

COUNCIL MEETING
MONDAY 17 OCTOBER 2022

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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. ACKNOWLEDGEMENT OF COUNTRY

The Mayor will:

- make the following statement:

“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”.

- recite the Council prayer; and
- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council’s website. The meeting is not protected by privilege. A link to the Agenda is available via Council’s website.

2. APOLOGIES

Nil.

3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council’s adopted Code of Conduct, the Mayor requests Councillors 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.

4. OMNIBUS ITEMS**4.1 CONFIRMATION OF MINUTES****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 26 September 2022, as circulated, be taken as read and confirmed.

4.2 MAYOR'S COMMUNICATION**4.3 COUNCIL WORKSHOPS**

In addition to the Councillor'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:

No workshops were conducted by council since its last ordinary council meeting.

4.4. TABLING OF PETITIONS

(Note: Petitions received by Councillors 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.

4.5 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.

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: Cr James Walker

Quarterly Reports

September Quarterly Report pending.

Representative Reporting

- **TASWATER CORPORATION**

- **GREATER HOBART COMMITTEE**

REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES**BICYCLE ADVISORY COMMITTEE – QUARTERLY REPORT****Chairperson's Report – Alderman D Ewington**

Report to Council for the three month period, 1 July 2022 to 30 September 2022.

1. PRINCIPAL OBJECTIVES AND GOALS

The Committee's prime objectives are to:

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

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

2. CAPITAL WORKS PROJECTS**Clarence Foreshore Trail – Montagu Bay to Rosny College**

Works are now complete on the upgraded 2.5m pathway between Montagu Bay and Seabird Lane. The section of path south of Hesket Court to Rosny Point is still to be upgraded when further funding is available. This will be included for consideration in the 2023-2024 budget.

Clarence Foreshore Trail –Simmons Park to Anzac Park, Lindisfarne

Funds were allocated for the 2020-2021 capital budget to extend the Lindisfarne Clarence Foreshore Trail from the Yacht Club through to Anzac Park. Construction commenced in February 2021. The majority of works have been completed east of Wellington Road, with fencing, some resealing of driveways and other minor works to be completed in the New Year.

Works between Wellington Road and Park Road required additional funding to complete and was approved in the 2022-2023 budget. Works are due to commence in late September 2022, weather permitting.

Multi-user Pathway – Rokeby to Lauderdale

Construction on the pathway between Horsham Road and Oakdowns Parade commenced in March 2022 with TasNetworks infrastructure being relocated and concrete kerb, channel and footpath works complete.



Status of Projects considered in 2022-2023 budget

The following projects were nominated by the Bicycle Advisory Committee for funding consideration in the 2022-2023 budget.

- **Howrah Road Shared Path (11-15 Howrah Road)**
\$170,000 for construction of the Clarence Foreshore Trail along Howrah Road to Howrah Beach carpark. A concept design has been completed for the link in front of service station and shops. **Deferred for 2023-2024 consideration.**
- **Howrah Road Shared Path & bike lane (CFT to Clarence Street)**
\$62,000 for design of the shared path from Clarence Foreshore Trail to Clarence Street and uphill bike lane on Howrah Road. **Deferred for 2023-2024 consideration.**

- **Rosny Hill Road Shared Path (overpass to Kangaroo Bay connection)**
\$250,000 for construction of the path along Rosny Hill Road adjacent to Charles Hand Park. **Deferred for 2023-2024 consideration.**
- **Clarence Foreshore Trail at Rosny Point (South of Heskett Court)**
\$800,000 for construction of the path. **Deferred for 2023-2024 consideration.**
- **Bicycle Parking Rails**
\$3,500 for additional bicycle parking rails. This could be an annual request or considered as a recurrent initiative. **Funded in 2022-2023.**
- **Drainage Grate Replacement**
\$50,000 for replacement of existing stormwater grates with bicycle safe grates. This could be an annual request or considered as a recurrent initiative. **Funded in 2022-2023.**

Other projects for consideration in the budget include pedestrian refuges:

- Flagstaff Gully Road (access into the Mountain Bike Park). **Deferred for 2023-2024 consideration.**
- Rokeby Road (Clarence Plains Rivulet Track). **Deferred for 2023-2024 consideration.**
- Acton Road (SMB to Cambridge Path). **Funded in 2022-2023.**

2. RECURRENT INITIATIVES

Nil.

3. DESIGN AND INVESTIGATION WORK IN PROGRESS

The following projects were funded for design in 2021-2022:

- Review of Bike Strategy and Action Plan.
- Improved directional signage – focal points map are being developed to identify signage location and content.

- Tasman Highway pathway - A consultant has been appointed to prepare a design for the section of path between Rosny Hill Road overpass and Rose Bay High overpass, which was not included in the State Government plans for a Tasman Highway cycleway.
- Howrah Road - a design is being prepared for a shared path between Clarence Street and the Howrah Beach carpark (which will link to Howrah Primary School) and an uphill bike lane to remove a pinch point.

4. GOVERNANCE MATTERS

Committee Meeting

The Committee held one meeting during the quarter on 8 August 2022.

5. EXTERNAL LIAISON

East Derwent Highway Duplication (Department of State Growth)

Works are almost complete and include on-road bike lanes and separated shared path on west side, between Golf Links / Derwent Avenue and Geilston Bay Road. The shared path between Derwent Avenue and Geilston Bay Road has been constructed. The roadway includes bike lanes and traffic signals have been installed at Geilston Bay Road which will provide a safe crossing for students coming from the Sugarloaf path to Lindisfarne North Primary School.



Rokeby Park and Ride Facility

The Department of State Growth has engaged a consultant to progress the design of three park and ride facilities across Greater Hobart, including a facility on Pass Road near Rokeby Road. The facility includes secure bicycle storage. Council officers met with the project team on 21 June 2022 prior to community engagement being undertaken during July 2022.

Tasman Bridge Pathways Upgrade

The Department of State Growth has commenced consultation on upgrades to the Tasman Bridge and council officers were involved in a stakeholder workshop on 19 May 2022. The project will feature a 3.5m pathway on both sides of the bridge for enhanced cyclist and pedestrian access. Improvements will include heightened safety barriers, upgraded maintenance infrastructure, along with feature and security lighting.

Funding for the upgrade is a joint Australian and Tasmanian Government initiative with both governments committing \$65 million for a total of \$130 million. Once community consultation is complete (in mid-July 2022), the Department will finalise the project design and prepare tender documents. The tender will be advertised in late 2022 with a contractor appointed in early 2023. The project will be completed in late 2025.

Clarence Transport Network Operating Framework

The Department of State Growth has engaged a consultant to deliver the Clarence Transport Network Operating framework. On 4 April 2022, the Department and their consultants provided a project briefing to Aldermen. A series of on-line workshops has been held with stakeholders (including council officers) to contribute to the development of modal maps and a face-to-face workshop was held with council officers and representatives of the Department on 15 June 2022. A draft version has been forwarded to council for comment.

Mornington Interchange

The Department of State Growth has engaged a consultant to progress the traffic study. Community engagement was undertaken in October 2021 to identify issues within the study area. Council officers were involved in a workshop on 20 April 2022 to consider the preferred options and enabling works ahead of further community consultation.

RECOMMENDATION:

That the Chairperson's Report be received by council.

Attachments: Nil.

Alderman D Ewington
CHAIRPERSON

NATURAL RESOURCE MANAGEMENT – QUARTERLY REPORT**Chairperson’s Report – Councillor Beth Warren**

Report to Council for the three-month period 1 July to 30 September 2022.

1. PRINCIPAL OBJECTIVES AND GOALS

The Committee’s principal objectives are to:

- Advise council on the strategic planning and management of bushland and coastal reserves and parks throughout the City;
- Provide advice on council’s Reserve Activity Plans and Catchment Management Plans in the context of the “Clarence Bushland and Coastal Strategy”;
- Administer, in conjunction with council, the Land and Coast Care Grants Program;
- Facilitate and provide guidance for the implementation of council’s adopted “Clarence Bushland and Coastal Strategy”; and
- Promote information sharing of natural resource related matters affecting the City.

In working towards these goals, the Committee, in conjunction with council’s Natural Assets Officer, implemented a range of activities, which are set out below.

2. CAPITAL WORKS PROJECTS**Natone Hill & Pilcher’s Hill Entrance Landscaping**

Stone steps have been installed at a steep section of the entrance way to Natone Hill Bushland Reserve, adjacent to 162 Derwent Avenue, Lindisfarne, by the Prison Crew.

Large mudstone rocks have been installed about the entrance to Pilcher’s Hill Bushland Reserve, from Robin Court, to prevent users parking at the entrance way.

The Prison Crew have constructed a mudstone terraced dry-stone wall and step system at the entrance to Natone Hill, adjacent to 100 Derwent Avenue (see **Figure 1**).



Figure 1 – Installation of stone steps and terracing at Natone Hill

3. RECURRENT INITIATIVES

The below dot points summarise natural area planning outcomes for the quarter:

- Fire Risk Consultants have developed and are currently implementing the engagement plan for the Draft Bushfire Mitigation Strategy. Along with this, they are completing a detailed review and gap analysis of the existing Clarence Bushfire Management Strategy 2016-2022.
- North Barker Ecosystem Services are collating an engagement report which summarises the consultation responses received from all the key Natural Area Stakeholders. The engagement report will considerably inform the Draft Natural Resource Management Strategy.
- A brief consultation summary has been drafted for the pop-up sessions, which occurred with the Lauderdale and Cremorne communities in June 2022. This will feed into the development of the Coastal Management Plans for Roches Beach and Pipeclay Lagoon, along with the extensive scientific assessments and modelling being carried out by the consultants from the University of NSW.

- A preliminary report has been received, detailing geographical changes along the Clarence beach shorelines because of coastal erosion, coastal inundation and sea level rise.
- A review of Reserve Activity Plans for Waverley Flora Park, Glebe Hill Bushland Reserve and development of a Carbeen Bushland Reserve Activity Plan are currently being developed.

Climate Change Initiatives

- Council has considered the proposal to adopt a carbon target for the organisation to reduce its greenhouse gas emissions to 40% of 2016-2017 levels, by 2030. It is intended the proposal will be further considered and presented to a council workshop in February 2023.
- The Regional Strategy - Adapting to a Changing Coastline in Tasmania has been published by the Southern Tasmanian Councils Authority. This Strategy will support Tasmanian Councils to respond appropriately in the face of increasing hazards, such as erosion and inundation on the coast. Ten of the southern councils contributed their knowledge and experience to the Strategy, including Clarence City Council.

Natural Area Works

The below dot points summarise works achieved in Clarence's natural areas:

- Planting of native species was performed at Clarence Plains Rivulet, Clifton Beach Road, Bedlam Walls Bushland Reserve Entrance, Kangaroo Bay Rivulet, Waverley Flora Park, Roches Beach Reserve Entrances and Dunes.
- Reserve maintenance works (brush cutting, weed control, rubbish removal and general tidy up) have been done at Potter's Hill Bushland Reserve, Blessington Street Coastal Reserve, Clarence Plains Rivulet and Lower Carella Gully by contractors.
- The beach access at the end of Frederick Henry Parade was upgraded, with a new gravel path installed. The local Pipe Clay Coastcare Group then landscaped the track verges with plants and mulch.

- A section of the She Oak Point Foreshore has been landscaped, following recent rock armouring works done by the Depot Crew. Advanced native shade trees were planted along with front line coastal species to soften the look of the rock armour and beautify the area (see **Figure 2**).



Figure 2 – Planting of Rock Armour Site at She Oak Point

- Several dead trees and large African boxthorn plants have been felled at Single Hill Bushland Reserve to improve safety for launching of hand gliders from the launch site at the top of the reserve.
- The gravel path from Goodwin's Road to Clarendon Vale House has been re-surfaced following erosion from flood events and increased foot traffic.

Volunteer Support

The below dot points summarise volunteer support for the quarter:

- National Tree Day was on 31 July. Clarence City Council, Hobart Airport, and Seven Mile Coastcare, worked together to run a community event that invited members of the community to come along and plant some trees along the Acton Creek trail at Seven Mile Beach. Over 30 volunteers from the community participated on the day, planting over 400 native plants along the trail, enhancing the natural diversity and creating future habitat for local fauna.

- The 2022-2023 Clarence City Council Landcare & Coastcare Grants Program opened on Monday 22 August, with funding of \$40,000 allocated by council for Landcare and Coastcare Projects in Clarence. Applications for projects will close on Monday 3 October and will be assessed by the NRM & Grants Committee.
- Threatened Species Day was on 7 September. Clarence City Council, Conservation Volunteers Tasmania, and Lauderdale Coastcare worked together to create a community event to raise awareness for the threatened species that can be found about the Clarence Municipality. Inger Visby, a Biodiversity Officer for the Derwent Estuary Program, was guest speaker for the event and guided members of the community around Racecourse Flats, Lauderdale. The importance of saltmarshes and the role they play for the climate was discussed, as well as information about local bird, insect, and aquatic species.
- Acton Park Landcare hosted over 80 prep students from Lauderdale Primary School to learn about bandicoots and plant future habitat for them at the groups' Bandicoot Bunker site. The children decorated plant guards with drawings of bandicoots which were installed over plants to protect them from grazing.

4. DESIGN AND INVESTIGATION WORK IN PROGRESS

The NRM & Grants Committee at a recent meeting decided that biodegradable tree guards should be trialled to see how they compare with traditional corflute guards that council has used for many years now. Bellerive-Howrah Coastcare Group have been provided with some biodegradable guards that have been installed recently to protect plants at Second Bellerive Bluff.

5. GOVERNANCE MATTERS

The Committee held one meeting on 25 August 2022.

The NRM & Grants Committee will meet in late October to assess Land & Coast Care Grant Applications for 2022-2023 and other matters of interest.

6. EXTERNAL LIAISON

Nil.

RECOMMENDATION:

That the Chairperson's Report be received by Council.

