

# COUNCIL MEETING AGENDA

Monday 19 October 2020  
Council Chambers, St Helens

John Brown, General Manager  
Break O'Day Council  
12 October 2020

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## NOTICE OF MEETING

Notice is hereby given that the next meeting of the Break O'Day Council will be held at the St Helens Council Chambers on Monday 19 October 2020 commencing at 10.00am.

### CERTIFICATION

Pursuant to the provisions of Section 65 of the *Local Government Act 1993*, I hereby certify that the advice, information and recommendations contained within this Agenda have been given by a person who has the qualifications and / or experience necessary to give such advice, information and recommendations or such advice was obtained and taken into account in providing the general advice contained within the Agenda.



**JOHN BROWN**

**GENERAL MANAGER**

Date: 12 October 2020

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## AUDIO RECORDING OF ORDINARY MEETINGS OF COUNCIL

As determined by Break O'Day Council in March 2019 all Ordinary, Special and Annual General Meetings of Council are to be audio recorded and a link will be available on the Break O'Day Council website where the public can listen to audio recordings of previous Council Meetings.

*In accordance with the Local Government Act 1993 and Regulation 33 of the Local Government (Meeting Procedures) Regulations 2015, these audio files will be retained by Council for at least six (6) months and made available for listening online within seven (7) days of the scheduled meeting. The written minutes of a meeting, once confirmed, prevail over the audio recording of the meeting and a transcript of the recording will not be prepared.*

## OPENING

*The Mayor to welcome Councillors and staff and declare the meeting open at [time].*

## ACKNOWLEDGEMENT OF COUNTRY

*We acknowledge the Traditional Custodians of the land on which we work and live, the Palawa people of this land Tasmania, and recognise their continuing connection to the lands, skies and waters. We pay respects to the Elders Past, present and future.*

### 10/20.1.0 ATTENDANCE

#### 10/20.1.1 Present

Mayor Mick Tucker  
Deputy Mayor John McGiveron  
Councillor Kristi Chapple  
Councillor Janet Drummond  
Councillor Barry LeFevre  
Councillor Glenn McGuinness  
Councillor Margaret Osborne OAM  
Councillor Lesa Whittaker  
Councillor Kylie Wright

#### 10/20.1.2 Apologies

Nil

### 10/20.1.3 Leave of Absence

Nil

### 10/20.1.4 Staff in Attendance

General Manager, John Brown  
Executive Assistant, Angela Matthews

### 10/20.2.0 PUBLIC QUESTION TIME

### 10/20.3.0 DECLARATION OF PECUNIARY INTEREST OF A COUNCILLOR OR CLOSE ASSOCIATE

*Section 48 or 55 of the Local Government Act 1993 requires that a Councillor or Officer who has an interest in any matter to be discussed at a Council Meeting that will be attended by the Councillor or Officer must disclose the nature of the interest in a written notice given to the General Manager before the meeting; or at the meeting before the matter is discussed.*

*A Councillor or Officer who makes a disclosure under Section 48 or 55 must not preside at the part of the meeting relating to the matter; or participate in; or be present during any discussion or decision making procedure relating to the matter, unless allowed by the Council.*

### 10/20.4.0 CONFIRMATION OF MINUTES

#### 10/20.4.1 Confirmation of Minutes – Council Meeting 21 September 2020

#### OFFICER'S RECOMMENDATION:

That the minutes of the Council Meeting held on the 21 September 2020 be confirmed.

## **10/20.5.0 COUNCIL WORKSHOPS HELD SINCE 21 SEPTEMBER 2020 COUNCIL MEETING**

There was a Workshop held on Monday 5 October 2020 – the following items were listed for discussion as well as a Presentation from Parks & Wildlife Service.

- Audit Panel – Review of Panel Membership
- Speed Limit Reduction – Lower German Town Road, St Marys
- Design of Foreshore Protection and Cycleway at Parkside
- Gardens Road Sight Distance Works
- Permission to Erect New Light Tower – St Helens Football Oval
- Adolescent Amenities – St Helens Foreshore
- Domestic Water Tanks
- Community Consultation for Dog Exercise Area at Binalong Bay
- Proposed Addition to Builders Shed – St Helens Works Depot
- Application for Break O’Day Drought Weeds Grants 2020
- Tasmanian Recreational Sea Fishing Strategy – Discussion Paper
- Use of Conferencing Technology to Attend Council Meetings and Workshops Policy

## 10/20.6.0

## PLANNING AUTHORITY

Pursuant to Section 25 of the Local Government (Meeting Procedures) Regulations 2015 the Mayor informed the Council that it was now acting as a Planning Authority under the Land Use Planning and Approvals Act 1993.

### 10/20.6.1

### DA 179-2020 – Change of Use – Tourism Operation & Associated Works – 25741 Tasman Highway, St Helens

ACTION	DECISION
PROPONENT	Rebecca Green & Associates
OFFICER	Nick Cooper, Senior Planning Officer
FILE REFERENCE	DA 179-2020
ASSOCIATED REPORTS AND DOCUMENTS	Proposal Plans Applicant Planning Scheme Response Representation <i>Circulated under Separate Cover:</i> <i>Traffic Impact Assessment</i> <i>Stormwater and Wastewater Assessment</i> <i>Department of State Growth advice</i> <i>Applicant Response to Representations</i>

#### OFFICER'S RECOMMENDATION:

After due consideration of the application received and Pursuant to Section 57 of the *Land Use Planning & Approvals Act 1993* and the *Break O'Day Interim Planning Scheme 2013* that the application for **CHANGE OF USE - TOURISM OPERATION & ASSOCIATED WORKS** on land situated at **25741 TASMAN HIGHWAY, ST HELENS** described in Certificate of Title 146485/4 be **APPROVED** subject to the following conditions:

1. Development must be carried out in accordance with the Development Application DA 179-2020 received by Council 14/09/2020, together with all submitted documentation received and forming part of the development application, except as varied by conditions on this Planning Permit.
2. The proposed car parking areas must be constructed prior to the commencement of use. Stormwater management is not to result in a concentration of flow onto other property, or cause other stormwater nuisance and should be carried out with the plans and recommendations of the approved GES Environmental Solutions Stormwater Assessment.
3. The areas shown to be set aside for vehicle access and car parking must be:
  - a. completed before the use of the development;
  - b. designed and laid out in accordance with provisions of the *Break O'Day Interim Planning Scheme 2013*;
  - c. provided with space for access turning and manoeuvring of vehicles on-site to enable them to enter and leave the site in a forward direction;
  - d. surfaced with a pervious dust free surface and drained in a manner that will not cause stormwater nuisance.

4. The vehicle access crossover / carriageway to the property boundary must be upgraded to 9m in width and constructed in accordance with the vehicular crossing requirements of the Department of State Growth, Tasmania prior to the commencement of use.
5. No works are to commence on the crossover until any necessary Access Works Permit has been issued by the Department of State Growth, Tasmania, for the crossover construction/upgrade.
6. The proposed sign must be:
  - a. professionally designed and legible;
  - b. structurally sound and not in any way hazardous;
  - c. located entirely within the boundaries of the site;
  - d. situated so as not to obstruct traffic; and
  - e. designed in colours and principles not currently incorporated into statutory or directional signs erected by public authorities.
7. Effluent disposal is subject to a technical assessment and issue of a Plumbing Permit by Council's *Plumbing Permit Authority*.
8. Use of the development must not create a nuisance as defined by the *Environmental Management and Pollution Control Act 1994*.
9. Works on the site must not result in a concentration of flow onto other property, or cause ponding or other stormwater nuisance.
10. All runoff from the proposed buildings must be disposed of within the confines of the property by means that will not result in soil erosion or other stormwater nuisance. Soakage drains must be of sufficient size to absorb stormwater runoff.
11. All works must be conducted in accordance with *Environmental Best Practice Guidelines for Undertaking Works in Waterways and Wetlands in Tasmania* as outlined in the Department of Primary Industries, Parks, Water and Environment publication 'Waterways and Wetlands Works Manual 2003'.
12. Landscaping shall be undertaken in accordance with the approved plans to ensure landscaping adequately buffers the carpark from the view of the road. The landscaping shall be established prior to the commencement use and establish an effective buffer within 1 year of commencement of use. Landscaping shall be maintained at all times.
13. Existing landscaping along the frontage of the site shall be maintained at all times.
14. No clearing of native trees is permitted as part of this application.

## ADVICE

- NOTE: A valid works permit is required for all works undertaken in the State Road (Tasman Highway) reservation. Details of the permit process and application forms can be found at: [www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/new\\_or\\_altered\\_access\\_onto\\_a\\_road\\_driveways](http://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways). Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.
- Activities associated with construction works are not to be performed outside the permissible time frames listed:

*Mon-Friday 7 am to 6 pm*

*Saturday 9 am to 6 pm*

*Sunday and public holidays 10 am to 6 pm*



## INTRODUCTION:

The application is for a Tourism Operation & Associated Works at 25741 Tasman Highway, St Helens. The application relies on several performance criteria and a detailed assessment against the provisions of the *Break O'Day Interim Planning Scheme 2013* is provided herein this report.

## PREVIOUS COUNCIL CONSIDERATION:

No previous consideration.

## OFFICER'S REPORT:

### 1. The Proposal & Site Details

The proposal is to use the majority of the subject site as a Tourist Operation. See figure 1 (site plan) which demonstrates the various components which form part of the application including, the existing animal enclosures, a new portable office/reception structure, a car park accommodating 15 car parking spaces, a single pole sign and proposed animal nursery.



Figure 1 – Site plan

As detailed within the application, the subject site is currently used as a hobby farm which includes the breeding and keeping of a number of farm animals, including emus, wallabies, sheep, goats, chickens, pigs and birds including a range of rare breeds and exotic birds. The application seeks to allow the public entry to the site by way of payment, to experience and interact with the animals and birds on site. The facility is proposed to operate Friday-Sunday from 9am to 4pm for public access, with the exception of Mondays of long weekends and Christmas Holidays where there is



likely to be increased demand for the tourism operation to be open. It is anticipated that the existing two (2) owners that reside on site will operate the facility with an additional 10-12 casual staff / volunteers (with usually 3-4 maximum on site at any given time).

The existing dwelling will be altered to include amenities within the garage for visitors to the site.

The subject site is located at 25741 Tasman Highway and is zoned Rural Resource. The site has an area of 9.307 hectares and has primary road frontage to Tasman Highway where an existing driveway provides access. A Right of Carriageway burdens the north-eastern corner of the subject site in favour of Lot 5 Tasman Highway, St Helens.



**Figure 1 – Locality Plan submitted**

The application is classified as a discretionary use, and it relies on several performance criteria to comply with Scheme provisions.

The applicable Planning Scheme Codes are as follows:

- Part 26 Rural Resource Zone**
- E6 Car Parking and Sustainable Transport Code**
- E7 Scenic Management Code**
- E9 Water Quality Code**
- E15 Signs Code**
- E16 Onsite Wastewater Management Code**

## 2. Assessment

Acceptable Solutions (AS)	Performance Criteria (PC)	AS Compliance Or N/A
A1 If for permitted or no permit required uses.	<p>P1.1 It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable; and</p> <p>P1.2 Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m<sup>2</sup> over the site.</p>	Assessment against the Performance criteria is required.
<b>Assessment</b> P1.1 The local area objectives support Tourism uses in the Rural Resource zone where the long term sustainability of resources is not unduly compromised. The proposal will not impact on the sustainability of the rural resources in the local area and as the tourism proposal is a conversion of an existing hobby farm the tourism proposal demonstrates an established relationship with primary industries and the like. <b>Performance Criteria achieved.</b>		
A2 If for permitted or no permit required uses.	<p>P2.1 Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:</p> <ul style="list-style-type: none"> <li>i) amount of land alienated/converted is minimised; and</li> <li>ii) location is reasonably required for operational efficiency; and</li> </ul> <p>P2.2 Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.</p>	N/A – not prime agricultural land
A3 If for permitted or no permit requires uses.	<p>P3 The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</p> <ul style="list-style-type: none"> <li>a) the amount of land converted is minimised having regard to:               <ul style="list-style-type: none"> <li>i) existing use and development on the land; and</li> <li>ii) surrounding use and development; and</li> <li>iii) topographical constraints; or</li> </ul> </li> <li>b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as:               <ul style="list-style-type: none"> <li>i) limitations created by any existing use and/or development surrounding the site; and</li> <li>ii) topographical features; and</li> <li>iii) poor capability of the land for primary industry; or</li> </ul> </li> <li>c) the location of the use on the site is reasonably required for operational efficiency.</li> </ul>	Assessment against the Performance criteria is required
<b>Assessment</b> P3 - The proposed development will only utilise an existing area already used for residential, farm outbuildings and infrastructure. No further conversion of non-prime agricultural to non-agricultural is to occur on the subject site due to the nature of the proposal. <b>Performance Criteria achieved.</b>		

Acceptable Solutions (AS)	Performance Criteria (PC)	AS Compliance Or N/A
A4 If for permitted or no permit required uses.	P4 It must demonstrated that: a) emissions are not likely to cause an environmental nuisance; and b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and c) the capacity of the local road network can accommodate the traffic generated by the use.	Assessment against the Performance Criteria is required.

#### Assessment

P4- The development is not likely to cause environmental nuisance as the use of the land is already operating as a hobby farm and Council has not received any complaints about the hobby farm in relation to environmental nuisance. The development will not confine or restrain primary industry uses – there will be no conflict between the tourist operation use and adjoining agricultural land management practices. The site currently a residence onsite and there no conflict between residential use and the primary industry uses in the vicinity.

A Traffic Impact Assessment has been submitted as part of the application and has been assessed by Dept. of State Growth (as the road authority) it demonstrates that the capacity of the local road network can accommodate the additional traffic generated by the proposed use and the Dept. of State Growth of advised Council that they accept the recommendations of the report

**Performance Criteria achieved.**

A5 The use must: a) be permitted or no permit required; or b) be located in an existing building.	P5 It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to: a) the impacts on skylines and ridgelines; and b) visibility from public roads; and c) the visual impacts of storage of materials or equipment; and d) the visual impacts of vegetation clearance or retention; and e) the desired future character statements.	Assessment against the performance criteria is required.
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#### Assessment

P5 – The visual appearance of the use is consistent with the local area as

- the development is not on a ridgeline or skyline and therefore not prominent.
- The development will be screened from the public road through existing vegetation reducing the visibility of the use from a public road. Further vegetation is proposed to screen the car parking area to ensure visual impacts are minimized and maintain an appearance that of the use as a small hobby farm.
- Any visibility of the proposed use will be buffered by proposed vegetation and will not be obtrusive to the rural landscape

**Performance Criteria achieved.**

### 26.4 Development Standards

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 Building height must not exceed: a) 8m for dwellings; or b) 12m for other purposes.	P1 Building height must: a) be unobtrusive and complement the character of the surrounding landscape; and b) protect the amenity of adjoining uses from adverse impacts as a result of the proposal.	Proposed animal nursery building maximum height of 4.06m and office/reception structure with wall height of 2.4m therefore less than 12m <b>Complies with AS.</b>

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A2 Buildings must be set back a minimum of:</p> <p>a) 50m where a non sensitive use or extension to existing sensitive use buildings is proposed; or</p> <p>b) 200m where a sensitive use is proposed; or</p> <p>c) the same as existing for replacement of an existing dwelling.</p>	<p>P2 Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</p> <p>a) the topography of the land; and</p> <p>b) buffers created by natural or other features; and</p> <p>c) the location of development on adjoining lots; and</p> <p>d) the nature of existing and potential adjoining uses; and</p> <p>e) the ability to accommodate a lesser setback to the road having regard to:</p> <p>i) the design of the development and landscaping; and</p> <p>ii) the potential for future upgrading of the road; and</p> <p>iii) potential traffic safety hazards; and</p> <p>iv) appropriate noise attenuation.</p>	<p>Assessment against Performance Criteria required.</p>
<p><b>Assessment</b></p> <p>P2- The proposed animal nursery is to be located 3.0m from the western boundary and the reception office is to be located approximately 60m from the eastern boundary. Both structures comply with the performance criteria as the use of the building will not contain the adjoining property operations, as the adjoining properties include established vegetation in relation to the location of the buildings which buffers the structures. Furthermore the adjoining properties do not appear (based on aerial photography and site visit) to be currently used for primary industry operations.</p> <p><b>Performance Criteria achieved.</b></p>		
<p>A3 Where a development is part of a larger complex, each component of the development must be connected by walking tracks.</p>	<p>P3 No performance criteria.</p>	<p>Informal pedestrian pathways are provided.</p> <p><b>Complies with AS.</b></p>

### 26.4.3 Tourist Operations

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 No acceptable solution.</p>	<p>P1 A tourist operation must have regard to:-</p> <p>a) The character of the area surrounding the site and the ability for the operation to fit within that character,</p> <p>b) Potential for conflict with other tourist operations in the vicinity of the site, and</p> <p>c) Ensuring the values associated with those existing attractions that are located within the vicinity of the proposed tourism operation are maintained.</p>	<p>Assessment against the Performance Criteria required</p>

**Assessment**

P1- The surrounding area is characterised by a mix of rural living and smaller agricultural related uses. The current use of the site is for a hobby farm and the introduction of customers to visit the site as part of the tourism use is considered compatible with the character of the area. The proposed operation has sufficient clearances to residential uses on adjoining sites and therefore it is considered the development will not have a detrimental impact amenity and therefore will fit within the existing character. The proposed use is considered complementary with other tourism related attractions in the St Helens area, providing for an additional choice of activity suitable for all age groups and abilities.

**Performance Criteria achieved**

## E4 Road and Railway Assets Code

### E4.6 Use Standards

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.	N/A
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	N/A.
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.	Assessment against the Performance Criteria Required.

**Assessment**

P3 - The proposal will increase the annual average daily traffic (AADT) movements at the existing access by more than 10%. The access is proposed to be widened to cater for two- way flow and for safety and efficiency for all road users. A Traffic Impact Assessment submitted with the report and the recommendations approved by the Dept. of State Growth as the road authority as part of the advice provided by the Dept. it is recommended the access with be widened to 9m in accordance with the proposal.

**Performance Criteria achieved.**



Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A4 Use serviced by a side road from a deficient junction (refer E4 Table 2) is not to create an increase to the annual average daily traffic (AADT) movements on the side road at the deficient junction by more than 10%.	P4 Use serviced by a side road from a deficient junction (refer E4 Table 2) must ensure the safety and performance of the road junction will not be reduced.	N/A

#### E4.7.1 Development Standards

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <p>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</p> <p>b) building areas on new lots; and</p> <p>c) outdoor sitting, entertainment and children's play areas</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <p>a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and</p> <p>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.</p>	Complies with A1

#### E4.7.2 Management of Road Accesses and Junctions

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	N/A

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> <li>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</li> <li>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</li> <li>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</li> </ul>	<p>No new access is proposed.</p> <p><b>Complies with A2</b></p>
<p>A3 Accesses must not be located closer than 6m from an intersection, nor within 6m of a break in a median strip.</p>	<p>P3 Accesses must not be located so as to reduce the safety or efficiency of the road.</p>	<p><b>Complies with A3.</b></p>

#### E.4.7.3 – Management of Rail level Crossing – N/A

#### E4.7.4 - Sight Distances at Accesses, Junctions and Level Crossings.

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No /NA
<p>A1 Sight distances at</p> <ul style="list-style-type: none"> <li>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</li> <li>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</li> <li>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</li> </ul>	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>	<p>The approach sight distances are assessed as complying with Table E4.7.4 (as demonstrated within the TIA)</p> <p><b>Complies with A1</b></p>

## E6 Car Parking and Sustainable Transport Code

### E6.2.1 This code applies to all use and development of land.

#### E6.6 Use Standards

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No /NA
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <p>a) Table E6.1; or</p> <p>b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).</p>	<p>P1 The number of car parking spaces provided must have regard to:</p> <p>a) the provisions of any relevant location specific car parking plan; and</p> <p>b) the availability of public car parking spaces within reasonable walking distance; and</p> <p>c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and</p> <p>d) the availability and frequency of public transport within reasonable walking distance of the site; and</p> <p>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</p> <p>f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and</p> <p>g) an empirical assessment of the car parking demand; and</p> <p>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>i) the recommendations of a traffic impact assessment prepared for the proposal; and</p> <p>j) any heritage values of the site; and</p> <p>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>i) the size of the dwelling and the number of bedrooms; and</p> <p>ii) the pattern of parking in the locality; and</p> <p>iii) any existing structure on the land.</p>	<p>Assessment Against the Performance Criteria is required.</p> <p>A1 requires 187 car parking spaces based on a 1space per 500m<sup>2</sup> of the site. Proposal is for 15 constructed spaces.</p>
<p><b>Assessment</b></p> <p>P1 - 15 formal spaces are provided on site with an additional overflow space available. The applicant submits:</p> <p><i>“Due to the nature of the use (a zoo like facility), the site to visitor ratio varies from other tourist operations uses (i.e. theme park), as large open enclosures and paddocks are provided to accommodate the animals and birds on site. The use is expected to attract around 65 people per day over a period of several hours, with the proposed formal and informal car parking area to sufficiently accommodate expected demand”</i></p> <p>With the additional overflow area available it is considered that the parking will be adequate to meet the needs of the development.</p> <p><b>Performance Criteria achieved.</b></p>		



## E6.7 Development Standards

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <ul style="list-style-type: none"> <li>a) formed to an adequate level and drained; and</li> <li>b) except for a single dwelling, provided with an impervious all weather seal; and</li> <li>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</li> </ul>	<p>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</p>	<p>Assessment against the performance criteria is required.</p>

### Assessment

It is submitted by the applicant that

*"All car parking, access strips, maneuvering and circulation spaces are readily identifiable and constructed to ensure that they are useable in all weather conditions. The gravel access road will be built to a standard suitable for heavy emergency vehicle e.g. fire truck and bus use all year around and provide access to the facility."*

**A condition is recommended to ensure compliance with this Performance Criteria at all times.**

### E6.7.2 Design and Layout of Car parking

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for a dwelling in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <ul style="list-style-type: none"> <li>a) the layout of the site and the location of existing buildings; and</li> <li>b) views into the site from the road and adjoining public spaces; and</li> <li>c) the ability to access the site and the rear of buildings; and</li> <li>d) the layout of car parking in the vicinity; and</li> <li>e) the level of landscaping proposed for the car parking.</li> </ul>	<p>Assessment against Performance Criteria required.</p>

### Assessment

P1 – the proposal includes car parking forward of the building line to ensure it is easily identifiable upon entrance to the site. The car parking will not have a detriment on the streetscape or amenity of the surrounding area as the car parking will be screened by existing and proposed landscaping.

