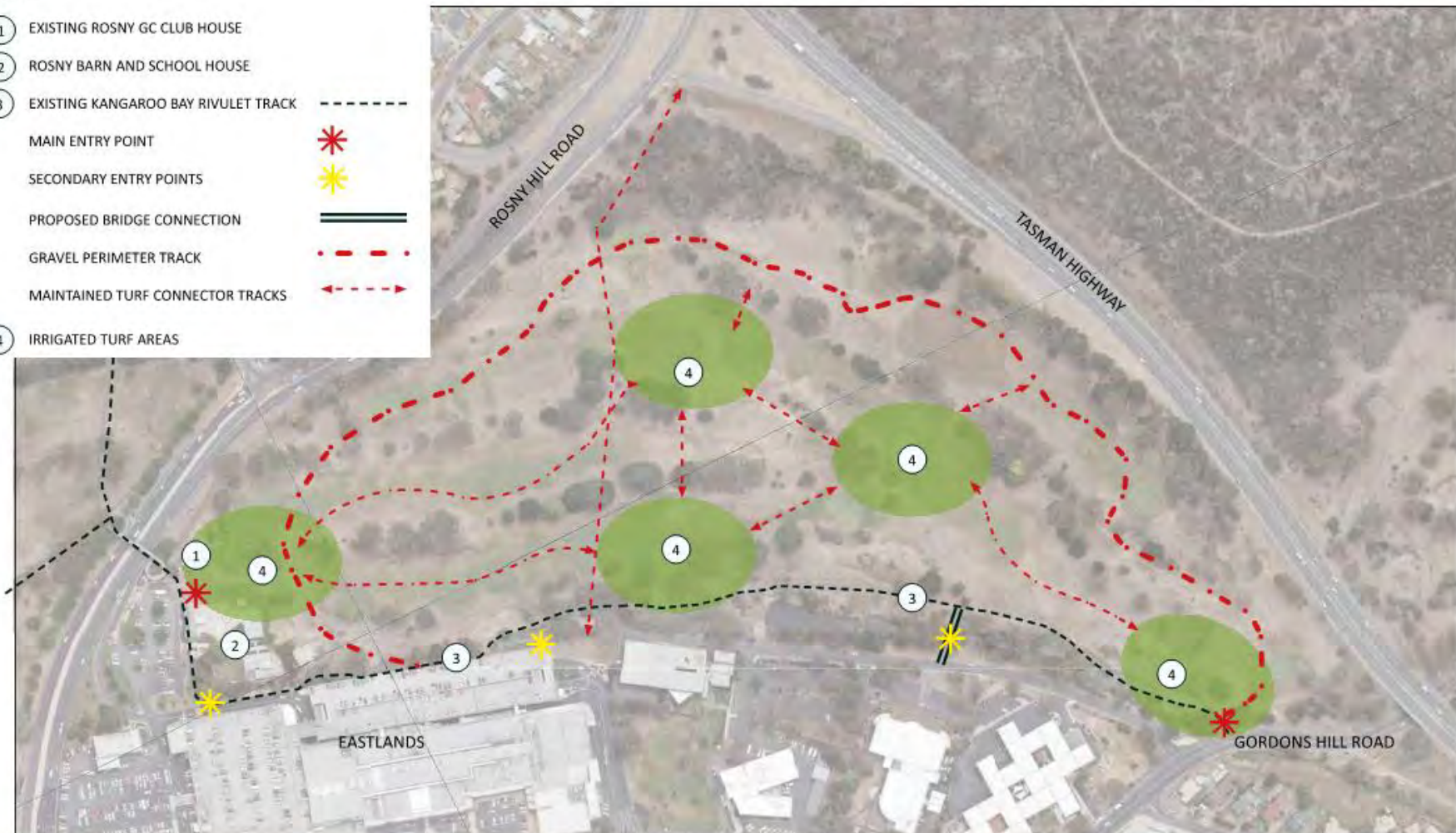
Attachments: 1. Interim Plan (1)

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

Attachment

LEGEND

- ① EXISTING ROSNY GC CLUB HOUSE
- ② ROSNY BARN AND SCHOOL HOUSE
- ③ EXISTING KANGAROO BAY RIVULET TRACK
- MAIN ENTRY POINT *
- SECONDARY ENTRY POINTS *
- PROPOSED BRIDGE CONNECTION ==
- GRAVEL PERIMETER TRACK - - -
- MAINTAINED TURF CONNECTOR TRACKS <- - - - ->
- ④ IRRIGATED TURF AREAS



CONCEPT PLAN

ROSNY PARKLANDS INTERIM PLAN

DRAFT →

Issue:
Revision:
Status :
Scale:
Date:
Page:

For Discussion Only
V1
Draft
NTS
Jan 21
1



Clarence... a brighter place

11.6 FINANCIAL MANAGEMENT**11.6.1 FUNDING SUPPORT REQUEST – OLYMPIA FOOTBALL CLUB****EXECUTIVE SUMMARY****PURPOSE**

To consider a request from Olympia Football Club Warriors Incorporated (“Olympia”) for council to provide a funding contribution toward a new changeroom facility located at 15 Dampier Street, Warrane (known as Warrior Park).

RELATION TO EXISTING POLICY/PLANS

Leases over Council Land Policy, Recreation Needs Analysis 2019, Financial Management Strategy and 2021/2022 Estimates are relevant.

LEGISLATIVE REQUIREMENTS

Not applicable.

CONSULTATION

Council received a presentation from Olympia representatives at a workshop held on 9 March 2021. Council discussed the request at its workshop held on 12 April.

FINANCIAL IMPLICATIONS

Olympia has sought a financial contribution from council of \$470,000. The amount sought will be funded through a 50/50 split between capital and drawn down of council Asset Renewal cash reserve.

RECOMMENDATION:

That Council:

- A. As part of its FY2021/22 Estimates, provides the Olympia Football Club Warriors Incorporated with a funding contribution to complete the construction of their proposed upgraded changeroom facility made up as follows:
 - a cash contribution to the project totalling \$235,000;
 - a council funded loan totalling \$235,000, to be repaid over an agreed period not exceeding 15 years, on terms consistent with those previously approved by council and repayment of any unexpended funds at the conclusion of the project; and
 - the above amounts reduced equally by any additional grant funds received by Olympia before completion of the project.
- B. Authorises the General Manager to negotiate a loan agreement between Council and Olympia in accordance with the terms set out above.
- C. Authorises the General Manager to provide Olympia with a letter of comfort confirming Council’s decision, including payment of funds as soon as possible after 1 July 2021.

FUNDING SUPPORT REQUEST – OLYMPIA FOOTBALL CLUB /contd...

ASSOCIATED REPORT**1. BACKGROUND**

Olympia Football Club Warriors Incorporated (“Olympia”) received grant funding of \$500,000 from the Tasmanian Government under the “Levelling the Playing Field” grant program to design and construct a new changeroom facility at its 15 Dampier Street, Warrane site known as “Warrior Park”.

Olympia leases Warrior Park from Council. To date all development at Warrior Park has been funded by Olympia through donations and other fundraising.

The current changerooms are at end of life and do not meet contemporary standards, particularly in relation to women’s sport.

Olympia presented an initial design to council officers. Council officers raised a number of concerns regarding the design and worked with Olympia representatives and an architect to revise and improve the design. The final design cost exceeds the \$500,000 grant funding received to date.

An application for further grant funding was submitted by Olympia to the Australian Government’s Community Sport Infrastructure Grant Program. While initially recommended for approval, the funding request was ultimately unsuccessful. Had the application been successful, Olympia would have funded its development without needing to seek assistance from council.

The development has an approved development permit – PDPLANPMTP-2020-015152.

In accordance with the terms of the Levelling the Playing Field grant, Olympia must make substantial commencement of the project before 30 June 2021. Time is therefore of the essence.

2. REPORT IN DETAIL

Through its collaboration with council officers, Olympia has developed a well designed changeroom facility for the site and its members. A diagram of the proposed building is attached (Attachment 1).

Olympia has requested a funding contribution of \$470,000 to complete the building.

The request is time dependent. Olympia must commence construction before 30 June 2021 or it will forfeit the \$500,000 grant it received from the Tasmanian Government via the Levelling the Playing Field grant program.

Olympia representatives presented their proposal to council at a workshop held on 9 March 2021 and Aldermen further discussed the request at the workshop held on 12 April.

Olympia has provided audited financial statements to council clarifying its financial situation. A confidential summary of those statements has been provided to Aldermen by council's Chief Financial Officer.

Olympia has also provided membership statistics for the past two years. Those statistics are:

Sporting organisation	2020 number of female participants	2021 number of female participants	2020 number of male participants	2021 number of male participants
Olympia FC Warriors	60	90	200	250

Three options were identified in respect to the funding request:

1. Option 1: Do not support the request.
2. Option 2: Support the request via a 50% funding contribution (\$235,000) and a 50% loan (\$235,000).
3. Option 3: Support the entire funding request – council makes a \$470,000 funding contribution.

Council's Sport and Recreation Committee considered the funding request and supported Option 2. The committee's consideration is summarised and was provided to aldermen at the workshop (**Attachment 2**).

The recommendation reflects Option 2, with the loan element proposed to be upon similar terms to those previously approved by council.

3. CONSULTATION

3.1. Community Consultation

Consultation on the project has occurred between council officers and Olympia representatives, in respect to the building design.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

The Sport and Recreation Committee considered the Olympia request and provided a brief summary and recommendation (**Attachment 2**).

3.4. Further Community Consultation

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council will consider approval of an updated Strategic Plan at its meeting on 19 April 2021. The updated strategic plan includes development of a number of key supporting strategy documents, one of which is the "Sport and Recreation Strategy".

The aim of the Sport and Recreation Strategy will be to provide a long-term strategic direction for sport and recreation activities within the city, including infrastructure development. That will include major developments such as the Bayview Sporting Precinct. There will be other focal points for the strategy, including in relation to major sporting codes including soccer.

Contributing to the Sport and Recreation Strategy, the Recreation Needs Analysis 2019, adopted by Council on 18 March 2019, includes the following comment:

“Develop a city-wide Football (Soccer) Facilities Strategy to guide future planning and investment, considering participation trends, infrastructure requirements, and club/development pathway.”

The Warrior Park site is constrained by its boundaries and some other issues. Council has previously considered options for future development of the site, but no firm direction has been determined. Strategically, it is more likely that the Wentworth Park site will be council’s strategic investment priority in respect to soccer, but this has not been conclusively determined either.

In the context of the comments above, the investment in the proposed changeroom facilities should not be regarded as a strategic investment in the Warrior Park site, but rather a response to an immediate need to replace seriously sub-standard changeroom facilities arising from the rapid growth of women’s sport, particularly in regard to soccer.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

Not applicable.

7. FINANCIAL IMPLICATIONS

Based on the Option 2 recommendation, council will need to commit \$235,000 within the capital program of its FY2021/22 Estimates and the remaining loan amount being funded from council’s Asset Renewal Reserve.

The general terms of a loan previously provided were:

- A term of 14 years; and
- The interest rate is variable and is reset from 1 January each year to the weighted average interest rate of Council’s investments at that time. For 2021 this rate is 0.65%.

It is important to note that the lease between Council and Olympia includes a term that provides that any improvements to the leased premises become the property of council unless otherwise agreed.

8. ANY OTHER UNIQUE ISSUES

Not applicable.

9. CONCLUSION

Council has been requested to provide a funding contribution toward a new changeroom facility at Warrior Park. The proposed development has an approved development permit and approximately 50% of its funding via a Tasmanian Government Grant. To meet the grant terms construction must commence before 30 June 2021.

It is recommended that council provide 50% of the requested funding (\$235,000) and the remaining funding via a loan (\$235,000), with funds to be included in council's FY2021/22 Estimates. In order to allow Olympia to commence its construction, a letter of comfort is recommended with payment to be made as soon as possible after 1 July 2021.

Attachments: 1. Schematic of Proposed Development (3)
2. Sport and Recreation Committee Consideration (1)

Ian Nelson
GENERAL MANAGER

SPORTS PAVILION

OLYMPIA FOOTBALL CLUB WARRIORS

15 DAMPIER STREET, WARRANE



CITY OF CLARENCE
PLANNING APPROVAL

DEVELOPMENT PERMIT NO: P-2020/015152

DATED: 23/12/2020

NOTE: A separate building and plumbing approval may be required BEFORE the commencement of any building works.

SITE INFORMATION

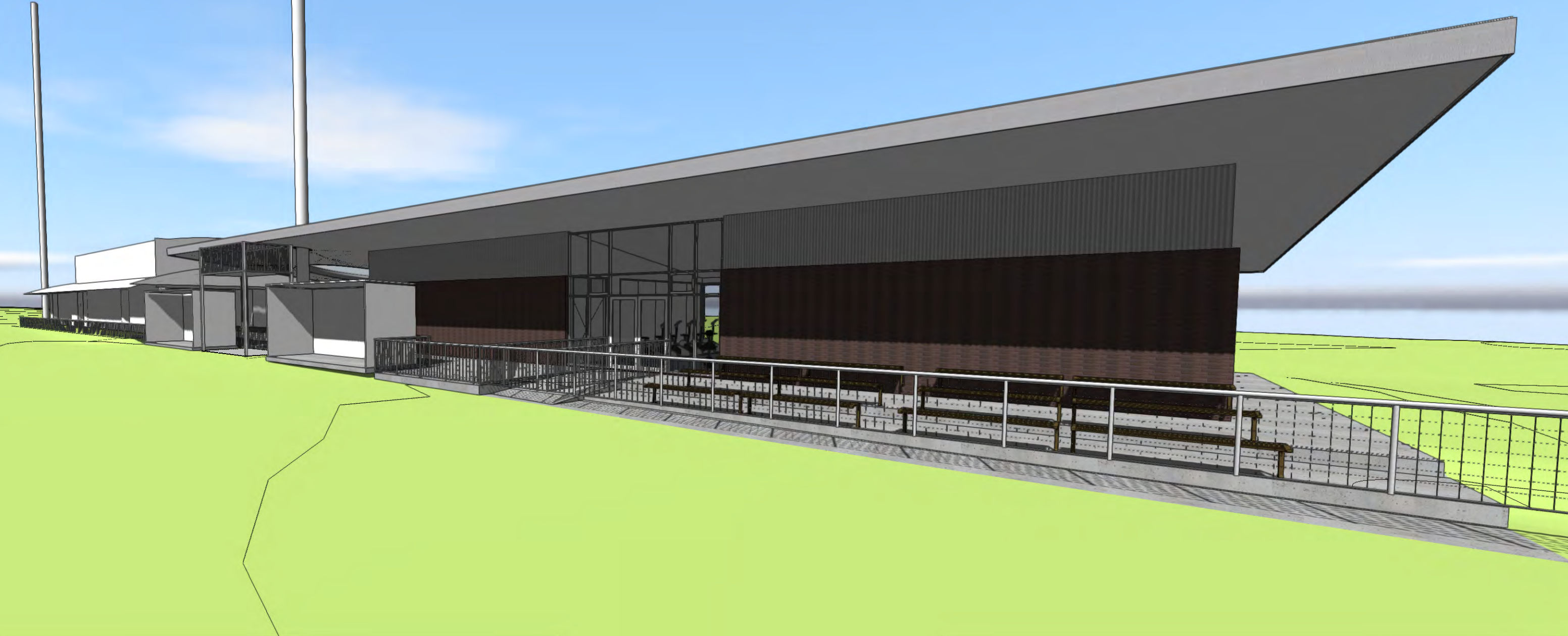
LAND TITLE REFERENCE	245673/1
WIND CLASSIFICATION	N3
DESIGN WIND SPEED	40m/sec
SOIL CLASSIFICATION	Class P
CLIMATE ZONE	7
BUSHFIRE ATTACK LEVEL RATING	N/A
ALPINE AREA	N/A
CORROSION ENVIRONMENT	N/A
OTHER HAZARDS	N/A

AREAS SCHEDULE

EXISTING BUILDING	396 m ²
PROPOSED BUILDING	528.2 m ²
LAND AREA	25827.6 m ²
SITE COVERAGE	3.6%

DOCUMENT REGISTER

DA 01	COVER
DA 02	PLAN_PROPERTY
DA 03	PLAN_DEMOLITON
DA 04	PLAN_SITE
DA 05	PLAN_PROPOSED
DA 06	PLAN_ROOF
DA 07	ELEVATIONS_PROPOSED



Document Set ID: 419897
Version: 1, Version Date: 23/12/2020

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REV: DATE:	DESCRIPTION:	REV: DATE:	DESCRIPTION:

ISSUED: 19-10-2020	PROJECT: OLYMPIA FC PAVILION	DRAWING: COVER
DRAWN: DM / NL	15 DAMPIER ST WARRANE	SCALE: NTS
CHECK:	JOB NO: 1919	DWG NO: DA 01
		REV: -

NOTE: A separate building and plumbing approval may be required BEFORE the commencement of any building works.

INTERNAL DRAINAGE

FALL TOILET/SHOWER FLOORS
TO SHOWER WASTES

ACCESSIBILITY NOTE:

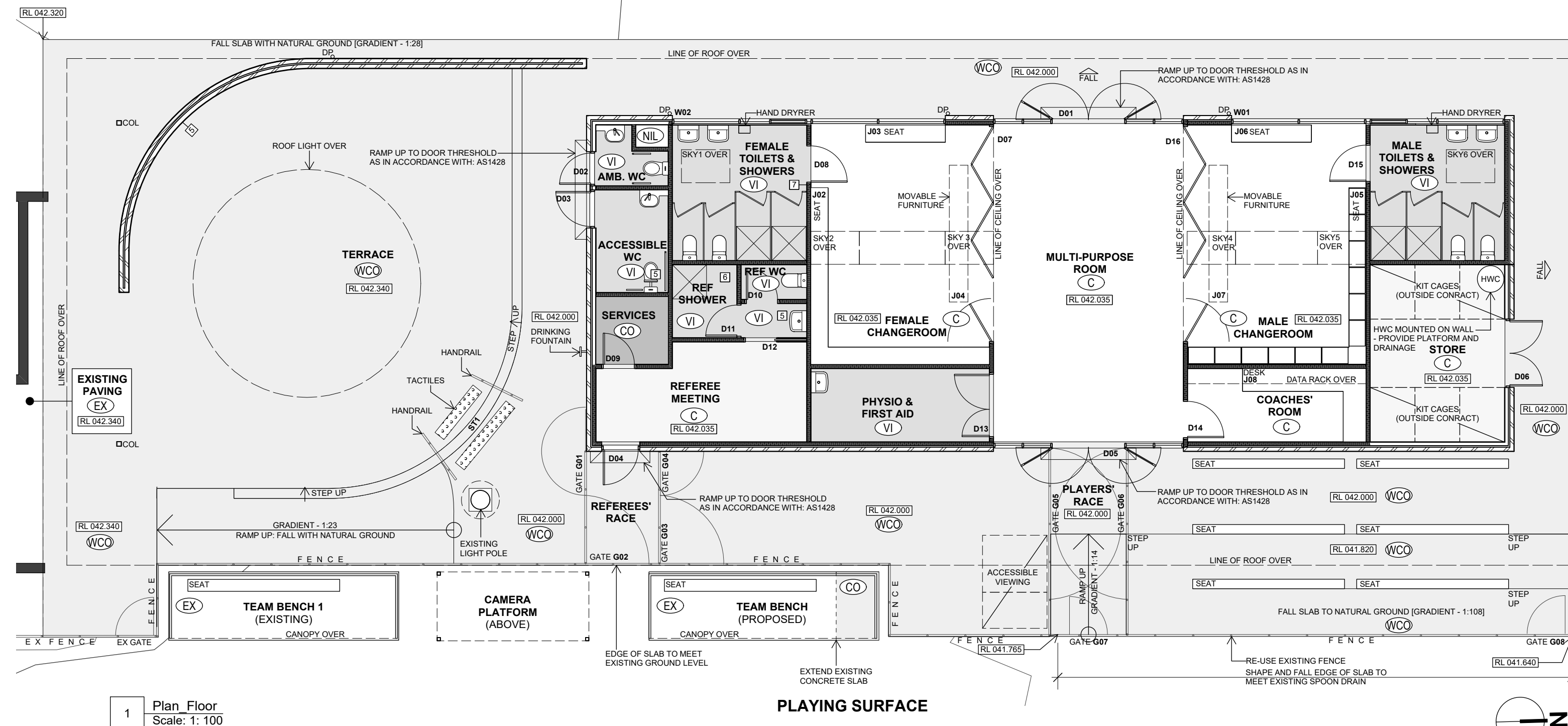
**THRESHOLD RAMPS TO ALL
ACCESSIBLE DOORS AS PER
1428.1; CLAUSE 10.5
STAIR HANDRAILS, NOSINGS
AND TACTILES TO AS1428.4**

MATERIALS

BR	BRICKWORK
C	CARPET
CO	CONCRETE
CRS	CLEAR ROOF SHEET
D	MULTICELL POLYCARBONATE
FC	FIBRE CEMENT SHEET
GL	GLAZING
NIL	NIL FINISH
RS	ROOF SHEET
T	TILE
VI	VINYL SHEET FLOORING
WCO	WASHED CONCRETE

LEGEND

AS	ADJUSTABLE SHELF
CL	CEILING LEVEL
DR	DRAWER
DP	DOWNPIPE
EX	EXISTING
FFL	FINISHED FLOOR LEVEL
FS	FIXED SHELF
RL	RELATIVE LEVEL
SK	SKIRTING
SKY	SKYLIGHT
SL	SLIDING
TRH	TOWEL RAIL
TR	TOWEL RAIL
D#	DOOR NUMBER
J#	JOINERY NUMBER
W#	WINDOW NUMBER
G#	GATE NUMBER





CITY OF CLARENCE
PLANNING APPROVAL

DEVELOPMENT PERMIT NO: P-2020/015152

DATED: 23/12/2020

NOTE: A separate building and plumbing approval may be required BEFORE the commencement of any building works.