Attachments: Nil

Councillor Beth Warren

CHAIRPERSON

TRACKS AND TRAILS ADVISORY COMMITTEE – QUARTERLY REPORT**Chairperson's Report –Alderman D Ewington**

Report to Council for the three month period for 1 July 2022 to 30 September 2022.

1. PRINCIPAL OBJECTIVES AND GOALS

The Committee's principal objectives are to:

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

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

2. CAPITAL WORKS PROJECTS**Clarence Coastal Trail – Seven Mile Beach to Roches Beach**

Work has commenced on resurfacing and widening this popular coastal walk. The track base has been widened and a gravel surface will be laid when the surface has dried out sufficiently, most likely November 2022.

Clarence Coastal Trail – Mays Beach

Work has commenced on the last missing section of the coastal trail between Cremorne and Seven Mile Beach.



Mortimer Bay Reserve

New seating was installed in two locations on the Mortimer Bay Coastal Track.

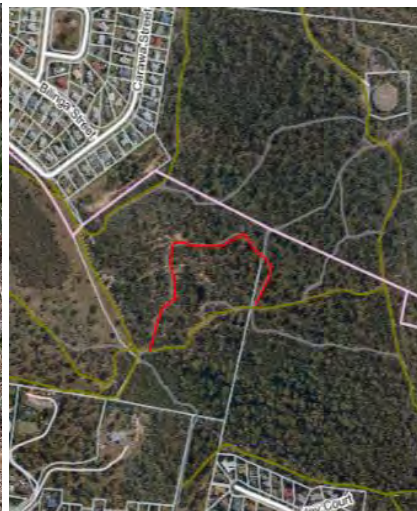


3. RECURRENT INITIATIVES – MAINTENANCE

Tranmere Coastal Track

A missing section of track near Anchorage Court has been realigned and surfaced to avoid an Aboriginal Heritage site. This completes the trail between Pindos Park and Starboard Road in Tranmere.

Waverly Flora Park – the lower quarry track has been resurfaced. Fall risk signage has been installed and new safety fencing will be installed at the lookout areas.



4. DESIGN AND INVESTIGATION WORK IN PROGRESS**takara limuna / Sheoak Walk - Bedlam Walls Aboriginal Heritage Trail**

A plan has been developed and funding received. Approvals have been received from Aboriginal Heritage Tasmania to upgrade the existing track and install signage. An artist has prepared designs for several sites and an Aboriginal consultant has prepared interpretive information. Work is expected to commence in October.

Clarence Mountain Bike Park

A Works Authority has been received from Property Services, Department of Natural Resources and Environment Tasmania to undertake track network improvements on the XC loop including new dirt jumps. A contractor will be appointed soon. This is partially funded by the Building Better Regions Fund.

5. GOVERNANCE MATTERS.

One committee meeting was held on 18 August 2022.

6. EXTERNAL LIAISON**Tranmere & Clarence Plains Landcare and Coastcare Group (TACPLACI) -**

Regarding updating the Old Rokeby Historic Trail, a designer and sign manufacturer has been appointed.

RECOMMENDATION:

That the Chairperson's Report be received by Council.

Attachments: Nil

Alderman D Ewington
CHAIRPERSON

4.6 WEEKLY BRIEFING REPORTS

The Weekly Briefing Reports of 26 September and 3 and 10 October 2022 have been circulated to Councillors.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 26 September and 3 and 10 October 2022 be noted.

5. 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 a Councillor 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.

5.1 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.

5.2 ANSWERS TO QUESTIONS ON NOTICE

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

Nil.

5.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

The General Manager provides the following answers to Questions taken on Notice from members of the public at previous Council Meetings.

At Council's Meeting of 5 September Victor Marsh of Bellerive asked the following question.

BOTP 23 JULY FOOTBALL MATCH**BACKGROUND**

On 23 July 2022, Redline buses were contracted to provide the service for the AFL game at Bellerive oval, a service usually provided by Metro. The traffic management diagram for 23 July provided to residents shows that a fenced 6.5m wide bus storage area forms part of the traffic management plan for 2022 AFL games. On 23 July the fenced bus storage area was not in place and supervisors were not in place to actively control the movement of buses and pedestrians if a bus operator accidentally hits someone in Church Street after an event and we are talking about a lot of drivers who have never experienced driving amongst large moving crowds, the sole responsibility would be on that driver because he or she are classified as professional operators.

ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE /contd...**QUESTION**

“What explanation can council’s BOTP representative give for this failure to adhere to the traffic management plan”?

ANSWER

Council officers have made enquiries with the venue operator and have not yet received a detailed response. Notwithstanding, it is clear that changes were made to the transport arrangements for the event and that those arrangements were not discussed with the BOPT group. We are seeking advice regarding the change. We will aim to have a further response for the next meeting.

FURTHER INFORMATION

At the football game, patrons started leaving the venue early due to the result becoming evident well advanced of the end of the game. The buses arrived late to Church Street, in addition to entering from Beach Street instead of Douglas Street. The result was, there was no opportunity to install the temporary fencing to direct patrons. This matter has been addressed with the bus operator for future events.

5.4 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.

6. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(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)

7 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:

7.1 DEVELOPMENT APPLICATION PDPLANPMTD-2022/027863 – 3 DROUGHTY POINT ROAD, ROKEBY - STORAGE (2 SHIPPING CONTAINERS AND FENCING)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for storage (2 shipping containers and fencing) at 3 Droughty Point Road, Rokeby.

RELATION TO PLANNING PROVISIONS

The land is zoned Local Business and subject to the Electricity Transmission Infrastructure Protection, Safeguarding of Airports, Parking and Sustainable Transport and Road and Railway Assets Codes under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

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

Council is required to exercise a discretion within the statutory 42-day period which expires with the written consent of the applicant on 21 October 2022.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and three representations (one with four signatories and one with multiple submissions) were received raising the following issues:

- Description of use;
- Property access;
- Pedestrian safety;
- Noise;
- Stormwater;
- Visual impact;
- Swift parrot habitat;
- Clarence Plains Historic Trail; and
- South Arm Road Rokeby Stage 3 Corridor Plan.

RECOMMENDATION:

A. That the Development Application for storage (2 shipping containers and fencing) at 3 Droughty Point Road, Rokeby (C1 Ref PDPLANPMTD-2022/027863) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. GEN AP3 – AMENDED PLANS [the location of outdoor storage areas (excluding the display of goods for sale) together with details of how these areas are to be treated or screened so as not to be visible from any road or public open space adjoining the site].
3. GEN AP3 – AMENDED PLANS [the provision of a site total of nine on-site car parking spaces].
4. External lighting to illuminate external vehicle parking areas and pathways must be provided, and must be located, designed and baffled to ensure that no direct light is emitted outside the boundaries of the site.
5. GEN S1 – SIGNS CONSENT.
6. GEN AM5 – TRADING HOURS [Monday – Saturday, 7am to 9pm; Sundays and Public Holidays, 8am to 9pm].
7. GEN S1 – SIGNS CONSENT.
8. ENG M1 – DESIGNS DA.
9. ENG A1 – NEW CROSSOVER.
10. ENG A5 – SEALED CAR PARKING.
11. ENG M5 – EROSION CONTROL.
12. ENG S1 – INFRASTRUCTURE REPAIR.
13. ENG S3B – WATER SENSITIVE URBAN DESIGN PRINCIPLES.

ADVICE

- Based on the information provided, the development is likely to adversely affect TasNetworks' operations. Consideration needs to be given to the underground electrical infrastructure which runs under the new concrete driveway. This infrastructure may need extra protection depending on the type of traffic that will be using the driveway to access the site.

To understand what these requirements may entail, it is recommended the proponent contact TasNetworks Early Engagement team at early.engagement@tasnetworks.com.au at their earliest convenience.

- The development will intensify the stormwater discharge from the property and hence requires approval under the Urban Drainage Act 2013 and the stormwater is to be designed as per council's Stormwater Management Procedure for new development (Stormwater-Management-Procedure-for-New-Development (1).pdf).

- 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 development application was refused for the development of a warehouse on the site in 2010 under D-2010/109. A development application was also refused in 2009 under D-2009/275 for a carpark.

In March 2022, council became aware that an existing earth-moving business was operating from a site within Clarence without the necessary planning permit having first been obtained. Preliminary information was sought from council in relation to the suitability of the subject site for the relocation of the business, which involves parking of trucks and machinery, daily use including loading and unloading of loam and FCR. This development application was subsequently lodged.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Local Business 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 7.5 – Compliance with Applicable Standards;
- Section 8.10 – Determining Applications;
- Section 14.0 – Local Business Zone;
- Section C2.0 – Parking and Sustainable Transport Code;
- Section C3.0 – Road and Railway Assets Code;
- Section C4.0 – Electricity Transmission Infrastructure Protection Code;
and
- Section C16.0 – Safeguarding of Airports 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 an irregularly shaped lot with 20.03m frontage to Droughty Point Road. The site is located within a mixed-use area, with industrial development to the east and south of the site, with single dwellings adjacent, to the north and south of the site also with access from Droughty Point Road. Land within the Open Space Zone is located to the northwest of the site, off Droughty Point Road.

The site is generally level, clear of significant buildings and vegetation and is subject to two drainage easements as shown by the Folio Plan. A sewer main also traverses the site as shown by the Proposal Plans, and there is no existing crossover or constructed access to the site. The location of the site is shown in the Attachments.

3.2. The Proposal

The proposal is for the use of the site as storage, which includes the use of the site for storage of two shipping containers and earth-moving plant equipment. The installation of a front, palisade fence is also proposed. It is proposed that the whole of the site would be surfaced using pavement and would be occupied in entirety by the proposed use.

The proposed containers would have a total site coverage of 28.8m² and each container would not exceed 1.8m in height. The containers would be located parallel to the north-eastern boundary and setback 1.69m, and would be pale green in colour.

The first of the containers would be setback 6m from the north-western (front) boundary. A 12.5m sealed crossover is proposed for access, and the driveway apron would be concreted as shown by the Proposal Plans. Stormwater infrastructure is proposed as part of the development within the existing drainage easement, adjacent the south-western boundary.

The proposed front fence would extend the full length of the frontage and would incorporate a gate for access. The fence and gate would be 1.8m in height, would be constructed using unpainted galvanised steel in a palisade style with a transparency of 50%. No signage is proposed as part of the development, and the proposed hours of operation are 7am to 9pm Monday to Saturday, and 8am to 9pm Sundays and public holidays. The proposal is as shown in the Attachments.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.”

4.2. Determining Applications [Section 6.10]

“6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(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 section 57(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.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

4.4. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the Local Business Zone and Parking and Sustainable Transport, Road and Railway, Electricity Transmission Infrastructure Protection and Safeguarding of Airports Codes with the exception of the following.

Local Business Zone

- **Clause 14.3.2 (A1) and (A2) Discretionary Use** – the proposal is for the use of the site as storage, which is a discretionary use within the zone. There is no associated acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P1) and (P2) of Clause 14.3.2 as follows.

Clause	Performance Criteria	Assessment
14.3.2 P1	<p><i>“A use listed as Discretionary must:</i></p> <p><i>(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and</i></p> <p><i>(b) be of an intensity that respects the character of the area.</i></p>	<p>The nearest residential zone to the site is the General Residential Zone to the north-east of the site, which is separated by a distance in excess of 70m from the north-eastern property boundary.</p> <p>The proposed use is storage, which includes “<i>use of land for storage or wholesale of goods, and may incorporate distribution. The proposal would be for storage of both the proposed containers together with associated equipment / machinery, and would be of an intensity consistent with that envisaged within the zone.</i>”</p>

		<p>While it is acknowledged that there is existing residential land use abutting the site, the protection afforded to residential development is limited by this clause to residential development and use within the nearby General Residential Zone.</p> <p>The proposed development is likely to impact on the adjacent dwellings. The proposed use, however, is possible within the zone and conditions have been proposed where reasonable and appropriate in the context of the zone requirements to limit impacts.</p> <p>It is recommended that a condition be included in relation to hours of operation, as proposed by the application. On this basis, it is considered that the tests of these criteria are met by the proposal.</p>
14.3.2 P2	<p><i>A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the characteristics of the site;</i> <i>(b) the need to encourage activity at pedestrian levels;</i> <i>(c) the size and scale of the proposed use;</i> <i>(d) the functions of the activity centre and the surrounding activity centres; and</i> <i>(e) the extent that the proposed use impacts on other activity centres.”</i> 	<p>See below assessment.</p> <p>The development site is a vacant site within an established mixed-use area, and activity centre. The use of the site as storage would be contained entirely within the boundaries of the site and would not actively involve pedestrian activity.</p> <p>That said, the scale of the proposed use is limited to the boundaries of the site, which would be of a limited scale and therefore unlikely to generate high levels of noise or vehicular traffic.</p>

		The functions of the activity centre hierarchy would not be distorted, in that the proposed use would complement the existing combination of land uses, which include food services, storage and equipment and machinery sales and hire, and be in-keeping with these uses. It is therefore considered that this performance criterion is met by the proposal.
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Local Business Zone

- **Clause 14.4.3 (A2) Design** – the proposal is for new buildings, with certain requirements for the provision of pedestrian access to the building at ground level, glazing the site, provision of awnings if required and length of walls. The proposal does not provide publicly accessible pedestrian access or the required glazing, and therefore does not comply with the acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P2) of Clause 14.4.3 as follows.