A condition is recommended to ensure landscaping adequately buffers the carpark from the view of the road.

**Compliance with the Performance criteria is achieved.**

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) have a gradient of 10% or less; and</li> <li>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</li> <li>c) have a width of vehicular access no less than prescribed in Table E6.2; and</li> <li>d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply: <ul style="list-style-type: none"> <li>i) there are three or more car parking spaces; and</li> <li>ii) where parking is more than 30m driving distance from the road; or</li> <li>iii) where the sole vehicle access is to a category 1, 2, 3 or 4 road; and</li> </ul> </li> </ul> <p>A2.2 The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i>.</p>	<p>P2 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</li> <li>b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.</li> </ul>	<p>A2.1 The site of the car parking is relatively flat with a gradient of less than 10%. The site allows for vehicles to enter and exit the site only in a forward direction with the width of vehicular access 5.5m wide and maneuvering spaces in accordance with E6.3.</p> <p>A2.2 The layout of car spaces and access ways will be designed in accordance with Australian Standards.</p> <p><b>Complies with AS2.1 &amp; A.2.2</b></p>

### E6.7.3 Parking for Persons with a Disability

Complies with Acceptable Solutions – 1 Disabled space is provided. All spaces will be designed in accordance with relevant Australian Standards and a condition is recommended accordingly.

### E6.7.4 Loading and Unloading of Vehicles, Drop off and Pick up – N/A

### E6.8.5 Pedestrian Walkways

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.	Assessment against the performance criteria required.
<p><b>Assessment</b></p> <p>P1 Safe pedestrian access will be provided between entrances, building and the road.</p> <p><b>Compliance with Performance Criteria achieved.</b></p>		

**E7 Scenic Management Code**  
**E7.6.1 – Tourist Road Corridor**

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.</p>	<p>P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to:</p> <ul style="list-style-type: none"> <li>a) the impact on skylines, ridgelines and prominent locations; and</li> <li>b) the proximity to the road and the impact on views from the road; and</li> <li>c) the need for the development to be prominent to the road; and</li> <li>d) the specific requirements of a resource development use; and</li> <li>e) the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and</li> <li>f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and</li> <li>g) whether development for forestry or plantation forestry is in accordance with the 'Conservation of Natural and Cultural Values – Landscape' section of the <i>Forest Practices Code</i>; and</li> <li>h) the design and/or treatment of development including: <ul style="list-style-type: none"> <li>i) the bulk and form of buildings including materials and finishes;</li> <li>ii) earthworks for cut or fill;</li> <li>iii) complementing the physical (built or natural) characteristics of the site.</li> </ul> </li> </ul>	<p>Assessment against the Performance Criteria is required.</p>
<p><b>Assessment</b></p> <p>Development within the Tourist Road Corridor includes the single pole sign the widened access and part of the proposed car park.</p> <p>Existing vegetation is to be retained along the property frontage and further screening is proposed adjacent to the car park. The development will be appropriately screened by existing and proposed vegetation when viewed from the road within the tourist road corridor so as not have a detrimental impact on the traveler's experience.</p> <p>The proposed sign is to be visible to allow for safe identification of the facility and entry but will sit adjacent to existing vegetation. The sign is not of a significant size or height and whilst being visible for passing motorists will not be detrimental to the scenic amenity of the tourist road corridor.</p> <p><b>Compliance with Performance Criteria achieved.</b></p>		

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A2 Subdivision must not alter any boundaries within the areas designated as scenic management – tourist road corridor.	<p>P2 Subdivision that alters any boundaries within the areas designated as ‘scenic management – tourist road corridor’ must be consistent with the scenic management objectives of the particular area set out in Table E7.1 – local scenic management areas, having regard to:</p> <ul style="list-style-type: none"> <li>a) site size; and</li> <li>b) density of potential development on sites created; and</li> <li>c) the clearance or retention of vegetation in combination with requirements for hazard management; and</li> <li>d) the extent of works required for roads or to gain access to sites including cut and fill; and</li> <li>e) the physical characteristics of the site and locality; and</li> <li>f) the scenic qualities of the land that require management.</li> </ul>	N/A

## E7.6.2 Local Scenic Management Areas – N/A

### E9 Water Quality Code

#### E9.6.1 Development and Construction Practices and Riparian Vegetation

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 Native vegetation is retained within:</p> <ul style="list-style-type: none"> <li>a) 40m of a wetland, watercourse or mean high water mark; and</li> <li>b) a Water catchment area - inner buffer.</li> </ul>	<p>P1 Native vegetation removal must submit a soil and water management plan to demonstrate:</p> <ul style="list-style-type: none"> <li>a) revegetation and weed control of areas of bare soil; and</li> <li>b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and</li> <li>c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions.</li> </ul>	<p>No vegetation is proposed to be removed within 40m of the watercourse onsite. Complies with A1</p>
A2 A wetland must not be filled, drained, piped or channelled.	<p>P2 Disturbance of wetlands must minimise loss of hydrological and biological values, having regard to:</p> <ul style="list-style-type: none"> <li>(i) natural flow regimes, water quality and biological diversity of any waterway or wetland;</li> <li>(ii) design and operation of any buildings, works or structures on or near the wetland or waterway;</li> <li>(iii) opportunities to establish or retain native riparian vegetation;</li> <li>(iv) sources and types of potential contamination of the wetland or waterway.</li> </ul>	N/A

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A3 A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.	P3 A watercourse may be filled, piped, or channelled: a) within an urban environment for the extension of an existing reticulated stormwater network; or b) for the construction of a new road where retention of the watercourse is not feasible.	All storm water runoff from the gravel sealed car parking area is diverted via grassed swale drainage and directed into the existing small dam. The watercourse is not to be piped Complies with A3

### E9.6.2 Water Quality Management

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 All stormwater must be: a) connected to a reticulated stormwater system; or b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or c) diverted to an on-site system that contains stormwater within the site.	P1 Stormwater discharges to watercourses and wetlands must minimise loss of hydrological and biological values, having regard to: (i) natural flow regimes, water quality and biological diversity of any waterway or wetland; (ii) design and operation of any buildings, works or structures, on or near the wetland or waterway; (iii) sources and types of potential contamination of the wetland or waterway; (iv) devices or works to intercept and treat waterborne contaminants; (v) opportunities to establish or retain native riparian vegetation or continuity of aquatic habitat.	A1 b) storm water is diverted through a grassed swale drain trap to discharge into the watercourse (existing smaller dam). A Storm water Assessment submitted with the application confirms compliance with A1 b). Complies with A1b)
A2.1 No new point source discharge directly into a wetland or watercourse. A2.2 For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.	P2.1 New and existing point source discharges to wetlands or watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge: a) do not give rise to pollution as defined under the <i>Environmental Management and Pollution Control Act 1994</i> ; and b) are reduced to the maximum extent that is reasonable and practical having regard to: i) best practice environmental management; and ii) accepted modern technology; and c) meet emission limit guidelines from the Board of the Environment Protection Authority in accordance with the <i>State Policy for Water Quality Management 1997</i> . P2.2 Where it is proposed to discharge pollutants into a wetland or watercourse, the application must demonstrate that it is not practicable to recycle or reuse the material.	A2.1 Complies with AS. No new point of discharge A2.2 N/A

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A3 No acceptable solution.	P3 Quarries and borrow pits must not have a detrimental effect on water quality or natural processes.	N/A

### E9.6.3 Construction of Roads – N/A

### E9.6.4 Access – N/A – no access to watercourse

### E9.6.5 Sediment and Erosion Control – N/A – not a subdivision

### E9.6.6 Water Catchment Area – N/A

## E15.0 Signs Code

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
<b>All Signs</b>		
A1 All signs must be on the site to which the sign relates.	P1 No performance criteria.	Complies with A1
A2 Illuminated signs must not spill light over the site boundary.	P2 No performance criteria.	Complies with A2
<b>Pole Signs</b>		
A21 Pole signs must; a) be the only type of pole sign on the site; and b) not be illuminated other than internally or by baffled lights; and c) be double sided or erected so the back of the sign is not visible from a public space; and d) not obstruct openings intended as a means of entrance or exit, or obstruct light or air from any room or building; and e) have a maximum area of 2 square metres per side with no more than 2 sides in the General Residential, and Low Density Residential Zones; or 4 square metres per side with no more than 2 sides in other zones; and f) a maximum height of 2 metres.	P21 The sign must: a) not unreasonably reduce sunlight to the window or private open space of an adjoining property; and b) not unreasonably spill light over the site boundary; and c) have a display area and height that are not visually intrusive.	Assessment against performance criteria required.
<b>Assessment</b> P21 The applicant submits: <i>"A pole sign is proposed adjacent to the entrance to the property. The new sign will have painted graphics with baffled lighting that will be compatible in terms of style, materials and colours with the visual character of the area, will not be visually intrusive as well as being complementary to the design of the subject site. The size and style of the sign is similar to road signage that is located within the Tasman Highway reservation".</i>  It is considered the sign complies with the Performance criteria and will not be visually obtrusive in its context. <b>Compliance with Performance Criteria achieved.</b>		

## E.16 On-Site Wastewater Management Code

### E16.6 Use Standards

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 Residential uses that rely on onsite wastewater management must:</p> <p>a) be on a site with minimum area of 2,000m<sup>2</sup>; and</p> <p>b) have four bedrooms or less.</p>	<p>P1 Residential use on sites less than 2,000m<sup>2</sup> or with more than four bedrooms that rely on onsite wastewater management must be able to accommodate:</p> <p>a) the proposed residence and associated buildings and structures;</p> <p>b) private open space;</p> <p>c) vehicle manoeuvring and car parking;</p> <p>d) hardstand and paved areas; and</p> <p>e) onsite wastewater management infrastructure</p>	N/A
<p>A2 Non-residential uses that rely on onsite water management must be on a site with minimum area of 5,000m<sup>2</sup>.</p>	<p>P2 Non-residential use on sites less than 5,000m<sup>2</sup> that rely on onsite wastewater management must be able to accommodate:</p> <p>a) the proposed use and associated buildings and structures;</p> <p>b) any required private open spaces or other outdoor spaces;</p> <p>c) vehicle manoeuvring and car parking;</p> <p>d) hardstand and paved areas; and</p> <p>e) onsite wastewater management infrastructure (if required);</p>	Complies with A2

### E16.7 Development Standards

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
<p>A1 A minimum horizontal separation of 3m must be provided between onsite wastewater management infrastructure and buildings and structures.</p>	<p>P1.1 Buildings and structures must not be placed over onsite wastewater infrastructure; and</p> <p>P1.2 Buildings and structures within 3m of onsite wastewater infrastructure must not have a detrimental impact on the operation or integrity of the onsite wastewater management infrastructure; and</p> <p>P1.3 Onsite wastewater management must not have a detrimental impact on the foundations or footings of buildings or structures.</p>	Complies with A1
<p>A2 A minimum horizontal separation of 3m must be provided between onsite wastewater management infrastructure and the following:</p> <p>a) hardstand and paved areas;</p> <p>b) car parking and vehicle manoeuvring areas; and</p> <p>c) title or lot boundaries;</p>	<p>P2 Hardstand, paved areas car parking and vehicle manoeuvring areas must:</p> <p>a) not be located above or below each other; and</p> <p>b) have no detrimental impact on the operation or integrity of the onsite waste water management infrastructure.</p>	Complies with A2
<p>A3 Private Open Space must not be used for surface irrigation of treated wastewater.</p>	<p>P3 No performance criteria.</p>	N/A

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
A4 Onsite waste water management infrastructure must be on lots with an average slope of 10% percent or less.	P4 Onsite waste water management infrastructure located on lots with an average slope of more than 10% must have no detrimental impacts: a) through waste water seepage, or soil erosion; and b) on the foundations or footings of buildings or structures.	Average slope is less than 10% Complies with A4.

#### **E16.7.2 Surface and ground water impacts**

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
A1 Onsite wastewater management infrastructure must have a minimum separation distance of 100m from a wetland or watercourse or coastal marine area.	P1 Onsite wastewater management infrastructure within 100m of a wetland or watercourse or coastal marine area must have no detrimental impacts on the water quality or integrity of the wetland or watercourse or coastal marine area.	Assessment against the Performance Criteria required
<b>Assessment</b> P1 – The onsite wastewater management infrastructure is to be located 75m from a watercourse. A Wastewater report prepared by GES Geo-Environmental Solutions confirms the separation distance will not cause any impact on the watercourse/dam.		
A2 Onsite wastewater management infrastructure must have a minimum separation distance of 50m from a downslope bore, well or other artificial water supply.	P2 Onsite wastewater management infrastructure within 50m of a downslope bore, well or other artificial water supply must have no detrimental impacts on the water quality of the water supply.	Complies with A2
A3 Vertical separation between groundwater and the land used to apply effluent, including reserved areas, must be no less than 1.5m.	P3 Onsite wastewater management infrastructure separated from groundwater by less than 1.5m must have no detrimental impacts on the water quality of the groundwater.	Complies with A3 No ground water encountered as per GES report.
A4 Vertical separation between a limiting layer and the land used to apply effluent, including reserved areas, must be no less than 1.5m.	P4 Onsite wastewater management infrastructure separated from the limiting layer by less than 1.5m must have no detrimental impacts on groundwater.	Complies with A4 No limiting layer uncourtred as per GES report.



### 3. Representations

The S57 application was advertised for the statutory 14 day period, between 16 September and 29 September 2020, with signs placed on site, in the Examiner Newspaper and Council offices. One (1) representations was received during this period in relation to the application. The representations is addressed as follows:

Issues	Response
Sharing a common property/highway entry point with the proposed amount of traffic creating privacy and safety issues	The application was supported by a Traffic Impact Assessment which included recommendations regarding access. The applicant has proposed to widen the access to 9m and this has been included as recommended condition. The neighbouring site is currently vacant and should a dwelling be proposed in the future the traffic and access will need to be considered at that time.
Noise and odour. Concerns that the property is not large enough to provide a suitable buffer.	<p>As mentioned within this report that property is currently run as a Hobby farm housing many animals onsite. The addition of tourists to enjoy the animals is not considered to detrimentally impact on the character of the area or cause amenity issues. The applicant has submitted the following in relation to potential odour:</p> <p><i>“Solid waste collection and disposal from the animals will not change as per existing arrangements. This includes the use of a large vacuum that will collect solid waste and dispose into an existing enclosure located to the northwest of the house on the subject site. After 12 months of composting, the material is re-used on the gardens in and around the house on site. Minimal solid waste is caused by the animals and birds, out of the total number of animals, only around 10 are of the larger variety (cows, llamas and donkeys) although noting that they are miniatures. The predominant wind direction is north-westerly, and the house on site would experience any odour itself firstly before any adjacent residences but this has not been experienced by the occupants/ owners to date to be of any concern. Other residences are some distance (around 150-200m minimum from the compost location)”.</i></p> <p>It is considered unlikely that odour would be a concern, as Council has received no complaints regarding the existing operation. A condition is included within the recommendation that the use should not cause environmental nuisance.</p>
Concerns that polluted groundwater could flow onto our property as the topography suggests	The application does not propose to change the flow of groundwater onto neighbouring properties. A stormwater assessment prepared by a qualified expert, confirms that the development complies with the Water Quality Code.
Property value impacted within Rural Residential context	The subject site and surrounding properties are zone Rural Resource. Any future development of adjoining properties for Residential uses will need to demonstrate compliance with the Scheme which includes provisions that protect rural uses from being impacted by residential uses on adjoining sites.

### 4. Mediation

Nil.

## 5. Conclusion

In accordance with 8.10 of the *Break O' Day Interim Planning Scheme 2013*, the application has been assessed against the objectives of the Scheme, all relevant Codes and issues. The application has demonstrated compliance with the relevant provisions and the received representation has been considered. It is recommended for approval with conditions normally set to this type of development.

### LEGISLATION & POLICIES:

Break O' Day Interim Planning Scheme 2013;  
Land Use Planning and Approvals Act 1993;  
Local Government (Building and Miscellaneous Provisions) Act 1993

### BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:

Not applicable, all costs of the development are the responsibility of the developer.

### VOTING REQUIREMENTS:

Simple Majority.

ACTION	DECISION
PROPONENT	C E Pitt & Sherry
OFFICER	Nick Cooper, Senior Planning Officer
FILE REFERENCE	DA 180-20
ASSOCIATED REPORTS AND DOCUMENTS	<p>Representations</p> <p><i>Circulated under Separate Cover:</i></p> <p><i>Response to Scheme, Plans and associated documents</i></p> <p><i>Applicants response to representations</i></p> <p><i>Applicant response to Council re: DPIPWE advise</i></p> <p><i>DPIPWE Advice to Council</i></p> <p><i>DPIPWE Further comments</i></p> <p><i>DPIPWE Nest box clarification</i></p>

**OFFICER'S RECOMMENDATION:**

After due consideration of the application received and Pursuant to Section 57 of the *Land Use Planning & Approvals Act 1993* and the *Break O'Day Interim Planning Scheme 2013* that the application for **ROAD UPGRADES TO GREAT EASTERN DRIVE** on land situated at Tasman Highway, St Helens described in Certificate of Title C/T 25396/7, 223065/1, 87217/1, 25396/1 & 2, 251940/1, 221818/1, 236561/1, 19138/1, 243547/1, 238091/1, 124092/10, 130991/ 1 & 2, 127841/1, 52481/1, 167498/1, 2, 3, 4, 5, 6 & 8, 119032/1, 60632/1, 127190/13, 123204/2 & 3, 43185/1 & 8365/be **APPROVED** subject to the following conditions:

1. Development must be carried out in accordance with the Development Application DA 180-2020 received by Council 12 August 2020 and amended proposal details received on 2 September 2020, together with all submitted documentation received and forming part of the development application, except as varied by conditions on this Planning Permit.
2. Prior to the commencement of any works associated with this permit, an Environmental Management Plan (EMP) for the development area must be prepared to the satisfaction of Council and implemented to ensure retained values are protected and appropriately managed during construction. Specifically, the EMP will identify the locations of threatened flora species and threatened communities that are not permitted to be impacted and are required to be marked as exclusion zones. The EMP will delineate areas for the storing and movement of materials and machinery that will not further impact threatened flora or threatened communities. The EMP must also identify methods to control weeds and in accordance with DPIPWE Weed and Disease Planning Hygiene Guidelines.
3. Works must not occur within 500m or 1km line-of-sight of an eagle nest between July and January inclusive unless nest-activity checks in accordance with FPA Fauna Technical Note No. 1 have been undertaken to confirm a nest is inactive. Works must not be undertaken in June within 500m of an eagle nest other than as in accordance with an eagle management plan as submitted to Council and approved by Council. Note -any request for a plan to be approved should be allow adequate time for referral to DPIPWE.

4. The landowner must enter into an agreement with Council under Part 5 of the Land Use Planning and Approvals Act, 1993, in such form as Council may require or must incorporate land into the existing State Growth Roadside Conservation Sites program as administered in accordance with permit DA-19226 under Regulation 4 of the Threatened Species Protection Regulation 2016. Such an agreement or the Roadside Conservation Site management plan must provide for the following:
  - The protection of areas for the replanting of *E. globulus* and *E. ovata* on redundant road alignment;
  - Measures and frequencies to measure threats to the areas including weed control;
  - Measures and frequencies for management and enhancement of any threatened flora species and / or threatened fauna habitat in these areas, including the provision of swift parrot nest boxes within or adjacent to nearby foraging habitat, but in locations that would not inadvertently increase collision risk and;
  - Measures and frequencies for monitoring of the sites.