RL 045.070
CL 044.735

FL 042.035
PAVING
RL 042.000

BR

OPEN

BR

GL

GL

BR

FC

DRINKING
FOUNTAIN

RL 046.820

CAMERA
PLATFORM

1050

RL 045.000

TEAM
BENCH
2

UNISEX AMBULANT
TOILET SIGN TO AS1428

UNISEX ACCESSIBLE
TOILET SIGN TO AS1428

1 Elevation_Proposed South
1:100

RL 046.820

RS

SKY8

SKY5

SKY4

SKY3

SKY2

SKY1

CL 044.735

W01

GL

BR

VENT

GL

DP

D01

DP

BR

W02

GL

VENT

BR

CRS

EXISTING LIGHT POLE
THROUGH ROOF VOID

CURVED TERRRACE WALL

EXISTING
PAVILLION

2 Elevation_Proposed West
1:100

RL 046.820

FC

SIGNAGE
(OUTSIDE CONTRACT)

SIGNAGE
(OUTSIDE CONTRACT)

EXISTING LIGHT
POLE BEYOND

CL 044.735

TEAM BENCH 2
BEYOND

FL 042.035

CAMERA
PLATFORM
BEYOND

FC

BR

BR

D07

RL 045.090

TERRACE WALL BEYOND

3 Elevation_Proposed North
1:100

FC

FC

RL 046.820

CRS

CL 044.735

BR

FL 042.340

COL

(WALL BEYOND)

BR

GL

D05

BR

GL

BR

D06

D

BR

RL 044.735

PAVING
RL 042.000

FL 042.035

FL 041.820

FL 041.640

EXISTING LIGHT POLE

SIGNAGE
-OUTSIDE CONTRACT

DWG 04: FENCES, TEAM BENCHES, AND
CAMERA PLATFORM OMITTED FOR CLARITY

4 Elevation_Proposed East
1:100

matt williams architects
Document No: 43000171, TAS 7000 [03] 6234 3001 office@mattwilliams.com.au
Accreditation: CC4533R ABN 16753524807
Version: 1, Version Date: 23/12/2020

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REV: DATE: DESCRIPTION:

REV: DATE: DESCRIPTION:

0.5 1 2 3 4 5M

ISSUED: 19-10-2020 PROJECT: OLYMPIA FC PAVILION DRAWING: ELEVATIONS_PROPOSED

DRAWN: NL / DM

15 DAMPIER ST
WARRANE

SCALE: 1:100 @ A3

CHECK:

JOB NO: 1919

DWG NO: DA 07

REV: -

Olympia Football Club – Club amenities budget proposal

Ian Nelson (GM) attended the meeting to discuss a recent budget request from Olympia Football Club for facility development at Dampier Street Sportsground. The club was successful with a state government grant of \$500,000 via round 1 of Levelling the Playing Field to construct additional change rooms at the facility to cater for the club's female members.

The club's existing facility was built in late 1980s with player change and amenities now not fit for purpose and unable accommodate both male and female participants, which is problematic for the club.

Upon seeking Development Approval for the facility through Council, it was deemed the proposed club facility was not appropriate with Council directing the club to amend the design to meet contemporary standards. As a result, the construction cost increase from \$500,000 to \$970,000, with the club unable to meet the outstanding amount.

The club has been advised by the funding body (Community Sport & Recreation) that they have until the end of June to spend the \$500,000 grant otherwise the funds will need to be returned by the club.

Ian requested the committee to provide its view on the request for financial assistance to Olympia for inclusion in a presentation to the council at a workshop on 12th April 2021 as part of Council budget deliberations.

It was explained that Olympia applied for the grant in good faith and on a design provided by a contractor engaged by the club. The blow out of costs is due to the statutory building requirements as the proposed development did not comply with building standards. It was confirmed to the committee that all the buildings existing and proposed at 15 Dampier Street are owned by council and regardless of the lease the facilities belong to council.

Sport and Recreation Advisory Committee recommendation

- The committee acknowledges the need for additional change rooms and amenities at Dampier Street based on the club's growth in recent seasons.
- The committee understands the existing site is constrained and not fit for purpose for a higher level club, such as Olympia FC, and that future investment will be required to renew the synthetic football pitch, to upgrade field lighting, to develop a second pitch and upgrade onsite parking.
- The committee recommends a council contribution of 50% of the outstanding balance to complete the project (ie \$235,000) and to loan Olympia FC the remaining amount, \$235,000. Timeframe for repayment of the council loan to be determined.
- Finally, a council contribution to the club's current re-development should not commit council to future development of the site. It is preferred for council to undertake further deliberations and planning with Football Tasmania and local clubs, to determine the broad future infrastructure needs for football in the city of Clarence.

11.7 GOVERNANCE**11.7.1 RECONCILIATION ACTION PLAN****EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is for Council to consider and approve a project plan for development of a Reconciliation Action Plan (RAP) for Clarence.

RELATION TO EXISTING POLICY/PLANS

The following policies and plans are relevant:

- Draft Strategic Plan 2021-2031;
- Cultural History Plan 2018-2023;
- Interpreting Aboriginal Heritage in Clarence by Dr Tony Brown 2020;
- Cultural Heritage Interpretation Plan 2012;
- Clarence Tracks and Trails Strategy 2012; and
- Clarence Bushland and Coastal Strategy.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

The proposed project plan provides a consultation plan for the RAP development process.

FINANCIAL IMPLICATIONS

The costs associated with the development of a RAP were approved as part of the 2020/2021 Estimates.

RECOMMENDATION:

- A. That Council approve the “RAP Project Plan” and authorises the General Manager to commence development of a Tier 2 Reconciliation Action Plan in accordance with the project plan.
- B. That Council appoints two Aldermen as representatives, one of whom will act as chairperson for the RAP Working Group (RAPWG).

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** Reconciliation Tasmania approached Council in October 2019 to propose the development of a Reconciliation Action Plan (RAP) for Clarence.

- 1.2. Council approved a budget allocation of \$15,600 to develop a Tier 2 RAP as part of the 2020/21 Estimates.

2. REPORT IN DETAIL

- 2.1. At a workshop on 22 July 2019, representatives from Reconciliation Tasmania presented a proposal regarding the development of a RAP for Clarence. A RAP will provide a structured, nationally recognised model for Council to formalise commitments to reconciliation. A RAP will also help foster a community of shared values, goals, and a common language for reconciliation.
- 2.2. Based on the outcome of the 22 July 2019 workshop, Reconciliation Tasmania was invited to submit a formal proposal and fee schedule for the development of a RAP. The proposal was received on 31 October 2019 and recommended the development of a Tier 2 *Reflect* RAP for Clarence and outlined the steps necessary to achieve this.
- 2.3. Council approved an allocation of \$15,600 for the development of a Tier 2 RAP as part of the 2020/21 Estimates.
- 2.4. Council officers met with representatives of Reconciliation Tasmania in December 2020 to discuss formulation of a RAP Project Plan. The proposed project plan provided with this report is the outcome of that work.

3. CONSULTATION

3.1. Community Consultation Undertaken

No community consultation has been undertaken in the development of the RAP Project Plan. Targeted community consultation will be undertaken as part of the RAP development process.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Internal discussions were held with key Council officers, Council's Cultural Heritage Advisory Committee and Reconciliation Tasmania representatives to develop the RAP Project Plan.

3.4. Further Community Consultation

The RAP Project Plan includes a consultation plan which is consistent with Council's Community Engagement Policy 2020.

- **Consultation Plan**

The RAP Project Plan identifies the establishment of the RAP Working Group (RAPWG) as the first key step in the consultation process.

The RAPWG, assisted by Reconciliation Tasmania and council officers, will consult with Aboriginal community members.

- **Consultation Aim**

The aim of community consultation in the development of the RAP is:

- To ensure that Aboriginal community members are key contributors to the RAP.
- To encourage participation of non-Aboriginal community members.

- **Consultation Timing**

The consultation is anticipated to commence in May 2021, and it will be conducted over a period of eight weeks.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The development of a RAP is a key outcome of the revised Clarence City Council Strategic Plan 2021 – 2031.

5. EXTERNAL IMPACTS

Developing and maintaining working relationships with external organisations is a key component of the development of a RAP.

6. RISK AND LEGAL IMPLICATIONS

Council has recently undertaken significant steps and projects in the area of Aboriginal cultural heritage. These steps include the production of Dr Tony Brown's Interpreting Aboriginal Heritage in Clarence Report, initiation of the Bedlam Walls Reserve Aboriginal Heritage Interpretation Project, and the budget commitment by Council to fund development of a RAP. The above projects have involved significant consultation with Aboriginal Heritage Tasmania and the Aboriginal community laying the groundwork for development of a RAP. Approving the RAP Project Plan offers a further opportunity to build on the positive relationships that are being developed.

7. FINANCIAL IMPLICATIONS

Funds have been allocated for the development of a RAP through the annual plan 2020-2021.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. The development of a RAP provides a structured, nationally recognised model for Council to formalise commitments to reconciliation. A RAP will help to foster a community of shared values, goals and a common language for reconciliation.

9.2. The attached RAP Project Plan provides a specific pathway for achieving this.

Attachments: 1. Clarence City Council RAP Project Plan (3)

Ian Nelson
GENERAL MANAGER

Clarence City Council RAP Project Plan

Background

Council has recently undertaken significant steps and projects in the area of Aboriginal cultural heritage and Aboriginal cultural awareness. In 2019, Dr Tony Brown was engaged to provide an Aboriginal Heritage Interpretation Plan; key recommendations of this report have since been endorsed by Council¹, and consultants have been engaged to provide Aboriginal heritage content for the Bedlam Walls Reserve. Council has also engaged Aboriginal story tellers for projects such as the Bedlam Walls heritage walk (October 2019) and *The Suburbs* exhibition planned for May 2021. Council has also undertaken actions such as cultural awareness training for Clarence Children's Services staff.

The benefits of a more structured approach were highlighted at a November 2019 Council workshop through a presentation by Bill Lawson, Co-Chair of Reconciliation Tasmania (RT). Mr Lawson articulated how a Reconciliation Action Plan (RAP) could benefit the City and how such plans are developed. Prior to this workshop, Mr Mark Redmond, Chief Executive of RT, provided Council with a proposal detailing the available options². An allocation of \$15,000 has been approved for the development of a *Reflect* level RAP in collaboration with Reconciliation Tasmania.

Reconciliation Action Plans

Reconciliation is the process of developing respectful relationships and creating meaningful opportunities with and for Aboriginal and Torres Strait Islander peoples. The RAP program provides a framework for organisations to support the national reconciliation movement by developing a strategic document which supports the organisation's business plan. RAPs include practical actions which will contribute to reconciliation both internally and within the community in which we operate.

A *Reflect* RAP is the first stage of the reconciliation process. This type of RAP clearly sets out the steps required to prepare for reconciliation initiatives in successive RAPs, initiates the governance necessary to implement future RAPs and develops relationships with Aboriginal stakeholders. The *Reflect* RAP is the beginning of the process and does not normally make changes to policies or internal operations. The timeframe for development of a *Reflect* level RAP is generally 12 months.

¹ *Action Plan for Interpreting Aboriginal Heritage in Clarence* (October 2019)

² *Proposal for the City of Clarence Reconciliation Action Plan (RAP)* (Mark Redmond to Ian Nelson, 31 October 2019)

This project will deliver:

- A vision for reconciliation.
- A framework within which to develop constructive relationships with Aboriginal peoples.
- Greater awareness of Aboriginal history and culture.
- A framework for future actions.

Once the *Reflect* plan is completed, the next stage would involve moving to an *Innovate* RAP which outlines actions that work towards achieving the vision, followed by a *Stretch* RAP which is focused on implementing longer term strategies that have defined measurable targets and goals. These stages are not part of RT's current proposal.

Development of a Reflect RAP

The first step in developing a *Reflect* RAP is to form a RAP Working Group (RAPWG). This is a crucial part of the process as the members of this group will act as ambassadors within their workplaces, sharing with colleagues the ideas developed within the process as well as spreading awareness and enthusiasm for the process and potential outcomes.

Following discussion with RT, suggested membership would include:

- two Aldermen one of whom will act as Chair;
- the General Manager and/or Corporate Executive Committee (CEC) member;
- members of our community who identify as Aboriginal;
- cross section of Council officers, encompassing as many work areas as possible, particularly those who identify as Aboriginal; and
- other community members.

To establish the working group an EOI process be undertaken. This will include an email approach to all staff, and any other methods necessary to establish the RAPWG and a range of approaches to Aboriginal networks and the community. The aim is to have approximately 12 RAPWG members. This could consist of two Aldermen, one CEC member, three staff representatives, three Aboriginal community representatives and three other community members. The exact make-up could vary depending on responses to the EOI process.

Council will determine the Council representatives and Chairperson of the RAPWG, the General Manager will determine officer representatives, and advice will be sought from RT on how best to select community representation. Administrative support for the working group EOI process will be undertaken by Council's History Officer, with the Manager Health and Community Development to act as project sponsor once the EOI process is complete. Timeframe for establishment of the working group is approximately 4-5 weeks, with the membership to be established in May 2021.

Once the working group is established, Reconciliation Tasmania (RT) will assist with its operation. Administrative assistance from the History Officer will provide for the following activities:

- Consultation with Aboriginal community members & community groups to encourage input regarding what Aboriginal people would like to see in the completed RAP (May 2021; format TBA). It is anticipated that this will involve direct approaches to Aboriginal community members, maximising participation of Aboriginal community group members with a connection to Clarence.
- Scheduled RAPWG workshops with Council and the Corporate Executive Team to develop RAP content, supported by 2 RT consultants. (May-July 2021).
- Following completion of the above steps, the RAP working group & RT consultants will meet several times to develop a draft RAP, using material generated from the workshops and including any special commitments Council would like to include. (July – August 2021).
- Once the draft RAP is developed, RT will liaise with Reconciliation Australia to discuss any edits and report back to the RAP Working Group. (November 2021).
- RT will then work with Council to finalise the Clarence City Council RAP.

Once a RAP is adopted by council, consideration should be given to a formal acknowledgement and launch.

11.7.2 ROSNY PARK URBAN DESIGN FRAMEWORK

(ECM No 4505138)

EXECUTIVE SUMMARY**PURPOSE**

To consider the adoption of the Rosny Park Urban Design Framework (UDF).

RELATION TO EXISTING POLICY/PLANS

The following are relevant:

- Council's Strategic Plan 2016-2026; and
- City Heart project.

LEGISLATIVE REQUIREMENTS

There are no specific legislative requirements.

CONSULTATION

The planning process for the development of the UDF has included consultation with relevant parties.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the adoption of the UDF. However, any future projects would require budgetary consideration, in the same manner that the Bayfield Street streetscape redevelopment did. Payments made for cash-in-lieu for car parking could be utilised in relevant elements of such projects.

RECOMMENDATION:

That Council adopt the Rosny Park Urban Design Framework (March 2021).

ASSOCIATED REPORT**1. BACKGROUND**

This project began with a recognition of the importance of establishing a strong sense of place for Rosny Park, so that it would continue to encourage people to come and enjoy activities, in turn encouraging businesses and services to grow. Accordingly, it is an important part of the City Heart project.

- 1.1** The Rosny Park activity centre is set within hard edges established by major roads - Tasman Highway, Rosny Hill Road, Cambridge Road and Gordons Hill Road. Essentially, it is the area containing the city's commercial centre, the Kangaroo Bay Rivulet, and the historic Rosny Barn complex.

The Rivulet and Rosny Barn complex have been included in the study area because they are physically and functionally linked to the centre because of their potential to add significantly to the sense of place; through culture; recreation and accessibility and because what happens in the adjacent commercial area has potential to impact on them.

2. REPORT IN DETAIL

- 2.1** The purpose of the UDF is to guide a logical forward planning approach to the development of a successful activity centre. In particular, it provides guidance on the coordination of projects, including future streetscaping renewal; off street parking areas; improving safe accessibility for all; and planning scheme objectives to encourage consolidation of the centre, with optimum use of potential floor space through initiatives such as infill development and double fronted premises.
- 2.2** The UDF follows the methodology of the Commonwealth's 'Urban Design Protocol for Australian Cities' addressing elements from the broad to the detailed, via activity centre strategies and then selected precinct urban design initiatives for the centre.
- 2.3** The activity centre strategies contain the overarching objectives for each urban design element for the centre, with initiatives for the centre's form and function, density, movement network, streetscape, building design, and implementation.
- 2.4** Through the Precinct Urban Design Concepts, strategies are applied as urban design concepts for key precincts. Each Precinct has strategies and corresponding actions to meet them, flowing from the broad to fine grain. They include concept plans to illustrate how streetscapes might appear – but they are only illustrations, intended to give an indication of how the future might appear in order to encourage interest and discussion.

- 2.5** Implementation of infrastructure projects identified in the UDF, such as streetscape renewal, would require detailed site analysis, design, and consultation. So, it follows that the final appearance could be different from the illustrations. A good example of this approach is found in the Bayfield Street Streetscape Renewal project, where concept plans initially provided a feel for the possible future form, while progressive refinements through detailed analysis and consultation resulted in the final streetscape plans. In turn, those plans were successfully implemented and of course followed by new premises and renewed interest in available sites, encouraged by the attractiveness and amenity of the streetscape.
- 2.6** Adoption of the UDF will allow Council to refer to it in making and prioritising future strategic and budgetary decisions for streetscape upgrading in the centre. It will also build confidence for those invested in the centre; sending a message that Council is committed to a long-term objective of consolidating and supporting the centre.
- 2.7** As it would not be a statutory document, the UDF can be reviewed and modified as required to respond to emerging trends, completed projects and new activities or developments. However, a general review every five years can be undertaken, to acknowledge achievements, changes, and new initiatives.