Clause	Performance Criteria	Assessment
14.4.3 P2	<p><i>“New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:</i></p> <p><i>(a) how the main pedestrian access to the building addresses the street or other public places;</i></p>	<p>See below assessment.</p> <p>The proposed containers are not intended for access by the public, but for storage of equipment and plant. The access, parking and outdoor storage areas would be visible to and accessible to the public as required.</p>

	<p>(b) <i>windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;</i></p> <p>(c) <i>providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;</i></p> <p>(d) <i>installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and</i></p> <p>(e) <i>the need for provision of awnings over a public footpath.”</i></p>	<p>There are no windows proposed as part of the front facing façade of the containers. That said, the main part of the site is clearly visible to the public and would provide for passive surveillance of the adjacent public space (Droughty Point Road) as required. Outdoor screening and the necessity for additional screening in the context of future outdoor storage areas is discussed below, in relation to Clause 14.4.5 (P1).</p> <p>The proposed containers would be partially screened from Droughty Point Road by the proposed 1.8m palisade fence, which itself would contribute to streetscape and adjacent public spaces.</p> <p>Not applicable.</p> <p>Not applicable, in that no rooftop infrastructure is proposed.</p>
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Local Business Zone

- Clause 14.4.5 (A1) Outdoor Storage Areas** – the proposal is for the use of the site for storage, and there have been no outdoor storage areas shown by the proposal plans or described by the supporting submission. That said, the use of the site for outdoor storage is also understood to be proposed and on the basis that no screening has been proposed the proposal would not comply with the acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P2) of Clause 14.4.3 as follows:

Clause	Performance Criteria	Assessment
14.4.5 P1	<i>“Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.”</i>	<p>On the basis that the proposed front fence would be 50% transparent, it would not offer the required screening from Droughty Point Road for outdoor storage to a standard necessary to meet this performance criteria.</p> <p>It is therefore considered reasonable to impose a permit condition, that amended plans are provided to show the location of outdoor storage areas (excluding the display of goods for sale), together with treatment and screening to avoid unreasonable loss of visual amenity and to screen the outdoor storage areas entirely from the road and any adjacent public areas. Such a condition has been included in the recommended conditions, above, to ensure compliance with the tests of the performance criteria.</p> <p>It is considered that if such a condition is not imposed, that there is potential for storage of materials (such as loam and FCR) and heavy equipment as identified, without any screening from Droughty Point Road. This would not comply with either the acceptable solution or performance criteria, and as such should warrant refusal.</p>

Parking and Sustainable Transport Code

- **Clause C2.5.1 (A1) Car parking number** – the development of the site for storage requires the provision of one parking space per 200m² of site area, or one space per two employees, whichever is the greater, in order to comply with the acceptable solution. The development application proposes the provision of three parking spaces.

The proposed variation must be considered pursuant to the Performance Criteria (P1.1) of Clause C2.5.1 as follows.

Clause	Performance Criteria	Assessment
C2.5.1 P1.1	<i>“The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i>	The applicant proposes a total of three parking spaces on-site and submits that this complies with the acceptable solution. However, the proposal does not comply, in that the clause requires the provision of a total of nine parking spaces. The proposal therefore seeks consideration of the performance criteria on the basis of a shortfall of six spaces.
	<i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i>	Council’s development engineers are satisfied that there is sufficient area within the boundaries of the site to provide the nine required parking spaces without reliance upon on-street parking. There are no nearby public car parking spaces available to the site.
	<i>(b) the ability of multiple users to share spaces because of:</i>	Not applicable
	<i>(i) variations in car parking demand over time; or</i>	Not applicable
	<i>(ii) efficiencies gained by consolidation of car parking spaces;</i>	Not applicable

	<p>(c) <i>the availability and frequency of public transport within reasonable walking distance of the site;</i></p> <p>(d) <i>the availability and frequency of other transport alternatives;</i></p> <p>(e) <i>any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i></p> <p>(f) <i>the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</i></p> <p>(g) <i>the effect on streetscape; and</i></p> <p>(h) <i>any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.”</i></p>	<p>The site is within 115m of South Arm Road, which is a public transport corridor.</p> <p>The likely demand for alternative transport methods (such as bicycle) is unlikely to be high. That said, the site could be accessed by bicycle if required.</p> <p>The site is level, and it is proposed that the whole of the site would be surfaced as part of the development. There is no identified impediment to providing the required nine parking spaces.</p> <p>Council’s development engineers consider that the site is not suited to on-street parking, given the narrow nature of Droughty Point Road at this location.</p> <p>On-street parking is not considered appropriate given the site location and limited width of Droughty Point Road at this point.</p> <p>A traffic impact assessment was not provided in support of the proposed development, nor was any evidence supplied to justify a reduction in the number of required spaces. Based on this assessment, the opinion of council’s development engineers and in the absence of appropriate justification for a reduction in the required number of spaces, it is considered reasonable to require the provision of a site total of nine parking spaces as required for the use of the site as storage, under the Scheme.</p>
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		<p>There is sufficient area within the boundaries of the lot (the whole of which is proposed to be surfaced) to provide the required nine spaces.</p> <p>A condition requiring amended plans to reflect this has therefore been included in the recommended conditions above, were a planning permit to be granted.</p>
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Electricity Transmission Infrastructure Protection Code

- **Clause C4.6.1 (A1) Buildings or works within an electricity transmission corridor** – the site is partially within the inner protection area as identified by the Electricity Transmission Infrastructure Protection Code, and there is no associated acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause C4.6.1 as follows.

Clause	Performance Criteria	Assessment
C4.6.1 P1	<p><i>“Buildings or works within an electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to:</i></p> <p><i>(a) the nature, height and materials of the buildings and works;</i></p> <p><i>(b) the extent of encroachment of the buildings and works into the electricity transmission corridor;</i></p>	<p>See below assessment.</p> <p>The structures would not exceed 2.4m in height and would not compromise the electricity infrastructure.</p> <p>The site is affected at its northwesternmost corner by the code. The proposed crossover (within the road reserve) is affected by the code but is outside the boundaries of the site.</p>

	<p>(c) <i>the location of the buildings and works within the electricity transmission corridor; and</i></p> <p>(d) <i>any advice from the electricity entity.”</i></p>	<p>The proposed development was referred to TasNetworks as required, and comments were received in relation to possible concerns associated with the development and construction of the proposed concrete driveway. To ensure these concerns are addressed, it is reasonable to include advice as part of a planning permit, if granted. Such advice has been included in the recommended conditions, above.</p>
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5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements with three representations received, one with four signatories and one with multiple submissions. The following issues were raised by the representors.

5.1. Description of Use

Concern is raised by the representors that the proposed use has not been clearly described by either the proponent or by council in advertising the development application. Specific concerns are that the proposal is described as a “change of use” and that the use of the site in conjunction with an adjacent property to the south at 39 Droughty Point Road is likely to occur, and that there are inaccuracies in the documentation submitted.

- **Comment**

The use applied for and described by both the proposal plans and supporting submission by the proponent is storage, including two shipping containers, fencing and three car parking spaces. The use is a discretionary use in the zone and meets the tests of Clause 14.3.2 in relation to discretionary use. This issue is therefore not of determining weight.

In the event that the proponent wishes to do more than applied for (or intensify the use), that would be a matter for further consideration, however, council is obliged to consider the application presently before it.

5.2. Property Access

The representors were concerned by the proposed property access and crossover, due to the apparent condition of Droughty Point Road, in particular the proposed use of the crossover by heavy machinery, including trucks and forklifts associated with the use of the site for storage. Concerns also exist that the development site would become a road to service the large warehouse to the north-east of the site.

- **Comment**

The proposed development satisfies the relevant requirements of the Road and Railway Assets Code, and with the inclusion of appropriate conditions would satisfy the requirements of the Parking and Sustainable Transport Code in relation to the number of spaces to be provided within the boundaries of the site.

Council's development engineers are satisfied that the available sight distances for the vehicles entering and exiting the site are compliant with the relevant Australian Standards, and that there is capacity in the road network to absorb and cater for the additional heavy vehicle traffic likely, as a result of the proposal without compromise to the efficiency of the road network. There is no proposal to create a through access to the adjacent land to the north-east of the site as part of this proposal.

Appropriate and reasonable conditions have been included in the recommended conditions, above, to require the construction of the crossover and carriageway to an appropriate standard suitable for the proposed use.

5.3. Pedestrian Safety

The representors 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 Droughty Point Road reservation to cater for the proposed development, and any passing movements of pedestrians and cyclists without safety being compromised. Sight distances comply with the relevant Australian Standards, and as such the safety of pedestrians in the vicinity of the site would not be compromised. This issue is therefore not of determining weight.

5.4. Noise

The representations raise concerns that the proposed development would create conflict for surrounding land uses in relation to noise generation.

- **Comment**

The issues regarding noise have been addressed in the assessment of those relevant standards of the Local Business Zone, above. While it is acknowledged that there is existing residential land use within proximity of the site and that an impact is likely, the protection afforded to residential development is limited by this clause to the nearby General Residential Zone.

It is recommended that a condition be included in relation to hours of operation, as proposed. On this basis, it is considered that the tests of these criteria are met by the proposal.

The proposal meets the requirements of the Scheme in relation to hours of operation, as articulated by Clause 14.3.1 (A1) of the Scheme and addressed above. This issue is therefore not of determining weight.

5.5. Stormwater

Concerns are raised by the representations that stormwater drainage has not been appropriately considered as part of the proposal, and that there is likely to be an impact to adjoining residential sites.

- **Comment**

Council's development engineers have assessed the proposal, which includes the surfacing of the whole of the site. The design satisfactorily demonstrates that stormwater can be detained on-site where required, and appropriate and reasonable conditions have been included in the recommended conditions to require the provision of detailed engineering designs for the proposed development. This issue is therefore not of determining weight.

5.6. Visual Impact

The representations raise visual impact as a concern in relation to the proposal, specifically in relation to the appearance of the shipping containers relative to the adjacent residential land use.

- **Comment**

The proposed containers comply with the building height prescribed by Clause 14.4.1 (A1) and the setback requirements of Clause 14.4.2 (A1) and (A2). The proposed development complies with the relevant requirements of Clause 14.4.3 (A1) and (P2) in relation to design as addressed above, and reasonable and appropriate conditions have been included in relation to screening of outdoor storage areas. While the concerns of the representors are noted, they are not of determining weight given the above-mentioned standards of the Local Business Zone, which offers a different level of amenity to the residential zones.

5.7. Swift Parrot Habitat

Concern is raised by the representor that swift parrot habitat would be compromised as part of the proposed development, in that the removal of a Tasmanian blue gum is shown as part of the development. The representors request that consideration be given to protection of this habitat as part of the development.

- **Comment**

The site is not affected by the Natural Assets Code, and the subject tree is not identified as a significant tree in the Scheme. There is no evidence that the subject tree provides actual habitat for the swift parrot. This issue is therefore not of determining weight.

5.8. Clarence Plains Historic Trail

Concern is raised by the representations that the development has the potential to impact works associated with the naniyilpata / Clarence Plains Historic Trail (previously known as the Old Rokeby Historic Trail). Specific concerns are that opposite the development site is a part of the trail, and works being undertaken by council risk being compromised by truck turning movements to and from the site.

- **Comment**

As discussed above, Council's engineers are satisfied that there is capacity within the existing road layout and Droughty Point Road reservation to cater for the proposed development, and any passing movements of pedestrians and cyclists without safety being compromised. Sight distances comply with the relevant Australian Standards, and as such the safety of pedestrians in the vicinity of the site would not be compromised.

The engineering designs to be required for the proposed access, if the development is approved, would require that the access and crossover are of sufficient width and appropriately constructed to ensure that heavy vehicle movements are catered for without compromise to the efficiency of Droughty Point Road.

Council's Parks and Recreation group is satisfied that the proposed development would not conflict with the trail and works currently to be undertaken. Appropriate signage would be required to manage pedestrian movements where a road crossing is required, however this is a matter for council and not an obstacle to the approval of the proposal.

5.9. South Arm Road Rokeby Road Stage 3 Corridor Plan

Concern is raised by the representors that the proposal would conflict with the South Arm Road Rokeby Stage 3 Corridor Plan. Details of how the proposed development would conflict with the Plan are not provided.

- **Comment**

The development site is not shown as being within the extent of land affected by the proposed works, but within proximity of the Stage 1 works being to the south of the site. Council's development engineers consider that the proposed development would not conflict or interfere with the proposed corridor works. This issue is not of relevance under the Scheme and therefore not of determining weight.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, who provided advice that no conditions (or associated SPAN document) are required as part of the proposal.

The proposal was also referred to TasNetworks, who provided advice that the proposal is likely to adversely affect TasNetworks' operations. TasNetworks request that consideration be given to the underground electrical infrastructure which runs under the proposed new concrete driveway and advises that this infrastructure may need extra protection depending on the type of traffic that will be using the driveway to access the site.

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 2021-2031 or any other relevant Council policy.

9. CONCLUSION

The proposal for the use of the site as storage (two shipping containers and fencing) at 3 Droughty Point Road, Rokeby is recommended for approval subject to conditions and advice.