If a Part 5 Agreement is preferred it will be prepared and registered by Council. The landowner is responsible for all Council and Land Titles Office fees and charges. Upon written request from the landowner and payment of relevant fees, Council will prepare the Part 5 Agreement. Note: The developer is to give a minimum 21 days notice to Council of the request to prepare a Part 5 Agreement.

5. At the commencement of tree felling works of any flowering *E. globulus* and *E. ovata* on site, a suitably qualified ecologist must confirm the trees are not actively in use for swift parrot foraging prior to tree removal.
6. At the commencement of works in the vicinity of the tree, a suitably qualified ecologist must inspect the one collapsed (1) *E. sieberi* identified in the buffer area of the project in Stephen Casey's report 'Great Eastern Drive Tasman Highway – Road Upgrade Diana's Basin to St Helens Impact Assessment' to determine if the tree is occupied by a masked owl and mark the tree as a no-go zone as required.
7. In areas where excavation, track building or construction activities are planned around wetlands and waterways, the proposed works are to be undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIPWE, 2003) and the unnecessary use of machinery within watercourses or wetlands is to be avoided.
8. If any potential dens are found to exist within the site and are likely to be impacted by the proposal, these should be managed in accordance with the Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals (the Devil Guidelines) available at <http://dipwe.tas.gov.au/conservation/development-planning-conservation-assessment/survey-guidelines-for-development-assessmentsRoadkill>. Any dens that cannot be avoided will require a permit to take under the Nature Conservation Act 2002 (NCA).
9. Lighting associated with construction must including floodlighting or security lights used on the site must not unreasonably impact on the amenity of adjoining land.

## INTRODUCTION:

The Department of State Growth (State Growth) are proposing upgrades to Great Eastern Drive. The general location is shown in Figure 1 below. The upgrades begin just north of Basin Creek Bridge and end just south of St Helens Point Road.



Figure 1 – Extent of the proposed upgrades.

As the proposed development will form part of a transport network, the applicable land use classification is Utilities. The proposed road works will occur in the Utilities zone, the Environmental Living zone, and General Residential Zone as shown in figure 2.

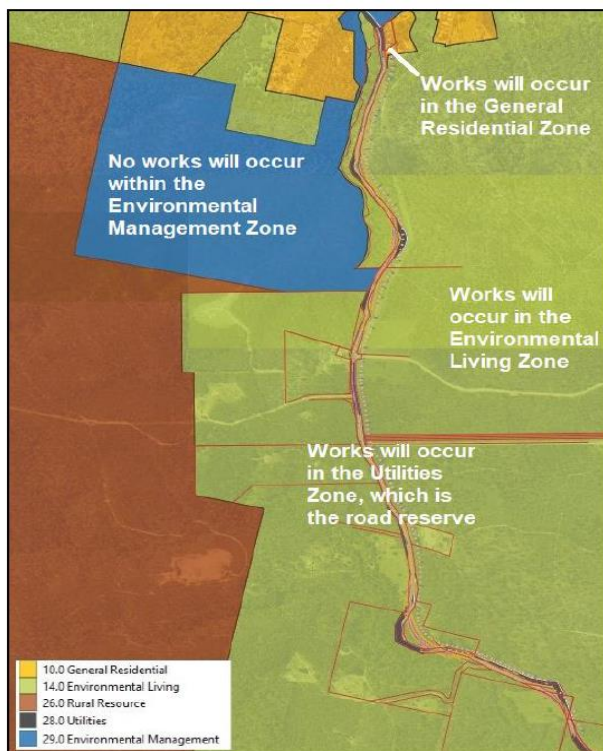


Figure 2 – Zoning of land subject to the proposed development.



The proposal is permitted within the Utilities zone, discretionary within the Environmental Living Zone and the General Residential Zone and relies on several performance criteria against various codes and provisions of the *Break O'Day Interim Planning Scheme 2013*. An assessment of the proposal against the applicable provisions is provided herein this report.

#### PREVIOUS COUNCIL CONSIDERATION:

No previous discussion.

#### OFFICER'S REPORT:

##### 1. The Proposal

The proposal is for road widening and road realignment on the Tasman Highway between Basin Creek Bridge and St Helens Point Road. A total length of 3.61km has been identified for an upgrade to improve safety and provide improved road alignment and cross section with greater overtaking opportunities.

The overview of the proposed works shown in Figure 3 below demonstrates that the road will include:

- Road widening for two existing lanes on the current alignment (purple);
- Realigned road with two lanes (purple);
- Road widening for two existing lanes and an overtaking lane on the current alignment (red);
- Realigned road with two lanes and an overtaking lane (red).

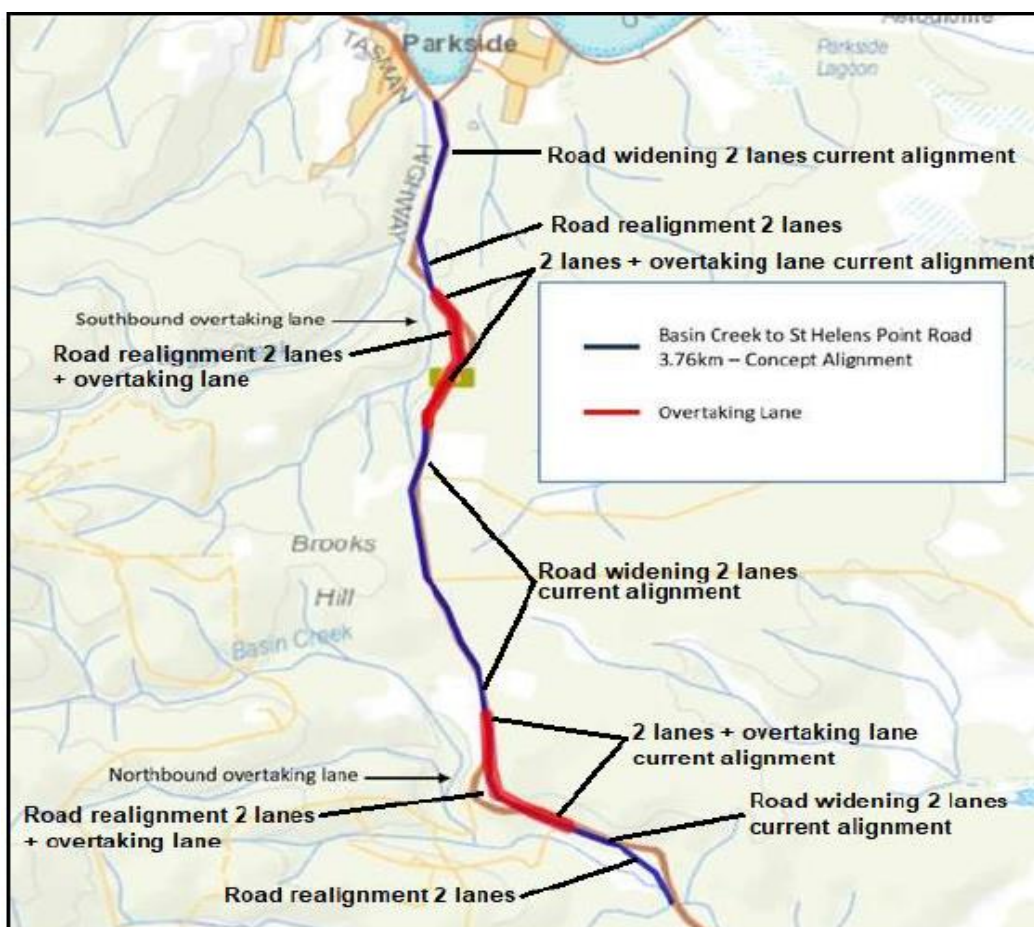


Figure 3 – Overview of proposed works

A number of existing accesses adjacent the road will be reinstated and three new accesses will be created

The proposed works will result in the removal of vegetation along the length of the development. It is proposed to revegetate batters and the areas of redundant road with locally prominent native species, using seeds from placed vegetative material and the topsoil seed bank, and rootstock derived from the land that will be disturbed by the development.

The application is classified as a discretionary use, and it relies on several performance criteria to comply with Scheme provisions.

The applicable Planning Scheme Codes are as follows:

Part 10 General Residential Zone  
 Part 14 Environmental Living Zone  
 Part 28 Utilities Zone  
 E4 Road and Railway Code  
 E6 Car Parking and Sustainable Transport Code  
 E7 Scenic Management Code  
 E8 Biodiversity Code  
 E9 Water Quality Code

## 2. Assessment

### Part 10 General Residential Zone.

#### 10.3.1 Amenity

Acceptable Solutions (AS)		Performance Criteria (PC)	AS Compliance Or N/A
A1	If for permitted or no permit required uses.	P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.	Assessment against Performance Criteria (PC) required.
<b>Assessment</b> The proposed roadworks with the General Residential zone includes Road widening on the Eastern side of the existing road and one new private access. The roadworks will be constructed to current road standards which are unlikely to result in air pollution or vibrations. A Noise assessment was prepared as part of the application. The noise assessment indicates that no noise mitigation works will be required as the proposed works will have negligible impact on the surrounding properties and meets the planning schemes noise related requirements. The proposed new and reinstated accesses associated with the existing residential uses will have minimal amenity impacts. No new street lights are proposed <b>PC compliance achieved.</b>			
A2	Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	P2 Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.	N/A

A3	If for permitted or no permit required uses.	P3	External lighting must demonstrate that: a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and b) all direct light will be contained within the boundaries of the site.	Assessment against (PC) required.
<b>Assessment:</b> Any temporary security lighting during the development phase can be managed to avoid unreasonable impacts on the amenity of adjoining land through the contractor's compliance with an approved CEMP. A Condition will be included to ensure compliance with this provision. <b>PC compliance achieved.</b>				

**10.4.1 to 10.4.13.10 & 10.4.16.1** – N/A relate to Residential & Buildings

**10.4.15** – N/A relates to subdivision

#### **10.4.14 Non Residential Development.**

Acceptable Solutions		Performance Criteria	AS Compliance Or N/A
A1	If for permitted or no permit required uses.	P1 Development must be designed to protect the amenity of surrounding residential uses and must have regard to: a) the setback of the building to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and private open space of adjoining dwellings; and b) the setback of the building to a road frontage and if the distance is appropriate to the location and the character of the area, the efficient use of the site, the safe and efficient use of the road and the amenity of residents; and c) the height of development having regard to: i) the effect of the slope of the site on the height of the building; and ii) the relationship between the proposed building height and the height of existing adjacent buildings; and iii) the visual impact of the building when viewed from the road and from adjoining properties; and iv) the degree of overshadowing and overlooking of adjoining properties; and d) the level and effectiveness of physical screening by fences or vegetation; and e) the location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries; and f) the location and impacts of illumination of the site; and g) passive surveillance of the site; and h) landscaping to integrate development with the streetscape.	Assessment against PC required.
<b>Assessment-</b> No buildings are proposed, the proposed road widening works in this zone includes minor road widening and access changes. As previously outlined above against 10.3.1 P1 the amenity of the surrounding residential uses is unlikely to detrimentally impacted. <b>PC compliance achieved.</b>			



#### 10.4.16.2 – Filling of Sites

Acceptable Solutions	Performance Criteria	AS Compliance Or NA
A1 Fill must be; a) No more than 50m <sup>3</sup> , and b) Clean fill, and c) Located more than 2m from any boundary.	P1 Larger amounts of fill must have regard to:- a) how stormwater overflows will be directed towards the reticulated stormwater collection points or where this is not possible, how storm water run off will be directed away from adjoining lots so as not to cause a nuisance, and b) how privacy of adjoining outdoor living areas will be maintained.	Assessment against the PC required
<b>Assessment</b> The development may contain greater than 50m <sup>3</sup> of fill. The road widening works will be designed to cater for stormwater overflows to ensure that it will not cause nuisance to adjoining lots. <b>PC compliance achieved.</b>		

### Part 14 Environmental Living Zone.

#### 14.3.1 - Amenity

Acceptable Solutions (AS)	Performance Criteria (PC)	AS Compliance Or N/A
A1 Development must be for permitted or no permit required uses	P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise, smoke, odour, dust and illumination.	Assessment against the PC required.
<b>Assessment</b> As previously demonstrated within this report under 10.3.1 P1 (above) the road upgrades are unlikely to cause environmental nuisance. <b>Compliance with PC achieved.</b>		
A2 Operating hours for commercial vehicles for discretionary uses must be between 6.00am and 10.00pm	P2 Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.	N/A

**14.3.2 Environmental Living Character** – N/A the proposed utilities use does not need to provide floor area, parking, goods or waste storage.

**14.4.1 Building Design and Siting** N/A -no buildings are proposed

#### 14.4.2 Landscaping

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 Development must be located on land where the native vegetation cover has been removed or significantly disturbed.	P1 New development must be located in a manner that minimises vegetation removal.	Assessment against the PC required.
<b>Assessment</b> The applicant submits: <i>"The proposed road and access works do not excessively depart from the existing road alignment, and vegetation impacts will be minimised and avoided where possible in the construction corridor. Impacts from vegetation clearance will be mitigated by the revegetation of redundant road and land areas isolated by the new alignment. This will include the planting of Eucalyptus globulus and E. ovata to replace swift parrot foraging trees. State Growth will carry out appropriate mitigation measures recommended in the Flora and Fauna Assessment at Appendix B and Additional Field Investigations report at Appendix C. The Landscaping Guidelines at Appendix D demonstrate that revegetation will be carried out using seeds and rootstock taken from the disturbed areas. Given these matters, the proposal complies with P1"</i> Given the proposed works are located within proximity of the existing road alignment it is considered that the applicant has taken reasonable steps to minimise vegetation removal where possible. <b>PC compliance achieved.</b>		

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A2 All new plantings must be undertaken with seeds or rootstock derived from provenance taken within the boundaries of the site, or the vicinity of the site	P3 Where seeds or rootstock derived from provenance taken within the boundaries of the site is insufficient for the landscaping needs, seeds or rootstock may be used from other lots within the municipal area.	Landscaping and Rehabilitation Guidelines report complies A2.
A3 Plants listed in Appendix 3 must not be used in landscaping.	P4 No performance criteria	Proposal is to carry out works in this manner, it complies with A3.

#### 14.4.3 – Subdivision N/A

#### 14.4.4 – Tourist operations N/A

### Part 8 Utilities Zone.

#### 8.6.2 – Use Standards

Acceptable Solutions (AS)	Performance Criteria (PC)	AS Compliance Or N/A
A1 If for permitted or no permit required uses.	P1 The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to: a) existing land use practices; and b) the location of the use in relation to the utility; c) any required buffers or setbacks; and d) the management of access.	Complies with A1

**8.6.3 – Development Standards – N/A** As there will be no buildings, retaining walls or subdivision, there are no applicable development standards.

### E4 Road and Railway Assets Code

**E4.6 Use Standards – N/A** the use is the road network

#### E4.7 Development Standards

**E4.7.1 - Development on and adjacent to Existing and Future Arterial Roads and Railways – N/A** because the road is a Category 3 road and

**E4.7.2 Management of Road Accesses and Junctions – N/A**

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	N/A

Acceptable Solutions		Performance Criteria	AS Compliance Or N/A
A2	For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</p> <p>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</p> <p>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</p>	Assessment against the PC is required
<p><b>Assessment</b></p> <p>As the proposed development is to upgrade an existing section of the Tasman Highway and includes relocation of three existing accesses to properties in order to fit to the new road alignment. It is noted the development is in a section of the Tasman Highway that is a Category 3 road. A Traffic Impact Assessment was prepared the applicant on behalf of Dept. of State Growth (as the road authority) that confirms the proposed development will not generate any additional traffic but will instead improve the safety and functionality of the current road network, and that accesses have been designed in accordance with Australian Standard requirements and will maintain safety and efficiency for all road users.</p> <p><b>PC compliance achieved.</b></p>			
A4	Accesses must not be located closer than 6m from an intersection, nor within 6m of a break in a median strip.	P4 Accesses must not be located so as to reduce the safety or efficiency of the road.	N/A the accesses are replacement intersections.

#### E4.7.3 Management of Rail Level Crossings -N/A

#### E4.7.4 Site Distances

Acceptable Solutions		Performance Criteria	AS Compliance Yes / No /NA
A1	<p>Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.	Assessment against the PC is required

**Assessment –**

The applicant has submitted a TIA which states:

*“The development proposes to reinstate the existing accesses along the Tasman Highway within the study area. The existing accesses did not always meet the sight distance requirements of the Planning Scheme which requires 175m in both directions. The relocated accesses mostly achieve the minimum 175m required by the planning scheme, and always achieve the minimum required in the Australian Standards. Given that the crash history does not indicate any crashes associated with vehicles entering or exiting property accesses and the project will either retain existing sight distances or improve them, the sight distances provided are considered to be adequate to facilitate the safe movement of vehicles”*

As the TIA prepared on behalf of the road authority (Dept. State Growth) states the sight distances facilitate safe vehicle movements, it is considered the development complies with the performance criteria.

PC compliance achieved

## E6 Car Parking and Sustainable Transport Code

While this code applies to all use and development, the proposal does not incorporate or need to incorporate parking spaces. Therefore, this code is not relevant to the proposal.

## E7 Scenic Management Code

### E7.6 Development Standards

Acceptable Solutions	Performance Criteria	AS Compliance Yes / No / NA
A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.	<p>P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to:</p> <ul style="list-style-type: none"> <li>a) the impact on skylines, ridgelines and prominent locations; and</li> <li>b) the proximity to the road and the impact on views from the road; and</li> <li>c) the need for the development to be prominent to the road; and</li> <li>d) the specific requirements of a resource development use; and</li> <li>e) the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and</li> <li>f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and</li> <li>g) whether development for forestry or plantation forestry is in accordance with the ‘Conservation of Natural and Cultural Values – Landscape’ section of the <i>Forest Practices Code</i>; and</li> <li>h) the design and/or treatment of development including: <ul style="list-style-type: none"> <li>i) the bulk and form of buildings including materials and finishes;</li> <li>ii) earthworks for cut or fill;</li> <li>iii) complementing the physical (built or natural) characteristics of the site.</li> </ul> </li> </ul>	As the development of the road cannot be fully screened when viewed from the road assessment against the performance criteria is required.

**Assessment**

The Tourist Road corridor includes the area of land within 100 metres of the frontage of each property that fronts the tourist road. This means that all land currently within the road reserves (including vegetation within the road reserve) is not applicable to this code. Furthermore under section E7.4 of the code Road Widening is exempt development from this code. The sections of the development which are applicable to the code are therefore limited to the proposed realignment sections (see figure 3 above) which extend into the Tourist Road Corridor (outside the existing road reserve).

As the proposed roadworks will become part of the road, the development cannot be screened by vegetation or other features, when viewed from the road. This means that it is not possible to apply P1. It is noted that - the batters and other exposed areas (redundant areas of road) will be regenerated using rootstock and seed in the redressing of project-derived topsoil as well as from vegetative material laid from the clearing process. This will ensure that the bulk and form of the road is mitigated and will provide amenity value to the road corridor.

Furthermore, the purpose of the Scenic Management Code is to ensure the design of development protects and complements the visual amenity of the defined tourist road corridor. It is considered that the proposed road re-alignments will shift the tourist road corridor and the new visual amenity of the tourist road corridor will largely provide outlooks to forest and rural lifestyle landscapes which is consistent with the current locality and maintains the purpose of the code.

## E8 Biodiversity Code

### E8.6 Development Standards

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1.1 Clearance or disturbance of priority habitat is in accordance with a certified Forest Practices Plan or;</p> <p>A1.2 Development does not clear or disturb native vegetation within areas identified as priority habitat.</p>	<p>P1 Clearance or disturbance of native vegetation within priority habitat may be allowed where a flora and fauna report prepared by a suitably qualified person demonstrates that development does not unduly compromise the representation of species or vegetation communities in the bioregion having regard to the:</p> <ul style="list-style-type: none"> <li>a) quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and</li> <li>b) means of removal; and</li> <li>c) value of riparian vegetation in protecting habitat values; and</li> <li>d) impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, , in proximity to habitat or vegetation; and</li> <li>e) need for and adequacy of proposed vegetation or habitat management; and</li> <li>f) conservation outcomes and long-term security of any offset in accordance with the <i>General Offset Principles</i> for the RMPS, Department of Primary Industries, Parks, Water and Environment.</li> </ul>	<p>Assessment against the PC is required.</p>



### Assessment

The extent of Priority Habitat (defined in the Planning Scheme as only mapped areas) is limited to the very northern and southern extents of the Study Area as depicted in figure 4.