3 CONSULTATION

- 3.1** Community consultation was undertaken over two stages. The first involved an online social survey covering a wide range of opportunities, constraints, and preferences about the future of the centre. The second round involved consultation on the draft UDF, which was developed taking into account input from the first round.
- 3.2** The consultation processes were brought to public attention through individual letters to all landowners and businesses within the study area, through Council's social media and public notices. In the second round, the previous submitters were also invited to participate via individual emails to them.

3.3 There were 102 responses to the first round, and these were considered at a subsequent Council workshop. In the second round, data collection showed that there were 517 visits to the survey document in the “your say” page on council’s web site, however just nine written responses were made. These were recently reviewed by Council in a workshop.

4 STRATEGIC PLAN/POLICY IMPLICATIONS

The UDF is consistent with achieving several strategic goal areas of Council’s Strategic Plan 2016-2026. However, a well-planned liveable city is specifically relevant, noting the strategy promoting a well-planned liveable city, through land use planning and urban design.

5 EXTERNAL IMPACTS

Nil.

6 RISK AND LEGAL IMPLICATIONS

Nil.

7 FINANCIAL IMPLICATIONS

There are no current financial implications associated with the adoption of the UDF. As discussed above, financial implications of projects arising from the UDF would be considered as part of future budgetary processes.

8 ANY OTHER UNIQUE ISSUES

Nil.

9 CONCLUSION

The UDF is an important element of the City Heart project. It will help Council to make systematic decisions around investments in the centre and will promote good design in and around the public realm, so as to achieve the unique sense of place which Rosny Park deserves.

However, adoption is important and timely having regard to the overall concept planning for the City Heart project, ensuring that designers selected in the upcoming expression of interest process can work from a clear framework based on concepts and designs that are acceptable to council.

Attachments: 1. Rosny Park Urban Design Framework March 2021 (50)

Ian Nelson
GENERAL MANAGER

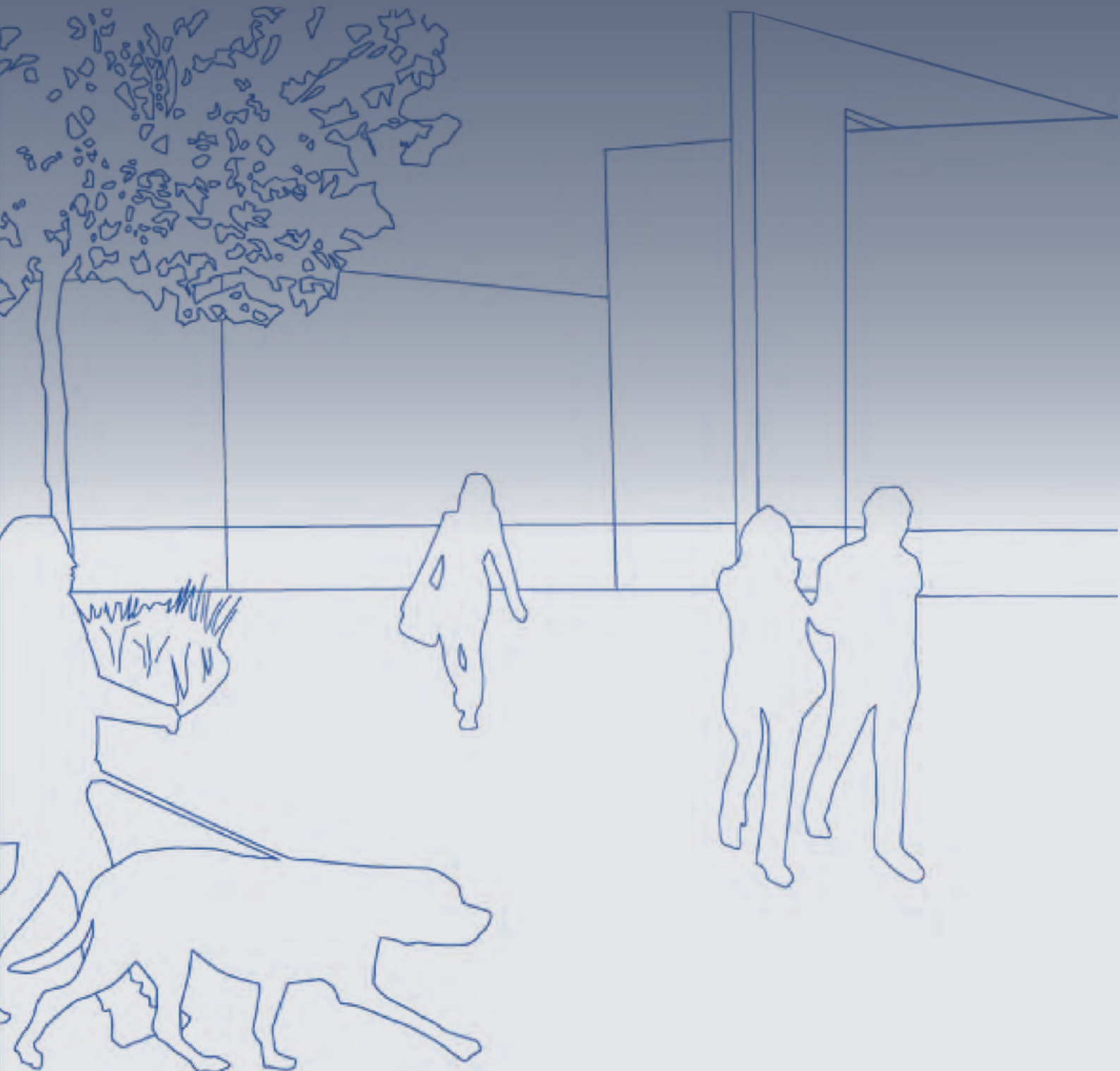


Clarence... a brighter place

ROSNY PARK

URBAN DESIGN FRAMEWORK

MARCH 2021



Rosny Park Activity Centre

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1. Scope of the Urban Design Framework

1.1 Purpose

Rosny Park is the focal point of Clarence. As the city's commercial, administrative, and cultural centre, it contains a wide range of retail and commercial businesses, health and community services as well as the major transit services and public offices and recreational facilities, which serve a large regional hinterland.

Many reports, strategies and projects have been completed for Rosny Park over recent years. However these are generally uncoordinated, leaving some uncertainty about priorities and timing - and in some cases, the work is outdated or has an uncertain status. There are also some gaps in what could be, if the work was consolidated, a holistic plan for the centre. The Urban Design Framework (UDF) will coordinate the implementation of relevant previous and ongoing projects, including the planning scheme design controls, car parking, streetscaping, traffic management and public art and also fill the gaps between projects.

The purpose of the UDF is therefore to provide for:

- Memorable public spaces for people.
- Shops, offices and services that attract customers to the centre.
- A consolidated centre, providing for safe, efficient and comfortable movement between connected businesses and spaces.
- The ability to accommodate change to meet business format trends, ensuring the centre remains relevant, active and growing.

Good urban design will improve the functionality of the centre and therefore its ability to attract and hold people, businesses and services. It is therefore a major part of what facilitates a vibrant social and business community.

1.2 Rosny Park

The Rosny Park activity centre is set within hard edges established by major roads - Tasman Highway, Rosny Hill Road, Cambridge Road and Gordons Hill Road. Essentially, it is the area containing the city's commercial centre; the Kangaroo Bay Rivulet and the historic Rosny Barn complex. The Rivulet and Rosny Barn complex have been included in the study of the area because they are physically and functionally linked to the centre because of their potential to add significantly to the sense of place; to culture; recreation and accessibility.



1.3 Place making

The UDF supports creating a unique sense of place at Rosny Park. The term *sense of place* is often used to describe the character of an area: it can be geographic but more often it has a qualitative dimension: that is, what it is about the way a place looks and feels that we identify with. The sense of place influences how people interact with the particular environment; specifically, how and why they are attracted; how long they stay; and how they will spend time and money. Enhancing it is therefore important to the success of the Rosny Park activity centre.

What then are the place making elements that can deliver a successful sense of place in Rosny Park?

- Providing a setting that can encourage good building design, for example by framing the setting with good quality and complimentary paving, street furniture, landscaping and public art.
- Enhancing streetscapes to attract people.
- Providing for orderly, efficient and safe movement of people, goods and services.
- Removing barriers to people with accessibility limitations. This means people with disabilities, the elderly, people with walkers or prams, should have access equality, by ensuring acceptable footpath grades; non-slip paving; ripples for the visually impaired; minimising stairways; providing ramps; well-spaced seating for resting; signalised intersection crossings and pedestrian traffic refuges.

Scope of the Urban Framework

- Ensuring high levels of personal safety through good lighting, clear sight lines and slower or separated traffic.
- Encouraging less reliance on cars to move around within the centre, in turn encouraging people to walk more; reducing fumes and noise; improving healthy activity and thereby putting people in closer contact with businesses and public spaces.
- Providing for more safety and amenity around the night-time businesses.
- Developing recreational and cultural attractions that enhance the experience and attraction of the centre.
- Developing safe resting and meeting spaces; accessible paths; furniture, landscaping and public art, to enhance accessibility throughout the day.

The UDF initiatives would be implemented over various time frames, bearing in mind the range of important processes involved in change - funding; consultation; planning and acceptance. However incremental improvements can have measurable benefits.

1.4 Aims

- The purpose behind the UDF can be refined into a more specific set of objectives, to guide initiatives and actions that are to be developed.

1.4.1 Growth

- To facilitate the expansion of businesses within a legible and consolidated urban form that places businesses in close proximity, maximises exposure and maximises the use of potential floor space.
- To protect and enhance built heritage.

1.4.2 Community Facilities, Services and Recreation

- To encourage like government and private services (such as health care) to locate in precincts where the public benefits from the synergies between services and locational convenience.
- To ensure state and local government service precincts are accessible and conveniently located.
- To provide safe and convenient facilities for public transport users.
- To provide for growing participation in recreational and cultural activities.

1.4.3 Traffic and Parking

- To provide a safe and efficient traffic movement system within the centre.
- To ensure there is adequate and well located car parking on and off street.
- To facilitate consolidation of private and public off street car parking areas, to achieve optimum layout, amenity and access to businesses.

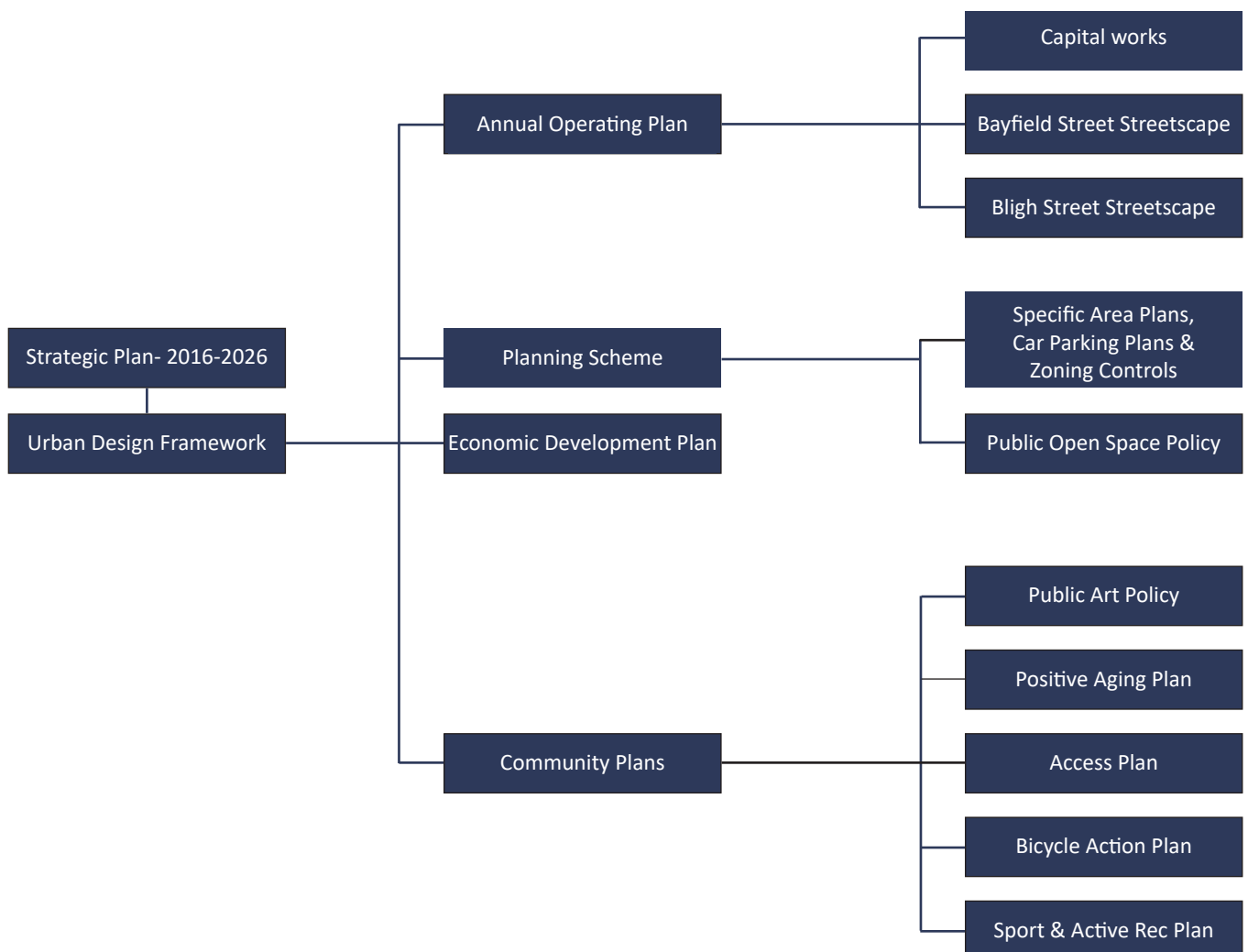
Scope of the Urban Framework

1.4.4 Streetscape and the Environment

- To ensure the centre is integrated by thematic links between streets.
- To ensure the centre provides equitable and comfortable accessibility, with pedestrian prioritisation, suitable paths and places for people to meet in safety and convenience.
- To enhance the public realm, with attractive and memorable spaces, which encourage people to visit the centre.
- To ensure that buildings contribute to the streetscape, through appropriate architectural qualities, scale and interaction with their surroundings and with people.
- To protect and enhance public spaces which add to the aesthetic, social and recreational value of the centre and its surroundings, encouraging pride and interest by businesses and people.

1.5 Using the UDF

The guidelines sit within an implementation system, set out in the model below.



2. Activity Centre Strategies

This section lists overarching objectives for each urban design element for the centre. The UDF follows objectives through a gradually refining approach from the broad scale to the detailed consideration of place, as shown by the diagram showing the progression to detail.



Urban Structure
Density, Height and Massing
Movement Network
Streetscape
Building Interface
Implementation

2.1 Urban Structure

The urban structure provides the foundation for future detailed design and planning.

The centre's urban structure emerges from the overlaying and interplay of these key elements:

- Sloping topography, open spaces including the Kangaroo Bay Rivulet which edges the centre; off street car parking areas; spaces such as the Council lawns; and natural features, such as the Bligh Street escarpment at the Centre's southern entrance.
- The movement network of roads, footpaths, and the transportation infrastructure and services they accommodate and the hard edges that are provided by Gordons Hill/ Cambridge/ Rosny Hill roads and the main linkages to the core – Bligh Street north - south and Bayfield Street, east – west.
- The built environment, comprising the range of building types, as defined by their physical scale, mass, orientation and height. This recognises the placement of landmark buildings like Eastlands; the Bayfield Street integrated health centre; corner buildings in Bligh and Bayfield Street, the public service buildings; and the historic Rosny Barn complex.
- Within the urban structure, the basic functional elements of the centre can be identified as: the commercial core, where higher turnover and anchor stores are dominant; the adjacent public service sector, where local and state government services have concentrated; the commercial edge, where larger floor space commercial, health and food services compliment the core; and the cultural and heritage areas, where the important arts facilities are provided in an important heritage setting.

Functional elements of the Centre



1. Commercial Core
2. Public Service
3. Commercial Edge
4. Open Space
5. Heritage

Form and Function

Initiatives

Topography and open spaces

- Developing a public open space strategy for the centre to identify a network of well connected, accessible, high quality public open space areas that provide a diverse mix of user experiences and community functions.
- Enhancing open spaces to help reinforce the amenity of the centre and its ability to draw and retain people.
- Developing the Kangaroo Bay Rivulet and its edges for activities that support the centre's users and enhance the amenity of the city centre.

Movement network

- Ensuring that the north-south and east-west connections to the commercial core are safe and efficient, by avoiding new vehicular entrances from abutting properties.
- Deploying information and communications technology (ICT) to contribute to reduction in mobility-congestion reliance on private vehicles.
- Improving the accessibility of public transport by providing for more efficient movement and improving hop on hop off stops, including developing digital upgrading to bus stops for improved customer services.
- Ensuring public spaces are designed to facilitate safe and easy access for all ages and abilities.
- Providing infrastructure including ICT infrastructure to promote bicycle use.
- Providing accessible consolidated car parking areas, supported by ICT infrastructure.

Built environment

- Reinforcing the hierarchy of building forms and heights relevant to the proximity to the centre's core; the role of the precinct; as well as the physical character of the location and its setting.

Activities

- Developing a visual and performing arts centre to expand the range of cultural activities in the centre.
- Developing recreational and entertainment facilities within open spaces.

2.2 Density

This element concerns the intensity of development; the amount of built area compared to open space as well as the mixture of uses – retail, commercial, government services, residential, open spaces and roads.

The centre offers substantial opportunities to increase density, because the centre is typified by buildings generally built around the perimeter of the blocks east of Bligh Street, resulting in vacant spaces between and behind buildings; remnant residential developments; and large internal car parking areas. The Eastlands complex has potential to dramatically expand by building above it's Bligh Street/ Rosny Hill Road car park. This potential for consolidation has positive implications for expanding range of goods and services within a highly accessible format, wherein customers are encouraged to walk around centre.

A wide mix of activities can also be provided for through consolidation and expansion of floor space, which means more opportunities for business owners and customers over a longer period of the day.

Intensity- consolidating opportunities

Initiatives

Research

- Monitoring changes in retail behaviours which may impact on the success of the centre. These may include the impacts of on line shopping on current business types; the format of future businesses; and the way people access the centre for businesses and social connections. Information should be used to respond to:
 1. Floor space requirements and use (e.g. on-line shopping could lead to less retail floor space but greater storage of virtual floor space items – items spanning groceries, electrical, clothing and more.
 2. Changing car parking and loading requirements.
 3. Demand from growth in the aged persons market sector (noting the aging population and the development of retirement and aged care developments close by).

Consolidation

- Avoiding commercial rezoning of land abutting the perimeter.
- Promoting double fronted commercial premises where properties abut a street and run through to the Winkleigh Place and Bayfield Street internal car parking areas.
- Encouraging infill of private driveways and car parking areas fronting a street if alternate rear access can be achieved.
- Encouraging optimum use of frontage floor space in the design of new developments and the redevelopment of underutilised frontage floor space in existing commercial premises (where used as storage, stairwells, utility spaces and the like).
- Promoting redevelopment of remnant residential properties for commercial use.
- Promoting greater use of above ground floors, through design techniques that enhance customer accessibility and by identifying possible incentives to attract businesses to those floorspaces.

Housing

- Encouraging above ground floor apartments for different household types and markets and for short term accommodation.
- Ensuring building design provides safety and accessibility to above ground floor housing.
- Ensuring appropriate parking is provided to support the particular needs of apartment residents.

Expanding the range

Initiatives

Variety

- Encouraging a greater range of businesses, especially cafes and restaurants, specialist retailing, and entertainment, which attract more trading activity over a wider timeframe.
- Providing for the expansion of the Eastlands centre building, in order to allow a greater and more diverse retail offer.

- Encouraging the reuse of former bulky goods stores by new format activities, such as factory sales outlets, when traditional retail, office and service providers do not take up the space.
- Promoting occasional street markets, especially where they are related to the local area, in order to avoid competition with established and generic markets.