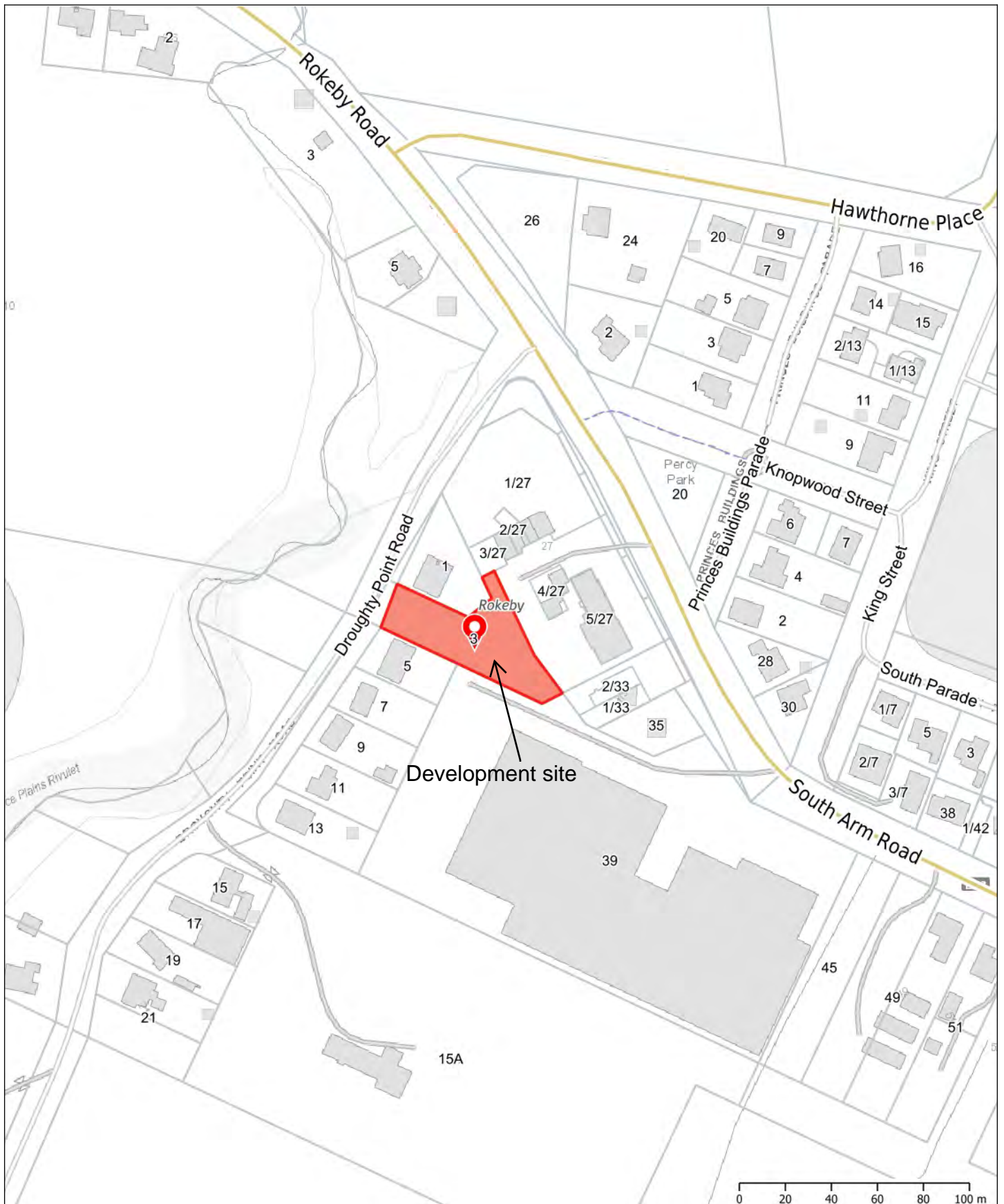
Attachments: 1. Location Plan (1)
2. Proposal Plan (3)
3. Site Photo (3)

Ross Lovell
MANAGER CITY PLANNING

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

Attachment 1

LOCATION PLAN - 3 DROUGHTY POINT ROAD, ROKEBY



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.

4/10/2022

1:2257



SAFETY IN DESIGN REPORT

In accordance with the Workplace Health & Safety Acts and Regulations JMG have considered the potential hazards and risks that are specific to this design.

The following risks which are unique to this design have been identified:

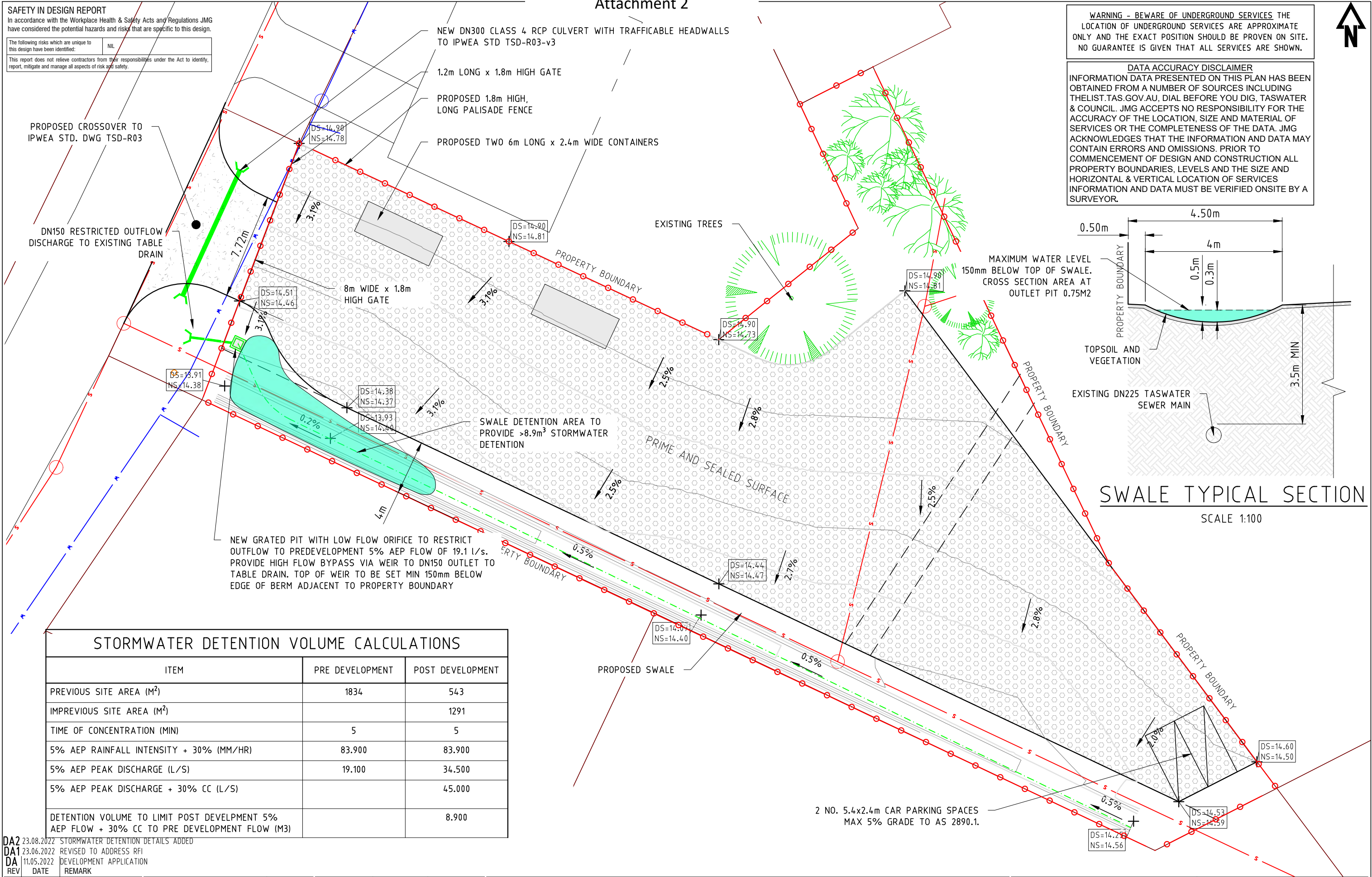
NIL

This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.

Attachment 2

WARNING - BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

DATA ACCURACY DISCLAIMER
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STORMWATER DETENTION VOLUME CALCULATIONS

ITEM	PRE DEVELOPMENT	POST DEVELOPMENT
PREVIOUS SITE AREA (M²)	1834	543
IMPREVIOUS SITE AREA (M²)		1291
TIME OF CONCENTRATION (MIN)	5	5
5% AEP RAINFALL INTENSITY + 30% (MM/HR)	83.900	83.900
5% AEP PEAK DISCHARGE (L/S)	19.100	34.500
5% AEP PEAK DISCHARGE + 30% CC (L/S)		45.000
DETENTION VOLUME TO LIMIT POST DEVELOPMENT 5% AEP FLOW + 30% CC TO PRE DEVELOPMENT FLOW (M3)		8.900

DA2	23.08.2022	STORMWATER DETENTION DETAILS ADDED
DA1	23.06.2022	REVISED TO ADDRESS RFI
DA	11.05.2022	DEVELOPMENT APPLICATION
REV	DATE	REMARK

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Accepted CJM
(Discipline Head)

Accepted MSC
(Team Leader)

Approved MSC
(Principal)

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SCALES @ A3	DESIGNED BY	DRAWN BY
1:250	TCM	TCM
DO NOT SCALE. Use only figured dimensions. Locations of structure, fittings, services etc on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structure, fabric, fixtures, fittings, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information scaled or digitally derived from this document.	PLOT DATE	23/08/2022



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PROJECT
3 DROUGHTY POINT ROAD ROKEBY

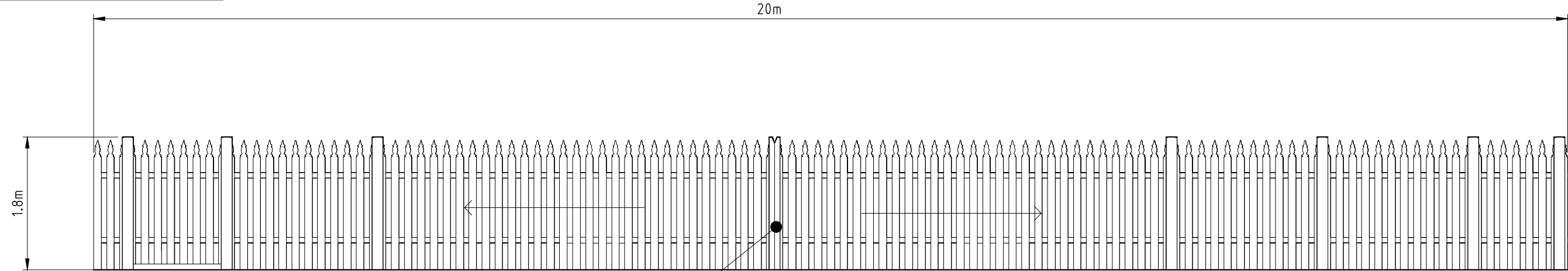
TITLE
PROPOSAL PLAN

PROJECT NO.	J220079PL
DWG NO.	C02
REVISION	DA2
PLOT DETAILS	CIVIL 3D BASE PLAN.DWG

SAFETY IN DESIGN REPORT

In accordance with the Workplace Health & Safety Acts and Regulations JMG have considered the potential hazards and risks that are specific to this design.

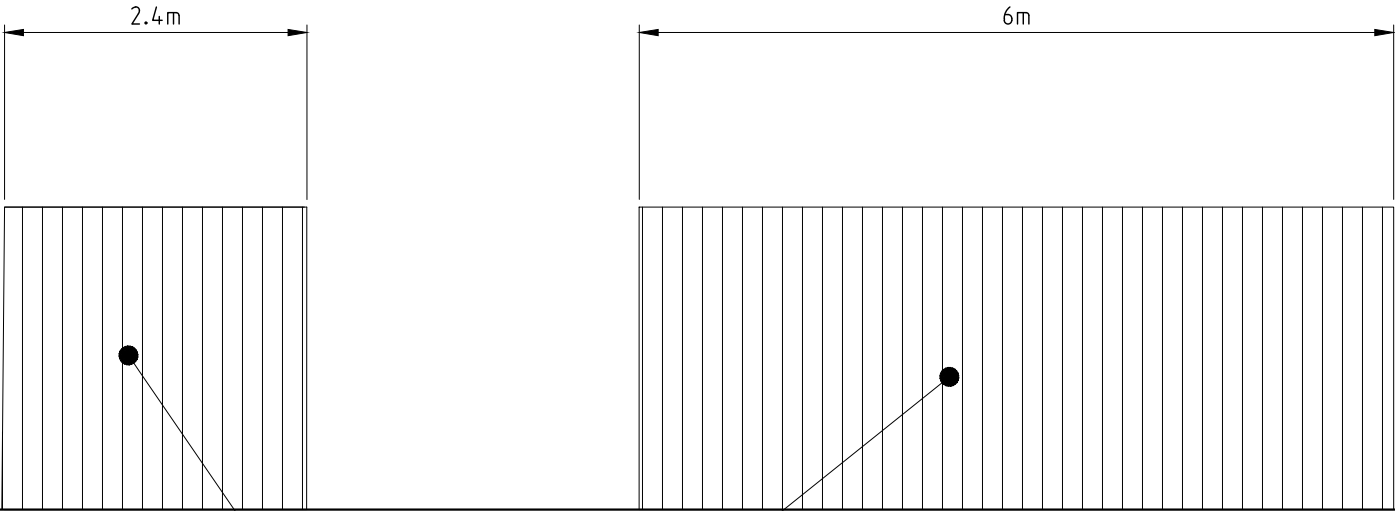
The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	



PROPOSED FENCE

1:60

UNPAINTED GALVANISED STEEL FENCE



EUCALYPT GREEN COLOUR

ELEVATION OF PROPOSED CONTAINERS

1:60

DA	11.05.2022	DEVELOPMENT APPLICATION
REV	DATE	REMARK

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Accepted CJM (Discipline Head)	Date
Accepted MSC (Team Leader)	Date
Approved MSC (Principal)	Date

SCALES @ A3	DESIGNED BY	DRAWN BY
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PROJECT
**3 DROUGHTY POINT
ROAD ROKEBY**

TITLE
ELEVATIONS

PROJECT NO.	J220079PL
DWG NO.	C03
REVISION	DA1
PLOT DETAILS	CIVIL 3D BASE PLAN.DWG

SAFETY IN DESIGN REPORT

In accordance with the Workplace Health & Safety Acts and Regulations JMG have considered the potential hazards and risks that are specific to this design.

The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	



DA1	23.06.2022	REVISED TO ADDRESS RFI
DA	11.05.2022	DEVELOPMENT APPLICATION
REV	DATE	REMARK

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Accepted CJM (Discipline Head)	Date
Accepted MSC (Team Leader)	Date
Approved MSC (Principal)	Date
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PROJECT
3 DROUGHTY POINT ROAD ROKEBY

TITLE
MANOEUVRING PLAN

PROJECT NO.	J220079PL
DWG NO.	C04
REVISION	DA1
PLOT DETAILS	CIVIL 3D BASE PLAN.DWG

Attachment 3

3 DROUGHTY POINT ROAD, ROKEBY



Photo 1: Site viewed from Droughty Point Road, looking southeast.