Figure 4 – Priority habitat area –Planning scheme map

The application included a Flora and Fauna Study submitted as part of the assessment of threatened native vegetation communities within the Priority Habitat areas and determined that these will not be impacted.

The applicant submits the following in relation to the code:

*“All native vegetation impacted by the proposed works are common in the locality and widespread. Impacts will be localised, and the adoption of the management measures recommended in the FFA (Appendix B) will reduce the extent of impacts and manage potential risks associated with weed dispersal and erosion and sedimentation. Impacts on threatened flora species will be limited in number and extent, and protective measures will be implemented, where possible, to conserve species identified during the surveys. Regeneration of exposed areas and redundant road with local provenance species will assist with the maintenance of biodiversity values in the locality and mitigate the impact of vegetation clearance upon long term habitat availability. Replanting of *E. globulus* and *E. ovata* in the decommissioned sections of road will lead to long term replacement of swift parrot foraging trees and potential nesting hollows.*

*Fauna species known from the Project area are widespread across the locality. Review of publicly available road kill records indicates a relatively uniform distribution between Flagstaff Road and Beaumaris. The extent of vegetation either side of the road currently allows for wildlife movements across a wide area with there being no obvious natural crossing point or reduced corridor extent. The removal of a relatively narrow strip of vegetation along the length of the alignment is not expected to impact on the ability of wildlife to move from east to west or vice versa. Revegetation of adjacent areas with native species, will mitigate impacts associated with removal of native species. Targeted survey of the entire works footprint found no den for any species (Tasmanian Devil or quolls) and no evidence of Tasmanian devils or either species of quolls was observed. Suitable habitat for Eastern barred bandicoot is available within the locality, however, given the extent of habitat available and the small area of habitat to be cleared, the proposal is unlikely to have a significant impact on this species.*

*Basin Creek runs through the southern overlay areas but will not be impacted by the proposed works as it is outside the works area. Boggy Creek passes through the M. ericifolia community in the north of the site but again this is outside the area of proposed works and on the western side of the road. The CEMP will include appropriate erosion and sedimentation control measures to prevent impacts on drainage lines that may be associated with these Priority habitat Areas. Recommendations are included relating to weed management and revegetation which will help minimise impacts of construction.*

*The Landscaping and Rehabilitation Guidelines make recommendations relating to weed management and revegetation which will help minimise impacts of construction. The FFA identified Threatened Native Vegetation Communities within the Priority Habitat areas and determined that these will not be impacted. Given the above matters, the proposal complies with P1.*

It is considered that the applicants Flora and Fauna reports (prepared by a suitably qualified person) has addressed the performance criteria. The management measures included in the flora and fauna report should be incorporated into any approval issued.

**PC compliance achieved.**

A2 Clearance or disturbance of native vegetation is in accordance with a certified Forest Practices Plan.	<p>P2.1 Clearance or disturbance of native vegetation must be consistent with the purpose of this Code and not unduly compromise the representation of species or vegetation communities of significance in the bioregion having regard to the:</p> <ul style="list-style-type: none"> <li>a) quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and</li> <li>b) means of removal; and</li> <li>c) value of riparian vegetation in protecting habitat values; and</li> <li>d) impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, , in proximity to habitat or vegetation; and</li> <li>e) need for and adequacy of proposed vegetation or habitat management; and</li> <li>f) conservation outcomes and long-term security of any offset in accordance with the <i>General Offset Principles</i> for the RMPS, Department of Primary Industries, Parks, Water and Environment.</li> </ul>	Assessment against the PC is required.
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**Assessment**

The application material was referred to the Dept. of Primary Industries, Parks Water and Environment DPIPW to consider the applications compliance with the purpose of the Biodiversity Code.

A summary of DPIPW's advice to Council is as follows:

*"Threatened Flora*

*The DA details that surveys were undertaken for threatened flora species for both the Flora and Fauna Report and the Impact Assessment.*

*The Flora and Fauna Report details that targeted surveys for threatened flora species were undertaken throughout the survey area and that one threatened flora species, Brachyloma depressum was detected in two locations. Brachyloma depressum is listed as rare under the Threatened Species Protection Act 1995 (TSPA). In one location the species occurs near the edge of the proposed road works footprint. It is proposed that two individual plants will be impacted within the works footprint which constitutes a negligible loss in the State-wide context of the species. A permit to take under the TSPA will be required and a permit application from DSG has been received by NCH.*

*The second location of Brachyloma depressum is outside of the proposed works area and the Flora and Fauna Report details that these plants should be left in-situ with minimal vegetation clearance in this locality to ensure protection of the species, and that a 'no-go' zone should be established around these plants during future construction activities. Page 10 of the DA states that DSG will carry out the development in accordance with the appropriate mitigation measures. NCH supports establishing a 'no-go' zone around the Brachyloma depressum plants outside of the proposed works area to ensure protection of the species."*



*"NCH disagrees with the statement on page 45 of the Flora and Fauna Report that '...other threatened flora are unlikely to occur within the Study Area'. Appendix 4 of the Flora and Fauna Report – Assessment of potential occurrence of species of conservation significance notes that Caladenia caudata, listed as vulnerable under both the TSPA and the Environment Protection and Biodiversity Conservation Act 1999 (EPBCA), has suitable habitat and has the potential to occur. The Listing statement for Caladenia caudata details that '...in Northern Tasmania the peak in flowering occurs in mid to late October (e.g. Railton area) but can be as late as mid to late November (e.g. East Tamar, Beechford area)'. The flora surveys did not occur during these flowering periods and therefore if present in the survey area they almost certainly would not have been detected.*

*This is again addressed on page 10 of the Impact Assessment where the author states that 'Given the type of habitats present, the small area of impact and the degree of disturbance to those areas, additional surveys were not considered warranted. The conditions for orchid flowering are complex and they do not flower every year and are often undetectable unless flowering. It was concluded that a survey would not be likely to be conclusive as to whether the species was present or not. Given the above, the likelihood of impacting threatened orchids was considered a low risk.' NCH again disagrees with this statement – the potentially sporadic flowering of a species does not mean surveys should not be undertaken"*

In response to the this advice Dept. of State Growth (via the applicant) provided additional information as follows:

*"State Growth has relied on expert advice in this instance and understands that an orchid survey would not be necessary in this circumstance, based on the recommendations of the independent ecologist Stephen Casey's report 'Great Eastern Drive Tasman Highway – Road Upgrade Diana's Basin to St. Helens Impact Assessment'. The ecologist noted in their report that information for the species was reviewed and additional surveys deemed unnecessary given the preferred habitat and required flowering conditions.*

*A desktop assessment of the area has been undertaken separately by State Growth's Environment and Development Approvals team, including an in house ecologist, that notes that whilst there are existing records of Caladenia caudata in the broader St Helens area, these are few in number, and the closest is found 2km from the project site.*

*The existing records of Caladenia caudata are largely associated with dry eucalypt forest or saline herbland. Caladenia caudata records in the St Helens area are located in the following TasVeg communities:*

- (FAG) Agricultural land;*
- (ASS) Succulent saline herbland;*
- (DOB) Eucalyptus obliqua dry forest; and*
- (DAC) Eucalyptus amygdalina coastal forest and woodland*

*Stephen Casey's report recorded the following native vegetation types that will be impacted by the works:*

- (DSG) Eucalyptus sieberi forest and woodland on granite;*
- (DSG) Eucalyptus sieberi forest not on granite; and*
- Eucalyptus globulus / E. viminalis / E. sieberi forest;*

*As the project largely runs through wet eucalypt forest, it is considered unlikely by both the independent ecologist and State Growth that Caladenia caudata would be present in the project area and further survey is therefore unnecessary.*

*Reference to the preferred habitat of Caladenia caudata being dry eucalypt forests is also found in 'Habitat Descriptions of threatened flora in Tasmania' (Forest Practices Authority 2016), where Caladenia caudata is noted as having "highly variable habitat which includes...the north-east: E. globulus grassy/heathy coastal forest, E. amygdalina heathy woodland and forest, Allocasuarina woodland" and in the 'Tasmanian Threatened Species Listing Statement' (DPIPWE) for Caladenia caudata, which notes that the species is found mainly in dry heathland and heathy woodland habitats."*

DPIPWE Provided the following further advice in relation to *Caladenia caudata*

*"In light of the clarification made by DSG that [it was] "considered unlikely by both the independent ecologist and State Growth that Caladenia caudata would be present in the project area and further survey is therefore unnecessary." NCH accepts the evidence provided and recommends that an additional survey for Caladenia caudata is not required."*

DPIPWE advise to Council continues:

*"Tasmanian Devil and Spotted-tailed Quoll*

*Based on the Flora and Fauna Report, suitable denning habitat for the Tasmanian devil (*Sarcophilus harrisii*) and Spotted-tail Quoll (*Dasyurus maculatus*) is present within the study area. As part of the subsequent Impact Assessment survey, no evidence of either species was observed. However, habitat features with the potential to support dens was present.*

*If any potential dens are found to exist within the site and are likely to be impacted by the proposal, these should be managed in accordance with the Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals (the Devil Guidelines) available at <http://dipwe.tas.gov.au/conservation/development-planning-conservation-assessment/survey-guidelines-for-development-assessmentsRoadkill>. Any dens that cannot be avoided will require a permit to take under the Nature Conservation Act 2002 (NCA).*

*NCH supports the recommendation that if a den is found during construction, works should cease and decommissioning should be undertaken as per previous State Growth Decommissioning Protocols, under an approved permit to take products of wildlife".*

In response to the this advice Dept. of State Growth (via the applicant) provided additional information as follows:

*"The Department's Specification includes a requirement for the contractor to notify the superintendent immediately and seek direction if any potential Tasmanian Devil dens are identified. The Specification also included the NTE Flora and Fauna Report as an attachment that notes that Spotted-tailed quoll, Eastern Quoll and the Tasmanian Devil are known to utilities hollow logs as denning sites and recommends that these habitat features are left in-situ wherever possible. Should the clearing of these features from the Study Area be required, it is recommended that a suitably qualified and experienced Ecologist undertake a survey for active dens prior to their disturbance"*

*Swift Parrot*

*Swift parrot (*Lathamus discolor*) is listed as endangered under the TSPA and critically endangered under the EPBCA.*

*The Impact Assessment details that the study area supports a number of trees in excess of 70 cm diameter-at-breast height with evident hollows, and 16 large *Eucalyptus globulus* and 3 smaller *Eucalyptus ovata* are within the construction footprint. DPIPWE records indicate that there are no known nests within the project footprint.*

*The potential loss of these trees could impact local swift parrot breeding success through removing hollows and foraging resources. The short to medium term reduction in foraging habitat availability cannot be directly mitigated, however the commitment to plant *Eucalyptus ovata* and *Eucalyptus globulus* trees may provide longer term mitigation and is supported and encouraged, notwithstanding there will be a net loss of foraging habitat until these trees mature. The significance of this loss is difficult to assess as the Reports do not provide information or context on the presence of habitat in the surrounding area, outside the 'buffer' area which was surveyed.*

*If Council is accepting the plantings as an offset for the loss of habitat then it is preferable that any such planting area be afforded legal protection from future disturbance.*

*It has been brought to our attention that the blocking of tree hollows has already been undertaken by DSG. It is NCH's understanding that blocking a tree hollow that did not contain a nest would not constitute 'taking a product of wildlife' under the NCA. This advice has previously been provided to DSG in a similar situation. NCH also has received expert advice that blocking empty hollows prevents species using them, and therefore reduces the risk of 'take' if the trees are removed.*

*To mitigate potential nest-hollow loss, NCH recommends that DSG considers erecting appropriate swift parrot nest boxes within and/or adjacent to nearby foraging habitat, but in locations that would not inadvertently increase collision risk with powerlines, cars etc.*

*NCH recommends that additional measures to protect and manage remaining swift parrot habitat in the area should also be considered.*

*Removal of Eucalyptus globulus and Eucalyptus ovata should be avoided during swift parrot breeding season (September to January) if the species is breeding in the area.*

*As swift parrots are listed under the EPBCA, NCH advises that the proponent seeks advice from the Commonwealth in regard to potential impacts on the swift parrot, and makes themselves aware of their obligations under the EPBCA.*

In response to this advice Dept. of State Growth (via the applicant) provided additional information as follows:

*"State Growth does not believe an offset is required based on the requirements of the Break O'Day Planning Scheme and the results of flora and fauna surveys on site.*

*However, in the instance that Break O'Day Council does wish to impose formal protection of the site of replantings, it would be the preference of State Growth that this is achieved through the site becoming part of State Growth's existing Roadside Conservation Sites program, rather than as a stand-alone Part 5 Agreement.*

*State Growth's Roadside Conservation Sites program is a well-established and on-going program through which State Growth manages and monitors areas of roadside vegetation with conservation values as a condition of a 'permit to take' agreement with DPIPW that relates to its ongoing roadside maintenance works throughout the state. State Growth believes that capturing the replanting site in the Roadside Conservation Sites program would provide a better conservation outcome than a standalone Part 5 Agreement.*

*Noting that there may be some hesitation in Break O'Day Council including this as a permit condition due to the lack of certainty it could be seen to provide, State Growth would suggest that an 'either / or' permit condition may be a suitable alternative, whereby State Growth is required to either include the replanting site within their existing Roadside Conservation Sites program or be subject to a Part 5 Agreement. A similar approach was taken in regards to the Hobart Airport Interchange approval, where Council required that State Growth either reserve an offset area through a reservation process via DPIPW, or alternatively place a Part 5 Agreement on the site."*

*"State Growth does not consider that the impact from the project is significant in the context of the surrounding area in regards to foraging habitat for the swift parrot (see attachment). State Growth would accept a requirement to have an ecologist on site to inspect flowering trees and confirm the trees are not in use prior to tree removal. However, it would be extremely prohibitive for State Growth to avoid removal of all trees until February and project outcomes may not be achieved.*

*As noted, there are trees available in the wider area and it would be expected that where trees are disturbed or removed within the project area, birds would fly to surrounding trees to forage, of which there are many in the area."*

*"State Growth is aware its obligations under the EPBCA. Stephen Casey's report 'Great Eastern Drive Tasman Highway – Road Upgrade Diana's Basin to St. Helens Impact Assessment' has advised that if the mitigation measures identified in the report are implemented, then referral under the EPBC for impacts to the swift parrot are not required."*

DIPWE Provided the following further advice in relation to Swift parrot

*"If Break O'Day Council does wish to impose formal protection of the site of replantings, NCH supports DSG preference that this is achieved through the site becoming part of DSG existing Roadside Conservation Site program."*

*"NCH confirms it does not require nest boxes to be installed – as either an offset or as a conservation measure – but recommended that the Department of State Growth consider the installation of nest boxes as an element of their works program."*

DIPWE advise to Council continues:

Masked Owl

*"Masked owl (Tasmanian) (Tyto novaehollandiae subsp.castanops) is listed as endangered under the TSPA and vulnerable under the EPBCA.*

*The hollow/collapsed tree (that wasn't inspected at the time of the Impact Assessment survey should be treated as a potential masked owl nesting site until shown otherwise. It is therefore recommended further inspection of the tree to either:*

*Exclude it as a nesting hollow based on form/size, lack of evidence of a nest etc. Masked owls can be very discreet. Therefore, a combination of techniques needs to be used to minimise the risk that a nest is being overlooked. NCH can provide further information on survey techniques to the proponent if required; or*

*if inspection indicates it is a potential nesting hollow then it is recommended that a 150m buffer (where possible) be maintained whilst further investigations are undertaken to try and confirm if the tree is a nest tree. A nest tree could be unoccupied but still be an important nest – a masked owl will have several in its territory and will rest one to let it clean.*

*Note that inspection should take place to ensure a nest is not in use immediately prior to tree removal (if removal is required) as other survey methods cannot verify absence.*

*If it is determined that the tree is a nest site and it is necessary to remove the tree, a permit under the NCA will be required, and an offset may be required. It is recommended that if impacts to a nest cannot be avoided then discussions with NCH occur as early in the planning stage as possible"*

In response to the this advice Dept. of State Growth (via the applicant) provided additional information as follows:

*"The hollow / collapsed tree that was not inspected is not within the project footprint. There are no plans to remove this tree.*

*State Growth have relied on expert advice as provided in ecologist Stephen Casey's report 'Great Eastern Drive Tasman Highway – Road Upgrade Diana's Basin to St. Helens Impact Assessment'. The report states that no hollows large enough to support Masked Owl nesting habitat were definitely identified within the study area.*

*The Report states:*

*"one Eucalyptus sieberi was recorded from the buffer area that had lost its top and was recorded as a potentially suitable for masked owl nesting as there may have been a hollow in the top of the "pipe" but it couldn't be established from ground observation (Figure 8). No evidence of use was noted and although it had the potential to have a hollow large enough for the masked owl it was considered to be a very low risk of actually having a nest. Eucalyptus sieberi didn't seem to form hollows as readily as the other species noted above and although being the most abundant tree present generally didn't have hollows. Part of this was due to the size of the E. sieberi (being smaller diameter trees) which occupied the drier upper slopes but also seemed to form hollows less readily. Due to the lack of suitable nesting habitat for the masked owl no impact is expected."*

*State Growth does not believe that development in the vicinity of this one tree would constitute a significant threat to the species or that a hollow survey is required. It is noted that the hollow may not be readily accessible to survey in the event this was attempted, due to the nature of its location.*

*State Growth would be willing to have an ecologist on site at the commencement of works in the vicinity of the tree to determine if it is occupied and mark the tree as a no-go zone.”*

DPIPWE advise to Council continues:

*“Threatened Native Vegetation Communities*

*NCH notes that the field survey for the Flora and Fauna Report included ground-truthing the mapping of two threatened native vegetation communities – Eucalyptus globulus dry open forest and woodland (DGL) and Melaleuca ericifolia swamp forest (NME) – and verified that neither of these threatened native vegetation communities listed under the Nature Conservation Act 2002 (NCA) would be impacted.*

*NCH further notes that the Impact Assessment lists a different threatened native vegetation community, Eucalyptus ovata forest and woodland (DOV) as being present. The assessment details that the community is outside of the works footprint and will not be impacted.*

*The two surveys (by different consultants) have identified the same area as two different threatened native vegetation communities. Although it is noted in the Impact Assessment that mapping at small scale is problematic particularly over small disturbed areas and in transition zones, so some vegetation communities encountered do not readily fit recognised and described TASVEG community associations, NCH is concerned that the two reports identify two different communities for the same area.*

*The DA also states that there is an undifferentiated wetland community which is identified under the NCA and that the current design avoids any clearance within this community.*

*Boggy Creek passes through the threatened native vegetation community Melaleuca ericifolia swamp forest, a community that generally occurs as a narrow strip at the fringe of saltmarshes, lagoons and rivers, in sites poorly drained or intermittently waterlogged. It is recommended that any proposal for development work considers not only the clearing of the vegetation but development that could negatively impact on habitat conditions, for example a change in water flow.*

*The DA details that sedimentation and erosion control measures will be implemented around any proposed roadway construction works that have the potential to impact upon creek lines in accordance with the project specific Stormwater Management Plan and the Environmental Management Plan. NCH supports this commitment and recommends that in areas where excavation, track building, or construction activities are planned around wetlands and waterways, the proponent should adhere to the legislation, policies and guidelines set out in the DPIPWE Wetlands and Waterways Works Manual (<http://dPIPWE.tas.gov.au/conservation/flora-of-tasmania/tasmanias-wetlands/wetlands-waterways-works-manual>).*

*NCH supports the commitment in the DA that temporary barrier fencing will be installed, where appropriate, between the project footprint and areas of threatened communities to ensure their protection during construction.”*

In response to the this advice Dept. of State Growth (via the applicant) provided additional information as follows:

*“The second report was commissioned in order to gain finer scale and more detailed mapping as the project progressed, noting that the original report was more broad scale in its assessment. Therefore, a greater number of vegetation communities were identified in the second report, as well as different communities (due to the smaller scale). The finer scaled, more detailed report by Stephen Casey is what has been relied upon for the purposes of assessing impacts.”*



*“The project’s stormwater management plan has been prepared in accordance with / is consistent with the DPIPWE Wetlands and Waterways Works Manual. State Growth would accept the above as permit conditions and notes that the above actions are in line with the Department’s construction specifications as well”.*

DPIPWE advise to Council continues:

*“Weeds and Diseases*

*The survey as part of the Flora and Fauna Report found eight environmental weeds with one species, Blackberry (Rubus fruticosus) being a declared weed under the Weed Management Act 1999 (WMA).*

*NCH notes with concern that the Flora and Fauna Report survey did not observe Spanish heath (Erica lusitanica), a declared weed under the WMA, within the survey area, but that in Appendix D – Landscaping and Rehabilitation Guidelines it states that Spanish heath was observed at the site and was present throughout and adjacent to the majority of the existing road easement. The presence of Spanish heath is detailed within the DA.*

*NCH supports the commitment of DSG to require the contractor to provide an Environmental Management Plan (EMP) for the proposal which will include details on weed and hygiene management and compliance and recommends it is developed in accordance with the Weed and Disease Planning Hygiene Guidelines (<http://dpiipwe.tas.gov.au/Documents/Weed%20%20Management%20and%20Hygiene%20Guidelines.pdf>).*

*NCH also supports the recommendations detailed in the Flora and Fauna report in regard to weed control.”*

In response to the this advice Dept. of State Growth (via the applicant) provided additional information as follows:

*“State Growth notes that the DPIPWE Weed and Disease Planning Hygiene Guidelines seek to achieve the same outcomes as the Department’s own construction specifications and would accept the above as permit conditions. State Growth advises that they have been actively managing Spanish heath in this corridor. This may not have been present at the time of survey due to weed management works in this area.”*

It is considered that the advice received from DPIPWE together with the additional information provided by Dept of State Growth thoroughly addresses the matter relevant to the Biodiversity code.