Government services

- Promoting the decentralisation of government agencies and services to Rosny Park, to provide better access for people and businesses in the city.
- Encouraging growth in the personal and health services sector, recognising the needs of a changing demographic; and the potential to leverage from the GP Super Clinic.
- Encouraging community service providers to locate in accessible places, with proximity to public transport and car parking, especially for people of all ages and abilities.
- Promoting the provision of educational and healthy activities for the aged, in accessible buildings and public spaces.

2.3 Movement Network

The success of Rosny Park is critically linked to the efficient and safe movement of vehicles, cyclists and pedestrians throughout the centre. Reconciling vehicle and pedestrian movements conflicts can improve the efficiency and accessibility for visitors of all ages and abilities, utilising a variety of transport modes.

Therefore the design and management of streets in the centre must recognise the importance of the relationship between all transport modes. This includes allotting space for pedestrian needs - and encouraging a lively, active public space - while ensuring appropriate space for bicycles, cars, delivery vehicles, buses and motorcycles as well as parking.

Much of the traffic management planning will be informed by recent and current traffic studies, including the Rosny Park microsimulation modelling, parking surveys and the Rosny Park CBD Traffic Study.

In future, techniques may involve the use of traffic sensors, smart poles and CCTV to monitor traffic and pedestrian flows to provide data for future planning.

Research

Initiatives

Studies

- Updating the Rosny Park CBD Traffic Study on a suitable cycle. The study is to be expanded to include changes, including:
 1. The findings of the Kangaroo Bay/ Rosny Park CBD Microsimulation Model in forecasting future traffic movement, network improvements and upgrades.
 2. The impacts of Bligh Street/ Rosny Hill Road and Kangaroo Bay Drive intersection redevelopment.
 3. The benefits of the integration of traffic signalisation throughout the centre.
 4. The traffic circulation impacts of recent changes to Bayfield Street and the approval of new commercial developments.
 5. The feasibility, including a whole of life cost-benefit analysis, of a potential access road linking Riaweena Road to Ross Avenue, CR Barnard Drive or Gordons Hill Road.
 6. In association with the Department of State Growth, determining the traffic impacts of the Gordons Hill Road slipway on any increased patronage and possible decentralisation of businesses and services, due to better accessibility to the centre.
 7. Changes in pedestrian movement behaviours following land use changes in the centre and along Kangaroo Bay Drive.
 8. How public transport services access the centre and how improvements could be made.
 9. Developing a road hierarchy for the centre, to prioritise the various modes of transport accessing it and informing future network planning.
- Continuing to undertake biennial parking surveys.
- Revising the Strategic Management of Car Parking in Activity Centres plan, reinforced by the updated Rosny Park CBD Traffic Study and the biennial surveys.
- Investigating the potential opportunities for installing smart technology such as wifi touch screens, smart poles to improve useage and attractiveness of public transport.

Traffic

Initiatives

Vehicle traffic

- Implementing adopted recommendations of the Rosny Park CBD Traffic Study.
- Investigating the potential for a road connection between Riaweena Road and Ross Avenue, CR Barnard Drive or Gordons Hill Road to alleviate traffic congestion within the centre.
- Consulting with bus operators whilst planning for an upgraded bus mall to ensure that public transport is a practical and attractive option for current and potential users.

Heritage

- Ensuring any new road connections are adequately screened from the Rosny Barn complex so that the heritage values are not negatively impacted.

Parking

Initiatives

Car parking

- Deploying ICT such as smart lighting and CCTV to improve safety and security.
- Deploying sensed parking spaces and technology to provide information on available parking spaces.
- Providing for EV Charging stations.
- Ensuring car parking is located at the rear of developments, thereby avoiding waste of valuable frontage retail/ commercial floor space potential.
- Allowing driveways along property side boundaries only if access from the rear is impossible.
- Ensuring that public parking areas are safe spaces, with adequate surveillance and designed to CPTED standards.
- Through the Strategic Management of Car Parking in Activity Centres plan developing a car parking plan which addresses the following elements:
 1. Findings and trends drawn from the biennial parking surveys.

2. Forecasts for parking associated with anticipated commercial floor space growth or renewal.
 3. Appropriate car parking design and supply to ensure balance between encouraging growth, efficient use of land, urban design targets and the supply of adequate public parking.
 4. The potential for privately operated public car parking facilities.
- Ensuring the rate for cash in lieu of car spaces associated with new use or development is based upon the estimated cost of developing spaces in the locality. Council policy may then determine what if any proportion is offset by council contribution.
 - Identifying future off street parking sites, including those associated with possible commercial redevelopment; private car parking facilities or expansion opportunities to peripheral car parking areas.
 - Redesigning the layout of off street car parks at Bayfield Street and Winkleigh Place in order to improve accessibility; vehicle and pedestrian safety; car spaces; and amenity using hard and soft landscaping.
 - Providing motorcycle parking located close to businesses on minimal slope, with adequate weather protection and surveillance.
 - Providing bicycle parking located in close to businesses and service providers with adequate weather protections and surveillance.
 - Ensuring car parking in the vicinity of the Rosny Barn complex is adequately separated and so that the heritage values are not negatively impacted.

Heritage

2.4 Streetscape

Streets are the most fundamental shared public spaces of a city. A 'streetscape' is the collective design of all elements that make up a street: the road, footpaths, green infrastructure and landscape, open spaces and building frontages. The streetscape provides the visual identity of an area and a well-designed streetscape can fundamentally improve the economic, social and environmental functions of a place.

Better and safer access is linked to attracting more people into the centre and keeping them there for longer to enjoy social and commercial interactions. Good design in activity centres takes a people focused approach.

A modern street should be universally accessible and provide for the safe, convenient and comfortable travel for all users regardless of their mode of transport. A good street is designed for people with functional considerations such as micro-climates, universal accessibility, all-hours safety, appropriate furniture, wayfinding legibility and connectivity driving the design outcomes.

A streetscape can also provide many environmental services through the designed integration of green infrastructure alongside more conventional infrastructure components. Green infrastructure is the network of green or 'living' features within an urban area ranging in scales from large parks and natural areas down to pocket parks, street landscaping and street tree plantings. These connected items of green infrastructure provide measurable environmental, social and economic benefits and should be prioritised for their ability to both improve the sustainable operation of an urban area whilst simultaneously improving the liveability and aesthetics of the centre.

Research

Initiatives

Research

- Reviewing the public art policy to respond to changing physical, legal and administrative environments.
- Undertaking a Public Spaces and Public Life study to gain an understanding of the existing quality of public space in the centre and the activities its supports; to identify opportunities to improve the quality of public spaces and public life in the centre.
- Undertaking a disability access audit to identify opportunities for integrating best practice universal design into all aspects of the centre's public realm and provide a set of design guidelines and priorities to meet community needs.
- Developing a preferred planting list for all plant species to be utilised in streetscape projects. Plant species selections to aim to create a unified landscape aesthetic; to increase ecological and environmental functions of the landscape; and to consider ongoing maintenance and replacement costs.

- Undertaking a study of the lighting conditions within the centre to identify areas opportunities to improve night time safety for pedestrians; and for using custom lighting to promote night time use, sense of place and the selective activation of public spaces.
- Updating Councils Temporary Placement of Portable Furniture Signage and Structures in Public Places Policy and Guidelines (2006) and its application to modern streetscape design approaches.
- Developing a green infrastructure strategy for the centre, to improve the environmental and aesthetic functions of conventional infrastructure services and to create a more sustainable centre, through streetscape and development projects.
- Developing a wayfinding strategy to improve the navigation and orientation of visitors. The strategy should consider users of all modes of transport and the needs of people of varying abilities and ages. The strategy should identify how to guide people to key destinations within the centre and to external links around the centre. Signage design should become a key unifying element within the streetscape design. The strategy can include ICT, including touchscreens, public wifi and smart poles to provide information about the centre.

Design

Initiatives

Landscaping

- Integrating Water Sensitive Urban Design (WSUD) features such as street trees, permeable pavements, bio-retention structures and swales into streetscapes works where practicable.
- Ensure streetscape design is in line with and reinforces an adopted street hierarchy strategy.
- Integrating street tree plantings into streetscape works to provide shade and scale to the street, perform environmental functions and to enhance the identity of a street.
- Adopting a thematic landscape architecture response for the centre; where streetscapes are visually linked to each other and through to Kangaroo Bay and Bellerive.

- Ensuring the potential of landmark sites are utilised to enhance the amenity and character of the centre. These include the council offices lawns; Kangaroo Bay Rivulet; Bligh Street gateway entrances at Rosny Hill Road and Gordons Hill Road; and the Bligh and Bayfield Street intersection.
- Encouraging complimentary landscaping in public spaces found within forecourts between buildings and streets;
- Providing landscaping within off street car parks, to create an attractive environment, enhancing the micro climate and the relationship of the car park to adjacent businesses and services.
- Ensuring landscaping elements are complimentary to streetscapes by drawing from an approved plant and material selection guide.
- Ensuring that streetscapes do not appear dominated by car parking, by using integrating landscaping within roads.

Off Street car parking

- Improving the environmental function of off-street car parks through WSUD and the use of green infrastructure.
- Improving pedestrian safety and amenity within off-street car parks through interventions such as landscaping, street tree plantings, integration of pedestrian walkways, street furniture, accessible pavements and small 'pocket park' developments.

Public spaces

- Ensuring that streetscapes enable natural surveillance and encourage social interactions and night time activities. All streetscape design to be in accordance with Crime Prevention through Environmental Design (CPTED) principles.
- Developing public spaces that enhance the appearance of the centre and provide amenity and respite for people.
- Ensuring businesses are able to interact with the street using techniques such as resolving level changes with suitable steps and ramps; placement of furniture and facilities to avoid obstruction; the use of suitable paving; and appropriate landscaping.

Activity Centre Strategies

- Ensuring public spaces are designed to allow for a wide range of social functions and community activities.
- Developing a landscape masterplan for the council offices lawn to improve its amenity and provide desired activity spaces.
- Recognising the significant role the Rosny Golf Course plays in the setting of Rosny Park as well as its role in the city's recreational life; ensuring that planning for the centre enhances the future integration with the area.

Street amenity

- Developing a *Streetscape Materials and Finishes Guide* that sets out a design palette of materials and finishes for use within the centre to ensure a unified design aesthetic across for the public realm. The guide should consider the development of a unique and site appropriate suite of elements to assist in evoking a strong identity and sense of place. It should also include selections for elements such as paving, bricks and blockwork, tactile pavements and concrete pavement finishes, colours and treatments.
- Developing a *Streetscape Furniture and Fixtures Guide* that sets out a suite of public furniture items to be used within the centre. It would include selections for items such as benches and seats, rubbish bins, light fixtures, bike racks, water bottle filling stations, signage and information boards. All selections must be universally accessible, easily maintained, readily available and aesthetically complimentary to the Streetscape design schedule.
- Encouraging business owners intending to undertake landscaping or to provide furniture adjacent to the street, to select materials from the *Streetscape Materials and Finishes Guide* and the *Streetscape Furniture and Fixtures Guide*, to ensure a consistent and aesthetically seamless transition between public and private spaces.
- Ensuring the placement of all streetscape furniture does not obstruct walking desire lines, the visibility of commercial premises or create obstacles to pedestrians.

Utilities

- Developing a guide for the treatment of utilities and services infrastructure (such as electrical turrets and pit lids) that sets out minimum treatments for fixtures visible in public spaces, to ensure

that infrastructure fixtures are treated uniformly to reduce their visual impacts in public spaces and to ensure prompt maintenance and reinstatement after works.

- Ensuring service agency utility boxes are well maintained, with graffiti or other damage removed without delay.
- Ensuring any damage to pavements and other infrastructure during works undertaken by utility authorities is replaced to pre-works condition.

Safety and Accessibility

Initiatives

Pedestrian movement

- Promoting walkability within the centre through provision of frequent and safe road crossing points, reduced wait times at signalised intersections, improved footpath widths and surfaces, provision of frequent resting points, reduction in footpath interruptions such as vehicle crossovers at side streets, improved lighting and integrated wayfinding facilities.
- Delivering best practice universal access for people of all abilities and ages throughout all streetscape areas. Streetscape design should aim for integrated rather than separate disability access and all design interventions should consider users with sight, hearing and mobility impairments.
- Providing street furniture such as seating in accessible and rational locations taking into consideration distance between rest points, accessibility, local topography, demand and distances between key destinations or services, such as those between car parking areas and businesses.
- Improving pedestrian crossing safety and the amenity of walkways, to encourage people to walk around the centre, avoiding reliance on cars.

Personal safety

- Ensuring that public places and buildings are designed to enable natural surveillance and encourage social interactions and night-time activities involving CPTED design principles.
- Ensuring lighting is well designed and provides appropriate levels of illumination for businesses identification, pedestrian movement and personal safety. Lighting should adopt ICT initiatives that enable efficient operation and incorporation of wifi and security cameras.

Vibrancy and interest

Initiatives

Public Art

- Integrating public art into streetscapes to establish and reinforce a unique sense of place. Works may be within or visually accessible from public spaces. Public art opportunities include:
 1. Enhancing large open spaces such as Kangaroo Bay Rivulet and the Council office lawns.
 2. Introducing a unique public art trail through the centre and connecting into wider Rosny, Kangaroo Bay and Bellerive areas.
 3. Transforming utilitarian objects such as traffic signal boxes and bins into public art projects.
 4. Providing for temporary art displays, especially where associated with festivals or competitions

2.5 Building Design

Presentation

Initiatives

Design

- Ensuring building height is compatible with the streetscape, including adjacent buildings and with the local setting of the centre – a maximum of four storeys within the core three elsewhere in the centre, unless justified by an urban design context report.
- Encouraging the development of corner buildings to be at least as substantive as other structures in the streetscape.
- Providing for double fronted store formats where the property abuts internal public car parking areas at Winkleigh Place and Bayfield Street.
- Ensuring that buildings have a contemporary appearance, where colour and articulation are encouraged.
- Ensuring that building entries are easily identifiable from the street.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to ensure high levels of surveillance over the street.
- Ensuring that above ground floor facades have substantial fenestration in order to ensure high levels of surveillance over the street and optimise sunlight.
- Ensuring building design avoids or hides unsightly rooftop infrastructure.
- Promoting the incorporation of public art in building design.
- Encouraging the integration of signage into building and streetscape design, including the use of modern techniques to convey advertising messages.
- Other than in where setback policies are in place, avoiding front setbacks unless the space is incorporated into the design of the site and streetscape.

	<ul style="list-style-type: none">• Encouraging setbacks that achieve consistency in building alignment along the streetscape, whilst ensuring any forecourt spaces provide for public activity and enhance building design.
External elements	<ul style="list-style-type: none">• External waste storage must be hidden from view and never within the frontage.

Landscaping

Initiatives

Style	<ul style="list-style-type: none">• Ensuring that where buildings are setback from the street, landscaping is provided in a way that is consistent or complimentary with the approach taken in the broader streetscape.
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2.6 Implementation

The evolution of the centre can be guided by deliberate interventions into the system, such as planning controls and targeted infrastructure spending – streetscape renewal, traffic management devices, adaptive use of public land and the like, as well as developer and community initiatives – new buildings and businesses, expanding the retail offer, new shopping experiences.

Sound research can be applied to monitor performance and assess change against targets taking into account emerging trends. Research areas may include traffic management, pedestrian activity, impacts of land use and building design controls as well as impacts of changing retailing trends.

Following from these interventions and with access to research, the opportunities for new business and service developments can be pursued within the usual market forces that apply to such investments.

Guiding Development

Initiatives

Planning Controls

- Amending the planning scheme controls including:
 1. A Specific Area Plan area to give effect to building, signage and site initiatives.
 2. A car parking policy, including revised cash in lieu of spaces assessment.
 3. Revised public art contributions to enhance developments and their streetscape contribution.

Incentives

- Providing leadership, promoting and encouraging desired growth.
- Offering a development incentives policy for qualifying proposals.
- Seeking voluntary public art contributions by developing connections with business groups, arts communities and major public land users.
- Ensuring that businesses and customers accessibility needs are prioritised by:

Regulation

1. Managing the availability of car spaces through time restrictions.
2. Ensuring sufficient and accessible disabled spaces.
3. Ensuring public car parking is provided on private commercial sites.
4. Limiting spaces for “park and ride” users, who do not use centre’s commercial or community facilities.
5. Promoting alternative access and less space reliant transport options than private cars- including walking, bicycles, motorcycles and public transport.

Precinct Urban Design Concepts

The above strategies are converted to urban design concepts for Rosny Park's critical precincts, to suggest how these might look.



1. Bligh Street North
2. Ross Avenue
3. Winkleigh Place Car Park
4. Bayfield Street
5. Bayfield Street Car Park
6. Bus Mall
7. Bligh Street South

3.1 Bligh Street Bus Mall

Background

This street is within the centre's core. However, its potential is limited by a number of physical factors. The shops within Eastlands are inwardly focussed and have no interaction with the bus mall, so that only businesses on the east side have any opportunity for interaction with people within the mall. However, these businesses generally lack exposure and amenity due to a combination of the type of street trees, the bus shelters, paving quality and accessibility over the carriageway and in some cases, the elevation separation between front doors and footpath.

Improving the streetscape and providing a safer, more comfortable environment within the bus mall will help to encourage the use of public transport and therefore reduce the pressure on existing traffic management and car parking demand.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table.

Strategy

Actions

Urban Structure

Density, Height and Massing

- Ensuring buildings fill the full width of their frontage, height is limited to four storeys, unless supported by an urban design context report and fenestration is used to lighten the building and to open it to interaction with the street.

Movement Network

- Ensuring the carriageway pavement and kerbs are designed to encourage safe and comfortable pedestrian access between each side of the mall.
- Ensuring central medians are designed to manage safe pedestrian movement and help maintain low vehicle speeds.
- Assessing the need to introduce pedestrian refuges to filter pedestrians safely through the carriageway and protect them from passing vehicles.
- Examining the potential to spread the bus mall service to the Bligh Street North precinct, in order to reduce traffic and pedestrian conflict in the bus mall and to provide greater amenity for pedestrians and bus users.

Streetscape

- Ensuring the palette of materials used in streetscape redevelopment provide a thematic link to Bayfield Street and through to Kangaroo Bay.
- Introducing quality landscaping and physical elements to screen blank spaces at the north entrance to precinct, on the Eastlands corner.
- Replacing formal street trees, selecting replacements from the preferred planting list, to compliment the street and those used in adjacent streets.
- Ensuring bus shelters promote safety, with visibility through to adjacent buildings and footpaths.
- Improving the links between the bus mall and Eastlands to reduce visual and physical barriers. This includes working with Eastlands

Precinct Urban Design Concepts

Streetscape (continued)

to improve the façade treatments, the permeability of facades and their connections to adjacent streets, opportunities for open space forecourts and integration of green infrastructure.

- Ensuring lighting enhances night time safety and amenity.

Bligh Street Bus Mall Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Main entrance feature/ introduce public art.
2. Dead-space: formalise, enclose & screen to soften scale.
3. Paved street, median and footpaths to match Bayfield Street theme.
4. Provide flush type kerb to encourage pedestrian activity.
5. Increase lighting & integrate with the bus shelters.
6. Formalise & equally space replacement street trees.
7. Create better visual and physical connection between shops and streetscape.
8. Upgrade bus shelters.

Streetscape Impressions

These illustrations indicate how the actions might be presented on the streetscape.



3.2 Bligh Street South

Background

The precinct is the gateway to Rosny Park and it has great potential for a statement entry. The escarpment on the eastern side between Rosny Hill Road and Winkleigh place is in poor condition and does not add value to the amenity or attraction of the centre. On the west side, the Eastlands car park is an expanse of bitumen and parked cars, with the south wall of the complex exposing cluttered and uncoordinated signage.