Photo 2: Site viewed from adjacent rear boundary, looking northwest.



Photo 3: Site viewed from adjacent southwestern boundary, looking northwest.



Photo 4: Site from adjacent southwestern boundary, looking east.



Photo 5: *Site viewed from adjacent northeastern boundary, looking southeast.*

8. REPORTS OF OFFICERS**8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS****8.1.1 PETITION – EQUITABLE ACCESS TO LITTLE HOWRAH BEACH****EXECUTIVE SUMMARY****PURPOSE**

To consider the petition tabled at the council meeting on 26 September 2022 requesting council implement an interim plan to provide equitable access to Little Howrah Beach.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2021-2031, Active Lifestyle Living Strategy 2022-2032 and Access and Inclusion Plan 2021-2025 are relevant.

LEGISLATIVE REQUIREMENTS

Section 57 of the *Local Government Act 1993* sets out the requirements for a paper petition.

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

CONSULTATION

No formal consultation has been undertaken on potential upgrades to improve access to Little Howrah Beach.

FINANCIAL IMPLICATIONS

The recommended works to construct an access ramp to the beach are estimated to cost \$10,000 with an estimated further \$3,000 per annum required to maintain the ramp. Funds are available to undertake this work.

RECOMMENDATION:

That Council:

- A. Notes the petition and the Chief Executive Officer's ("CEO") advice that the petition partially complies with section 57 of the *Local Government Act 1993*.
- B. Notes the CEO's advice that it is not possible to provide an equitable "DDA" access in the short to medium term, for the reasons set out in the report and authorises the CEO to progress investigations and construction of a temporary, short-term concrete access ramp to enable beach access from the end of the existing access ramp at the public amenities block at Little Howrah Beach, subject to council officers consulting with key stakeholders about the suitability of the proposed ramp.

- | | |
|----|---|
| C. | Authorises the expenditure of \$10,000 from a previous budget allocation for a DDA compliant ramp, plus ongoing maintenance costs of approximately \$3,000 per annum to maintain the ramp in safe and functional order. |
| D. | Authorises the CEO to write to petitioners acknowledging the petition and advising of council's decision. |

ASSOCIATED REPORT

1. BACKGROUND

A petition signed by 226 people was tabled at the council meeting held on Monday, 26 September 2022 requesting the following:

“We, the undersigned, petition the Mayor and Councillors of the Clarence City Council to,

- *Implement a short to medium term plan to provide equitable access onto Little Howrah Beach, due to unsafe, inequitable condition at the end of the existing ramp (whilst planning continues for a long-term solution in association with the Master Plan being developed).*
- *Complete plans for equitable access points at other high use surrounding beaches as a matter of urgency.*

These works will ensure that Clarence Council meets the commitments already made in its Access and Inclusion Plan 2021-2025 and the recently adopted Active Living Strategic Plan, to provide equitable all abilities access to popular recreational spaces in the city.”

Since that meeting, further signatures have been collected. The petition now contains a total of 387 signatures.

There are some Deficiencies with the petition which are addressed at section 8 of this report.

2. REPORT IN DETAIL

2.1. Current Access Restrictions to Little Howrah Beach

The petition has been brought in relation to the deficiencies in the current access ramp from the public amenities block at the northern end of the beach on Howrah Road, to the sand.

- 2.2.** The amenities block and existing access ramp were constructed in 2008 and included access ramp from Howrah Road to the sand. However, since its construction, the sand at the end of the ramp has been subject to erosion resulting in an approximately 30cm drop-off from the end of the ramp to the sand. Rocks are located at the foot of the ramp which reduce the drop. These rocks need to be traversed to access the sand (see figure 1, below). This presents difficulties for anyone using a wheelchair, or who has other mobility issues. The ramp itself is not DDA compliant, both because of the drop-off and because its maximum grade is 7.7%, which is above the threshold of 5% in the DDA code.



Figure 1: Access ramp to Little Howrah Beach

- 2.3.** There are currently no other access points to Little Howrah Beach (compliant or otherwise) that allow wheelchair or disability access. This is an ongoing problem that council recognises and intends to address through a master plan for the area which is currently in its early stages and is expected to be complete in mid-2023. The petition, however, seeks to have council construct some form of access to the beach ahead of the master plan being finalised and implemented.

- 2.4.** The location of the amenities block and existing access ramp also presents practical complications and other issues for consideration by council in deciding how to address the accessibility problems at this location. These are outlined below.

2.5. Issues for Consideration

While it is clearly necessary for inclusive access to be provided to Little Howrah Beach, extending the current ramp to the sand is not a desirable permanent solution. The ramp provides access only to a small, rocky part of the beach directly in front of the amenities block. Access to the remainder of Little Howrah Beach is prevented by bedrock which protrudes from the sand immediately to the north and south.

- 2.6.** Constructing a DDA compliant extension to the current access ramp is prohibitively expensive and is estimated to cost approximately \$80,000. Further, the location of the amenities block and existing access itself is undesirable, in that:

- it is approximately 150m walk from the main part of the beach where people congregate during summer, and a number of rocky sections need to be traversed to reach it if walking along the sand. The distance makes it inconvenient for use by visitors to the beach (and particularly families with young children);
- its location between Howrah and Little Howrah Beaches is rocky and not appealing as a walking route resulting in low foot traffic, and it is out of the way for most users of the beach. Beach walkers generally park at the south end of nearby Howrah Beach and walk north along the sand, avoiding the site;
- it is in a visually unappealing location and partially blocks the view across the river towards the city and kunanyi/Mt Wellington from Howrah Road;

- while angle car parking is provided on Howrah Road at the head of the ramp, it would not meet current requirements for a new carpark. The space is not wide enough meaning there is not enough clearance between the rear of parked vehicles and traffic on the road. This forces pedestrians to walk around parked cars and enter the roadway. The carpark is also on a slight slope and there is no dedicated disabled parking space; and
- due to its location and the impacts of sand erosion, it is an inappropriate location to provide disability access to the beach.

2.7. For the above reasons, the amenities block may, in the long-term, be recommended for demolition with reconstruction of a new facility in a more appropriate place as part of the Master Plan for Little Howrah Beach. The master plan will also specifically address the current lack of inclusive access as a priority.

2.8. In the meantime, however, spending a large sum of money on a DDA compliant ramp would result in a poor outcome, given it would only give limited beach access and would not address the bigger problem (raised in the petition) of providing equitable access to the entire beach for people with a disability.

2.9. In recent years, council officers have investigated various options to provide an interim solution to the access issue. Investigations have progressed in recent months in response to raised concerns. These options are described below.

2.10. Option 1 – DDA Compliant Concrete Ramp (not recommended)

In 2020, concept plans were prepared for a proposed landing at the bottom of the existing ramp and a new solid concrete ramp (including handrails and kerb rails to meet DDA compliance) along the wall at the face of the amenities toilet block to get access beyond the rocks on the beach (see figure 2, below).

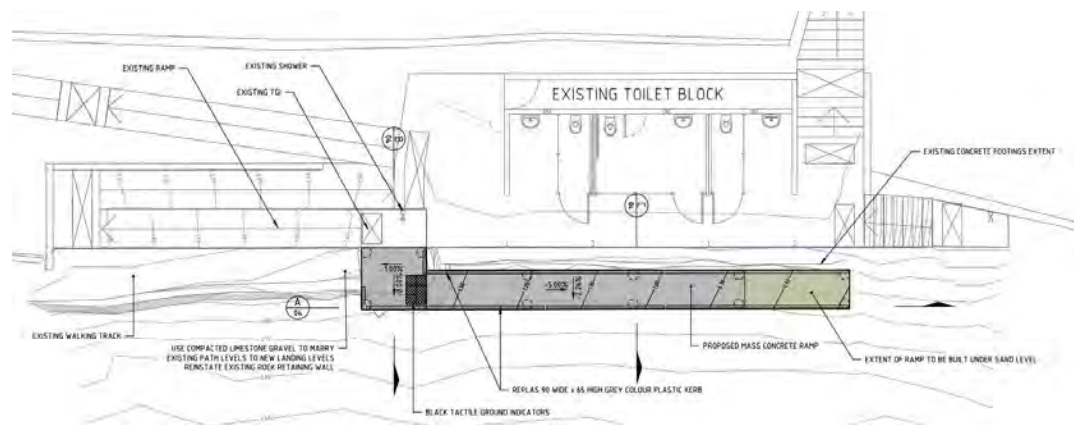


Figure 2: Proposed DDA compliant design for access ramp

- 2.11.** The estimated cost of this ramp would be approximately \$80,000. The completion date would be no earlier than mid-2023. It should also be noted that the existing ramp does not meet current DDA code standards of a 5% or lower gradient as it has a 7.7% grade. To achieve full DDA compliance, the entire existing ramp would need to be upgraded.
- 2.12.** Additionally, bedrock continues to become exposed where the ramp would terminate. Council engineers have raised concerns that the proposed structure may not continue to provide permanent access to the beach even if it did when constructed.
- 2.13.** External engineers were also engaged to undertake a Coastal Vulnerability Assessment of the proposed ramp extension and found the ramp would not exacerbate erosion, but would become littered with marine sediment, rocks and/or debris and would require regular maintenance and repair. Trying to improve the ramp interface with the beach at the existing location would be very difficult due to the constant movement of sand in the area.
- 2.14.** For the above reasons, option 1 is not recommended.

2.15. Option 2 – Paver Ramp (not recommended)

This option would see a paver ramp, constructed to a DDA compliant gradient at the bottom of the existing ramp. A similar ramp was recently constructed as part of an upgrade to the boat ramp at Roches Beach, Lauderdale at the head of Ralphs Bay Canal (see figure 3).



Figure 3: Paver ramp installation at Roches Beach

2.16. The cost is estimated at approximately \$25,000. However, this option has various disadvantages which reduce its viability. These are:

- the necessary appropriate pavers are currently in short supply, and need to be procured from interstate, with a long lead time;
- higher maintenance requirements due to water and sand movement (which is more prevalent than at the Lauderdale site);
- the likelihood of trip hazards once installed, given that the method is designed primarily for vehicle and trailers carrying boats; and
- a shorter life span, particularly in the event of a high-seas or an extreme weather event.

2.17. Overall, this option is not considered favourable, as it would not represent value for money for the estimated cost given its shorter lifespan and higher maintenance requirements.

2.18. Option 3: Reused Timber Ramp (not recommended)

This option involves the reuse of ramp sections salvaged from Lauderdale beach (see photo in figure 4):



Figure 4 – Timber Ramp sections salvaged from Lauderdale Beach.

2.19. Advantages of this solution would be that it would be relatively cheap (less than \$10,000) and quick to install.

2.20. However, the timber ramps would:

- require extensive maintenance, given that the timber and fixtures would be periodically buried in sand;
- be supported by posts driven into the ground, and it is likely that the sand depth would be too shallow, which would require drilling into rock which would significantly increase cost and complexity;
- be a slip hazard when wet like the pavers option; and
- have a shorter lifespan if impacted by high seas or extreme weather events.

2.21. Option 4 – Non-DDA Compliant Concrete Ramp (recommended)

The recommended option is to install a shorter concrete ramp at a grade similar to the maximum grade of the existing ramp of 7.7%. This solution would not be DDA compliant but may be acceptable in the short term given the existing ramp is also non-compliant.

2.22. A preliminary plan of the proposed solution is in figure 5 (below). The estimated cost of this solution would be approximately \$10,000.

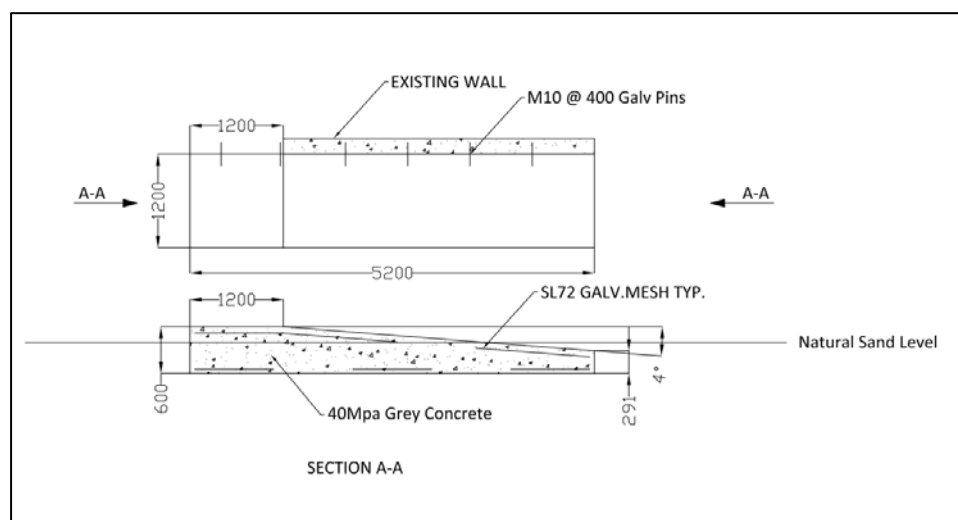


Figure 5: Plan of proposed design for option 5

2.23. Despite not being DDA compliant, this option will still measurably improve the current situation as it will allow access to the sand without the large investment and protracted delivery of the DDA compliant concrete ramp proposed in option 1. The final design will include a nib wall (kicker) along the seaward edge to prevent mobility devices from rolling or sliding off the ramp edge, with additional design consideration measures to prevent scouring of the sand around the ramp structure.

2.24. The advantage of this solution over the timber solution proposed in option 3 is it would have a much longer life span than the timber ramp and would require less maintenance. Annual maintenance costs are expected to be less than \$3,000 over the life of the asset.