Subject to conditions recommended as part of any approval, it is considered the application has satisfied the Performance Criteria for the Biodiversity Code.

## **E9 Water Quality Code**

As there are numerous watercourses and two wetlands within 50m of the proposed alignment this code is applicable.

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 Native vegetation is retained within:</p> <p>a) 40m of a wetland, watercourse or mean high water mark; and</p> <p>b) a Water catchment area - inner buffer.</p>	<p>P1 Native vegetation removal must submit a soil and water management plan to demonstrate:</p> <p>a) revegetation and weed control of areas of bare soil; and</p> <p>b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and</p> <p>c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions.</p>	<p>Assessment against the PC is required</p>

**Assessment**

Clearing is likely to occur within 40m of a watercourse and the proposal relies on P1. The application includes a Landscaping and Rehabilitation Guidelines and the Stormwater Management Plan which demonstrate that soil and water will be adequately managed by:

- (a) Revegetating and stabilising exposed areas in accordance with the submitted Landscaping Guidelines at Appendix D of this report.
- (b) The addition of upgraded and deeper open drains, which will enable flow to be attenuated to the 1 in 5-year ARI storm event.
- (c) Provision of new open drains to replace existing drains will improve water run-off quality and help maintain ecological values.

**PC compliance Achieved.**

A2	A wetland must not be filled, drained, piped or channelled.	P2	Disturbance of wetlands must minimise loss of hydrological and biological values, having regard to: <ul style="list-style-type: none"> <li>(i) natural flow regimes, water quality and biological diversity of any waterway or wetland;</li> <li>(ii) design and operation of any buildings, works or structures on or near the wetland or waterway;</li> <li>(iii) opportunities to establish or retain native riparian vegetation;</li> <li>(iv) sources and types of potential contamination of the wetland or waterway.</li> </ul>	Assessment against PC required
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**Assessment**

The applicant submits the following which demonstrates compliance with the PC:

*“There is a mapped wetland at the northern end on of the roadworks, the approach to St Helens Point Road, which crosses the existing road alignment. However, this mapped wetland is mapping error in LISTmap. From visual inspection the wetland is only present on the western side of the road. At the southern end of the development area, there is another mapped wetland (undifferentiated saltmarsh and wetland) to the south west of the alignment.*

*The proposal complies with P2 for the following reasons:*

- (a) The proposed works will have no adverse impacts on the natural flow regimes, water quality and biological diversity of any the wetlands or waterways because the flow direction and discharge of existing drainage arrangements will be maintained by using existing and proposed culverts and drains.*
- (b) The proposed road works will incorporate a stormwater design that will avoid adverse impacts on wetlands and waterways by utilising existing and proposed culverts and drains.*
- (c) As far as practicable native vegetation will be retained. Drainage and pavement improvements will necessitate removal of some vegetation within the construction corridor. However, revegetation and stabilisation of exposed areas will be in accordance with the submitted landscaping plan, in order to mitigate adverse impacts.*
- (d) During construction the pollutants will be managed by the contractor, during operational phase rock lined roadside drains and vegetated batters will help remove pollutants and will maintain the existing drainage regime”*

**It is considered the performance criteria has been addressed and PC compliance is achieved.**

A3	A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.	P3	A watercourse may be filled, piped, or channelled: <ul style="list-style-type: none"> <li>a) within an urban environment for the extension of an existing reticulated stormwater network; or</li> <li>b) for the construction of a new road where retention of the watercourse is not feasible.</li> </ul>	
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**Assessment**

The applicant submits the following:

“The road works will result in piping small lengths of watercourse and realignments are necessary, as shown in the plans and for the road upgrades and this the Stormwater Management Plan. No works are proposed on Boggy Creek (main branches) or Basin Creek. A minor tributary of Boggy Creek is currently within the road area and flows will be maintained. Onion Creek falls within the section of road not being upgraded. The proposal relies on P3. Works involving watercourses are required where there is no alternative, and no watercourses will be lost as a result of the works. Given this, the proposal complies with the requirements of P3”

**It is agreed the PC compliance is achieved.**

### E9.6.2 – Water Quality Management

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
<p>A1 All stormwater must be:</p> <p>a) connected to a reticulated stormwater system; or</p> <p>b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or</p> <p>c) diverted to an on-site system that contains stormwater within the site.</p>	<p>P1 Stormwater discharges to watercourses and wetlands must minimise loss of hydrological and biological values, having regard to:</p> <p>(vi) natural flow regimes, water quality and biological diversity of any waterway or wetland;</p> <p>(vii) design and operation of any buildings, works or structures, on or near the wetland or waterway;</p> <p>(viii) sources and types of potential contamination of the wetland or waterway;</p> <p>(ix) devices or works to intercept and treat waterborne contaminants;</p> <p>(x) opportunities to establish or retain native riparian vegetation or continuity of aquatic habitat.</p>	<p>Assessment against the P1 is required.</p>
<p>A2.1 No new point source discharge directly into a wetland or watercourse.</p> <p>A2.2 For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.</p>	<p>P2.1 New and existing point source discharges to wetlands or watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge:</p> <p>a) do not give rise to pollution as defined under the <i>Environmental Management and Pollution Control Act 1994</i>; and</p> <p>b) are reduced to the maximum extent that is reasonable and practical having regard to:</p> <p>i) best practice environmental management; and</p> <p>ii) accepted modern technology; and</p> <p>c) meet emission limit guidelines from the Board of the Environment Protection Authority in accordance with the <i>State Policy for Water Quality Management 1997</i>.</p> <p>P2.2 Where it is proposed to discharge pollutants into a wetland or watercourse, the application must demonstrate that it is not practicable to recycle or reuse the material.</p>	<p>Complies with A2 no new point of discharge proposed.</p> <p>Complies with A2.2 increase of discharge no more than 10%</p>

**Assessment**

Stormwater discharges will be treated by means of rock lined drains or vegetated batters prior to discharge to existing watercourses. Rock pitching at culvert inlets and outlets and other specific locations will help prevent erosion and capture pollutants. The stormwater management details submitted with the application demonstrates the stormwater treatment meets the requirements of P1.

**Compliance with PC achieved.**

A3 No acceptable solution.	P3 Quarries and borrow pits must not have a detrimental effect on water quality or natural processes.	N/A
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**E9.6.3 –Construction of Roads**

Acceptable Solutions	Performance Criteria	AS Compliance Or N/A
A1 A road or track does not cross, enter or drain to a watercourse or wetland.	P1 Road and private tracks constructed within 50m of a wetland or watercourse must comply with the requirements of the <i>Wetlands and Waterways Works Manual</i> , particularly the guidelines for siting and designing stream crossings.	Assessment against PC is required.

**Assessment**

The applicant has submitted Stormwater management details that take into account the requirements of the Wetlands and Waterways Works Manual. Conditions to carry out development in accordance with the Stormwater Management Plan will be included in any recommendation for approval.

**PC compliance achieved.****E9.6.4 Access**

Acceptable Solutions	Performance Criteria	AS Compliance N/A
A1 No acceptable solution.	P1 New access points to wetlands and watercourses are provided in a way that minimises: a) their occurrence; and b) the disturbance to vegetation and hydrological features from use or development.	Assessment against the PC is required

**Assessment**

The applicant submits:

*"The proposed road design drainage will discharge water to existing culvert and drain outfalls as far as is practical. Excavation and stripping is necessary for the new and improved road sections including the drains. Vegetation removal will be limited to as minimal an area as practical and carried out in accordance with the recommendations in the FFA at Appendix B and the Landscaping Guidelines at Appendix D of this report. These actions will ensure the proposed road complies with the requirements of P1"*

**Agreed Compliance with PC achieved.**

A2 No acceptable solution.	P2 Accesses and pathways are constructed to prevent erosion, sedimentation and siltation as a result of runoff or degradation of path materials.	Assessment against the PC is required.
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**Assessment**

The applicant submits:

*"Drainage design will be in accordance with DSG and Austroads requirements. This includes provision for erosion control including the appropriate shaping of accesses and the inclusion of rock pitching to manage erosion at locations such as culvert outfalls. This will ensure the design meets the requirements of P2".*

**Agreed compliance with PC achieved.**

**E9.6.5 Sediment and Erosion Control** N/A - only relates to subdivisions works

**E9.6.6 Water Catchment Areas** – N/A there are no defined areas under this code

### 3. Representations

The S57 application was advertised for the statutory 14 day period, between 5 September and 18 September 2020, with signs placed on site, in the Examiner Newspaper and Council offices. Twenty five representations was received during this period in relation to the application. The issues raised within the representations have been taken into consideration as follows:

Issue Raised	Applicant Response	Council Response
Residents and visitors value scenery. The proposed road works will result in faster vehicular speeds, which conflicts with a previous advertising campaign – Just Stop. Tasmania's tourism and food and beverage industries are totally reliant upon the State's boast about its' clean natural environment which supports abundant flora and fauna. If the Great Eastern Drive gets upgraded like this all the way down the coast, it'll be like Los Angeles.	<p>The DA considers scenic impacts in the context of areas impacted by the Scenic Corridor overlay and subject to the Scenic Management Code. The code applies to the proposed development within 100 m of the road frontage, however, excludes road widening. The major components of the works (overtaking lanes and new alignments) were assessed against the code which aims to protect views from the road and to prevent impacts on scenic values as a result of development.</p> <p>The relationship between the proposed road works, which are aimed at improving road safety for residents and visitors, and campaigns aimed at encouraging wider enjoyment of landscapes and scenic values, is not a matter for planning consideration.</p>	The application has addressed the relevant provisions of the Scenic Management code
Residents and visitors value wildlife. The proposed road works will result in faster vehicular speeds, which is a risk to road safety and wildlife, including threatened species. The works will have an adverse impact on an established wildlife corridor. The groundcover in this area of bush is necessary for the survival of both small and large marsupials. This is an area away from the threat of domestic animals. This native vegetation is also part of what is becoming significantly smaller areas of native vegetation which is of intrinsic benefit to both human and animal life.	<p>The proposed road improvement works will provide 1m sealed shoulders, edge line delineation, alignment improvements, overtaking lanes and pavement resurfacing and rehabilitation which are all recognised treatments that reduce the likelihood of loss of control crashes.</p> <p>Generally, traffic impacts on wildlife is not a matter controlled by the development application process other than the project specific consideration which has been provided under the Biodiversity Code. This is a matter which should be addressed through wider research and policy. Changes in speed limit are not proposed as part of the project. It is understood that some stakeholders believe that the project will result in road users choosing to travel at faster speeds than at present and potentially have more collisions with wildlife as a result, however, the speed limit is not being increased and it is unclear whether such an outcome would occur.</p>	Agreed with applicant's response.

Issue Raised	Applicant Response	Council Response
<p>The proposed road realignment will destroy many important habitat trees, thereby further stressing vulnerable Swift Parrot populations. The realignment should be adjusted to avoid as many hollow bearing trees as possible, thereby reducing the number needed to be cut down. Council should carry out a proper assessment of the impact on the threat of loss of prime Swift Parrot habitat.</p>	<p>Impacts on threatened species are dealt with under other legislation (<i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) and <i>Threatened Species Protection Act 1995</i> (TSP Act) but there is some relevance in the context of the Biodiversity Code. Targeted flora and fauna surveys indicated the following:</p> <p>The overall number of potential habitat trees for the swift parrot that are to be removed was low (25 trees in total, 6 with hollows). Loss of any or all of these trees would not constitute a significant impact to the swift parrot and did not warrant referral under the EPBC Act.</p> <p>The risk that trees would be used by swift parrot for nesting was identified as low. Subsequent investigation indicated that most hollows were of an unsuitable size for nesting.</p> <p>To mitigate the impact of the loss of these trees, obsolete sections of the old road line or unused acquired land will be revegetated with native species including <i>E. globulus</i> and <i>E. ovata</i>. . This is to be done by the Department directly as part of the project.</p>	<p>This report has addressed the biodiversity code and the concerns raised. Advice from DPIPW has been obtained and has been taken into consideration as part of the assessment of the application.</p>
<p>The DA is non-compliant with the Biodiversity Code E8.6.1 (a)(b)(i)(ii)(iii) because there is insufficient evidence that the proponents have sought to avoid and minimise impacts on significant conservation values such as Swift Parrot habitat and that offsets will include not only replanting of lost habitat but also protection of mature Swift Parrot habitat via perpetual conservation covenants.</p>	<p>The proposal is considered to comply with the Biodiversity Code provisions.</p> <p>As far as practical from a design and safety perspective the proposed works follow the current road alignment. This avoids the need to clear large tracts of vegetation for new road construction.</p> <p>6 hollow bearing trees were identified within the design road corridor. No threatened vegetation communities will be disturbed and no formal offsets are required. To mitigate the loss of potential habitat trees, replanting with local provenance <i>E. globulus</i> trees will be undertaken to ensure long term availability of this species as a potential foraging or nesting resource.</p>	<p>See the relevant part of the report for assessment against the Biodiversity Code.</p>

Issue Raised	Applicant Response	Council Response
<p>Biodiversity Code E8.3(a)(b)(c) and E8.6.1 P2.1 (a)(d)(e)(f). The DA has not assessed the impact of increased roadkill on a range of threatened and uncommon native fauna species known to inhabit the area. The DA has not assessed the wildlife corridor/landscape connectivity value of the site and how this will be impacted via roadkill. The impact needs to be properly assessed in the context of the requirements of the Biodiversity Code including impact on wildlife corridors. Monitoring over time is required to properly assess the diversity and number of species using this area and to determine the potential impact such a significant project would have within a wildlife corridor. This has not been done. The DA offsets are inadequate. Offsets must include not only replanting of lost habitat but also protection of mature Swift Parrot habitat via perpetual conservation covenants.</p>	<p>The proposal is considered to comply with the Biodiversity Code provisions.</p> <p>The DA addressed the impacts of the proposed works in the context of the existing road use, and relatively uniform distribution of wildlife movement (and road mortality) indicated by publicly available information.</p> <p>Wider research and policy making through the development application process is not appropriate.</p>	<p>The application has addressed the relevant provisions of the Biodiversity code, see the relevant section of this report.</p>
<p>Various contentions about the Flora and Fauna Assessment and the Additional Field Investigations</p>	<p>The DA is supported by flora and fauna investigation reports. Concerns were raised with the ecological assessments undertaken. Additional survey was recommended in the initial report with regards certain species and this was undertaken, with specific focus on swift parrot, masked owl, and individual threatened species. The potential for the presence of additional threatened vegetation communities was assessed and this is also included in the DA. This information is considered to adequately address the relevant legislative requirements as they relate to the DA. Recent field works involving tree hollow closures are not subject to planning approvals and were conducted in accordance with the requirements of the TSP Act and EPBC Act, by a suitably qualified professional.</p>	<p>The application has addressed the relevant provisions of the Biodiversity code, see the relevant section of this report.</p>

Issue Raised	Applicant Response	Council Response
Revegetation Report for 24725 Tasman Highway (various recommendations for carrying out the works).	Landscape and Rehabilitation Guidelines were submitted with the DA. These will apply to redundant areas of road (those left unused as a result of the proposed road realignment) and new batters. These guidelines are not inconsistent with the recommendations in the submitted revegetation report however the agreement between the proponent and landowners for management of pine species on private land is not a planning matter.	The application has addressed the relevant provisions of the Biodiversity code, and the zone codes see the relevant section of this report.
The proposed works are excessive with the northern overtaking lane unnecessary.	A 2018 election commitment was made to provide overtaking lanes in each direction on the Tasman Highway between St Helens and Diana's Basin. The overtaking lanes are provided to improve safety and allow for overtaking at more regular intervals without having to cross over the centre line, reducing the risks of a head-in collision. In relation to the Tasman Highway in the locations within this project, steeper grades can result in a large discrepancy between the speeds of heavy vehicles and light vehicles. The Austroads Guide to Road Design Part 3: Geometric Design, Section 9.5 provides guidance on Climbing Lanes and their necessity as part of the overall network of opportunities. In this case, the overtaking/ climbing lanes are warranted to allow the safe overtaking of heavy vehicles, since truck speeds will fall to 40km/h or less. Refer to section 3.4 of the Traffic Impact Assessment for further detail.	Need for the proposal a relevant planning consideration under the scheme.
Council should carry out proper assessment of the impact of the proposal on the scenic value. The works will detract from the scenic road corridor qualities of the Great Eastern Drive, the basis of its tourism marketing. There has been no assessment of the scenic, landscape and visual qualities and values of this scenic corridor and how they will be retained. The DA report states "As the roadworks will become part of the road, the development cannot be screened by vegetation or other features when viewed from the road. This means that it is not possible to apply A1 or P1". This is obviously an attempt to avoid a proper assessment of the impact of the roadworks on scenic amenity and values.	The proposal has demonstrated compliance with the requirements of the Scenic Management Code. The code is primarily aimed at protecting views from the road on to the adjoining areas – so works will have minimal impacts and will be mitigated by revegetation. Clause 7.5.4 of the scheme states: The planning authority may consider the relevant objective in an applicable standard to help determine whether a use or development complies with the performance criterion for that standard. The statement in the DA is factual and the report goes on to demonstrate compliance with the standard's Objective.	See the relevant part of this report for an assessment of the proposal in relation to the Scenic Management Code.

Issue Raised	Applicant Response	Council Response
A lengthy and quite complex DA of nearly 700 pages with only 14 days to comment is a very short timeframe and not conducive to encouraging and allowing public involvement in resource management and planning. Consultation occurred by displaying the proposed roadworks at the Break O Day Council office. However, the DA had been lodged by this time.	Stakeholder engagement was carried out through consultation with adjacent landowners, Break O' Day Council and Tourism prior to the public display. The public display was one aspect of the coordinated stakeholder engagement of the project. Public consultation through the public display for the project was carried out between 10 August and 24 August 2020. There is no statutory requirement for Council or the proponent to consult outside the DA process. This consultation opportunity was provided to help the community understand the project before the DA was advertised. Community issues raised during the public display period and the State Growth response to those issues was included in the advertised planning report. This is in addition to input received from stakeholders throughout the wider engagement process.	The Development application was advertised in accordance with statutory requirements.
The development application was advertised without a full list of the discretionary clauses being displayed.	This is a Council process matter.	The development application was advertised in accordance with statutory requirements, there is no statutory requirement to list every discretion that forms part of the application. The advertisement included an adequate description of the proposal.
Council should also take responsibility and show commitment to preservation of our diminishing mature Swift Parrot habitat by introducing protective covenants to safeguard these areas that are on private land.	This issue of conservation covenants is not a planning consideration unless required as part of a formal offset proposal, which is not required in this case.	A covenant is not required. See the relevant part of this report relating to the Biodiversity code regarding the Swift Parrot.
The area, which includes habitat for threatened species, should be given conservation status.	This issue of conservation covenants or land reservation is not a planning consideration unless required as part of a formal offset proposal, which is not required in this case.	A covenant is not required. See the relevant part of this report relating to the Biodiversity code.
The DA is not compliant with E4.7.4 P1 of the Road and Rail Assets Code because it does not meet sight distance requirements (accesses) and has incorrectly assessed the sight distance and safety requirements based on a 80kmh design speed (page 18 of the TIA) when the speed limit is 100kmh and the new road design will encourage and allow vehicles to travel faster than at present, exceeding 80kmh in a number of places.	The proposal relies on Performance Criteria P1 which requires that an access must provide adequate sight distances to ensure the safe movement of vehicles. P1 does not require compliance with the requirements of Table E4.7.4 as referred to in A1.	See the relevant part of this report for the Road and Rail Code regarding sight distances. The TIA states safe access can be achieved.