North of the Winkleigh Place roundabout, commercial development on the east side of Bligh Street introduces more architectural interest and landscaping around the Cinema car park, but the Eastlands complex along the west side is unsympathetic, with the tyre service centre giving way to blank side walls, vehicular access for cars and delivery trucks and a ramp to the roof top parking. The streetscape here is also diminished by inconsistent paving and lack of amenities like seating or landscaping.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

<i>Strategy</i>	<i>Actions</i>
Movement	<ul style="list-style-type: none">• Reducing traffic congestion between Bayfield Street and Rosny Hill Road, with special attention to the Winkleigh Place/ Eastlands roundabout.• Ensuring central medians and refuges contribute to safe movement of vehicles and pedestrians and are designed and to compliment the streetscape.• Improving pedestrian safety and efficient movement between Bligh Street and Kangaroo Bay Drive, including ensuring that the footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.• Improving movement and space for cyclists to ride safely within the street.• Ensuring the palette of materials used in streetscape redevelopment provide a thematic link to Bayfield Street and and through to Kangaroo Bay.

Strategy

Actions

Streetscape

- Maintaining the visual connection down Bligh Street, to Bellerive, taking advantage of the vista of Kangaroo Bay.
- Landscaping the escarpment on the east side between Rosny Hill Road and Winkleigh Place, using its steep and rock faced planes, to create an entrance statement for the centre.
- Providing adequate lighting for night time safety and amenity.
- Providing seating at suitable points to assist pedestrians of all ages and abilities.
- Encouraging infill opportunities between buildings, unnecessary driveways and along street edges.

Building Design

- Ensuring the expansion of Eastlands to Rosny Hill Road uses architectural techniques to introduce a bold design that enhances the appearance of the centre; helps to link the centre with Kangaroo Bay; introduces pedestrian interaction; surveillance within Bligh Street; and creates greater linkages to the adjacent businesses and activities.
- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and improve interaction with the street.

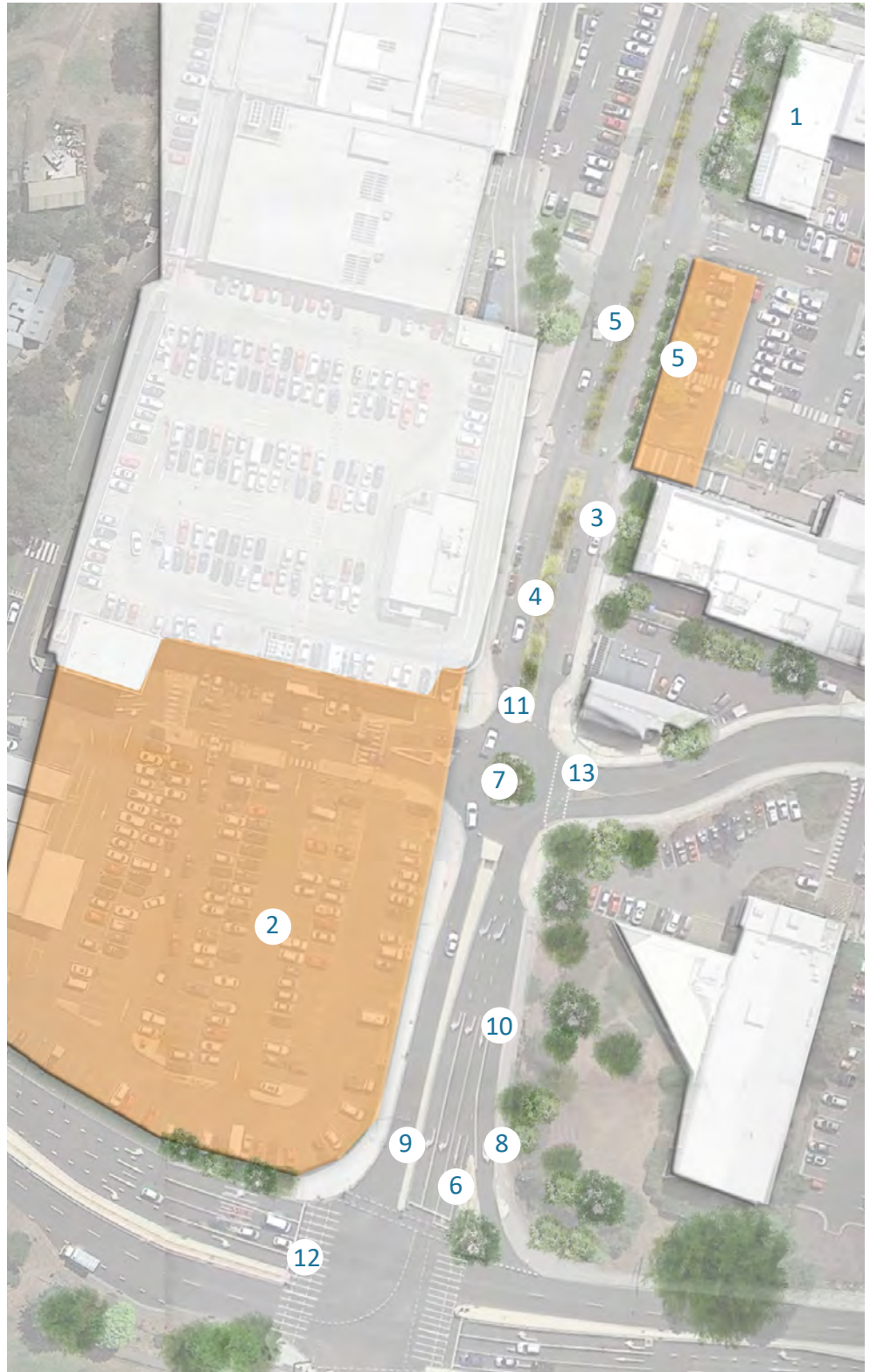
Heritage

- Ensuring any new development is adequately designed and separated from the Rosny Barn complex, so that heritage values are not impacted.

Bligh Street South Concept Plan

The concept plan illustrates ways that the Actions might appear.

1. Opportunity for Architectural upgrade and height increase.
2. Infill opportunity.
3. Opportunity to incorporate seating and amenity.
4. Paved street, median and footpaths to match Bayfield Street theme.
5. Commercial infill opportunity with dual frontage shop.
6. Landscape and repave medians and refuges to match Bayfield Street theme.
7. Enhance roundabout-opportunity for a feature element.
8. Landscape escarpment/signage entrance feature.
9. Rosny Park entrance banding feature.
10. Reconstruct footpaths in consistent theme with Bayfield Street and Kangaroo Bay.
11. Maintain viewline from centreline Kangaroo Bay.
12. Provide appropriate and wide pedestrian crossing to connect Rosny Park to Kangaroo Bay.
13. Create a safe pedestrian crossing.



Precinct Urban Design Concepts

Streetscape Impressions

These illustrations indicate how the actions might be presented on the streetscape.



3.3 Bligh Street North

Background

In this precinct, the public spaces are confronted by an inconsistent approach to building design, setback and function, which then relate to areas of poor surveillance. The role of the street is dominated by car movement. Presentation and pedestrianism are secondary, evidenced by inconsistent paving, lack of furniture and no provision for formal safe street crossing aided by refuges and medians.

On the east side of the street, the former Bunnings store has substantial fenestration facing the street and offers a high level of surveillance and interaction with people in the street. The take away food store at the Ross Avenue corner is set well back and its car park dominates the street with unsympathetic impact on the entrance to the bus mall and the core of the centre.

Government buildings along the west side are set well back and have few windows to offer effective surveillance of the street. At the Ross Avenue intersection, the council lawns dominate the precinct entrance but also have great potential for contributing to an enhanced entrance statement for both the core of the centre and the open public buildings.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

Strategy

Actions

Movement

- Ensuring central medians contribute to safe movement of vehicles and pedestrians.
- Ensuring central medians and refuges contribute to safe movement of vehicles and pedestrians and are designed and to compliment the streetscape.
- Ensuring that footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.
- Improving movement and space for cyclists to ride safely within the street.

Strategy

Actions

Streetscape

- Creating a thematic link along Bligh Street and through to Kangaroo Bay by the use of consistent paving materials, furniture and landscaping.
- Maintaining the visual connection down Bligh Street, to the bus mall and to Kangaroo Bay.
- Improving and coordinating landscaping at the Gordons Hill Road intersection, to distinguish the role of the street with an entrance statement.
- Creating a landscaped entrance statement to the core of the centre, at the Ross Avenue intersection.
- Introducing street trees selected from the preferred planting list to compliment the street and those used in adjacent streets.
- Providing adequate lighting for night time safety and amenity.
- Providing seating to assist pedestrians of all ages and abilities.
- Developing a master plan for the upgrade of the Council Lawns, recognising the important strategic location of the lawns as a meeting and activity space for people using the centre.

Building Design

- Ensuring buildings height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings improve interaction with the street.

Bligh Street North Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Provide an entrance statement.
2. Formalise landscaping.
3. Provide a pedestrian crossing.
4. Provide Seating.
5. Provide landscape treatments.
6. Introduce footpath paving to match Bayfield Street.
7. Investigate opportunities to utilise Council lawns for landscaping and activities.

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



3.4 Bayfield Street

Background

This precinct's role has been reinforced by the recent streetscaping project. Bayfield street properties have been substantially enhanced by the works, which have transformed the visual amenity and utility of the street through consistent landscaping, paving and furniture. The works have set the standard for the quality of future streetscape works in Rosny Park and its traffic safety and pedestrian accessibility and comfort.

However, there remain a number of opportunities for redevelopment and infill which the streetscaping quality should lend some encouragement to. As existing properties are improved and in particular as remnant residential and vacant properties are developed for commercial purposes, Bayfield Street will play an even more important role in Rosny Park's growth.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table on the following page.

Strategy

Actions

Density

- Encouraging the replacement of older housing stock by commercial buildings.
- Encouraging infill of vacant spaces frontage spaces, especially driveways where rear access may be achieved instead.
- Precluding private driveways from Bayfield Street.
- Encouraging commercial redevelopment of the car park frontage adjacent to the Integrated Health Care Centre, to optimise floor space potential along the street.

Movement

- Investigating traffic management devices to reduce Cambridge Road intersection conflicts.

Streetscape

- Maintaining landscaping, paving and furniture provided in the redevelopment project.
- Providing a style guide to assist owners selecting complimentary furniture for forecourts abutting the street.
- Ensuring utility boxes are maintained in good order and graffiti is quickly removed.
- Introducing additional seating east of Winkleigh Place, to assist pedestrians and support redevelopment of remnant sites.

Building Design

- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings' and improve interaction with the street.
- Ensuring that the building setback policy is maintained to ensure consistency in building alignment and the potential for public forecourt spaces.
- Ensuring that building setbacks are developed as forecourts which enhance the building and encourage public enjoyment of the space.

Bayfield Street Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Infill opportunities.
2. Infill opportunity & redevelop with double fronted shop/office and parking.

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



3.5 Winkleigh Place

Background

Winkleigh Place is one of two public off street car parking areas, with opportunities to capitalise on exposure to the internal car park. The conversion of buildings currently facing Bayfield Street or Cambridge Road, to double fronted formats and new infill buildings also adopting this format, will maximise the use of potential floor space. The uncomplicated ownership pattern, dominated by council's possession of the central parking area will enable the transition to take place over time without developers relying on other owners. They will simply consolidate their rear car parking area with the council car park and take advantage of the exposure by creating a frontage to that area. Accordingly building design will be important, to ensure high levels of surveillance over pedestrian spaces and appropriate commercial presentation of facades and signage.

However, as the internal car parking area expands and rows of building entries face it, business owners and users will expect improvements to support them - a legible movement system for cars; safe walking routes where pedestrians and cars can be separated; appropriate amenity improvements – formalised shade planting and landscaping, rest seats and other furniture and suitable public art and the like.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

<i>Strategy</i>	<i>Actions</i>
Density	<ul style="list-style-type: none">• Encouraging the replacement of older housing stock by commercial buildings.
Movement	<ul style="list-style-type: none">• Redesigning the internal car parking to incorporate the abutting private car parking areas around the perimeter, resulting in a consolidated design that provides optimal car spaces; a legible and accessible layout; separation of pedestrians; appropriate landscaping and shade planting; and pedestrian resting points.• Ensuring that footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.

Strategy

Actions

Streetscape

- Introducing coordinated landscaping, paving and furniture.
- Utilising any changes in the provision and arrangement of off street car parking as a catalyst for the integration of soft and hard landscaping into these predominantly hard stand areas.
- Enhancing the potential for retailing and commercial activities around the peripheries of the car park by designing attractive spaces to attract customers.
- Identifying opportunities for public art to enhance the changing role of the car park edges.

Building Design

- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and to improve interaction with the car park.
- Ensuring that building entries are easily identifiable from the car park.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to enhance levels of surveillance over the car park.
- Ensuring that buildings have adequate pedestrian forecourts between them and the car parking area to provide safe access to the building.
- Providing substantial fenestration in above ground floor facades, to provide suitable surveillance over the car park and to optimise sunlight.

Precinct Urban Design Concepts



1. Redevelop with double fronted shop/ offices & car parking.
2. Infill with double fronted shop.
3. Car parking integrated with council car park.
4. Opportunity for landscaping & perimeter amenities.
5. Opportunity for 'urban pocket park'.
6. Opportunity consolidate & improve car park layout; with landscaping and amenities.
7. Opportunity for the use of the empty wall space for public art.
8. Infill Opportunities.

Streetscape Impressions

These illustrations indicate how the actions might be presented on the streetscape.



3.6 Bayfield Street Car Park

Background

Although a busy area, the Bayfield Street car park precinct has evolved in an uncoordinated way, resulting in poor legibility and access, particularly around the peripheries.

Some sites have not taken advantage of their abuttal to the car park to offer direct access and have therefore missed an opportunity to maximise their potential retail floor space. Moreover by displaying rear walls and even fences to the car park, some have contributed to lower standards of amenity and safety in the precinct.

Perimeters of the car parking area should be faced with business fronts, connecting those already existing along the north and east sides, to produce a more efficient use of space and to expand the range of goods and services available within close proximity of the centre's core. The conditions to encourage this can be improved by upgrading the car parking area, introducing better amenity and pedestrian accessibility.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table on the following page.

Strategy

Actions

Density

- Encouraging infill of vacant spaces around the peripheries of the precinct.

Movement

- Redesigning the car parking area and incorporating the abutting private car parking areas around the perimeter, resulting in a consolidated design that is highly legible; provides optimal car space numbers; high levels of safe accessibility; with separation of pedestrian movement; appropriate landscaping and shade planting; and pedestrian resting points.
- Upgrading the paving of car parking and pedestrian access and traffic management devices, using a consistent palette of materials and techniques.

Streetscape

- Introducing coordinated landscaping, pedestrian paving and furniture for people of all ages and abilities passing through the precinct.
- Utilising any changes in the provision and arrangement of off street car parking as a catalyst for the integration of soft and hard landscaping into these predominantly hard stand areas.
- Enhancing the potential for retailing and commercial activities around the peripheries of the car park by designing spaces to attract customers, which include recognising the views beyond the precinct
- Identifying opportunities for public art to enhance the changing role of the car park edges.

Building Design

- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and to improve interaction with the car park.
- Ensuring that building entries are easily identifiable from the car park.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to enhance levels of surveillance over the car park.

Strategy

Actions

Building Design (Continued)

- Ensuring that buildings have adequate pedestrian forecourts between them and the car parking area to provide safe access to the building.
- Providing substantial fenestration in above ground floor facades, to provide suitable surveillance over the car park and to optimise sunlight.

Bayfield Street Car Park Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Infill opportunities.
2. Provide a 'resting space' with seating and landscaping to provide sense of direction and provide seating.
3. Improve sense of direction through coordinated planting and footpath realignment and paving.
4. Ensure good pedestrian access to dental clinic.
5. Provide a formalised pedestrian entry.
6. Repave road to highlight multi-use environment.
7. Encourage fenestration and doors for surveillance.
8. Encourage laneways use with lighting and public art.

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



3.7 Ross Avenue

Background

Ross Avenue will continue to provide for mixed use activities. Through its prominent setting and proximity to the core of the centre it will transition to a more intensively developed streetscape, with infill opportunities along frontages likely to be developed. The attractiveness of the area for larger floor plan businesses will be improved by opportunities taken to enhance the streetscape.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

Strategy

Actions

Movement

- Ensuring central medians contribute to safe movement of vehicles and pedestrians.
- Ensuring pedestrian refuges contribute to safe movement of pedestrians and are designed and constructed to compliment the streetscape.
- Ensuring that footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.

Streetscape

- Ensuring the palette of materials used in streetscape redevelopment provide a thematic link to Bligh Street.
- Creating a landscaped entrance statement to the core of the centre, at the Bligh Street intersection.
- Introducing street trees to compliment the street and those used in adjacent streets.
- Encouraging infill of vacant spaces around the peripheries of the precinct.
- Providing adequate lighting for night time safety and amenity.
- Providing seating to assist pedestrians of all ages and abilities.

Building Design

- Ensuring building height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and improve interaction with the street.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to enhance levels of surveillance over the street.
- Providing substantial fenestration in above ground floor facades, to provide suitable surveillance over the street and to optimise sunlight.

Strategy

Actions

Building Design (continued)

- Encouraging redevelopment of the former Bunnings premises at the intersection of Cambridge Road, in a form that reinforces the entrance to the centre and promotes interaction by the use of fenestration and openings.

Ross Avenue Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Widen footpaths and formalise street tree planning.
2. Centre gateway entrance.
3. Street entrance banding.
4. Infill opportunities.
5. Landscaped pedestrian crossing.
6. Street corner entrances.
7. Landscaped pedestrian crossing.
8. Opportunities for landscaping/seating/public port promotions for events.

Precinct Urban Design Concepts

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



11.7.3 ADOPTION OF THE CLARENCE CITY COUNCIL STRATEGIC PLAN 2021-2031**EXECUTIVE SUMMARY****PURPOSE**

The purpose of the report is to consider the adoption of the Strategic Plan 2021-2031.

RELATION TO EXISTING POLICY/PLANS

The Strategic Plan as adopted by council forms the basis of council's strategies, policy development and annual plans.

LEGISLATIVE REQUIREMENTS

The *Local Government Act* 1993 s.66, requires council to prepare a Strategic Plan for at least a 10 year period and that in preparing the Plan, council is to consult with the community (s.68). Council is required to review its strategic plan at least every four years (s.70E).

CONSULTATION

Comments on the draft Plan were sought through promotion via social media, media release, advertising, story in the Eastern Shore Sun, email to staff and a community survey via YourSay on council's internet site.

FINANCIAL IMPLICATIONS

The Strategic Plan sets the framework for the allocation of resources, operating plan and annual budget for council.

RECOMMENDATION

That council adopt the Strategic Plan 2021-2031.

ASSOCIATED REPORT**1. BACKGROUND**

Following a number of workshops, council at its Meeting held on 14 December 2020 authorised the General Manager to initiate community consultation seeking feedback on the draft Strategic Plan 2021-2031.

2. REPORT IN DETAIL

2.1. Submissions on the draft Strategic Plan were invited via Council's intranet and social media sites, including a YourSay online survey.

- 2.2.** A total of 74 submissions were received from the community plus feedback from internal council work groups. A summary of the submissions received is attached (Attachment 1).
- 2.3.** The feedback received raised issues that are generally covered by council's supporting plans and policies, or will be covered by the development of the key strategies outlined in the draft Strategic Plan, including:
- providing increased spaces for the community to come together, particularly natural spaces in new subdivisions and family-friendly spaces
 - considering ways to address traffic congestion and sustainable transport options
 - the need for more detail around health and wellbeing
 - the need to recognise the diversity of council's arts and events programs
 - recognising council's role in community education around environmental management practices, and
 - concerns regarding urban sprawl.
- 2.4.** There was considerable feedback suggesting that council should identify climate change and sustainability in the Plan (including transport sustainability). While this is covered under "An environmentally responsible city", it will also be incorporated within council's Environment and Sustainability Strategy which will be developed on one of several strategy documents designed to support the Strategic Plan.
- 2.5.** There were some issues raised resulting in changes to the draft Strategic Plan including:
- simplification of wording within the goal and strategy areas and use of more direct language
 - renaming council's arts and cultural events strategy to cultural and creative strategy
 - incorporating the financial management strategy into governance and leadership

- recognition of our First Nations people
- changing the goal of A People City to A People Friendly City
- changing the goal of A Prosperous and Innovative City to a Prosperous and Creative City
- changing the goal of An Environmentally Responsible Friendly City to An Environmentally Responsible City
- recognition of cultural diversity by building connections, and
- including a summary of the seven key strategies.