- 2.25.** If this option is selected, it is recommended community stakeholders be consulted for feedback before it is implemented, and that a further report be provided to council if it was not deemed acceptable or the cost significantly increases.

2.26. Other Options: Alternative Location for Inclusive Access

A further option is to construct a new, DDA compliant, access ramp in a different location closer to the main part of the beach. Potential sites and costings for this location have not been investigated in detail, however it would likely be considerably more expensive than the \$80,000 estimated for the DDA compliant extension to the current ramp (option 1).

- 2.27.** This option is not recommended, in view of the likely cost, and given that permanent and optimal locations and designs for inclusive access to the beach will be investigated in the development of the Little Howrah Beach Master Plan.

2.28. Little Howrah Beach Master Plan

As noted above, council is developing a master plan for Little Howrah Beach and the surrounding area.

The master plan will provide a vision for the upgrade of the Little Howrah Beach area with a focus on providing inclusive access for all users, improving landscape amenity, and integrating community facilities that support a variety of passive recreation activities.

- 2.29.** Council is progressing this project as a priority and is aiming to release a draft master plan for public consultation in the first half of 2023. A consultant brief is being finalised to engage external contractors. The integration of inclusive access to all areas of the beach will be a key requirement in the development of the master plan. It is proposed that council consider funding a properly designed and engineered DDA access for Little Howrah Beach in the FY23/24 budget, based on the draft master plan and in anticipation of finalisation of the plan in mid-2023. This would enable detailed design and construction to occur as soon as possible after approval of the master plan.

2.30. Recently Installed Concrete Ramp

Sometime before Sunday 9 October 2022, an unknown person has installed a concrete ramp from the existing bottom landing to the beach. It appears bags of rapid set concrete have been used to form a sloping concrete ramp as shown in figure 6 (below). This was not installed by council crew or with council's knowledge.



Figure 6: Unauthorised works to concrete over rocks

An initial inspection reveals that the concrete is uneven and poorly mixed. The area will be monitored to ensure it does not present an increased hazard. Presently, the concreted area can be argued to represent a reduced trip risk for able bodied people, however it may present an increased risk for people with mobility issues or those in a wheelchair. This is because the surface is uneven and steeper than the existing ramp. Council officers are undertaking a detailed risk assessment of the ramp and will inform council of any recommended immediate risk mitigation actions required. As a minimum, a sign warning of the hazard is required.

2.31. Coastal Access Strategy

In relation to the second part of the petition, council officers are progressing the development of a Coastal Access Strategy. Key stakeholder consultation has been undertaken to prepare a consultant brief to engage external consultants, Council's Disability Access Advisory Committee is regularly informed on this project.

3. CONSULTATION**3.1. Community Consultation Undertaken**

No formal community consultation has been undertaken on the proposed solution access ramp to Little Howrah Beach.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

3.4. Further Community Consultation

Community consultation will be undertaken during the development of the Little Howrah Beach master plan, which will have a focus on inclusive access for all users. A community consultation plan will be developed, consistent with Council's Community Engagement Policy 2020.

If the recommendations of this report are adopted, officers will consult with key stakeholders (including the petitioner and Council's Disability Access Advisory Committee) about the suitability of the proposed short-term solution.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2021-2031 within the Strategic Goal Area "*A Well-Planned Liveable City*" contains the following Strategy:

"2.10 Ensuring quality civic architecture which is responsive to place and adaptable for the needs of the community."

Council's Active Living Strategy 2022-2032 under "Priority 1 – Good planning and governance" sets the Objective of:

"Develop and implement an open space framework and classification system that facilitates appropriate and equitable provision of passive and active open spaces and facilities throughout the city, providing for all ages and all abilities, social amenity and connections and identifies local, regional and district design and amenity standards."

Council's Access and Inclusion Plan 2021-2025 within the "Develop" theme contains the following Strategy:

"Ensuring active and passive recreational facilities are inclusive for all abilities."

5. EXTERNAL IMPACTS

Little Howrah Beach is located on Crown Land which extends to the high-water mark. Council would need the Crown's consent to carry out any proposed works that encroach onto Crown Land.

6. RISK AND LEGAL IMPLICATIONS

There is a risk of a complaint being made to Equal Opportunity Tasmania in relation to the proposed extension – on the basis that it is not a DDA compliant access. This issue is, however, addressed in part via council's commitment to develop a master plan for the area that includes inclusive access in an appropriate location.

7. FINANCIAL IMPLICATIONS

Council has \$24,661 in funds available to provide DDA Access to Little Howrah Beach. These funds were insufficient to fund construction of a compliant DDA access, as discussed above.

Funding of approximately \$10,000 is required to carry out the proposed works under option 4. Future budget Estimates will need to include allocation for ongoing maintenance, estimated at \$3,000 per year.

8. ANY OTHER UNIQUE ISSUES

8.1. Compliance with Regulatory Requirements

The petition generally meets the requirements set out in section 57 of the *Local Government Act 1993*, other than the requirement in s. 57(2)(c), which provides that a paper petition must contain: “*in the case of a paper petition, a **brief statement on each page of the subject matter and the action requested.***” (emphasis added)

8.2. The statement about the subject matter and action requested does not appear on every page of the petition. This means that the signatures contained on those pages do not comply with the requirements of the Act.

8.3. Considering the above, there are 260 signatures contained on the pages that comply with the Act requirements for a petition, out of a total of 387 signatures.

8.4. Considering only the pages that contain the required petition statements in accordance with the Act, the petition partially complies with the requirements of section 57 of the Act.

9. CONCLUSION

9.1. While not providing an optimal and permanent solution to the issue of the lack of inclusive access to Little Howrah Beach, the proposed construction of a short, non-DDA compliant ramp at the end of the existing ramp to allow wheelchair access still presents an improvement to the current situation and appears to address the action being sought in the petition.

9.2. It is therefore recommended council approves option 4 and authorises council officers to begin implementation work as a priority.

Attachments: Nil.

Ross Graham
GROUP MANAGER ENGINEERING SERVICES

8.2 ASSET MANAGEMENT

Nil Items.

8.3 FINANCIAL MANAGEMENT

Nil Items.

8.4 GOVERNANCE**8.4.1 COMMUNITY SUPPORT GRANTS****EXECUTIVE SUMMARY****PURPOSE**

To consider the Community Support Grants Assessment Panel's recommendations for the allocation of financial assistance in respect of the September 2022 round of Community Support Grants.

RELATION TO EXISTING POLICY/PLANS

Consistent with Council's Strategic Plan 2021-2031, Community Grants Policy and social strategies and plans including the Active Lifestyle Strategy, Youth Plan, Cultural Arts Plan, Age Friendly Clarence Plan, Community Health and Wellbeing Plan, Access and Inclusion Plan, Cultural History Plan, Community Participation Policy, Clarence Events Plan, Community Safety Plan, Reserve Activity Plans and Recreation Strategies.

LEGISLATIVE REQUIREMENTS

Nil.

CONSULTATION

Nil.

FINANCIAL IMPLICATIONS

There is an annual budget of \$35,000 for the bi-annual Community Support Grants.

RECOMMENDATION:

That Council approves the distribution of financial grants totalling \$10,866.90 to community groups and organisations, as detailed in the schedule attached to the Associated Report.

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** A funding round for bi-annual Community Support Grants closed on 15 September 2022. Thirteen applications were received (refer Attachment 1).
- 1.2.** The Community Support Grants Assessment Panel reviewed all applications and has recommended nine projects to be funded for varying amounts.

2. REPORT IN DETAIL

2.1. The Community Support Grants round was advertised in the Council Rates News, “The Mercury”, the Eastern Shore Sun and on council’s website. A notification was sent by email to known contacts of non-profit groups.

2.2. Applications for this round of the Community Support Grants closed on 15 September 2022 and a total of 13 applications was received totalling \$16,797.60.

2.3. Nine of these applications have been recommended for approval as they meet the eligibility criteria. The total requested funding amount for these applications is \$10,866.90:

• Bellerive Historical Society	\$1,201.95
Preservation of Records and Photos	
• U3A Clarence Inc.	\$1,000.00
Website upgrade	
• Clarence Gymnastics Association	\$1,500.00
Replacement balance beam	
• Coal River Valley Historical Society Inc	\$600.00
1830’s dining room project	
• Australian International Youth Association	\$1,500.00
Wellbeing of young migrants in Clarence	
• South Arm Songsters	\$600.00
Returning to song safely	
• Dragons Abreast Tasmania Hobart Inc.	\$1,500.00
Boat covers	
• All That We Are	\$1,500.00
Saltmarsh project	
• Tasmanian Junior Beekeepers	\$1,464.95
Power to the bees	

Refer to attachment for detailed information.

2.4. Four applications have not been recommended for approval.

- Gurkha Legends Cricket Club
Sport and Recreation \$1,500.00

The Grants assessment panel had concerns with the lack of a project scope and detail with this application. After follow-up with the club, the items that have been requested for purchase are for normal operational expenditure of an organisation which is ineligible under the Community Support Grant Guidelines.

As this is the club's first year setting up in Clarence using the Risdon Vale facility, we would welcome them to come back after the first season once they have settled in and can come up with an eligible project.

- Pipe Clay Coastcare Inc. \$1,500.00
"Lost and Found" sculpture

The request is for funds to install a sculpture in the Cremorne Park so that lost and found items from the beach etc. can be placed there for collection.

Although this group is very active in the community, this project was not supported as the Grants Assessment Panel had concerns.

- Any structure installed on council land becomes the ownership of council.
- The public risk and liability for council if anyone got injured climbing the sculpture.
- No evidence that the sculpture is compliant with Australian Standards for playgrounds as it has the potential to be attractive to kids for climbing. There is no detailed plans or engineering certificate.
- It has the potential to become a dumping ground.

This application was not supported for funding by the Grants Assessment Panel.

- The Shepherd Centre \$1,500.00
“Kidscape” group education program

Although this project meets the criteria of council’s Access and Inclusion Plan the Grants Assessment Panel had concerns in that although The Shepherd Centre is new to Hobart.

- The program will be held in Hobart and not in Clarence.
- This may be a benefit for a small number of Clarence families that may access this program, however it will also be open to all families in the Greater Hobart area. There is no guarantee that the dates and times of this program will be suitable for our Clarence families to attend.
- The program is not currently funded through NDIS, but it could be eligible for NDIS funding.
- There were concerns of duplication of services as speech therapist and audiologist services which are already available for the hearing impaired in the Greater Hobart area.

This application was not supported for funding by the Grants Assessment Panel.

- Tasmanian Multiple Birth Association \$1,500.00
2022-23 Events and advertising materials

The Grants Assessment Panel considered the funds have been requested for events, activities and advertising for the association’s normal annual program. The Tasmanian Multiple Birth Association has received grant funding previously for production and distribution of brochures and business cards and for a community BBQ to bring families together to connect and celebrate. Under the Community Support Grant Guidelines low priority is given to events, programs, or services that have received funding previously for like events, programs, or services.

Although the annual Christmas party is being held in Clarence it is not a new activity for this organisation and it is open to all multiple birth families within the Greater Hobart Area, therefore not specifically for the benefit of the Clarence community.

The production of brochures and events calendars is a normal administrative operational cost of the organisation making this ineligible under the Community Support Grant Guidelines.

This application was not supported for funding by the Grants Assessment Panel.

3. CONSULTATION

3.1. Community Consultation Undertaken

Community consultation was undertaken as set out at paragraph 2.1 above.

3.2. State/Local Government Protocol

Nil.

3.3. Other

Nil.

3.4. Further Community Consultation

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

4.1. The Community Support Grants aim to support groups for amounts of up to \$1,500.00 for one-off activities or projects that benefit the Clarence community.

4.2. The Grants Program is a strategic investment tool, assisting the community to meet and respond to council's priorities and vision as outlined in the Strategic Plan 2021-2031. It enables council to contribute to the community by:

- Supporting local communities to build on existing capacity and progress their health and wellbeing;
- Supporting local communities to sustainably manage and enhance the natural and built environments of the City;
- Supporting local communities to work together for a vibrant, prosperous and sustainable city; and
- Encouraging engagement and participation in the community.

- 4.3.** It operates in the context of other related council policies, Plans and activities, for example: Youth Plan; Cultural Arts Plan; Access and Inclusion Plan; Age Friendly Clarence Plan; Cultural History Plan; Community Health and Wellbeing Plan; Community Participation Policy; Clarence Events Plan; Community Safety Plan; Reserve Activity Plans and Recreation Strategies.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

A budget of \$35,000.00 has been approved for the 2022/23 financial year. Nine applications are recommended for funding totalling \$10,866.90. If the recommendation is accepted this will leave \$24,133.10 for the March 2023 round.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The Community Supports Grants Assessment Panel has assessed the 13 applications and nine have been recommended to council for approval for the amounts indicated as per the attached schedule.

Attachments: 1. Community Support Grants September 2022 Assessment Schedule (11)

Ian Nelson

CHIEF EXECUTIVE OFFICER

COMMUNITY SUPPORT GRANT ASSESSMENT – SEPTEMBER 2022

Thirteen applications were submitted to Council in the September 2022 round of Community Support Grants:

Applications	Project	Requested Amount
Gurkha Legends Cricket Club	Sport and Recreation	\$1,500.00
Bellerive Historical Society	Preservation of Records and Photos	\$1,201.95
U3A Clarence	Website upgrade	\$1,000.00
Clarence Gymnastics Association	Replacement balance beam	\$800.00
Coal River Valley Historical Society Inc.	1830's dining room project	\$1,500.00
Pipe Clay Coastcare Inc.	Lost and found	\$1,500.00
Australian International Youth Association	Wellbeing of young migrants in Clarence	\$1,500.00
South Arm Songsters	Returning to song safely	\$600.00
Dragons Abreast Tasmania Hobart Inc	Boat covers	\$1,500.00
The Shepherd Centre	'Kidscape' group education program	\$1,430.70
All That We Are	Saltmarsh project	\$1,500.00
Tasmanian Junior Beekeepers	Power to the bees	\$1,464.95
Tasmanian Multiple Birth Association	2022-23 events and advertising materials	\$1,500.00
Total		\$16,797.60

Applications Supported for Grant Funding

Applicant:	Bellerive Historical Society
Project:	Preservation of Records and Photos
Funds Requested:	\$1,201.95
Project Description:	<p>The project involves scanning the substantial number of records already held and digitalising their record to protect the integrity of our records.</p> <p>A particular printer/copier has been chosen as it has the capacity to do A3 copying and scanning which is something that is used quite often and is something the old printer was not capable of. The new printer will replace the present one which is ageing and no longer prints good quality. In addition, a computer chair is required for use in the office.</p>
Comments:	Meets the criteria. Aligns with council's Cultural History Plan and Age Friendly Clarence Plan. This application is supported by the Grants Assessment Panel as it enables Clarence history to be recorded digitally for present and future generations.