Issue Raised	Applicant Response	Council Response
<p>The report has not assessed the proposal against the requirements of the Environment Living Zone or Environment Management Zone, in particular:</p> <ul style="list-style-type: none"> <li>• Clause 14.1.1.1 Requires development retain existing landscape and natural values.</li> <li>• 14.1.1.2 The proposed works are not low impact or sensitive to the natural environment.</li> <li>• 14.4.2 P1 in representor's view vegetation removal has not been minimised.</li> <li>• 14.4.2 A2 It is important that any direct seeding or planting undertaken uses local provenance material. This requires forward planning including collection of seed and in the case of any planting having seedlings ready to plant out at the right time of year (mid to late Autumn)</li> </ul>	<p>It is considered that the DA report has satisfactorily addressed the requirements of these zones. Clause 14.1.1.1 relates to residential development and is not applicable.</p> <p>Clause 14.1.1.2 allows for other uses and the issue of whether the proposal is sensitive to natural values or not is open to interpretation. It is considered by the DA that it is appropriate.</p> <p>The Department is currently identifying suitable sources of seed to allow a supply of seedlings to be developed if approval is granted.</p>	<p>See the relevant part of this report for the assessment against the Environmental Living Zone Code. The Environmental Management Code is not applicable to the application.</p>
<p>The Boggy Creek Conservation Area runs adjacent to the Tasman Highway but there hasn't been any assessment against the Environmental Management Zone provisions.</p>	<p>The proposed works are outside the conservation area and the corresponding Environmental Management Zone.</p>	<p>Agreed with applicant.</p>
<p>Due to the proposed works, Council should impose permit conditions to compensate for loss of wildlife habitat and the loss of privacy and amenity. Such a permit condition should require State Growth to cover the costs of re-establishing screening/habitat lost as a result of the DA.</p>	<p>Council can only impose conditions in relation to planning matters. Any arrangements between the department and private landowners are separate and confidential.</p>	<p>See the assessment of the Biodiversity Code and the Scenic Management code where loss of screening and habitat loss is addressed.</p>
<p>Concern that the proposed rehabilitation works will not be properly carried out.</p>	<p>This is not a planning consideration. Works will be part of the tender and contract management process administered by the Department. The contractor will be required to comply with the Department's construction specifications which include the following sections:</p> <ul style="list-style-type: none"> <li>- Landscaping plan</li> <li>- Disposal and stockpiling of coarse vegetative materials</li> <li>- Subsoil preparation and topsoil placement for regeneration</li> <li>- Inspection of landscaping works.</li> </ul>	<p>Agreed with applicant.</p>

Issue Raised	Applicant Response	Council Response
<p>The Noise report is invalid because as stated in the Noise Assessment “no onsite noise monitoring has been undertaken”. Onsite monitoring is required in order to produce a credible assessment to demonstrate compliance with 14.3.1 P1 of the Environmental Living Zone.</p>	<p>14.3.1 P1 states: The use must not cause or be likely to cause an environmental nuisance through emissions including noise, smoke, odour, dust and illumination. There is no specific requirement for monitoring in this clause. The noise assessment provides a reasonable and accepted methodology for estimating potential noise impacts.</p>	<p>The Noise report was considered as part of the assessment for the zone codes – See General Residential Code assessment.</p>
<p>The DA is non-compliant with 14.3.1 P1 Amenity because no onsite noise monitoring has been undertaken to ascertain the potential environmental nuisance to landowners in the Environmental Living Zone. The proposed road upgrades severely downgrade the landowner at 24725 Tasman Highway’s amenity to the point of making it close to intolerable to keep living at his home of more than three decades. The impact it has on his health and wellbeing is of great concern.</p>	<p>The proposal has demonstrated compliance. A Noise Assessment was prepared for the project and has been included in the development application to Council. The noise assessment demonstrated that there will be no environmental harm due to noise impacts associated with the project and noise mitigation is not required.</p>	<p>The Noise report was considered as part of the assessment for the zone codes – See General Residential Code assessment.</p>
<p>A sound barrier is required at Charlie’s House.</p>	<p>A Noise Assessment was prepared for the project and has been included in the development application to Council. The noise assessment demonstrated that there will be no environmental harm due to noise impacts associated with the project and noise mitigation is not required. Ongoing negotiations with the landowner have led to an agreement to install a timber fence.</p>	<p>The Noise report was considered as part of the assessment for the zone codes – See General Residential Code assessment.</p>
<p>An alternative to the proposal is to reduce the speed limit to 80kph to reduce roadkill and further decimation of the threatened wildlife, and to make the road safer for all. It should be noted that the original proposal for this project presented by State Growth to the Parliamentary Standing Committee meeting on the 21st August 2019 at Bicheno included reducing the speed limit to 80kmh for this stretch of road. Research indicates reducing speed from 100km/h to 80km/h can reduce roadkill by 50%.</p>	<p>Speed limits throughout the project area are not a planning or a Council consideration. The speed limits will not be altered as part of this project. Speed limit concerns have been noted and referred to Network Performance Branch in the Department.</p> <p>The Commissioner for Transport is the legal authority for setting speed limits on all roads in Tasmania. The Commissioner makes a decision after considering an application and recommendation from the road manager.</p>	<p>Agreed with applicant.</p>

Issue Raised	Applicant Response	Council Response
The Archery Club / Somewhere Nice Farm Stay will require a turning lane.	<p>Based on the horizontal geometry of the design around the access location, there will be marginal change to the speed environment, and therefore it was not considered that the change to the road alignment would impact the feasibility of the proposed development.</p> <p>We are not aware of any approved Development Application for this property.</p> <p>A TIA was provided for the farm stay (see attached) for future developments on this site. In the TIA, it was recommended that the nature of the accesses is to remain as a simple right and left turn access layout.</p>	Access requirement were assessed as part of the Roads and Railways Code. Applicants response noted.
Woolcott Surveys clients want to ensure that the access point proposed as part of this application (ref sheet 1116 of advertised plans) is appropriate as a location for any future intersection. If DSG don't consider this access position suitable as a future intersection position, we wish to discuss these plans and an agreed upon location of any future access/intersection to the property.	The new access location has been relocated to a position which is anticipated to be suitable for a future intersection. A sight bench to the north has been included in the design to accommodate sufficient sight distances	Access requirement were assessed as part of the Roads and Railways Code. Applicants response noted.
There are issues with the watercourse and run-off have not been considered.	The proposal has demonstrated compliance with planning scheme requirements. A Stormwater Report was prepared for the project and has been included in the development application to Council, which addresses post construction stormwater and surface water impacts. During construction, the construction contractor will be required to undertake works in accordance with the Department of State Growth's Construction Specifications.	See the Water Quality code where stormwater runoff has been considered.
There are issues with electrical poles and power lines being incorrectly located and now unsafe	Power pole relocation design has been undertaken between pitt&sherry and TasNetworks in an iterative process. No hazards have been created or exist as a result of relocated power poles.	No a relevant planning matter under the codes. Applicant response noted.
The road should be realigned to go over the hill outside the Archery Club and up through the Shaw and Richard properties.	More significant realignment options are prohibitively expensive based on the available funding for the project.	Applicant response noted. Council can only assess the application that is proposed by the proponent.

Issue Raised	Applicant Response	Council Response
Request for wire strand barrier fencing to be used, as it is less visually intrusive.	The Department have instructed the use of flexible steel beam safety barrier throughout the project. This barrier type is consistent with the existing steel beam safety barrier type used for Tasman Highway/ Great Eastern Drive generally. This type of barrier allows motorcycle attenuation devices where necessary, if appropriate in the future, unlike the wire rope safety barrier. The barrier is also more suitable to this project based on the road geometry, whereas the wire rope barrier is more suited to long straight lengths of road of very large radii such as those found on the high speed Category 1 network. Overall, the barrier is first and foremost a safety device and the selection of the barrier is based on this.	Applicants response noted. Safety standards and barriers are a matter for the road authority to consider..
<p>Last week without any approval from authorities, State Growth contractors climbed a number of trees with suitable Swift Parrot hollows in the proposed development footprint and blocked off hollows. Such action is both outrageous and potentially illegal under both state and federal environmental legislation. It also demonstrates an awareness that Swift Parrots are likely to use those hollows and by blocking them off this risk can be eliminated.</p> <p>It also suggests that State Growth view the Council approval as a rubber stamp to their intentions. The action is in contravention of due process and the entire DA process needs to be rejected. State Growth action completely undermines the Council DA process and Council should respond accordingly. The blocks on the blue gums should be immediately removed so these birds can nest this season.</p>	<p>This is not a planning matter.</p> <p>Hollows on six potential nesting trees were boarded. Observation of the trees and their hollows determined that no fauna was present or occupying the hollows. No permit under any legislation was required to impact unoccupied hollows.</p>	See the Biodiversity Code for an assessment in relation to the swift parrots.
Representor wish to know who will be responsible for overseeing the works and requests contact details.	This is not a planning matter. Works will be undertaken by a contractor under agreement with State Growth.	Agreed with applicant.
The proposal does not comply with certain clauses in the Northern Regional Land Use Strategy.	The Planning Scheme outlines the ways in which the strategy is implemented across the municipality. Protection of natural assets is through the Environmental Management Zone and the Environmental Living Zone provisions. There are also supporting codes, Scenic Management, Biodiversity Code, Coastal Code and Water Quality Code. These have been considered in the application where relevant.	Agreed with applicant.

Issue Raised	Applicant Response	Council Response
The proposed re-alignment will bring the road very close to a residential building.	The setback of the dwelling to the frontage will be reduced to approximately 13 m which complies with the requirement for the Environmental Living zone. The setback from the road shoulder will be approximately 31 m.	Issues relating to amenity were considered as part of the assessment of the Environmental Living Code.
Concerns over alignment at ch550 to ch1160.	These concerns relate to design aspects and conditions in the area. Access for all properties has been assessed during the design process.	Access requirement were assessed as part of the Roads and Railways Code. Applicants response noted.
Representation from property owner discusses specific issues in points 3, 4, 5 and 6 about a particular property including new boundary in relation to location of absorption trenches on private property.	Most points are addressed elsewhere in this response. On-site waste water disposal trenches will require relocation subject to final survey and this may be subject to Council approval (plumbing) but on its own this is not a planning issue. Although the noise levels will be increased at this property the change expected is not sufficient to trigger mitigation under the Tasmanian State Road Traffic Noise Management Guidelines.	Applicants response noted. Issues raised have been addressed in the relevant codes of this report.
The proposed road upgrades do not make provision for cyclists or mountain bikes. Wider edges for the push-bikers would be appropriate as an upgraded safety measure.	Provision of cycling access on roads is not a planning issue unless it forms part of a submitted application. In this case no specific provision for cyclists is required. The road upgrades provide road widening in the form of 1m sealed shoulders and defined edge lines, which will increase the safety of all road users. The project will provide an improved environment for cyclists. The revised cross section will improve safety by: <ul style="list-style-type: none"> <li>• reducing run-off-road and head-on crashes.</li> <li>• accommodating cyclists by improved shoulder width.</li> <li>• providing structural support and waterproofing to the road pavement.</li> <li>• removing 'edge drop' - where there is a difference between the height of the road surface and the height of the shoulder.</li> </ul> In addition, west to the road corridor, an off road path for cyclists has been provided for cyclists between Stacked Loops and St Helens Point Road as part of the Stacked Loops project, which provides the opportunity for cyclists to travel off road for part of this stretch.	Not a relevant part of the planning assessment. Applicants response noted.

Issue Raised	Applicant Response	Council Response
<p>Objection on the basis that: The access to Piano Coves was approved as a shared access for eight lots. At a minimum, a house per lot was expected. The road upgrades must:</p> <ul style="list-style-type: none"> <li>• ensure that safe access is provided for the eight lots.</li> <li>• In early 2020, DSG stated that the Flagstaff Road upgrades in 2018 compromised the safety and efficiency of the Piano Coves access.</li> <li>• In a meeting between DSG and a Woolcott Surveys representative on 12/08/2020, DSG representatives stated that the upgrade to the Flagstaff Road intersection has had no impact on the existing intersection to our client's Piano Coves titles.</li> <li>• The retained access is deficient in sight distance.</li> <li>• The usefulness of the overtaking land is questionable with a reduced, below standard length.</li> <li>• Independent traffic advice has determined that the minimum standard of access to Piano Coves is a BAR and BAL treatment.</li> <li>• The proposition that the existing access point is now satisfactory is a convenient cost saving measure by DSG.</li> </ul> <p>Request that the scope of works be expanded to include a BAR and BAL treatment at Piano Coves. Our client would also wish to discussed with DSG the potential to contribute to the costs of a further upgrade from BAR and BAL to a CHR(S) and BAL. Lastly, we consider it essential that new infrastructure is constructed to comply with current code standards. There are a number of elements of the proposal that do not meet with minimum requirements of Austroads (e.g., overtaking lane) or the planning scheme (e.g., sight distance) which cannot be excused due to topographical or environmental constraints.</p>	<p>The proposal relies on Performance Criteria P1 which requires that an access must provide adequate sight distances to ensure the safe movement of vehicles. P1 does not require compliance with the requirements of Table E4.7.4 as referred to in A1.</p> <ul style="list-style-type: none"> <li>• The Department's traffic team accepted a shortened overtaking lane by 20m to facilitate a future left turning lane.</li> <li>• In terms of the current development proposal for 8 house lots at the Piano Cove access, the Department have issued Crown Land Owner Consent on 22 April 2020 and also provided acceptance of a revised Traffic Impact Statement relating to the development on 17 September 2020 as part of the separate DA process for that particular development.</li> </ul>	<p>See the assessment of the Road and Railway code in relation to access requirements.</p>
<p>Was an environmental impact study undertaken, if so by whom? If not, why not?</p>	<p>An environmental impact statement is a specific type of document required for proposals being assessed under the <i>Environmental Management and Pollution Control Act 1994</i>. This is not relevant to this application, however technical assessments for ecology, noise, traffic, landscaping and stormwater management were attached to the application.</p>	<p>Applicants response noted.</p>

Issue Raised	Applicant Response	Council Response
The approach down the hill into Steiglitz is too fast. Where the bike track crosses the highway is a site of possible danger.	<p>The existing crossing point is beyond the scope of the project.</p> <p>The existing speed limits are to be reinstated, and speed limit alterations are beyond the scope of the project. Speed limit alterations may be considered as part of future review.</p> <p>Speed limit concerns have been noted and referred to Network Performance Branch in the Department.</p>	Applicants response noted.

#### 4. Mediation

Nil.

#### 5. Conclusion

In accordance with 8.10 of the *Break O' Day Interim Planning Scheme 2013*, the application has been assessed against the objectives of the Scheme, all relevant Codes and issues. The application has demonstrated compliance with the relevant provisions and the received representations have been considered. It is recommended for approval subject to conditions.

#### STRATEGIC PLAN & ANNUAL PLAN:

Not Applicable.

#### LEGISLATION & POLICIES:

*Break O' Day Interim Planning Scheme 2013;*  
*Land Use Planning and Approvals Act 1993;*  
*Local Government (Building and Miscellaneous Provisions) Act 1993*

#### BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:

Not applicable, all costs of the development are the responsibility of the developer.

#### VOTING REQUIREMENTS:

Simple Majority.



ACTION	DECISION
PROPONENT	Jon Pugh Home Design obo T & W Rattray
OFFICER	Rebecca Green, Planning Consultant
FILE REFERENCE	DA 201-2020
ASSOCIATED REPORTS AND DOCUMENTS	Original Plans Planning Scheme Response Representation (2) <i>Circulated under Separate Cover:</i> <i>Applicants Response to Representation including amended site plan and Correspondence from TasWater</i>

**OFFICER'S RECOMMENDATION:**

Pursuant to Section 57 of the *Land Use Planning & Approvals Act 1993* and the *Break O'Day Interim Planning Scheme 2013* that the application for **CHANGE OF USE - VISITOR ACCOMMODATION** on land situated at **4/203 ST HELENS POINT ROAD, STIEGLITZ** described in Certificate of Title 54594/4 be **APPROVED** subject to the following conditions:

1. Development must be carried out in accordance with the approved plans and documents listed as follows, except as varied by conditions on this Planning Permit.

Approved Plans / Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Site Plan, Rev. 1	Job. No. 202, Sheet No. A01	Jon Pugh Home Design	05/10/20
Floor/Electrical Plan	Job. No. 202, Sheet No. A02	Jon Pugh Home Design	07/08/20

2. Prior to the use commencing on site, approved by this permit, the proponent must install a private water meter to the subject property.
3. Prior to the use commencing on site, approved by this permit, the proponent must install signage identifying and designating all car parking spaces within 4/203 St Helens Point Road for the approved Visitor Accommodation Use, and 'Visitor Parking' and allocated spaces for Units 1, 2 and 3 identification signage within the common space of the site.
4. Use of the development must not create a nuisance as defined by the *Environmental Management and Pollution Control Act 1994*.
5. An occupancy limitation of seven (7) persons shall be applied to the Visitor Accommodation Use.
6. No advertising signage is approved as a part of this permit; any future signage will be subject to a separate application should it be required.

**ADVICE**

- This permit allows for the dual Residential Use and Visitor Accommodation Use of the existing dwelling at CT 54594/4, 4/203 St Helens Point Road, Stieglitz.

## PROPOSAL SUMMARY:

The application is for the Change of Use within an existing multiple dwelling to combined Residential and Visitor Accommodation Uses (Unit 4). Visitor Accommodation is a permitted use within the General Residential Zone.

The site is one of four strata title lots located on the northwestern side of St Helens Point Road. The strata scheme is established on a lot with four (4) dwellings, three (3) of which are conjoined and Unit 4 separate unit including detached studio to the rear of the subject site. The subject site is a regular shaped strata lot with a 471m<sup>2</sup> footprint, the site is flat.















#### **PREVIOUS COUNCIL CONSIDERATION:**

Nil.

#### **OFFICER'S REPORT:**

##### **1. The Proposal**

Break O'Day Council received an application on 28 August 2020 from Jon Pugh Home Design for the change of use. Visitor Accommodation use in the General Residential Zone of St Helens is a permit required use without qualifications, under Planning Directive No. 6. The subject site is part of strata corporation no. 54594 (4 dwellings).

Lot 4 of strata corporation no. 54594 has an area of 471 square metres and a dwelling and studio are present on the subject site.

The main dwelling comprises two bedrooms, an open plan living/dining and kitchen, bathroom and laundry and verandah linking to a studio/bedroom 3 with ensuite. The total floor area of the use including verandah is 109.34m<sup>2</sup>. Two car parking spaces are available and provided within the strata lot behind closed gates (as shown on amended site plan dated 5 October 2020).

Following receipt of 2 representations and to complete the assessment of the application, Council requested and received an extension of time to 26 October 2020.



## 2. Applicable Planning Scheme Provisions

Part 10 General Residential Zone

E6 Car Parking and Sustainable Transport Code

## 3. Referrals

The application did not require any referrals.

## 4. Assessment

The advertised application relied upon the following one (1) performance criteria as detailed below;

- 5) Planning Directive No. 6 Visitor Accommodation P2

Detailed assessment against the provisions of the *Break O'Day Interim Planning Scheme 2013* is provided below. **The proposal is deemed to comply with the performance criteria applicable.**

### Planning Directive No. 6

#### Visitor Accommodation

Acceptable Solutions / Performance Solution	Proposed Solution
A1 Visitor Accommodation: (a) Accommodate guests in existing habitable buildings; and (b) Have a gross floor area of not more than 200m <sup>2</sup> per lot.	A1 The application is for the use of the whole existing single storey, three-bedroom dwelling comprising of a total floor area including verandah of 109.34m <sup>2</sup> . Acceptable solution met.
A2 Visitor Accommodation is not for a lot, as defined in the <i>Strata Titles Act 1998</i> , that is part of a strata scheme where another lot within that strata scheme is used for residential use.  P2 Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other lots within the strata scheme, having regard to: (a) The privacy of residents; (b) Any likely increase in noise; (c) The residential function of the strata scheme; (d) The location and layout of the lots; (e) The extent and nature of any other non-residential uses; and (f) Any impact on shared access and common property.	P2 The strata lots are separate and the dwelling does not share a party wall with any of the neighbouring dwellings within the strata development. The indoor and outdoor areas are away from the other properties within the strata development and the dwelling is fenced off.  The proponent would be screening potential guests, as well as provision provided to guests prior to and during their stay outlining that excessive noise is not acceptable with a no party policy. No changes are proposed to the building and the residential primacy of the area will be retained. All other buildings as part of the strata scheme are approved presently for residential purposes. The impact will be minimal as the only shared access is the common property road and ample parking is supplied on the strata lot and will be made clear by identification signage.  The proposal is considered compliant with the performance criteria.

## **10 General Residential Zone**

### **10.1 Zone Purpose**

#### **10.1.1 Zone Purpose Statements**

**10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.**

**10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.**

**10.1.1.3 Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.**

**10.1.1.4 To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.**

### **10.2 Use Table**

The proposed use fits the use class of Visitor Accommodation, which is a Permitted use within the General Residential Zone under Part 3 of Planning Directive No. 6.

Visitor Accommodation as defined by Planning Directive No. 6 means:

“use of land for providing short or medium term accommodation, for persons away from their normal place of residence, on a commercial basis or otherwise available to the general public at no cost. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.”