2.6. The format of the Plan has also been refreshed to increase accessibility and provide a more contemporary look.

2.7. A copy of the finalised Strategic Plan 2021-2031 is attached (Attachment 2), noting that final graphic design and layout is yet to be completed.

3. CONSULTATION

3.1. Community Consultation

Consultation on the draft Strategic Plan was promoted via social media, media release, advertising, a story in the Eastern Shore Sun, email to staff. Feedback was received via council's YourSay internet site.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Feedback was sought from internal working groups within council.

3.4. Further Community Consultation

Nil.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

The Strategic Plan provides a statement of council's strategic goals and objectives for the next ten years. It will be used to guide council's strategies, policies and annual plans.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

6.1. The Local Government Act 1993 requires council to prepare a Strategic Plan for at least a 10 year period and to review the plan at least once every four years.

6.2. The Strategic Plan, once approved, will be made publicly available on council's website.

7. FINANCIAL IMPLICATIONS

The Strategic Plan sets the framework for the allocation of resources, formulation of operating plans and setting of annual budgets for council.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

Following consultation with the community, council is now in a position to formally adopt the Clarence City Council Strategic Plan 2021-2031, noting that some changes as a result of the submissions received have been made to the Plan and final graphic design elements to be incorporated.

Attachments: 1. Summary of Submissions Received (7)
2. Strategic Plan 2021-2031 (24)

Ian Nelson
GENERAL MANAGER



Clarence... a brighter place

Draft Strategic Plan 2021-2031

Community Consultation Feedback

The YourSay Community Consultation on the Draft Strategic Plan ran for eight weeks from 17 December until 12 February 2021. The consultation was promoted via social media (with five Facebook posts over the period), a media release distributed, an advert and story in the January edition of the Eastern Shore Sun, and an email to staff.

YourSay Visitor Summary

- 572 total visits
- 213 informed participants (viewed parts of the project)
- 110 people downloaded the Draft Strategic Plan
- 74 engaged visitors (took the survey)
- 7 registered members participated in the survey
- 67 anonymous people participated in the survey

Traffic sources

- | | |
|------------------------|---------------|
| • Facebook – 227 | • Google – 25 |
| • Council website – 69 | • Android – 6 |

Staff provided feedback on the consult directly. These comments are summarised at the end of this report and suggestions incorporated into the updated strategic plan document for consideration.

Summary

Overall, the feedback on the Draft Strategic Plan 2020-2030 was positive with most participants agreeing with the strategies. Key items identified were:

- consider simplifying wording of goals and strategies
- more emphasis on infrastructure planning (roads) prior to development approvals
- increase open spaces in urban design of growth areas, and
- increase focus on climate change through improving transport in the city and working on a sustainability and climate change plan.

A full copy of the YourSay report is available on request.

Results

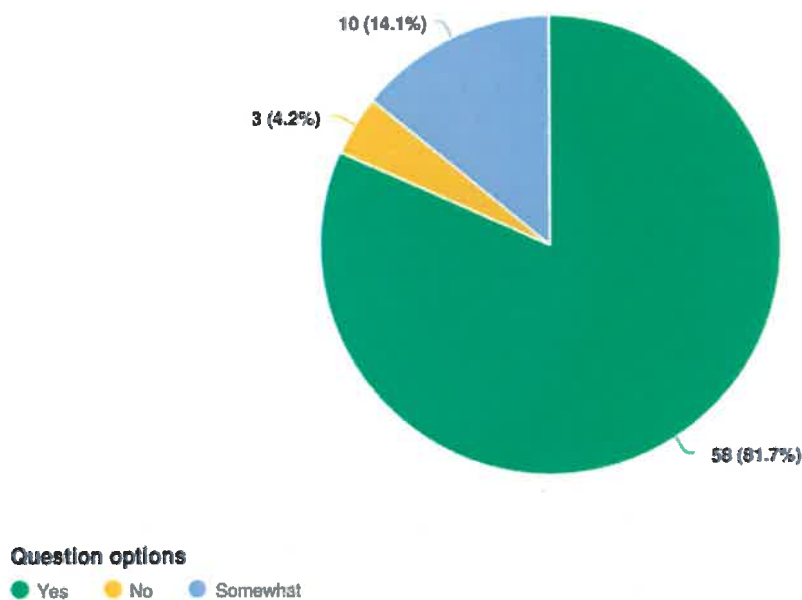
Demographics

Of the 74 participants that took part 50 work in clarence.

The survey led with demographic questions followed by broad statements about supporting the goals and if participants had any additional comments about the strategies. The survey concluded with asking what people see as the biggest challenges in Clarence and what people like the most about living in Clarence.

Strategies for Goal 1 – A people city

Do you support the strategies for Goal 1 - A people city?



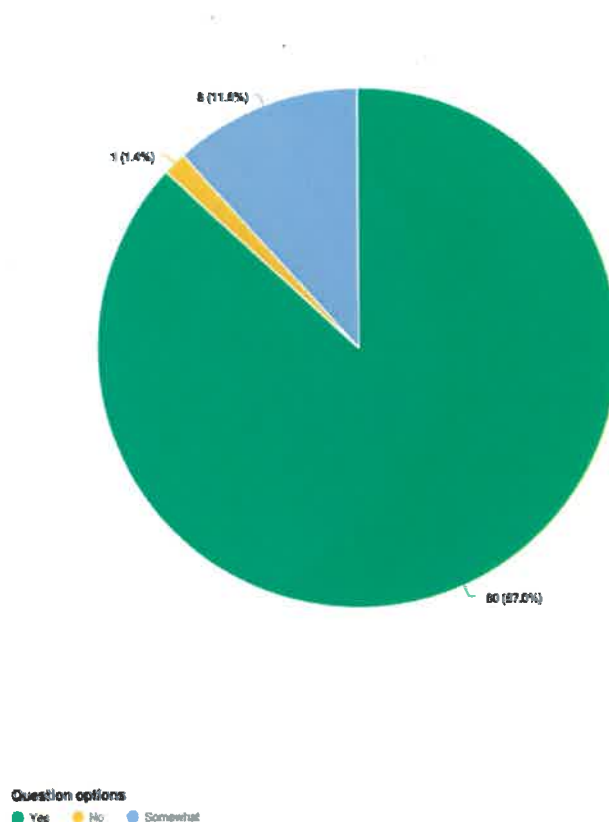
General comments: 31 responses

Key themes:

- More trees and seating in public spaces and precincts are needed.
- Passive recreation is needed in here and the value of natural spaces. Providing spaces for the community to come together fosters sense of community.
- Several respondents fully supported a Reconciliation Action Plan.
- Strange that liveability is in strategic goal one rather than goal two 'a liveable city'.

Strategies for Goal 2 – A well-planned liveable city

Do you support the strategies for Goal 2 - A well-planned liveable city?



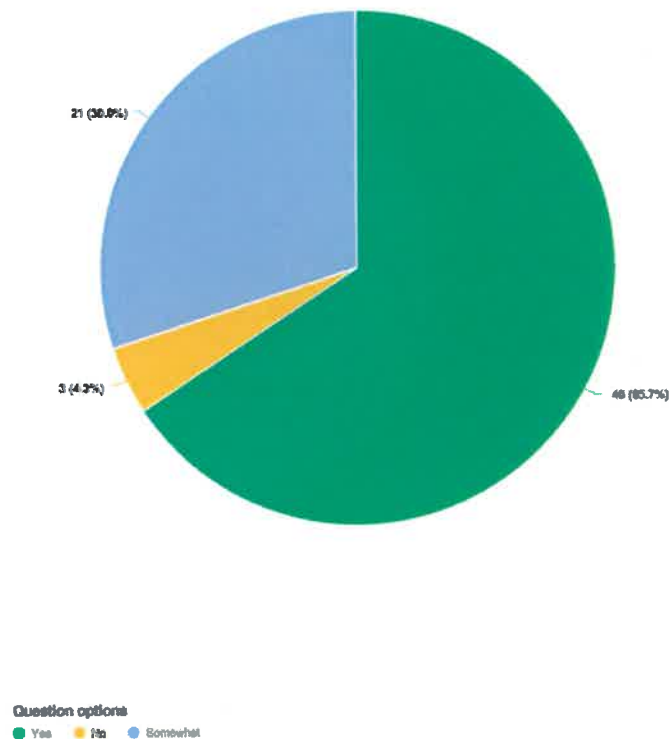
General comments: 29 responses

Key themes:

- Clarence should identify transport as an area where something can be done about greenhouse gas emissions.
- Council needs to address current road drainage and infrastructure on corner of South Street and Beach Streets, Bellerive.
- This goal is the only one that starts with "Clarence will be the" - the others say, "Clarence is".
- Strategic planning needs to address current issues but also predict and put in place strategies to prevent foreseeable problems.
- Parking and vehicle access to Eastland's is an ongoing and growing issue.
- More natural space is required, in particular in new subdivisions.

Strategies for Goal 3 – A prosperous and innovative city

Do you support the strategies for Goal 3 - A prosperous and innovative city?



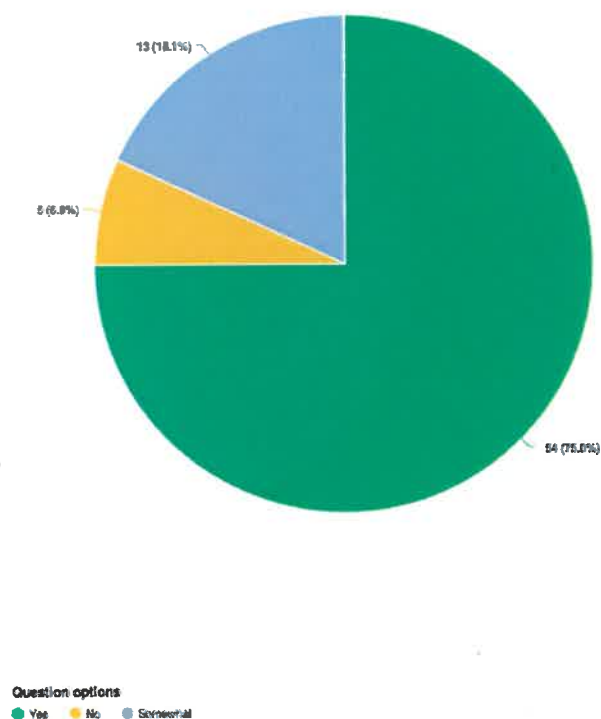
General comments: 27 responses

Key themes:

- Small business support is key and offering employment to Clarence residents through areas including industrial developments (Cambridge Park).
- Innovation should include reducing vehicles in the Rosny CBD area.
- Sustainability needs to be at the core of this regarding: population, traffic management, liveability, demand on natural resources, and facilities.

Strategies for Goal 4 – An environmentally responsible friendly city

Do you support the strategies for Goal 4 - An environmentally responsible friendly city?



General comments: 35 responses

Key themes:

- Transport emissions need to be addressed.
- More collaboration and support of local Landcare/coast care groups is required.
- Climate change needs to be addressed here as a major element of achieving sustainability.
- More work requires on weed/ grass control on tracks and trails and roadside.

Other feedback

Q13. Do you have any additional comments on the Draft Strategic Plan?

26 responses

Key themes:

- State government involvement in a ferry service is needed sooner rather than later.
- Hobart in general, and Clarence lacks useful open spaces, that are useful for families.
- Developments need to coincide with public green space.
- Approval should not be granted for large scale development until infrastructure that will support it is complete.
- "Interesting there is a goal specific for environmental sustainability, yet none of the seven supporting strategies relate to this. Council needs to develop an Environment and Sustainability Strategy and include clear links to the strategic plan."
- SERDA document appears outdated as part of this. Clarence should set out its clear vision and role in regional development or should remove.

Q14. What do you see as the biggest challenges for the future of Clarence?

65 responses

Key themes:

- Concerns of urban sprawl and infrastructure not keeping up with the pace of population growth and development – growth must be managed.
- Need for more public spaces for dogs.
- Better urban design is required for the natural spaces in Clarence.
- Traffic congestion around Rosny (including parking) and congestion in built up areas, Mornington, and the Tasman Bridge.
- Sustainable transport is key to future growth; public transport options; shared bike paths; park and ride options.
- Climate change and the need to address sea levels rising plus implementation of a Climate Strategy for council.

Q15. What do you like most about being a resident of Clarence?

66 responses

Key themes:

- Beaches
- Access to nature; Meehan Range, public open spaces, trails, bike paths, beaches, and bushland
- The community
- Location and ease of access to natural and manmade facilities
- Proximity to the city (Hobart)
- The waterfront lifestyle and Bellerive Village

Staff feedback

The level of engagement from staff is significant to note, as is the value and relevance of content and suggestions. Many of the comments have been included in the revised Draft Strategic Plan.

- Simplify wording in goals and strategies to make them clearer and concise.
- Update the language and style of the City Heart Project commentary to reflect the positive sense of place and creativity.
- Need to consider social inequity and environmental sustainability in the opening.
- Need to provide for a specific environmental strategy (theme in all feedback).
- Increase focus on sustainable traffic management and public transport options.
- Provide more detail around health and wellbeing programs, including highlighting an inclusive city.
- Community safety is not named up in the document.
- Arts and events strategy re-word to provide for more interest and recognition of role and diversity of programs.
- Recognition of our role in education, particularly around working with our community in regard to environmental management practices.

There were also a number of other constructive comments that will assist in framing the seven key strategies identified within the Draft Strategic Plan.

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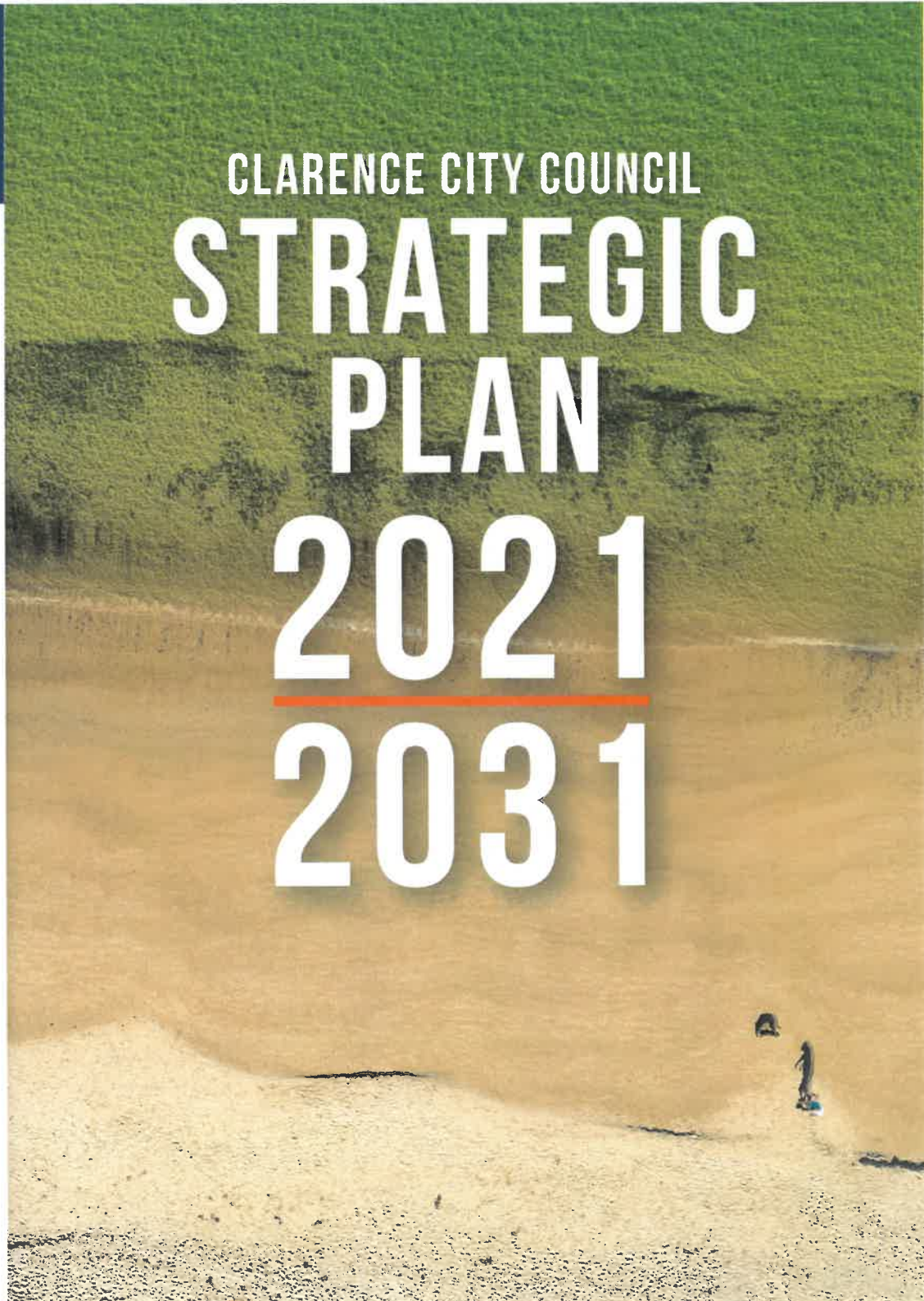
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Clarence... a brighter place

CLARENCE CITY COUNCIL STRATEGIC PLAN 2021 2031



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MAYOR'S WELCOME



Welcome to the Clarence City Council's Strategic Plan 2021-2031.

The plan details council's opportunities to provide quality services and facilities to enhance the lifestyle of the Clarence community.

The following goals have been established to drive the delivery of the plan:

- A people friendly city
- A well-planned liveable city
- A prosperous and creative city
- An environmentally responsible city

Underpinning these goals, council will continue to provide leadership and governance of the city of Clarence, as well as effectively and efficiently managing our assets and resources.

Council has a pivotal role in the ongoing development of the Greater Hobart region, and we will be a key stakeholder in the implementation of the Hobart City Deal. Together with the other Greater Hobart Councils and the State Government we are also working to progress the development of a shared work program under the *Greater Hobart Act* to improve collaboration in decision-making that affects strategic matters in the Greater Hobart area. Council's participation as part of the South East Regional Economic Development Association (SERDA) also provides a significant opportunity to guide investment, focus resources and build our economy.

The plan identifies council's key strategies to ensure we remain responsive to the needs of the community.

Council will continue to develop the city as a great place to live, work, grow and play.

Alderman Doug Chipman
MAYOR

“ Council will continue to develop the city as a great place to live, work, grow and play...”



■ Caption.



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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 balance

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Clarence... a brighter place

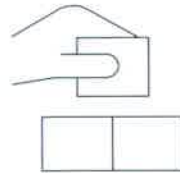
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PURPOSE

- To provide for the health, safety and welfare of the community.
- To represent the interests of the community.
- To provide for the peace, order and good governance of the municipal area.



OUR MISSION

To respond to the changing needs of the community through a commitment to excellence in leadership, advocacy, innovative governance and service delivery.

OUR VISION



Clarence...
a vibrant, prosperous,
sustainable city.



■ Caption.



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CITY OF CLARENCE – OUR CURRENT AND FUTURE ENVIRONMENT

The city of Clarence is a mix of urban, rural and coastal communities and villages, enterprises and environments.