Recommendation:	This application is supported for the amount of \$1,201.95 for the printer/scanner purchase.
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Applicant:	U3A Clarence
Project:	Website upgrade
Funds Requested:	\$1,000.00
Project Description:	We are updating the U3A Clarence's old and difficult website. The committee proposes to use Forte Web Design to review the present website and develop a more friendly and attractive website. It is anticipated that it will be completed by the end of 2022 ready for the new year.
Comments:	Meets the criteria. Aligns with council's Active Lifestyle Strategy, Community Wellbeing Strategy and Age Friendly Clarence Plan. This application is supported by the Grants Assessment Panel as it provides a benefit for our community to be able to engage with U3A.
Recommendation:	This application is supported for the amount of \$1,000.00 for the website upgrade.

Applicant:	Clarence Gymnastics Association
Project:	Replacement balance beam
Funds Requested:	\$1,500.00
Project Description:	The project will take place at Clarence Gymnastics located in Cambridge Road, Mornington. The Clarence Gymnastics Association will purchase and install the replacement balance beam. The new balance beam will ensure that all equipment in the gymnastics centre is safe and fit for purpose. The balance beam will be used by all participants and user groups.
Comments:	Meets the criteria. Aligns with council's Active Lifestyle Strategy, Access and Inclusion Plan and Youth Plan. This application is supported by the Grants Assessment Panel as the new balance beam meets the required standards and health and safety requirements. Equipment is used for many programs including young people with special needs.
Recommendation:	This application is supported for the amount of \$1,500.00 for the purchase of the balance beam.

Applicant:	Coal River Valley Historical Society Inc. (CRVHSinc)
Project:	1830's dining room project
Funds Requested:	\$600.00
Project Description:	<p>Oak Lodge was built c1830. The (CRVHSinc) has used the house as a community museum to engage with the community and to reflect the history of the occupants of the last (almost) 200 years e.g. school room, doctor's surgery and Horsfall room. The house is visited by many school groups as the study of this building reflects some of the requirements of the Australian School Curriculum.</p> <p>Recently the National Trust has lent the Society an 1830's dining table. This enables them to develop a period dining room display. An 1800's patterned dinner service, chairs, sideboard, large mirror and portraits have been donated. To complete the table setting requires cutlery, glassware and other table setting items.</p>
Comments:	Meets the criteria. Aligns with council's Cultural History Plan and Age Friendly Clarence Plan. This application is supported by the Grants Assessment Panel as it completes the dining room display for the public to enjoy.
Recommendation:	This application is supported for the amount of \$600.00 for the purchase of glassware and cutlery to complete their dining room setting.

Applicant:	Australian International Youth Association (AIYA)
Project:	Wellbeing of young migrants in Clarence
Funds Requested:	\$1,500.00
Project Description:	<p>Wellbeing of Young Migrants in Clarence is a one-off celebration day aimed to reward the invaluable contribution of young migrants who are volunteering in Clarence. The event will also aim to promote and engage new volunteers to the current program. The event will be held on 26 November 2022 with activities including sports, live music, games and food, which will be shared with local migrant volunteers, and other interested community members. The event will be held at Simmons Park to make it accessible and to have appropriate space/shelter.</p> <p>Through this event AIYA would like to appreciate and reward the volunteers for their time and commitment to the Clarence community and encourage young migrants to participate further in the local community. There will be an information stall with information about AIYA and recruitment, as well as other opportunities for young migrants to learn more about services. The event will help to build connections with local community and increase friendships and inclusion.</p>

	Furthermore, this event is important because it will help to retain and recruit volunteers in AIYA's current and future programs that support the whole community, as well as create lasting connections to improve migrant wellbeing. AIYA will be specifically partnering with the Nepalis and Pakistani community organisations to promote and invite new migrants, as they are an emerging community in Tasmania (ABS, 2021). It is important to work closely with community leaders and representatives to support migrant communities in their settlement process.
Comments:	Meets the criteria. Aligns with council's Active Lifestyle Strategy, Community Wellbeing Strategy, Community Volunteer Sustainability Strategy and Youth Plan. This group is very active in the Clarence community. This application is supported by the Grants Assessment Panel as it provides a support to migrants settling in Clarence.
Recommendation:	This application is supported for the amount of \$1,500.00 to put towards their Celebration Day in November.

Applicant:	South Arm Songsters
Project:	Returning to song safely
Funds Requested:	\$600.00
Project Description:	<p>Return to Song Safely will purchase masks specifically designed for singers to allow the older and more vulnerable in our community to return to the joy and benefits that singing brings.</p> <p>The South Arm Songsters community choir is mainly made up of older people - who all agree on the significant positive impact this group has had on them and experience the documented benefits of collective singing. But they remain most at risk of severe sickness in the pandemic.</p> <p>Medical experts recommend that Covid-safe behaviour continues. This means masks will continue to be essential for health as singers expel aerosols at a much higher rate than speakers. Standard masks, however, make it difficult and unpleasant to sing, causing participation to drop significantly. Community concern is for those who may then slip into isolation and all the negative effects that brings.</p> <p>The choral masks, also used by the TSO Chorus, do not compromise sound, fit properly with no gaps, filter down to 0.2 microns (exceeding US standards) and are washable/reusable so are a longer-term solution. This specialisation comes at a cost of \$50 per mask which is proposed to be subsidised by this grant, fund-raising by the Songsters and a contribution from the singer.</p>

Comments:	Meets the criteria. Aligns with council's Active Lifestyle Strategy, Community Wellbeing Strategy and Age Friendly Clarence Plan. This application was fully supported by the Grants Assessment Panel as it allows the choir to continue to perform in a COVID safe manner in our community.
Recommendation:	This application is supported for the amount of \$600.00 to put towards the purchase of the choral masks.

Applicant:	Dragons Abreast Tasmania Hobart Inc.
Project:	Boat covers
Funds Requested:	\$1,500.00
Project Description:	<p>The project is to ensure that breast cancer survivors and their supporters have access to the necessary equipment to enable the club to continue well into the future.</p> <p>The plan is to purchase two new dragon boat covers to protect two boats from the outdoor elements. Through generous donations, the organisation has been extremely fortunate to purchase two new dragon boats – a 20-seater to replace our ageing boat Dragon Fly and a 10-seater which will enable them to paddle with a smaller group.</p> <p>There is storage for two dragon boats inside the Lindisfarne Rowing Club. As they now have three boats, one will need to be stored outside in the elements. Either boat will be kept outside depending upon the time of year. Therefore, funds have been requested to purchase a 10's cover and a 20's cover to protect these assets.</p>
Comments:	Meets the criteria. Aligns with council's Active Lifestyle Strategy, Community Wellbeing Strategy. This application is supported by the Grants Assessment Panel as it will provide protection for their assets.
Recommendation:	This application is supported for the amount of \$1,500.00 to purchase two boat covers for the dragon boats.

Applicant:	All That We Are
Project:	Saltmarsh project
Funds Requested:	\$1,500.00
Project Description:	This project is focussed on the Saltmarshes of Clarence and brings artists, curators, environmentalists, academics and local community together with the intention of producing creative outcomes that are informative, exploratory and inventive.

	<p>Twenty artists together from across Tasmania and beyond are meeting for an inaugural tour of the Pipe Clay Lagoon saltmarsh (over which All That We Are looks) to consider potential directions and forms of engagement under the guidance of environmental scientist and saltmarsh expert from UTAS, Vishnu Prahalad. This initial meeting consists of a day event including a visit to the site followed by an afternoon of discussion and community engagement. The artists will be approaching the site with respect and understanding that there are no fixed outcomes required only an intent to establish a collective and mutually beneficial way of working together with the rich ecological systems of the saltmarshes.</p> <p>The Saltmarshes are rich ecologies of environmental sustainability and offer an environment for artists and community to learn and explore these interstitial zones, better understand the flora and fauna of the places and reconsider social and geographical histories of the interface between land and sea in Clarence. Artists will use the environment as stimulus for the creation of multidisciplinary engagement strategies that may challenge and question, entertain and educate local communities to appreciate an increasingly changing and endangered environment that is right on our doorstep. Engaging artists in environment and sense of place is a well-known strategy to create innovative artworks and tactics that raise awareness and foster discussion. This project has no prescribed outcomes but intends to create valuable impact around understanding of place, environmental ecosystems and interrelationships within Clarence.</p>
Comments:	Aligns with council's Active Lifestyle Strategy, Clarence Bushland & Coastal Strategy and Cultural Arts Plan. This application is supported by the Grants Assessment Panel as it provides an opportunity to bring artists, curators, environmentalists, academics and the local community together to explore and better understand the saltmarsh ecosystems.
Recommendation:	This application is supported for the amount of \$1,500.00 for the workshop and tour of the Saltmarshes of Clarence.

Applicant:	Tasmanian Junior Beekeepers
Project:	Power to the bees
Funds Requested:	\$1,464.95
Project Description:	The organisation through the ups and down of Covid 19, whilst maintaining engagement and beekeeping sessions has also been focusing on building a dedicated beekeeping hub for our children based here in Richmond. Focusing on this project was vital to increase our capacity and to the future longevity and sustainability of our organisation.

	<p>With a huge fundraising effort, private donations, and a federal grant from the Stronger Communities Programme The group have just completed our beekeeping hub in time for the coming beekeeping season.</p> <p>The beekeeping hub at this very early stage really is just a shed! A shed none the less that our organisation is so very proud of. It stores our equipment, will allow them to build their beekeeping equipment, extract honey and allow them to undertake education out of the elements when needed. Dedicated volunteers have worked tirelessly to provide young beekeepers with the opportunity to have their own safe dedicated space to learn the important craft of beekeeping.</p> <p>They admit that they still have a long way to go to realise their long-term plan and its why they are seeking assistance to fund a generator and some vital educational banners for the Bee hub.</p> <p>A generator will be used to drive the organisations equipment that requires power. Equipment like the electrical honey extractor, microscopes, power tools, projector and other vital equipment.</p> <p>The group has never had their own space until now and would like to design and install educational material in the Bee Hub that represents and reflects youth beekeeping.</p>
Comments:	Aligns with council's Active Lifestyle Strategy, Youth Plan and Community Wellbeing Strategy. This application is supported by the Grants Assessment Panel to enable them to purchase the equipment and educational material they need for their beekeeping hub.
Recommendation:	This application is supported for the amount of \$1,464.95 to purchase a generator and educational materials as requested.

Applications Not Supported for Grant Funding

Applicant:	Gurkha Legends Cricket Club
Project:	Sport and Recreation
Funds Requested:	\$1,500.00
Project Description:	<p>Gurkha Legend's main aim is to play professional grade cricket after successfully receiving the affiliation from Cricket Tasmania and Southern Cricket Association and under Southern Cricket Association, we've been asked to play Grade-C for the season 2022-2023 and eventually we're going to put two teams in the following season and a female cricket team as well.</p> <p>Gurkha Legends is collaborating with Cricket Tasmania to run junior cricket in the next few months. The whole idea of beginning junior cricket is to groom another batch of cricketers playing for Gurkha Legends.</p>

	Gurkha Legend's inception was in 2014 and we've already produced four premier league Grade-A players in CTPL and about 10 Grade-B players in CTPL. By the end of 2025 our goal is to produce at least one or two cricketers who would possibly represent either shield cricket for Tasmanian team.
Comments:	The Grants Assessment panel had concerns with the lack of a project scope and detail with this application. After follow-up with the club, the items that have been requested for purchase are for normal operational expenditure of an organisation which is ineligible under the Community Support Grant Guidelines. As this is the club's first year setting up in Clarence using the Risdon Vale facility, we would welcome them to come back after the first season once they have settled in and can identify an eligible project for consideration.
Recommendation:	This application is not supported for the requested amount of \$1,500.00.

Applicant:	Pipe Clay Coastcare Inc.
Project:	Lost and found
Funds Requested:	\$1,500.00
Project Description:	<p>The aim is to install a lost and found sculpture. The idea is based on the Kingston Beach sculpture.</p> <p>Items are regularly lost and found in Cremorne. This is noted by these items left on benches, tables and over the fence down at the reserve and via the many notices that are posted on the Cremorne Tas Notice Board Facebook Page.</p> <p>There is a strong sense of community and wanting to assist people out by returning their lost items. The post will serve as a "go to" spot for many of these items and add to that sense of the community connecting.</p> <p>The aim is also for the sculpture to add to the features of the park which many locals consider as one of their key meeting spots. The sculpture will be designed to complement the art installation on the toilet block wall.</p>
Comments:	<p>Although this group is very active in the community, this project was not supported as the Grants Assessment Panel had concerns about:</p> <ul style="list-style-type: none"> • Any structure installed on council land becomes the ownership of council. • The public risk and liability for council if anyone got injured climbing the sculpture. • No evidence that sculpture is compliant with Australian Standards for playgrounds as it has the potential to be attractive to kids for climbing. There is no detailed plans or engineering certificate.

	<ul style="list-style-type: none"> It has the potential to become a dumping ground.
Recommendation:	This application is not supported for the requested amount of \$1,500.00.