### **10.3 Use Standards**

#### **10.3.1 Amenity**

<b>Acceptable Solutions</b>	<b>Proposed Solutions</b>
A1 If for permitted or no permit required uses.	A1 The holiday letting of an existing dwelling is a qualified permitted use in this zone. Acceptable solution met.
A2 Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	A2 Not applicable.
A3 If for permitted or no permit required uses.	A3 The holiday letting of an existing dwelling is a qualified permitted use in this zone. Acceptable solution met.

#### **10.3.2 Residential Character – Discretionary Uses**

Not applicable. The application is for a qualified permitted use only.

### **10.4 Development Standards**

Not applicable. This application. No new development is proposed.

### **E6 Car Parking and Sustainable Transport Code**

This Code is applicable to all use and development.

## E6.6 Use Standards

### E6.6.1 Car Parking Numbers

Acceptable Solutions	Proposed Solution
A1 The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	A1 A minimum 2 off street car parking spaces are provided within the existing parking area within Strata Lot 4. This meets the 1 space required for 4 beds by Table E6.1 of the Planning Scheme, the acceptable solution has been met.

## 6.7 Development Standards

As the existing car parking spaces are to be clearly delineated by way of signage as per conditions on any approval, no additional construction requirements are required.

## 5. Representations

The application was advertised 5 September 2020 to 18 September 2020 in the Examiner Newspaper, notices on-site and at the Council Chambers and notification by mail to all adjoining land owners. Two (2) representations were received prior to the closing date and time (one representor presented two parts to their representation). Council's planning officer, Deb Szekely met with one of the representors and their issues have been reduced. The issues raised within the representation are as follows:-

Representation Concern	Response
Concerns in relation to water usage of a visitor accommodation unit. The entire strata development shares one water meter amongst all 4 units.	<p>It is noted that yes one meter is provided to the Lot. The proponent has been in contact with TasWater and a copy of this correspondence is attached to this report.</p> <p>If Unit 4 was to have a separate water meter, TasWater would require all four units to have separate meters, which is not an economical solution as this would be costly to each other unit owner. The proponent proposes rather in response to the concerns of the representors, to install a private meter to their own property which could measure the individual water usage of Unit 4 and then the proponent is willing to compensate the other 3 units if the water usage exceeds the average water consumption of the other units. Although not necessarily a consideration of the Planning Scheme, the amenity of the other unit owners does need consideration of the likely impacts of the proposed use. A condition requiring the private water meter is seem reasonable, however any further compensation processes is a matter of the unit owners/body corporate.</p>
Concerns that parking arrangements on the original plans are not as per the original approval for the units. Concerns including that parking for Unit 4 is shown within the common area.	The applicant has since clarified the existing parking layout approved and has since provided an amended site plan. Signage to identify all parking spaces within the strata development is reasonable to ensure that visitors to the proposed use in Unit 4 can identify where they must park.

Representation Concern	Response
Security Concerns.	This is not really a consideration of the Planning Scheme, it is noted that Unit 4 is fenced from the other units and no further consideration is required.
Drainage concerns in relation to when heavy rains fall and the likely impact of washing of vehicles, etc.	An amended site plan has now been submitted identifying the extent of parking for Unit 4 which should mitigate the concerns raised.
Noise concerns and access to the adjacent Crown Land.	Whilst public access to the Crown Reserve is still warranted, the proponent has indicated in a response to this concern a set of management rules including a no party policy. An occupancy limit shall be applied to the use as per the proposed number of 7 persons.

The recommendation for approval has been made following due consideration of the representations and comments.

## 6. Mediation

Nil.

## 7. Conclusion

In accordance with 8.10 of the *Break O' Day Interim Planning Scheme 2013*, the application has been assessed against the objectives of the Scheme, in particular the General Residential Zone, Planning Directive No. 6, all relevant Codes and issues. The application has demonstrated compliance with the Acceptable Solutions and one (1) Performance Criterion; the received representations have been considered. It is recommended for approval with conditions normally set to this type of development.

### LEGISLATION / STRATEGIC PLAN & POLICIES:

*Break O' Day Interim Planning Scheme 2013;*  
*Land Use Planning and Approvals Act 1993;*  
*Local Government (Building and Miscellaneous Provisions) Act 1993.*

### BUDGET AND FINANCIAL IMPLICATIONS:

Not applicable, all costs of the development are the responsibility of the developer.

### VOTING REQUIREMENTS:

Simple Majority.

ACTION	DECISION
PROPONENT	Rebecca Green & Associates
OFFICER	Deb Szekely, Planning Officer
FILE REFERENCE	DA 220-20
ASSOCIATED REPORTS AND DOCUMENTS	Approved Plans Planning Scheme Response Representations <i>Circulated under Separate Cover:</i> <i>Traffic Impact Assessment</i>

**OFFICER'S RECOMMENDATION:**

After due consideration of the application received and Pursuant to Section 57 of the *Land Use Planning & Approvals Act 1993* and the *Break O'Day Interim Planning Scheme 2013* that the application for **CECILIA STREET CARPARK PROJECT** on land situated at **49-53 CECILIA STREET, ST HELENS & 63-65 CECILIA STREET, ST HELENS** described in Certificate of Title 118523/2 and 118523/1 be **APPROVED** subject to the following plans, documents and conditions:

1. Undertake development in accordance with the approved plans and/or documents. These plans and/or documents will form part of the approval, unless otherwise amended by conditions of this approval.

Approved Plans and Documents			
Plan Name	Reference Number	Prepared By	Dated
Proposed Master Plan	TP-001 Rev No. 003	Elizabeth Pugh Building Design	30/09/2020
Proposed Site Plan	TP-002 Rev No. 003	Elizabeth Pugh Building Design	30/09/2020
Proposed Site Section	TP-003 Rev No. 003	Elizabeth Pugh Building Design	30/09/2020
Proposed Finishes	TP-004 Rev No. 002	Elizabeth Pugh Building Design	28/08/2020
Bus Shelter Details	TP-005 Rev No. 003	Elizabeth Pugh Building Design	30/09/2020
Traffic Impact Assessment	Revision 2	Traffic and Civil Services Richard Burk	3/09/2020

2. Submit an amended Stormwater Plan incorporating the following:
  - a) Stormwater from the site collected via pits installed within the car park are to be discharged to the side entry pit at the corner of Cecilia and Quail Street; and

Plans to be Amended			
Plan Name	Reference Number	Prepared By	Dated
Indicative Stormwater Plan	TP-006 Rev No. 003	Elizabeth Pugh Building Design	30/09/2020

- b) Obtain approval from Council for the amended Stormwater Plan in accordance with a) above prior to any works occurring on site; and
- c) Undertake development in accordance with the approved amended plan(s). The approved amended plan(s) will form part of the approval.

3. Submit an amended Signage Design plan incorporating the following:
  - a) Removal of signage directing long vehicles; and
  - b) Removal of signage directing to public toilets; and

Plans to be Amended			
Plan Name	Reference Number	Prepared By	Dated
Signage Design	TP-007 Rev No. 003	Elizabeth Pugh Building Design	30/09/2020

- c) Obtain approval from Council for the amended Signage Design in accordance with a) and b) above, prior to works occurring on site; and
  - d) Undertake development in accordance with the approved amended plan(s). The approved amended plan(s) will form part of the approval.
4. The delivery gate and associated fencing located to the west of CT 156261/11 and contained within CT 118523/2 as indicated on approved plan TP-001 Rev No. 003 and dated 30/09/2020, does not form part of this approval and is subject to a further development application being lodged with the planning authority.
5. The proposed deck being attached to structures located on CT156261/11 and extending on to CT 118523/2 as indicated on approved plan TP-001 Rev No. 003 and dated 30/09/2020, does not form part of this approval and is subject to a further development application being lodged with the planning authority.
6. Limit the hours of operation to between 6am – 9pm Monday to Sunday for operations associated with the Shuttle Bus Shuttle bus pick up point.
7. The electricity supply connection to the development site is to be underground from an electricity supply network.
8. The use is not to cause an environmental nuisance to the owners or occupiers of land in the surrounding area by reason of noise, dust or other pollutants emanating from the site(s).
9. Discharge of the storm water from the site collected via the pits and from the shuttle bus pick up structure are to be directed to the side entry pit at the corner of Cecilia and Quail Street. All cables and underground infrastructure must be located onsite prior to commencing any excavation work. *Dial before You Dig* details must be obtained.
10. The existing crossover from Quail Street is to be upgraded in accordance with Standard Drawing TSD-R09-v2 (attached) with the exception that it will be 18m wide as detailed in the submitted plans.
11. All car parking, access strips, manoeuvring and circulation spaces, including the shuttle bus thoroughfare, must be provided with an impervious all weather seal. The public car park is to be constructed in accordance with the approved plans and line marked or provided with other clear physical means to delineate car space(s).
12. The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.
13. Install bicycle parking facilities generally in accordance with the approve plan. Bicycle parking is to be provided in accordance with Austroads (2008), Guide to Traffic Management – Part 11: Parking. Bicycle parking facilities are to be installed prior to the commencement of use and to be maintained.
14. Provide landscaping on site (CT118523/2) generally in accordance with the approved plans. The landscaping must incorporate where practicable, local provenance native vegetation. Landscaping is to be provided prior to the commencement of use and maintained at all times.



15. Protect all landscaped areas and pedestrian paths adjoining car parking areas from vehicular encroachment by wheel stops, kerbing or similar barrier approved by the Council, prior to commencement of use.
16. During site works, locate any stockpiles of construction and landscaping materials and other site debris clear of drainage lines and clear of any position from which it could be washed onto any footpath, nature strip, road way or into any drain.
17. Prior to the commencement of use, replace existing Council infrastructure (including but not limited to street trees and footpaths) that is damaged as part of works carried out in association with the development to Council's standards.
18. Prior to the commencement of use, ensure vehicular access to the area described as 'Future Overflow Carpark' on the approved plans is restricted, by providing fencing, signage or similar. The future overflow carpark does not form part of this approval and is subject to a further development application being lodged with the planning authority.
19. Outdoor lighting, where provided, must be located, designed and baffled to ensure that no direct light is emitted outside the boundaries of the site.

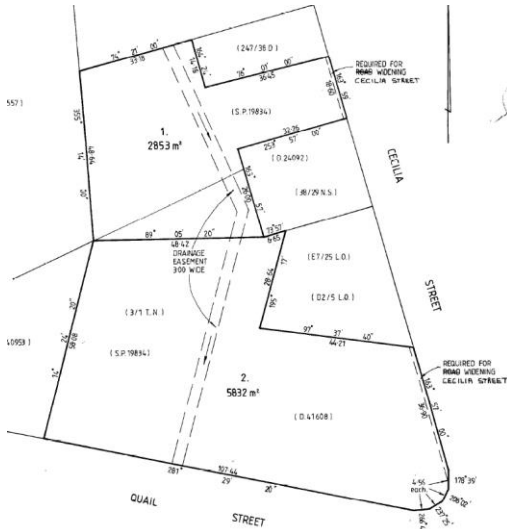
#### ADVICE

- Use or development which may impact on Aboriginal cultural heritage is subject to the Aboriginal *Relics Act 1975*. If Aboriginal relics are uncovered during works then an Aboriginal site survey is required to determine the level of impact and the appropriate mitigation procedures.
- The introduction of non-native plant species and plant species not of local provenance should be avoided and environmental weeds regularly monitored and targeted for removal.
- Activities associated with construction works are not to be performed outside the permissible time frames listed:
  - Mon-Friday 7 am to 6 pm*
  - Saturday 9 am to 6 pm*
  - Sunday and public holidays 10 am to 6 pm*

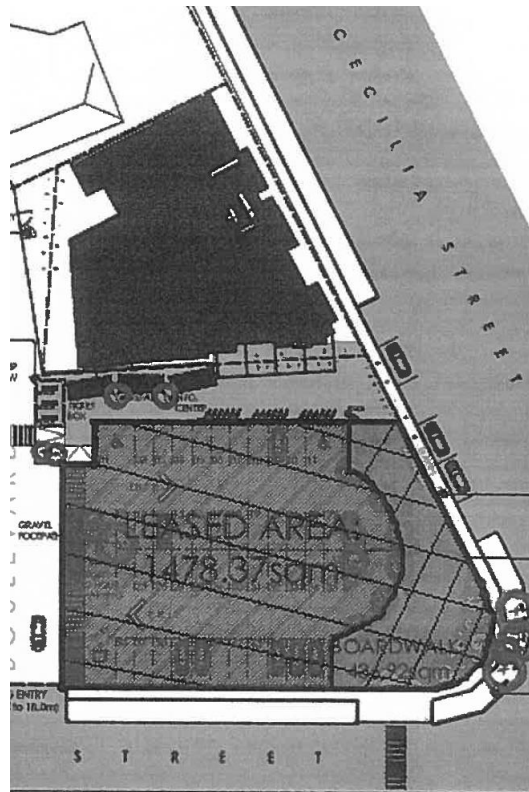
#### INTRODUCTION:

The applicant is seeking approval for use and construction of a public car park at 49-53 Cecilia Street, St Helens (CT118523/2). Additionally, the applicant is seeking approval for one-way thoroughfare through 63-65 Cecilia Street (CT118523/1), St Helens for shuttle buses accessing the proposed shuttle bus pick up point to be sited on 49-53 Cecilia Street.

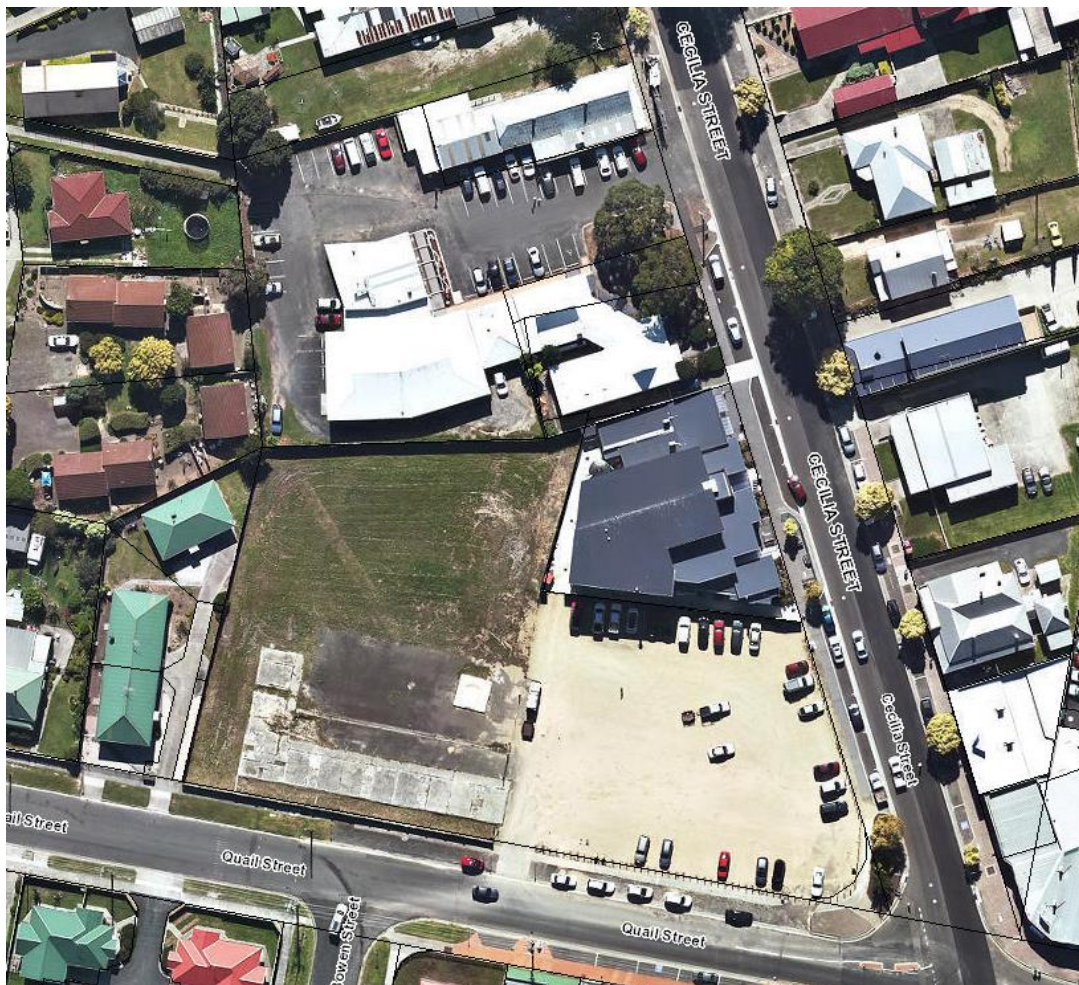
Access to the proposed development for shuttlebuses will be limited to Cecilia Street and exiting to Quail Street. Vehicles intending to access the public car park, will be required to access from Quail Street and exit to Quail Street only. The site proposed to support the public car park is in private ownership with the Break O'Day Council holding a long term lease over the site (Carpark Leased Premises and Paved Leased Area) and has a land area of approximately 1,915.29 m<sup>2</sup>.



**Folio Plan of development sites**



**Leased area**



**Aerial Photograph**

## PREVIOUS COUNCIL CONSIDERATION:

Not applicable.

## OFFICER'S REPORT:

### 1. The Proposal

The applicant is seeking approval for use and development of:

- a public carpark located on CT118523/2 and within a leased area;
- access and egress to the public carpark on CT118523/2 (outside of the leased area);
- Shuttle bus pick up point with development including a roofed structure;
- Paved public access areas;
- Landscaping;
- Lighting (solar);
- Signage;
- Traffic control devices;
- Pedestrian infrastructure including footpaths, public seating, bicycle racks, waste bins.

The application includes delineating the vehicle movements of proposed shuttle buses to be restricted to:

- Access from Cecilia Street associated with CT 118523/1
- Forward motion through the rear of premises on CT 118523/1;
- Forward motion through CT 118523/2 to Shuttle Bus Pick Up Point;
- Exit onto Quail Street

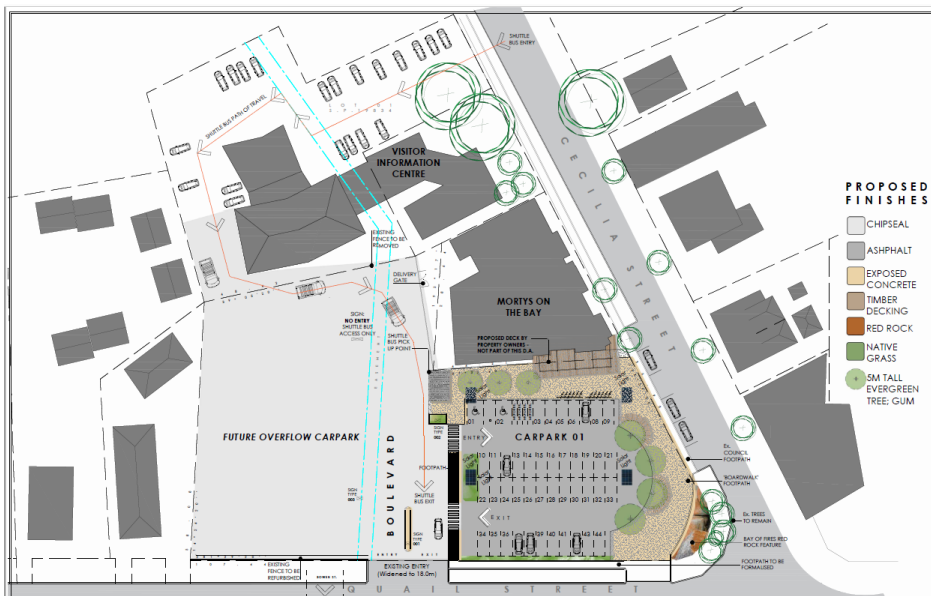
To support the application, the applicant has provided a Traffic Impact Assessment (TIA) prepared by Richard Burk, Traffic and Civil Services.