Situated on the eastern shore of the River Derwent, Clarence covers an area of 377 square kilometres with more than 191 kilometres of coastal frontage to the Derwent Estuary, Storm Bay, Frederick Henry Bay and Pittwater.

The resident population of 56,945 people is the highest of the municipal areas in the southern Tasmania region. Over a 10-year period (2008-2018), the population of Clarence increased by 11.4 percent. The Tasmanian population increased by 5.9 percent 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, Blundstone Arena in Bellerive, cultural facilities in Rosny Park, 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.

19,621 JOBS
within Clarence in 2019



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CLARENCE CITY COUNCIL STRATEGIC PLAN 2021–2031 • OUR CURRENT AND FUTURE ENVIRONMENT



■ Caption.

We have a very active culture of sports, spanning 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 is also home to a large network of interconnected tracks and trails totalling more than 400 kilometres, as well as a number of parks and reserves, offering recreational opportunities for people of all ages and abilities within our community.

We have an active, culturally creative, and artistic community that comes together to celebrate through diverse events and festivals.

Historically, the Tasmanian economy has underperformed 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. We are 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 River Valley. Population growth is contributing to demand for housing construction and population-level services.

Like all communities, we face challenges and opportunities in a fast-changing world.

As a regional area, our city will be affected by national and global trends. This strategic plan will allow for adjustments in response to these trends, as we continue to follow strategies to insulate our operations from external shocks.

Other challenges include 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.

We will seek to take advantage of the opportunities provided by emerging digital capabilities by developing a Digital Strategy which will establish a shared vision and a pathway for our residents, businesses and visitor to more easily access and use technology and data to enhance their quality of life and create new economic and social opportunities.

This plan includes specific strategies to build upon our successes, embrace these opportunities and meet the challenges ahead.



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IF CLARENCE WAS A CITY OF 100 RESIDENTS, THERE WOULD BE:

50 FEMALES	50 MALES
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 ARE EMPLOYED FULL TIME	
16 ARE EMPLOYED PART TIME	
2 ARE UNEMPLOYED	
2 ARE AWAY FROM WORK	
10 ARE BORN OVERSEAS	

IF CLARENCE HAD 100 HOUSEHOLDS . . .

27 WOULD BE SINGLE PERSON HOMES
3 WOULD BE SHARED HOMES
70 WOULD BE FAMILY HOMES

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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



MORE THAN TWO 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 a total of **19,621 LOCAL JOBS** in Clarence.

IN THE PAST 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



■ Caption.

The *Local Government Act 1993* (the Act) requires councils, in consultation with the community, to prepare a 10-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 City Council Strategic Plan 2021-2031 is a 10-year plan which sets out how we work towards our long-term vision.

The Strategic Plan will be supported by seven key strategies:

- City Future Strategy
- Community Infrastructure Strategy
- Cultural and Creative Strategy
- Digital Strategy
- Environmental Sustainability Strategy
- Health and Wellbeing Strategy
- Sport and Recreation Strategy

We will develop supporting strategies and plans, including master plans and asset plans to guide capital developments within the city. A range of community plans, planning frameworks and action plans support the planning, development, and implementation of our activities and services. These plans are listed in appendix A.

The Strategic Plan 2021-2031 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 associated funding allocations.

Reporting on achievements, performance and progress against the Annual Plans and Estimates will be done in a variety of ways to council and the community.

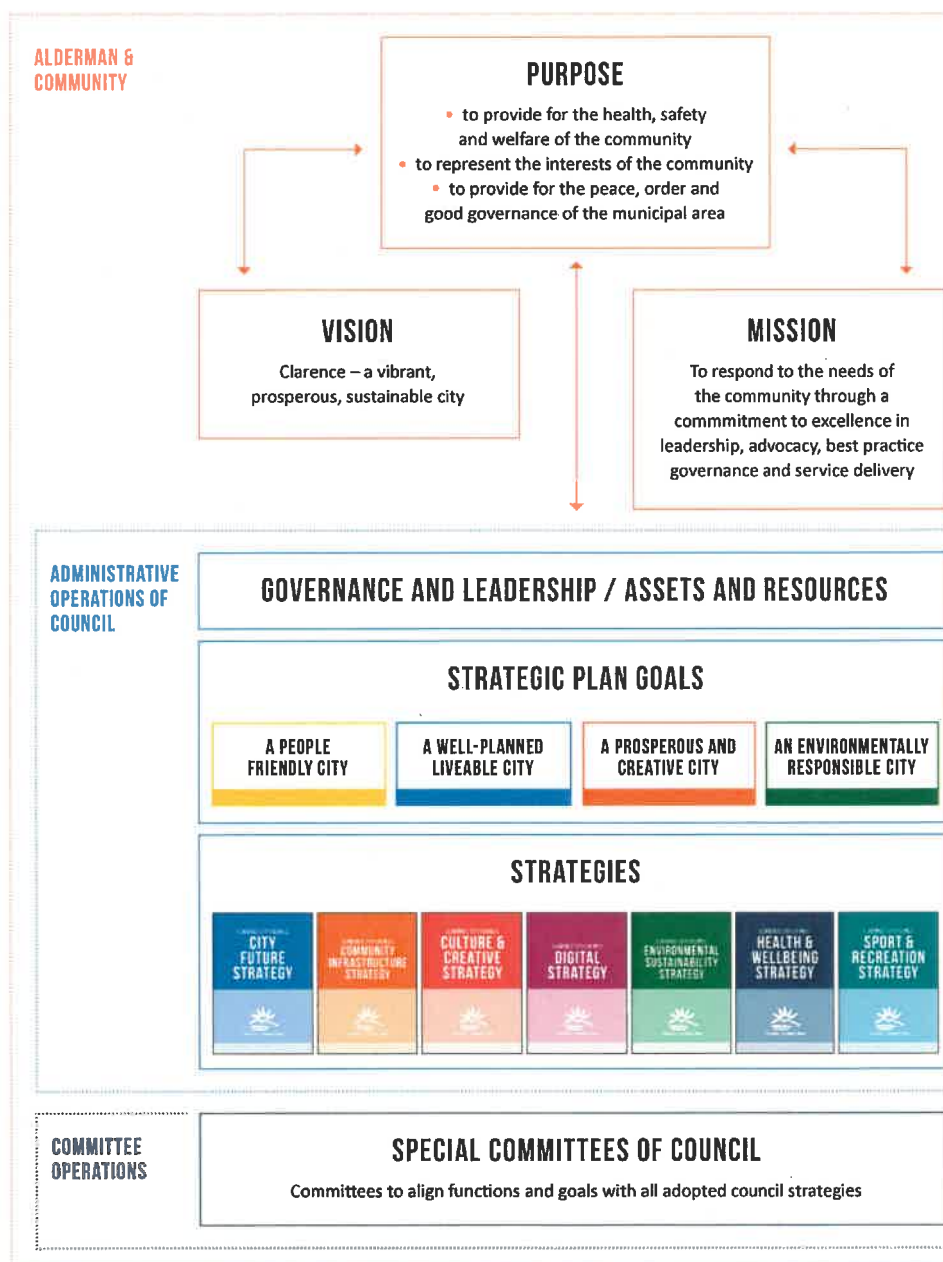
This Strategic Plan will be reviewed in 2025/2026 in accordance with the requirements of the Act.



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CLARENCE CITY COUNCIL STRATEGIC PLAN 2021–2031 • STRATEGIC FRAMEWORK



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STRATEGIC GOAL AREAS

The following overarching goals provide the structure of the Strategic Plan to demonstrate how we aim to achieve the community's long-term vision of a vibrant, prosperous, sustainable city.

A PEOPLE FRIENDLY CITY	A WELL-PLANNED LIVEABLE CITY	A PROSPEROUS AND CREATIVE CITY	AN ENVIRONMENTALLY RESPONSIBLE CITY
Clarence values diversity and encourages equity, inclusiveness and accessibility. We aspire to create high quality public places for all people to live actively, engage socially and enhance our health and wellbeing.	Clarence will be a well-planned liveable city with services and infrastructure to meet current and future needs of our growing and vibrant community.	Clarence encourages creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people.	Clarence is environmentally responsible, valuing and protecting the natural environment for a sustainable and liveable future.

To further the attainment of the strategic goals for our city, the following key organisational goals underpin council's operations:

Governance and leadership

We seek to act with the highest ethical standards and foster trusting and respectful relationships, demonstrating leadership and accountable transparent governance of the city. Good governance promotes public trust, leads to informed and ethical decision-making, and improves efficacy.

Assets and resources

We will efficiently and effectively manage financial, human, and property resources to attain our strategic goals and meet statutory obligations.



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A PEOPLE FRIENDLY CITY

GOAL:

Clarence values diversity and encourages equity, inclusiveness and accessibility. We aspire to create high quality public places for all people to live actively, engage socially and enhance our health and wellbeing.



■ Caption.

OBJECTIVES WE WILL WORK TOWARDS:

Liveability

- 1.1 Enhancing the liveability of activity centres, community hubs and villages through urban design projects.
- 1.2 Building upon Clarence's status as a World Health Organisation 'Age Friendly City and Community'.
- 1.3 Recognising our Tasmanian Aboriginal people and developing a Reconciliation Action Plan.
- 1.4 Undertaking consultation and developing concept plan(s) for the City Heart Project.

Community planning

- 1.5 Continuing to deliver and review a community Health and Wellbeing Strategy and associated supporting plans to strengthen and improve the physical, mental and social wellbeing of the community.
- 1.6 Finalising the development and implementation of the Clarence Community Planning and Development Structure to enable a consistent approach to working together when considering community needs and issues.
- 1.7 Supporting our community to build capacity and resilience.
- 1.8 Recognising the significant impact volunteer involvement has on achieving our strategic goals and the delivery of our services and initiatives.

Promoting health

- 1.9 Undertaking the development of a Sport and Recreation Strategy.
- 1.10 Promoting active and healthy lifestyles through provision and support of programs that improve physical and mental health.
- 1.11 Continuing to develop and maintain a quality open space network

Connectivity

- 1.12 Facilitating opportunities for community connections and growth through a range of programs, activities and events.
- 1.13 Recognising, celebrating, and supporting diversity by building on our connections through Welcoming Cities and Refugee Welcome Zone and developing supporting policies.



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A WELL-PLANNED LIVEABLE CITY

GOAL:

Clarence will be a well-planned liveable city with services and infrastructure to meet current and future needs of our growing and vibrant community.

OBJECTIVES WE WILL WORK TOWARDS:

Asset management planning

- 2.1** Developing and implementing contemporary, funded, asset management plans for all council asset types.

Roads and transport

- 2.2** Developing and implementing a comprehensive transport strategy for the city.
- 2.3** Developing and implementing traffic management plans to enhance connectivity and improve road safety.
- 2.4** Reviewing and continuing to implement our Bicycle Plan and the Tracks and Trails Strategy for the city.
- 2.5** Providing and prioritising a safe, reliable, and accessible pedestrian network.
- 2.6** Developing and implementing a parking infrastructure development plan to guide capital investment in public parking facilities.

Stormwater management

- 2.7** Developing and implementing stormwater catchment management plans for the city.
- 2.8** Undertaking stormwater management and groundwater monitoring programs.

Public buildings and community facilities

- 2.9** Undertaking an audit and strategic review of council's buildings and community facilities to establish usage, condition, and compliance to standards, and assess to ensure they are fit for purpose to accommodate current and future community needs.

- 2.10** Ensuring quality civic architecture which is responsive to place and adaptable for the needs of the community

Parks and recreation facilities

- 2.11** In line with our Sport and Recreation Strategy, work with local clubs, state and regional organisations and other levels of government to meet the sport and recreation needs of our community.

Land use planning and urban design

- 2.12** Undertaking best practice land use policy development and active participation in regional planning processes.
- 2.13** Enhancing natural and built amenities to create vibrant, accessible activity centres and community hubs through quality urban design.
- 2.14** Planning for a diverse range of housing to meet the needs of a wide demographic.
- 2.15** Ensuring neighbourhoods have pleasant streetscapes and access to recreational spaces and appropriate neighbourhood facilities.
- 2.16** Planning for the supply of industrial and commercial land, taking advantage of the City's unique locational advantages.
- 2.17** Ensuring heritage values of historic places and precincts are protected.
- 2.18** Encouraging the expansion of intensive agriculture and associated activities.
- 2.19** Applying land use techniques to identify and protect important natural values within the city.

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A PROSPEROUS AND CREATIVE CITY

GOAL:

Clarence encourages creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people.



■ Caption.

OBJECTIVES WE WILL WORK TOWARDS:

- 3.1 Reviewing and implementing the Economic Development Plan to encourage and facilitate business enterprise through economic development, land use planning, and cultural development strategies.
- 3.2 Working together with the Greater Hobart councils and other levels of government, under the Hobart City Deal, to leverage Hobart's natural amenity and build on its position as a vibrant, liveable, and connected global city.
- 3.3 Developing and implementing initiatives aimed at addressing the areas of significant socio-economic disadvantage within the city.
- 3.4 Communicating our city brand and benefits through the promotion of our attributes, opportunities and visitor attractions.
- 3.5 Building and facilitating productive networks and relationships based on common interests with business groups, regional bodies, other councils, and other levels of government.
- 3.6 Facilitating and/or directly investing in foundation projects and infrastructure aimed at driving further investment and growth.
- 3.7 Developing a Cultural and Creative Strategy.
- 3.8 Delivering a diverse program of cultural events to increase access, participation and excellence in arts and cultural activities.
- 3.9 Enhancing our cultural identity by encouraging the creation and installation of public art.
- 3.10 Examining options for the establishment of a civic centre or performance and exhibition centre.
- 3.11 Reviewing and implementing the Cultural History Plan for Clarence to preserve and promote the city's unique cultural history.
- 3.12 Enhancing Sister City relationships and international linkages as a mechanism to foster and deliver cultural benefits.
- 3.13 Undertaking the development of a Digital Strategy.
- 3.14 Adopting policies and strategies to enhance the quality of life by using emerging technology to improve the efficiency of city infrastructure and services for the benefit of the community, business and visitors.

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AN ENVIRONMENTALLY RESPONSIBLE CITY

GOAL:

Clarence is environmentally responsible, valuing and protecting the natural environment for a sustainable and liveable future.



■ Caption.

OBJECTIVES WE WILL WORK TOWARDS:

- 4.1** Protecting natural assets within council-managed land through the development and review of strategies in relation to bushfire, weed, land and coastal management.
- 4.2** Developing activity plans for natural reserve areas and continuing to work with bushcare, landcare, coastcare and other volunteer groups to implement plans and initiatives.
- 4.3** Working collaboratively with relevant agencies to enhance and protect the natural environment.
- 4.4** Encouraging energy conservation and sustainable use of resources through promotion of water and energy conservation initiatives to the community and industry, as well as considering opportunities in relation to emerging or alternative technologies, including energy efficient transport options.
- 4.5** Undertaking the development of an Environmental Sustainability Strategy.
- 4.6** Developing and implementing local and regional waste management strategies that consider all forms of waste.
- 4.7** Continuing to provide opportunities for involvement and increased awareness for the care of the local environment.



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Clarence... a brighter place

GOVERNANCE AND LEADERSHIP

GOAL:

To provide leadership and accessible, responsive, transparent and accountable governance of the city.



■ Caption.

OBJECTIVES WE WILL WORK TOWARDS:

- 5.1** Responding to the changing needs of the community through leadership, advocacy and best practice governance.
- 5.2** Formulating and maintaining a suite of policies to provide a framework for the establishment and implementation of council's plans, strategies, programs, and services.
- 5.3** Continuing to focus on providing transparency in our decision-making processes.
- 5.4** Communicating with our community about what we do.
- 5.5** Engaging with our community and stakeholders through the continued implementation of our Community Engagement Policy.
- 5.6** Establishing strategic partnerships to facilitate greater opportunities.
- 5.7** Providing equitable access to programs and services.
- 5.8** Maintaining and continuously reviewing performance monitoring frameworks to ensure identified strategic goals are achieved.
- 5.9** Providing, and representing the community at, civic and ceremonial functions.

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COUNCIL'S ASSETS AND RESOURCES

GOAL:

To efficiently and effectively manage our financial, human, and property resources to attain strategic goals and meet statutory obligations.

OBJECTIVES WE WILL WORK TOWARDS:

Financial management

- 6.1** Maintaining a financially sustainable organisation through:
- Ongoing development and implementation of responsible financial strategies.
 - Ongoing review and implementation of a detailed 10 Year Financial Management Plan.
 - Integration of financial and asset management strategies.
 - Measurement and reporting of key sustainability indicators.
- 6.2** Maintaining 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 that are consistent with long-term strategies, as well as measuring and reporting on key financial indicators

- 6.3** Making 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** Having 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** Developing and implementing a Workforce Development Plan to ensure we have the right people in the right place at the right time.
- 6.6** Maintaining a positive, values-based work environment.
- 6.7** Providing an equal opportunity workplace.
- 6.8** Fostering an environment that encourages staff development and continuous learning to strengthen workforce capabilities.
- 6.9** Fostering a culture of creativity and innovation in expressing and realising ideas
- 6.10** Providing safe and healthy workplaces.

Statutory and legal responsibilities

- 6.11** Effectively administering compliance with statutory obligations, legal responsibilities and governance standards.
- 6.12** Ensuring appropriate management of risk to reduce exposure associated with council's operations and activities.
- 6.13** Delivering 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.

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Clarence... a brighter place

KEY STRATEGIES

Each strategy document will build upon the goals and outcomes identified in this strategic plan. The strategies will provide an analysis of the issues and opportunities relevant to each strategy area, providing the opportunity for development of rolling annual plans to guide delivery of specific outcomes. Strategies and their associate plans assist council to plan and budget each year.

CITY FUTURE STRATEGY

The City Future Strategy will guide the growth and development of our city for the next 20 years through considering the issues, opportunities and constraints of our city and protecting what our community value. The strategy will build upon the Greater Hobart Metro Plan, focussing on the City of Clarence.

COMMUNITY INFRASTRUCTURE STRATEGY

The Community Infrastructure Strategy will provide a framework for council to manage community infrastructure assets sustainably for the benefit of all people within our city. The strategy defines community infrastructure as public buildings and club facilities, open space and amenities, sport and recreation venues and arts centres. The strategy will inform decision making and identify priorities for the next ten-years to ensure the provision of community infrastructure is equitable, planned well, funded adequately and delivered to a high quality.

The principles that guide the strategies and actions associated with the strategy include:

- Accessible and distributed equitably for all people to participate.
- Economically viable and sustainable spaces and places.
- Diverse functionality to engage and provide a range of experiences.
- Beautiful spaces and places that create a sense of identity and belonging through quality urban design.
- Innovative, integrated and agile to evolve with the community.

The strategy will provide an overarching framework for sub-strategies that will provide a detailed analysis of each asset within community infrastructure, these include:

- Open Space Strategy 2021-2031
- Community Buildings and Facilities Strategy 2021-2031

CULTURAL AND CREATIVE STRATEGY

Culture in all its forms are integral elements of community life and increasingly significant contributors to wellbeing and prosperity. We seek to identify opportunities to build upon the existing range of cultural and creative assets and programs. We will strive to inspire and nurture artistic expression where ideas, creativity, learning and innovation are developed, shared and promoted.

DIGITAL STRATEGY

A Digital Strategy will establish a shared vision and a pathway forward for our city where residents, businesses and visitors can more easily access and use smart technology and data to enhance their quality of life, use council facilities and services and participate in community life and drive innovation to create new economic and social opportunities.

ENVIRONMENTAL SUSTAINABILITY STRATEGY

We have a significant role to play in strengthening of sustainability through urban planning, waste management, stormwater management, transport planning, community education, agricultural resilience and natural areas management. The Environmental Sustainability Strategy will provide a framework by which we can achieve long-term outcomes that balance development against environmental considerations, including our response to climate change impacts.