Applicant:	The Shepherd Centre
Project:	‘Kidscape’ group education program
Funds Requested:	\$1,430.70
Project Description:	<p>Hearing loss is the most common disability diagnosed at birth and 1/300 children have hearing loss by the age of 5. These children cannot automatically learn to speak and communicate, because their hearing loss isolates them from sound. This can disadvantage them in their lives and has detrimental impacts on their wellbeing.</p> <p>“Kidscape” is a group education program supporting children with hearing loss from Clarence and their families. Delivered at The Shepherd Centre Hobart centre, the program will develop the speech/communication skills of deaf children and supporting their emotional wellbeing and self-expression.</p> <p>It achieves these benefits through fun, creative activities in a supportive group environment, with each activity designed to develop a specific life-changing skill. The program also provides guidance for each child’s parents, empowering them with the skills to support their child’s development, and helping them cope with the challenges of their child’s disability.</p>
Comments:	<p>Although this project meets the criteria of council’s Access and Inclusion Plan the assessment panel had concerns that although The Shepherd Centre is new to Hobart:</p> <ul style="list-style-type: none"> The program will not be held in Clarence. This may be a benefit for a small number of Clarence families that may access this program, it will also be open to all families in the Greater Hobart area. There is no guarantee that the dates and times of this program will be suitable for our Clarence families to attend. This program is not currently funded through NDIS, but it could be eligible for NDIS funding. There were concerns of duplication of services as speech therapist and audiologist services which are already available for the hearing impaired in the Greater Hobart area.
Recommendation:	This application is not supported for the requested amount of \$1,500.00.

Applicant:	Tasmanian Multiple Birth Association
Project:	2022-23 events and advertising materials
Funds Requested:	\$1,500.00
Project Description:	<p>Christmas Party</p> <p>TasMBA host an annual Christmas Party for our members. This event allows us to celebrate the year and to bring our members together. This year they have booked the Howrah Community Centre Sunshine Room on 3 December from 3pm to 6pm. This event is open to all multiple birth families within the Greater Hobart Area. Plans are to provide children's entertainment and games, gifts from Santa and catering.</p> <p>Advertising material</p> <p>In order for multiple birth families to join the organisation and receive support, they first need to have heard of TasMBA. Their request is for more pamphlet, flyers and business cards to distribute to doctors' surgeries, child health clinics and childcare centres to inform expectant and new families of their services for this specific community.</p> <p>BBQ catchup</p> <p>TasMBA also host BBQ catchups throughout the year, particularly in March to celebrate Multiple Birth Awareness Week. These catchups bring the community together and help to foster the support network for multiple birth families.</p>
Comments:	<p>The Grants Assessment considered the funds have been requested for events and activities for the Association's normal annual program. The Tasmanian Multiple Birth Association has received grant funding previously for production and distribution of brochures and business cards and for a community BBQ to bring families together to connect and celebrate. The Community Support Grant does not provide recurrent funding. Under the Community Support Grant Guidelines Low priority is given to events, programs, or services that have received funding previously for like events, programs, or services.</p> <p>Although the annual Christmas party is being held in Clarence it is not a new activity for this organisation and it is open to all multiple birth families within the Greater Hobart Area, therefore not specifically for the benefit of the Clarence community.</p> <p>The assessment panel also considered that the production of brochures and events calendars is a normal administrative operational cost of the organisation making this ineligible under the Community Support Grant Guidelines.</p>

Recommendation:	This application is not supported for the amount of \$1,500.00. This application does not meet the Community Support Grant Guidelines as previous funding has been provided for advertising material and community BBQ; the annual Christmas Party is not a new event for the organisation and not specifically for the benefit of the Clarence community; and the brochure and advertising is a normal administrative cost of the organisation.
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Funding Summary – Community Support Grants – September 2022 round

2022-2023 budget allocation for Community Support Grants	\$35,000.00
Applications recommended for funding September 2022 round	-\$10,866.90
Funding available for the March 2023 round	<u>\$24,133.10</u>
 Applications received September 2022 round (13) totalling	 \$16,797.60
Of these:	
Applications recommended for funding (9) totalling	\$10,866.90
Applications not supported (4) totalling	\$5,930.70

9. MOTIONS ON NOTICE

Nil

10. COUNCILLOR'S QUESTION TIME

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

10.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a Councillor may give written notice to the General Manager of a question in respect of which the Councillor seeks an answer at the meeting).

Nil.

10.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Cr Mulder

My question relates to the issue at Pass Road and several other areas in the city where residents have requested speed humps, but I am not aware of policy or are there any road rules or design standards about suggesting where speed humps would or would not be suitable. My question is what are the policy parameters for deciding whether or not to use speed humps as a traffic calming measure?

ANSWER

(Mr Graham) I will provide a briefing report on the warrants from the Australian Standards and then we can consider whether council specifically needs a policy.

The Transport Commissioner has issued directions for the installation of road humps on public streets. This direction was issued following changes to Section 49A of the Traffic Act 1925.

The Direction requires:

- Road authorities must consult directly with the owners and occupiers of the properties along the section of road on which it is proposed to install the road humps, and with bus operators and emergency services.
- Records of the consultation must be retained
- Road hump schemes are to be developed in accordance with AS 1742 – Manual of uniform traffic control devices, Part 13: Local traffic and management plan; and
- Austroads Guide to Traffic Management, Part B; Local area traffic management.

Approval of road humps is no longer required by the Transport Commissioner. Road humps are just one traffic device for managing speed and other issues along a public road. Research has shown road humps do not manage antisocial driver behaviour on the roads and are not necessarily the answer for managing speeds. Consideration needs to be given to the overall road environment.

Council engineers will prepare information and recommendations for the new council to consider in relation to adopting a Traffic Calming Devices policy in accordance with the Traffic Act 1925, the Australian Standards and Austroads guidelines.

Cr Kennedy

Many of us are receiving communication from people in Acton Park, Cremorne and Seven Mile Beach about the amount of water that continues to lie in those areas, and this is even when there is no rain. It just doesn't go away. I believe just from social media posts that one of our engineers had visited the area of Seven Mile Beach in particular in the last week or so and if that has happened that is great but there are questions from the community as to whether there will be answers from those visits?

My question is has there been a visit to check the water that continues to lie in people's loungerooms as well as on the roads?

ANSWER

(Mr Graham) I am not aware of a visit specifically in terms of Seven Mile Beach. We have received the latest Bill Cromer draft report which requires some slight modifications and then we will make that public on our website.

Council staff are also looking at coming back to council on how we can look at the next stage of monitoring specifically for Seven Mile Beach. Cremorne, Acton Park and Seven Mile Beach are very flat areas and require absorption of the ground water and it is taking time, but we are trying to address this. We will come back to council specifically on the monitoring in Seven Mile Beach.

Are we are reviewing the monitoring?

ANSWER

We are coming back to council on what we will recommend for the future, and it is highly likely we will need a budget item for the following financial year to expand the monitoring that we have there at the moment.

Ald Peers

Is anything going to be done with Pipeclay Esplanade, it is the worst I have seen it. Can we do something?

ANSWER

I have some information from the Manager Operations. I have a number of letters from residents to respond to and I will provide councillors with a copy so that they can understand where we are in terms of the re-sheeting of Pipeclay Esplanade. The long term aim is to wait for the Coastal Management Plan to come back to council so that we can manage that road in the future.

(Further information) Council's grader is attending priority locations and expected to attend to Pipe Clay Esplanade in the last week of October/first week of November 2022.

Ald Blomeley

1. My question relates to the council-owned land adjacent to Glebe Hill Village. We were all at the opening and it was all nicely mown and very clean and now it is not nicely mown and not very clean, there is a lot of rubbish there as well over the road which has been cleaned up recently, I understand by our crews. Can we have that addressed in the near future please?

ANSWER

It can be brought into our work schedule. It depends which road it is as some roads are not being managed by us at the moment, they are still with the developer for twelve months. I can liaise with Ald Blomeley directly.

(Further information) The Glebe Hill shopping development has undertaken works on council's Pass Road road reservation in order to undertake works close to the property boundary. We are waiting for the developer to complete all works before the area is handed over to council to maintain.

2. I refer to the 13 units at 34 Clinton Road and there have been 3 or 4 flooding events there over the last 2-3 years for a number of unit owners. Has a report been commissioned and if so, is it possible for that to be made publicly available please?

ANSWER

We know there is a manhole which has popped a number of times in recent years. We are engaging consultants to do some flood modelling of the pipeline that leads through to there. We have arranged for the work to be done but work has not commenced yet but we can certainly inform councillors of the report and we will advise residents, but it could be 2-3 months before we receive the information

Ald von Bertouch

1. This follows on from a question I asked on 25 July 2022 in relation to the Little Howrah Beach park and the access to the beach. The answer at the time when I asked if there was a short term possibility of an access was that there was not an easy or affordable short term option to do that. Can you let us know if there has been any further update in relation to the possibility of a short term ramp. My understanding is that there have been deliberations with another Alderman and I am just wondering where things are at with that matter?

ANSWER

I have had discussions with several other Aldermen and the Mayor on this issue. You are absolutely right, my advice in July was that there was no cheap option to remedy that. That was in the context that not only is the bottom of the ramp difficult to make DDA compliant the ramp itself is not able to be made DDA compliant. In the context of the discussions at that time my advice was that there is no easy solution for an accessible ramp which is what is being sought.

I amended that advice last week following a lot of discussion with various elected members and others within council on the basis that if one accepts that the ramp that exists there now is not a DDA ramp, it is simply a ramp, then there may be some latitude to upgrade the access at the bottom provided everyone accepts that it will not be a DDA access either and that could be done as a short term solution.

So, there is a fair degree of compromise of what is achievable in terms of the short term with a view towards the longer term being the master plan for the area which will absolutely include a DDA access, probably at another location towards the end of the beach where the gradients are a lot shallower.

At this point in time, I am expecting to receive advice on 2 or 3 options probably by the end of this week or early next week and once I have that I will circulate that for information.

2. Could you advise if there has been any progress in reopening the ground floor of the Alma's Activities Centre?

ANSWER

(Mr Toohey) I am not aware of any formal written request to use the ground floor of Alma's. I am aware that we have been approached by another organisation about the possible use in the short term, but I am not aware of it having progressed beyond an informal conversation.

(Further information) Council has received a request to lease the ground floor of Almas to the Cottage School. The request has been made to assist the school with alternative classroom accommodation during building works next year. Council officers are currently in discussion regarding this possibility with school representatives.

Question contd

What has happened in terms of our interaction with the Department of Education in relation to the use of the ground floor?

ANSWER

I have corresponded on at least 2 occasions with the Department of Education and have not received a response indicating interest from them in taking that over.

Ald James

1. My question is in regard to Pipeclay Esplanade
Could I have a response following my telephone conversation with Mr Graham on Friday when he said he was in the vicinity of Pipeclay Esplanade and would go and inspect it and he has acknowledged that that he did. At the time you advised that there was going to be a discussion with the building supervisor or the operations manager at the depot and that was to take immediate action to have some grading and pothole repair. So is that immediate action that you did suggest going to happen and that you have had discussions with the manager operations and that we can expect the grader and some other activity happening early next week.

ANSWER

(Mr Graham) I don't believe I responded with "immediate action". I have received information from the Manager Operations I have not had the chance to address that yet because, if the road is continually wet, we cannot put the grader through there so it has to be appropriate conditions for the grader so once I have that information, I will get a briefing to Aldermen to advise what we are doing in terms of potholes.

(Further information) Council's grader is attending priority locations and expected to attend to Pipe Clay Esplanade in the last week of October/first week of November 2022.

2. We had discussions tonight in relation to Pass Road and a motion was carried in relation to allocating funds for that project in the 2023-2024 financial year. My question is in relation to the \$960,000 that was in a sort of carry-over from our budget discussions that was identified as being there in limbo so my question is whether or not that \$960,000 and as part of any process could be redirected towards the Coastal Management Plan a situation in which we are eagerly awaiting the consultant's report?

ANSWER

(Mayor) A matter for council.

Cr Warren

1. My question is regarding a food permit for an open garden at Otago Bay on 15 October. I understand that this particular event has been running for some years, maybe ten years, and having a food permit or not having a food permit was perhaps an oversight and they have now applied for it. I wondered what flexibility there is in our financial records to perhaps provide an exemption from the fee for the permit for charities, do we have discretion in that area?

ANSWER

In some circumstances the fee schedule provides me with a delegation to exercise that discretion for not for profit organisations or charities so I will have to make sure that it applies to that particular fee.

2. I have been contacted by a number of residents over the last 48 hours at least 4 people expressing concern over a social media post on Facebook by a current Alderman and a response to that by another Alderman who is seeking re-election, so my question is what is the process for a member of the public to raise a code of conduct issue and is there a cost associated with that?

ANSWER

There is a process and that commences with the complainant filling out a declaration form which is available on the DPAC website and that needs to be accompanied by any evidence and satisfy the other requirements of the Act such as what attempts have been made to remedy the situation and the fee that is associated with that is \$85. The fee is part of the validation process for making a complaint.

(Mayor) The fee is refundable if the complaint charge is upheld.

Question contd

If 4 people for example were to make the same complaint, could they do that on a joint application and split the fee four ways?

ANSWER

The issue is about the application not how many people support it. I think it takes the form or part of it as a statutory declaration so that might have some complexity to it but essentially you can have multiple people making a complaint or individuals and multiple people making a complaint about the same thing.

(Further information) Section 28V(5) of the Local Government Act provides that a complaint is not to be made by more than two people jointly.

10.4 QUESTIONS WITHOUT NOTICE

A Councillor may ask a Question without Notice of the Chairman or another Councillor 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, a Councillor or the General Manager may decline to answer a question without notice.

11. 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 matter has been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

11.1 APPLICATIONS FOR LEAVE OF ABSENCE

This report has 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:

- 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”.