HEALTH AND WELLBEING STRATEGY

We value the wellbeing of our communities and believe that good health and a sense of wellbeing are integral to a thriving community. We have developed a strategy to identify how we will work in partnership to strengthen and improve the physical, mental, and social wellbeing of the community.

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Clarence... a brighter place



■ Caption.

SPORT AND RECREATION STRATEGY

We provide a number of sporting and recreational facilities for the community. These assets are capital intensive and generally have long lives. In recognition of the value and life of these facilities we developed a Sport and Active Recreation Strategy to provide a robust guide to the current and future provision of sporting facilities and services in our community.

The principles that guide the strategies and actions associated with the strategy include:

- We responds to the needs of our community.
- Our community's health and well-being are important.
- We will provide for the future needs for public open space and recreation facilities.
- We will provide equitable access and pricing policies for services in the context of the community's capacity to pay within scope of regulatory requirements.

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CITY HEART PROJECT



■ Caption.

The goal is to create a sense of place within the Central Business District (CBD) to foster a vibrant and liveable city heart. The project encompasses the CBD of Rosny Park and adjoining urban places of Kangaroo Bay and Bellerive Village to create a city hub on the Eastern Shore.

The project will include development of a concept plan for the area and an Urban Design Framework to guide the development of places and spaces within the city centre to attract greater capacity, investment, and cultural exchange.

The City Heart Project will reflect community values by ensuring:

- Our natural environment is protected and enhanced.
- Our cultural heritage is conserved and celebrated.
- Development stimulates cultural, education and commerce activities sensitively.
- Our streets are walkable with bicycle networks to connect people to public places and spaces.
- We have access to high quality, accessible and sustainable public transport.

A vital part of the City Heart Project is to establish a sense of place for our city. This will be done by expanding and diversifying the economy of our CBD, and having a mix of developments that stimulate commerce, education, and cultural activities.



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MAJOR STRATEGIC PROJECTS AND INITIATIVES

There are several key projects and initiatives identified as priorities for council. These projects are significant in their nature and involve long-term commitments by council. This section of the strategic plan will be updated every two years to reflect progress.

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.

Status: Implementation stage

BAYVIEW REGIONAL SPORTING PRECINCT

We are currently undertaking master planning in collaboration with Bayview Secondary College and the Department of Education, to develop the school grounds as a regional level sport and recreation precinct. Development of the site will allow us to service the future demand for additional outdoor playing surfaces and an indoor sporting centre, and ultimately improve the physical activity opportunities for Clarence Plains residents.

Status: Master planning stage

CITY HEART PROJECT

The goal is to create a sense of place within the Central Business District (CBD) to foster a vibrant and liveable city heart. The project encompasses the CBD of Rosny Park and adjoining urban places of Kangaroo Bay and Bellerive Village to create a city hub on the Eastern shore.

The project will include an Urban Design Framework to guide the development of places and spaces within the city centre to attract greater capacity, investment, and cultural exchange.

Status: Concept design stage

CLARENCE PLAINS MASTER PLAN

The development of the plan will be a multifaceted study to investigate future housing stock potential, community and social development and strategic planning for the long-term use of council land and facilities.

Status: Master planning stage

KANGAROO BAY DEVELOPMENT PRECINCT

Kangaroo Bay is a significant location within the city of Clarence, and we seek to activate the potential of this precinct to be a world-class waterfront destination and an inclusive place for both residents and visitors that provides economic, social and community benefits.

The precinct has two key development sites, the wharf and boulevard sites. The wharf site has been approved for the development of a hotel and hospitality school, while a mixed use of residential and commercial is proposed for the boulevard site.

Status: Implementation stage

ROSNY HILL

Rosny Hill nature reserve was identified as a potential site that would attract development. Since its promotion in 2014, through a public expression of interest process, there have been several iterations of a proposed hotel development on the site. This culminated in the approval of a 60-room hotel development in January 2020, which includes restaurants, café/kiosk and public viewing deck with new public walking trails.

Status: Implementation stage

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.

Status: Planning and implementation stage

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A REGIONAL COUNCIL AND STRATEGIC PARTNERSHIPS

Clarence City Council is a regional leader and has a key role in the development of South East Tasmania. As one of the four metropolitan councils in Greater Hobart, we are 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). These key projects seek to provide and contribute to improved opportunities for our people and businesses.

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 focusses 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.

We are actively participating in the implementation of the plan and decision-making processes to ensure best outcomes for both the city and the Greater Hobart area. Further information on the Hobart City Deal, including the implementation plan and progress reports can be accessed at <https://www.hobartcitydeal.com.au/home>.

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 has prepared a 10-year regional Economic Infrastructure Study. It was identified that there were many 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.

We 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.
















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APPENDIX A





LONG-TERM STRATEGIES

						
Strategic Plan	10 Year Financial Management Plan	City Future Strategy	Community Infrastructure Strategy	Cultural and Creative Strategy	Digital Strategy	
						
Environmental Sustainability Strategy	Financial Management Strategy	Health and Wellbeing Strategy	Investment Strategy and Policy	Sport and Recreation Strategy	Strategic Asset Management Plans	Waste Management Strategy

SHORT-TERM STRATEGIES

		
Annual Plan	Audit Panel Annual Program of Work	Annual Estimates

MONITORING AND REPORTING

		
Annual Plan	Audit Plan	Auditor-General's Report
		
Quarterly Report		



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SUPPORTING PLANS AND FRAMEWORKS

- Activity and management plans for council's natural heritage areas
- Age Friendly Clarence Plan 2018-2022
- Annual Plan and Budget
- Annual Report incorporating audited Annual Financial Statements
- Asset Management Strategy 2013
- Buildings Asset Management Plan 2013
- Bushfire Management Strategy for Council Owned and Controlled Land 2016-2021
- Bushland and Coastal Strategy 2011
- Business Continuity and Recovery Plan
- City Marketing Plan
- Clarence Access Plan 2014-2018 (currently under review)
- Clarence Activity Centre Strategy
- Clarence Bicycle Strategy and Action Plan 2013-2017
- Clarence Business Opportunities Prospectus
- Clarence City Council Youth Plan 2018-2022
- Clarence Community Safety Plan 2016-2021
- Clarence Emergency Management Plan Issue 8 2018
- Clarence Events Plan 2014-2018
- Clarence Interim Car Parking Plan
- Clarence Interim Planning Scheme 2015
- Clarence Weed Strategy 2016-2030
- Climate Change Impacts on Clarence Coastal Areas 2009
- Code of Conduct Framework
- Community Grants Policy
- Community Health and Wellbeing Plan 2013–2018 (currently under review)
- Community Participation Policy 2010
- Community Planning and Development Framework (Draft)
- Contracts, tenders and procurement policies
- Council Meeting Policy
- Cultural Arts Plan 2012-2016
- Customer Service Charter
- Cultural History Plan for Clarence 2018-2023
- Economic Development Plan 2016-2021
- Fees and Charges (non-rates) Policy 2020
- Good Governance Guide for Local Government in Tasmania
- Greater Hobart Destination Management Plan
- Hobart Airport Master Plan 2015
- Human Resources and Employment Policy
- Kangaroo Bay Urban Design Strategy and Concept Plan
- Lauderdale Structure Plan 2011
- Meehan Range Fire Management Strategy
- Open Space Strategy
- Pandemic Plan
- Public Art Policy
- Public Open Space Asset Management Plan 2015
- Public Open Space Policy
- Rates and Charges Policy
- Reserve Bushfire Management Plans
- Richmond Bridge Vegetation Management Plan 2015
- Risk management policies
- Roads and Transport Asset Management Plan 2013
- Roscommon Master Plan 2014–2024
- Rosny Hill Nature Recreation Area Management Strategy
- Seven Mile Beach Sport and Active Recreation Precinct Master Plan
- Southern Tasmanian Regional Land Use Strategy 2010-2035
- Sport and Recreation Strategy
- Stormwater Asset Management Plan 2018
- Stormwater Catchment Management Plans (numerous)
- Tangara Trail Management Plan 2012
- Tracks and Trails Action Plan 2015-2020
- Tracks and Trails Strategy 2012
- Volunteer programs



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Clarence... a brighter place



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 Clarence City Council

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 Warren

1. Is Council aware of the litter problem at the Chemist Warehouse in Lindisfarne caused by the laminated sale labels on the footpath which constantly become detached and travel as far away as Beltana Street. If council is aware of this what authority does council have to act on that matter?

The Question was taken on notice

(Further information) Council rangers will undertake periodic inspections in the area to ensure that any litter issue is assessed and responded to appropriately.

2. Given that Premier Gutwein announced in the State of the State speech last week his intention that Tasmania should move towards a ban on all single use plastics may I ask and you may wish to take this on notice what clarence council's plans are to move to a similar ban on single use plastics in the municipality particularly on council run events?

Answer

There was a notice of motion some time ago in terms of single use plastics but we are intending to take it to council in the budget for a review of our waste strategy plan and then we can review the use of single use plastics as part of the review of our waste strategy which was adopted by council in the late 1990's.

Ald James

1. Is there any news in relation to the Boulevard Development? Has there been any date set that council will be receiving a development application?

ANSWER

We received an application for the Boulevard that was received some months ago. There was an information request issued and that is yet to be fully satisfied

Question contd

Given that the Hobart City Council had a similar matter in relation to the chair lift will that necessarily delay the process and therefore it may seek additional time in order to an extension of time required?

ANSWER

(Mayor) The initiative rests with the applicant

2. In relation to the Rosny Hill development has council received any interest or any other approaches from any other developer in regard to proceeding with the Rosny Hill development?

ANSWER

At this point we have had some initial discussion with Hunter Developments but certainly no detailed discussion about anyone else being involved in the project.

Ald Peers

My question is to you Mayor on what evidence that you had and as you know I was not happy with your comments to me that I had gate-crashed a meeting. I was very upset with that. As we discussed a meeting you were not at or even I believe in the building at the time and yet you told me I had gate-crashed a meeting which was with the Olympia Soccer Club before the presentation to council. It was one morning. It was with General Manager and myself and two representatives from Olympia. I was invited by Olympia but there is more to that and you have told me I have gate-crashed. What evidence did you have?

ANSWER

(Mayor) Well the fact is I thought it was a meeting between the General Manager and the CEO of Olympia I didn't think it appropriate to attend and I did not think it appropriate for an elected representative to attend. I am not sure who invited you, would you like to explain?

Ald Peers

Yes, I may have a question for the General Manager, at least the General Manager was a bit more sympathetic. The General Manager noticed that Ald Peers had attended the meeting uninvited but recognised his right to attend should he wish but here's the funny part, here's the funny part that baffles me and I still cannot believe it to this day, a week before that meeting and here's the evidence, a week before that meeting I received an email from the General Manager a week before and it's here and I've got a photo of it to make sure. It's from Ian Nelson and it's got the word, I've never seen this before, requires John Peers, I've never seen that before on an email and it goes on to say Olympia club presentation and its got the time, it's got General Manager's meeting room, Monday the 22nd 8.30 to 8.45. Now under that it's got again Olympia soccer club presentation.

Now I'm a bit baffled because when I went into the meeting I remember the General Manager to your credit, you said, oh I didn't know you were coming, I said well you sent me an email and you couldn't remember so I do have some sympathy because I know you must send thousands of emails every week. I understand that and I understand that you can forget but imagine how upset I was when the Mayor who only had to phone me up said I have gate-crashed a meeting?

ANSWER

(Mayor) I stand by those comments Ald Peers.

Ald Blomeley

1. I refer to the decision last Friday 19 March of the Resource Management and Planning Appeal Tribunal regarding 12 Park Street Bellerive once again finding for the appellant, Mr Mark Drury. Of course, Mr Mayor this comes on the back of 22 September 2020, the initial determination of the Tribunal and 24 February Supreme Court decision of Justice Brett

Mr Mayor can you advise the total cost to date the City of Clarence on behalf of our ratepayers, has incurred in our pursuit of this matter?

ANSWER

At this point in time we do not have any cost determination of those matters that includes the Supreme Court hearing of the appeal that council lodged and was successful in that resulted in the matter being remitted back to the Resource Management and Planning Appeal Tribunal for final determination which I understand had occurred last Friday. Those matters are still in play and we do not have those costs but I am happy to report them as they are available.

(Further information) The costs incurred in respect of the planning appeal before RMPAT were \$50,148.72 and the legal costs for the Supreme Court appeal were \$4,940.90. Total costs were \$55,089.62

2. I draw your attention to the conclusion of the Tribunal decision last Friday specifically 15C where it states the Tribunal will entertain any application for order of costs in this appeal if made to the tribunal in writing with supporting submissions within the next 21 days

Clearly this has come in double figures 2 tribunal appearances and the Supreme Court hearing, there are significant costs for us moreover there is significant costs for the appellant a ratepayer of our city so what consideration has been given to compensating Mr Drury for his considerable financial outlay?

ANSWER

In usual circumstances there is no consideration beyond costs. That would be most unusual, the parties on both sides have legal rights and are entitled to exercise those rights

Ald von Bertouch

1. Could Council be updated as to the arrangements for council administered COVID-19 vaccinations?

ANSWER

We have made contact with the Department of Health and offered whatever assistance we can provide. At this stage what is required is not known to us. I believe this week they start on vaccinations for Phase 1b and it is unlikely that we will be involved in that.

2. Is council going to be considering a line item in the 2021/2022 budget for supporting other local government areas across Tasmania and Australia when disaster situations occur, for example the current NSW floods?

ANSWER

The inclusion of any such line item will be a matter for Aldermen as part of the budget process. Should Aldermen wish to include an amount for such emergency responses to assist other councils then that is certainly a matter that can be considered during the budget process. Just to be complete about the answer, depending on the amount to be included if that was council's wish, that can be carried forward from year to year so there is an accumulated amount on the basis that natural disasters do not necessarily occur every year.

Ald Walker

1. This Sunday the good [inaudible] of Tianna Road awoke to find some resealing happening and I think it was a bit of a surprise to the residents close to Rowitta Road because in skate boarding terms that was almost [inaudible] smooth. It is not just Tianna and Rowitta Roads, it seems to be the area of Lindisfarne that is being resealed at the moment. Can you talk through the process of determining what roads need to be resealed and how that, especially in instances like this when it didn't seem visually to be urgent?

ANSWER

It is quite an extensive process in terms of looking at what roads need to be resealed so approximately every three to four years our roads are scanned by ARB and then put into a spreadsheet and they look at what the deformations are and also the time of when the road was originally done. There could be micro-surfacing or also doing measurements in terms of roughness, if the seal is actually too smooth then the cars may not have traction. We are trying to extend the pavement life to avoid road reconstruction because that method of pavement rectification is expensive. So, approximately every 10-15 years we look at resealing roads. That is to do a couple of things, one to provide additional roughness on the roads but also to prevent water penetration into the pavement because that is what destroys the pavement and makes it very expensive to repair. We go through our computer modelling and do visual inspections as well and then we look in terms of what our budget can afford for the financial year. We do a variety of slurry sealing, spray sealing and asphalt relaying to extend the life of the pavement as long as we can.

2. In relation to wasps of which certainly the 7015 postcode seems to be deluged with, I understand the circumstances if you find them on your own property for the appropriate person to deal with it and it is ,my understanding that wasp nests on council land are a safety issue for council to address. What is the process for residents or Aldermen who come across wasp nests in a council environment?

ANSWER

The process is that it is brought to our attention usually through the customer contact group and we will investigate. If we can locate a nest and it is causing a problem we will engage a pest exterminator to deal with it.

Ald Edmunds

1. In regard to page 5 of the Agenda under workshops it talks about to the Rosny Golf Course interim plan. Can I have confirmed what is the last day that people can play golf on that site?

ANSWER

The 30th April is the last day of the lease. The YMCA has advised that they may finish golf a week earlier, they have to remove all they need from the site. They are still to confirm a date but it will be a week before 30 April. I will advise Aldermen when a date is confirmed.

(Further information) The last day of YMCA operation of the Rosny Golf Course will be 24 April.

2. Regarding a possible State election which we could see as soon as 1 May, do we have a ready to roll election priority list that we have obviously provided information to the incumbent government over the last 3/12 years. Do we have a dossier sitting there for when we get a tap on the shoulder from other political parties including the one that has launched in the last couple of weeks?

ANSWER

We prepare information particularly around strategic projects and key issues that we ordinarily would provide to Ministers and other political representatives in meetings. We keep that updated as council priorities and decisions change so as a separate dossier/booklet no, but we do keep a schedule of information that we use as talking points.

(Mayor) As a matter of course the General Manager and I meet with representative from all political parties over the year and we keep them up to date with all council's latest decisions on what its priorities are. That's been on-going but I'm not aware of anything we have put together specifically for this election coming up

Ald Ewington

1. Following Ald Blomeley's question regarding the cost of the latest case in Park Street, in light of our propensity to do this lately I would be interested in the cost of external lawyers across the last few months or going back the last two years would be great to know the cost of external lawyers or planners to fight officer approved planning applications but also to include the cost of internal staff time in that as well. I think it is important that we share that as Aldermen and I think it should be in the public arena as well

ANSWER

My recollection was that we prepared something like that in the early stages of the budget process that includes costs associated with briefing external counsel on a variety of issues and it was provided in the context of expenditure this year compared to one or two previous years. We do not cost the officer time in that so it is purely external cost that arises from invoices but we can update that information if required.

(Further information) The cost of external legal representation and experts associated with current appeals and appeals concluded in the current financial year are set out in the table below. The table also indicates the officer recommendation and the decision:

Address	Proposal	Decision as recommended?	Status	Total Cost (\$)
MUDs, 12 Park Street, Bellerive	MUDs	yes	completed	55,089.62
20 Regal Court, Seven Mile Beach	Subdivision	no	current	60,567.55
29 Corinth Street, Howrah	Dwelling	Yes (delegated)	completed	1,474.00
476 & 488 South Arm Road, Lauderdale	Bottle shop	Yes (delegated)	current	3,731.20
51 Cranston Parade, Cambridge	subdivision	n/a - concerned DA information	completed	3,720.20
754 Dorans Rd, Sandford	jetty	no	completed	3,806.00
84 East Derwent Highway, Lindisfarne	MUDs	no	completed	10,311.40
Tasman Highway	Airport interchange	yes	completed	117,566.90
12a Akuna St, Rosny	Hotel	yes	completed	87,606.3
1 Cremorne Avenue, Cremorne	3 Multiple dwellings	no	Completed	29,103.00

- I convinced my colleagues to support a Healthy Communities Grant application for a Ninja Park warrior course for Rokeby. Could you update me on when that is coming up for consideration?

ANSWER

I have not had advice of a date I will follow up and advise Aldermen.

(Further information) We have been advised that grant applications are not being finalised at this time due to the calling of the state election and government therefore entering a caretaker period.

Ald Kennedy

Could we have an update on the current lease situation at Rokeby Neighbourhood House?

ANSWER

(Mayor) I have a meeting with the CEO there on Friday and I believe that Julie Collins was going to attend but she has pulled out at the last minute but we will go ahead with the meeting.

(Further information) Lease negotiations have now concluded with the lease signed.]

Ald Mulder

Leveraging off Ald Peers' issue given that Ald Peers was "required" to attend the Olympia meeting, in hindsight do you think your gate-crashing accusation was appropriate and should there not be an apology?

ANSWER

(Mayor) Once again I stand by my comment. When you say required to attend I don't understand why an elected representative would be required to attend. Certainly council did not require him to attend. I'm wondering who he is representing.

Question contd

I think Ald Peers made it quite clear that he received an email or electronic communication from the General Manager which had the word required to attend

ANSWER

(General Manager) In the intervening period I have checked my diary and I have an invitation for 8.30am on 22 February with Sarah Black the General Manager for Olympia and no other attendees showing. I would need to see the communication because what I have looks different.

(Mayor) We will follow up but my understanding is Ald Peers was not invited. I stand by my comments.

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 SUPPLY OF ELECTRICITY TO COUNCIL CONTESTABLE SITE - 2021

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

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

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

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

PROCEDURAL MOTION

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