The proposed use and development has been categorised into the Use Class Vehicle Parking, which is a Discretionary Use within the General Business Zone. Additionally the proposed use and development has relied on the following Performance Criteria in seeking approval:

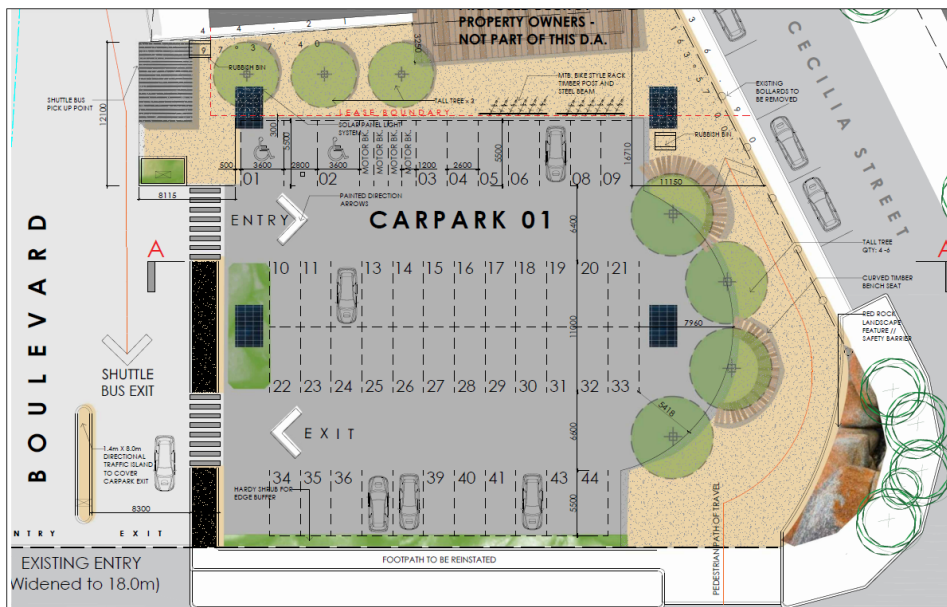
Performance Criteria:	21.4.1.2 Provision of Infrastructure P4 E4.6.1 Use and Road or Rail Infrastructure P2 E6.7.2 Design and Layout of Car Parking P1
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The site is affected by Council's most recent flood mapping, however an assessment of the flood depths, flood velocities and flood contours by Council's Works Department, has determined the mapped area to not satisfy the definition of flooding in E5 Flood Prone Areas Code. Stormwater has however been considered as part of the application.





**Proposed Use and Development across two (2) titles**



**Proposed Car Park**



**Photo A**



**Photo B**



**Photo C**



**Photo D**

### **Photos A – D Existing Informal Car Park**

## **2. Applicable Planning Assessment**

- Part 21 General Business Zone;
- E4 Road and Railway Assets Code;
- E6 Car Parking and Sustainable Transport Code;
- E15 Signs Code.

## **3. Referrals**

- Break O’Day Council Works Department, Development Services;
- Department of State Growth – State Roads Division.

## **4. Assessment**

The proposed use was assigned the Use Class Vehicle Parking which is an unqualified discretionary use within the General Business Zone. The application met the acceptable solutions for all issues except for reliance upon the performance criteria detailed below:

- 21.4.1.2 Provision of Infrastructure P4
- E4.6.1 Use and Road or Rail Infrastructure P2
- E6.7.2 Design and Layout of Car Parking P1

Detailed assessment against the provisions of the Break O’Day Interim Planning Scheme 2013 is provided below. **The proposal is deemed to comply with the performance criteria applicable.**

## **Planning Assessment**

### **21 General Business Zone**

#### **21.2 Use Table**

The proposed use has been assigned the Use Class ‘Vehicle Parking’ which is an unqualified discretionary use within the General Business Zone.

## 21.3 Use Standards

### 21.3.1 Amenity

Acceptable Solutions (AS)	Proposed Solutions
A1 Commercial vehicles (except for visitor accommodation and recreation) must only operate between 6.00am and 10.00pm Monday to Sunday.	A1 The proposed use and development is primarily for the proposed public car park located on Lot 2 which will provide for private vehicles. The application also includes the movement of shuttle buses through Lot 1 with a shuttle bus pick up point contained on Lot 2. The shuttle bus provisions comprise a commercial vehicle component of the application. The shuttle bus operations do not propose to operate outside of 6.00am and 10.00pm Monday to Sunday and will be conditioned accordingly. <b>The proposed use satisfies the acceptable solution.</b>
A2 Noise levels at the boundary of the site with any adjoining land must not exceed: a) 50dB(A) day time; and b) 40dB(A) night time; and c) 5dB(A) above background for intrusive noise.	A2 Noise levels associated with the shuttle bus operations and the car park are not expected to vary from the existing situation. The site area proposed for the shuttle bus movement on Lot 1 to the rear of existing buildings is presently utilised as a car park and vehicle movement is expected in this area. The movement of shuttle buses through Lot 1 is not expected to increase the day time noise levels from that existing. The shuttle buses do not operate at night time. Lot 2 is currently utilised as an informal car park and so the formalisation of the same is not expected to alter existing noise levels. <b>The proposed development is considered to be able to satisfy the acceptable solution in this instance.</b>
A3 Use in the General Business Zone is not to rely on the provision of parking on roads within the General Residential Zone.	A3 The proposed use is within the General Business Zone and is for the development of a public car park. The proposed use will not rely on the provision of parking on roads within the General Residential Zone. <b>The proposed development satisfies the acceptable solution.</b>
A4 Use is not to result in an increase in traffic volumes on surrounding residential roads to more than 500 vehicles per day.	A4 The proposed use is within the General Business Zone and is for the development of a public car park. As such the intent of the use is to provide parking for the business activities associated with the main street of St Helens. Currently the site is utilised as an informal car park and will cater for existing uses. The proposed use is not expected to generate additional use that causes an increase in traffic volumes on surrounding residential roads as it caters for existing uses that are accustomed to utilising the site for parking purposes albeit informal. The destination is the car parking facilities for the Business district and not for a use that will cause additional traffic through residential areas. <b>The proposed development satisfies the acceptable solution.</b>



## 21.4 Development Standards

### 21.4.1.1 Siting, Design and Built Form

Acceptable Solutions (AS)	Proposed Solutions				
<p>A1 The entrance of a building must be:</p> <p>a) clearly visible from the road or publically accessible areas on the site; and</p> <p>b) provide a safe access for pedestrians.</p>	<p>A1 The proposed development is for a public car park and through fare for shuttle buses including a shuttle bus pick up area. The proposed shuttle bus pick up area includes a Class 10A building that is located in an area that is publicly accessible within the site and provides safe access for pedestrians through a formalised pedestrian pathways.</p> <p><b>The proposed development satisfies the acceptable solution.</b></p>				
<p>A2 Building height must not exceed:</p> <p>a) 8m; or</p> <p>b) 1m greater than the average of the heights of buildings on immediately adjoining lots.</p>	<p>A2 The proposed development includes the shuttle bus pick up structure which has a height of 2885mm.</p> <p><b>The proposed development satisfies the acceptable solution.</b></p>				
<p>A3.1 Buildings must be:</p> <p>a) set back from the front boundary a minimum distance in accordance with Table 21.4.1 below; or</p> <p><b>Table 21.4.1 – front setback</b></p> <table border="1"> <tr> <td>Western side of Cecilia Street between Quail Street and Circassian Street</td><td>8m</td></tr> <tr> <td>All other areas</td><td>2m</td></tr> </table>	Western side of Cecilia Street between Quail Street and Circassian Street	8m	All other areas	2m	<p>A3.1 The proposed shuttle bus pick up structure is located in excess of 40m from the frontage.</p> <p><b>The proposed development satisfies the acceptable solution.</b></p>
Western side of Cecilia Street between Quail Street and Circassian Street	8m				
All other areas	2m				
A4 Existing verandahs, awnings and other building elements located on or over roads must be retained.	A4 Not applicable. The proposed development does not include existing buildings.				
A5 Existing building facades must not be covered with metal cladding.	A5 Not applicable. The proposed development does not include existing buildings as part of the application.				
A6 Additions or alterations to existing buildings must be in the same style, materials and colours as the existing building.	A6 Not applicable. The proposed development does not include additions or alterations to existing buildings.				
A7 The sale or display of goods must be within the boundaries of the site.	A7 Not applicable. The proposed development does not include the sale or display of goods.				

### 21.4.1.2 Provision of Infrastructure

Acceptable Solutions (AS)	Proposed Solutions
A1 All development must be connected to the reticulated water supply.	A1 Not applicable. The proposed development for a public car park is not reliant on connection to the reticulated water supply. The site is capable of being connected to the reticulated water supply.
A2 All development must be connected to the reticulated wastewater treatment system.	A2 Not applicable. The proposed development does not include any sanitary facilities. The site is capable of being connected to the reticulated wastewater treatment system.
A3 All power supplies are to be underground.	<p>A3 All power supplies are proposed to be provided underground and will be conditioned accordingly.</p> <p><b>The proposed development satisfies the acceptable solution.</b></p>

Acceptable Solutions (AS)	Proposed Solutions
<p>A4 All run off from buildings must be directed into on-site water storage tanks and the overflow from the tanks disposed of into the Council maintained roadside drain or the reticulated stormwater system.</p> <p>P4 Run off must be managed through integrated stormwater management techniques by means that will not cause soil erosion or flooding nuisance to adjoining lots.</p>	<p><b>Assessment against the performance criteria is required.</b></p> <p>P4 Stormwater run-off from the proposed bus shelter is to be disposed of directly into the Council reticulated stormwater system. The proposed shuttle bus pick up structure has a stormwater collection surface of approximately 18m<sup>2</sup> and is adequately directed to the reticulated stormwater system. Similarly storm water collected via the pits within the car park are to be directed to the side entry pit at the corner of Cecilia and Quail Street. The application has been referred to Council's Works Department who have provided comment regarding stormwater disposal and have advised that the method of collection and disposal is adequate and will be conditioned accordingly.</p> <p><b>The proposed development is considered to satisfy the performance criteria in this instance.</b></p>

## E4 Road and Railway Assets Code

### E4.6 Use Standards

#### E4.6.1 Use and road or rail infrastructure

Acceptable Solutions	Proposed Solutions
<p>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</p>	<p>A1 Not Applicable</p> <p>The proposed development does not occur on or within a Category 1 or 2 road.</p>
<p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.</p> <p>P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>	<p><b>Assessment against the Performance Criteria is required.</b></p> <p>P2 In regard to the proposed public car park, the proposed use and development has been considered in terms of a Traffic Impact Assessment (TIA) prepared by a suitably qualified person, Mr Richard Burk, Traffic and Civil Services.</p> <p>The proposed public car park development is to formalise an existing informal public car park that is currently utilised by private vehicles. As such there is no change expected to the existing vehicle entry and exit movements per day, however these are expected to remain at 80 vph which is in excess of the acceptable solution. The TIA has considered the proposed use and development against the relevant standards, Austroads Safe System Assessment and has conducted an intersection analysis of the car park.</p> <p>The assessment has reviewed existing conditions, road safety, crash history, traffic activity, Austroads Safe System Assessments of Quail St and intersection analysis of the proposed Quail Street Carpark access and the Cecilia / Quail Street intersection. The assessment has concluded that the relevant standards, systems and assessments have deemed the proposal to be safe and efficient. Council's Works Department, Development Services have assessed the TIA and support the findings and recommendations.</p> <p><b>The proposed development satisfies the performance criteria in this instance.</b></p>

Acceptable Solutions	Proposed Solutions
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	A3 Not applicable.

## E4.7 Development Standards

### E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways.

The proposed development is not on or adjacent to existing and future arterial roads and railways and no further assessment against this section is required.

### E4.7.2 Management of Road Accesses and Junctions

Acceptable Solutions	Proposed Solutions
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	A1 The proposed development utilises one access providing both entry and exit. <b>The proposed development satisfies the acceptable solution.</b>
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	A2 Not applicable.
A3 Accesses must not be located closer than 6m from an intersection, nor within 6m of a break in a median strip.	A3 The proposed access on Quail St is located in excess of 60m from the intersection of Quail and Cecilia Street. <b>The proposed development satisfies the acceptable solution.</b>

### E4.7.3 Management of Rail Level Crossings

The proposed development is not located in proximity to a railway or rail level crossing and as such no further assessment is required.

### E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Acceptable Solutions	Proposed Solutions
A1 Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	A1 A Traffic Impact Assessment was conducted by an appropriately qualified person (Traffic Engineer). Sight distances were found to be 80m to the left and >100m to the right and satisfied the requirements of Table E4.7.4 of the Road and Rail Assets Code. <b>The proposed development satisfies the acceptable solution.</b>

## E6 Car Parking and Sustainable Transport Code

### E6.6 Use Standards

#### E6.6.1 Car Parking Numbers

Acceptable Solutions	Proposed Solutions
A1 The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	A1 Table E6.1 does not set any parking requirements for the Use Class 'Vehicle Parking'. The proposal provides a new formalised and sealed public car park with access from Quail Street and thoroughfare for shuttle buses from Cecilia Street via 63-65 Cecilia Street. The proposed development will provide a total of 44 car parking spaces as well as allocation for bicycles (12) and motorbikes (4). The planning scheme does not contain a parking precinct plan. <b>The proposed development satisfies the acceptable solution.</b>

## E6.7 Development Standards

### E6.7.1 Construction of Car Parking Spaces and Access Strips

Acceptable Solutions	Proposed Solutions
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <ul style="list-style-type: none"> <li>a) formed to an adequate level and drained; and</li> <li>b) except for a single dwelling, provided with an impervious all weather seal; and</li> <li>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</li> </ul>	<p>A1 The proposed use will be conditioned to provide an impervious all weather seal to all aspects of the development including the transit route for the shuttlebus through Lot 2. Presently the transit route through Lot 1 already supports an impervious all weather seal. The proposed car park is to be constructed with an impervious all weather seal (asphalt).</p> <p><b>The proposed development satisfies the acceptable solution and will be conditioned accordingly.</b></p>

### E6.7.2 Design and Layout of Car Parking

Acceptable Solutions	Proposed Solutions
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for a dwelling in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p> <p>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <ul style="list-style-type: none"> <li>a) the layout of the site and the location of existing buildings; and</li> <li>b) views into the site from the road and adjoining public spaces; and</li> <li>c) the ability to access the site and the rear of buildings; and</li> <li>d) the layout of car parking in the vicinity; and</li> <li>e) the level of landscaping proposed for the car parking.</li> </ul>	<p><b>Assessment against the Performance Criteria is required.</b></p> <p>Whilst the proposed public car park is not located behind a building line as no building is proposed, it is located behind treatments aimed at providing an appropriate presence to Cecilia Street and Quail Street. This is in the form of landscaping and providing a pedestrian path and public space furniture that promotes public use in the form of seating and movement within the business precinct. The proposed public car park facilities and shuttle bus pick up structure are aimed at formalising an existing use on a vacant site and providing for a growing demand within St Helens surrounding the bike trails that will improved the functionality and amenity of Cecilia St. The site is currently informally utilised for public car parking and pick up points for trail bike riders is currently informal within road reserves. The proposed use will satisfy an existing need for formalisation of public car parking within the business area and provide for an improved streetscape through a properly constructed parking area, public open space, seating and landscaping. The proposal is a visual and functional improvement on the existing situation.</p> <p><b>The proposed development is considered to satisfy the performance criteria in this instance.</b></p>
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) have a gradient of 10% or less; and</li> <li>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</li> <li>c) have a width of vehicular access no less than prescribed in Table E6.2; and</li> <li>d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply: <ul style="list-style-type: none"> <li>i) there are three or more car parking spaces; and</li> <li>ii) where parking is more than 30m driving distance from the road; or</li> <li>iii) where the sole vehicle access is to a category 1, 2, 3 or 4 road; and</li> </ul> </li> </ul> <p>A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.</p>	<p>A2.1 The proposal meets the acceptable solution and can be constructed in accordance with the requirements of AS2890.1</p> <p><b>The proposed development satisfies the acceptable solution.</b></p>

### E6.7.3 Parking for Persons with a Disability

Acceptable Solutions	Proposed Solutions
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	A1 As no buildings are proposed the disability spaces have been located to support ease of entry and exit from the public car park facility. <b>The proposed development satisfies the acceptable solution.</b>
A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.	A2 Two car parking spaces have been provided for use by persons with disabilities. The proposed development complies with the relevant standard. <b>The proposed development satisfies the acceptable solution.</b>

### E6.7.4 Loading and Unloading of Vehicles, Drop-off and Pickup

The proposed development does not include retail, commercial, industrial, service industry or warehouse or storage uses and therefore no further assessment is required.

### E6.8.5 Pedestrian Walkways

Acceptable Solutions	Proposed Solutions
A1 Pedestrian access must be provided for in accordance with Table E6.5.	A1 The proposed development provided for footpaths and pedestrian crossing in accordance with Table E6.5 Pedestrian access. Provisions for footpaths adjacent to disabled spaces exceed the requirements, planting and pedestrian paths are proposed between parking area and footpath and the car park is appropriately marked and signage located. <b>The proposed development satisfies the acceptable solution.</b>

### E15 Signs Code

The proposed development for a public car park to be sited on CT 118523/2 includes signage to direct the public and control movement. The signage proposed has been determined to be categorised as Identification Signs and Incidental Signs. Both forms of signage are exempt from the Code and accordingly require no further assessment.

### 5. Representations

The application was advertised 23 September to 6 October 2020 in the Examiner Newspaper, notices on-site and at the Council Chambers and notification by mail to all adjoining land owners. One (1) representation was received prior to the closing date and time. The representation is as follows:

Issue	Response
The proposed shuttlebus thoroughfare utilising the Library/Visitor Centre Car Parking area as a thoroughfare is not an ideal traffic management concept.	The proposed development has been subject to a Traffic Impact Assessment which has been reviewed by Council's Works Department, Development Services and found to be acceptable. No relevant road authority has expressed any concern regarding the same. It should be noted that <i>Gravity Isle</i> (shuttle bus) currently utilise the library site. The proposed development is intending to ensure shuttle bus activities are conducted in a safe and efficient manner and reduce or remove any impact on adjacent roads.

Issue	Response
Landscaping should include local native species that demonstrate the natural values of the St Helens area.	The General Business Zone does not require the development to satisfy any criteria for landscaping within the zone. The planning permit will contain advice to consider utilising local native species within the landscaping.

The recommendation for approval has been made following due consideration of the representations and comments.

## 6. Mediation

Nil.

## 7. Conclusion

In accordance with 8.10 of the Break O'Day Interim Planning Scheme 2013, the application has been assessed against the objectives of the Scheme, in particular the General Business Zone and all relevant Codes and issues. The application has demonstrated compliance with the Acceptable Solutions and Performance Criterion; the received representations have been considered. It is recommended for approval with conditions normally set to this type of development.

### LEGISLATION & POLICIES:

Break O'Day Interim Planning Scheme 2013;  
Land Use Planning and Approvals Act 1993;  
Local Government (Building and Miscellaneous Provision) Act 1993.

### BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:

Not applicable, all costs of the development are the responsibility of the developer.

### VOTING REQUIREMENTS:

Simple Majority.

*The Mayor advised the Council that it had now concluded its meeting as a Planning Authority under Section 25 of the Local Government (Meeting Procedures) Regulations.*



## 10/20.7.0 PETITIONS

Nil.

## 10/20.8.0 NOTICES OF MOTION

### 10/20.8.1 Removal of Moulting Bay Jetty – Cllr G McGuinness

#### **MOTION:**

*A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:*

That Council remove the Moulting Bay jetty in the interests of public safety.

#### **SUBMISSION IN SUPPORT OF MOTION:**

The jetty on the seaward side of the gate has completely collapsed.

The remaining jetty has become dangerous to curious tourists and could result in injury for which Council would be liable.

The jetty has ceased to fulfil a useful need for a significant period.

## 10/20.9.0 COUNCILLOR'S QUESTIONS ON NOTICE

Nil.

## 10/20.10.0 COUNCILLOR'S QUESTIONS WITHOUT NOTICE

*Regulation 29 of the Local Government (Meeting Procedures) Regulations 2005 specifies that in putting a Question Without Notice a Councillor must not offer an argument or opinion, draw any inference or make any imputations except so far as may be necessary to explain the question.*

*The Chairperson must not permit any debate of a Question without Notice or its answer.*

**10/20.11.0****MAYOR'S & COUNCILLOR'S COMMUNICATIONS****10/20.11.1****Mayor's Communications for Period Ending 19 October 2020**

24.09.2020	<b>Launceston</b>	– TasWater representatives group special general meeting
27.09.2020	<b>St Helens</b>	– St Helens Bowls Club open day
29.09.2020	<b>St Helens</b>	– Meeting with Senator Claire Chandler
30.09.2020	<b>Fingal &amp; St Helens</b>	– Launch of BODEC – Break O'Day Employment Connect
30.09.2020	<b>St Helens</b>	– Athletics Club meeting
01.10.2020	<b>St Helens</b>	– Meeting with St Helens Neighbourhood House – Thrive Community Garden
05.10.2020	<b>St Helens</b>	– Council Workshop
14.10.2020	<b>St Helens</b>	– Tasmanian Axemans Association Meeting
15.10.2020	<b>Bicheno</b>	– 2020 East Coast Tasmania Tourism Annual General meeting
17.10.2020	<b>St Helens</b>	– Opening of Seniors week events
18.10.2020	<b>St Helens</b>	– Seniors week event
19.10.2020	<b>St Helens</b>	– Council Meeting

**10/20.11.2****Councillor's Reports for Period Ending 19 October 2020**

*This is for Councillors to provide a report for any Committees they are Council Representatives on and will be given at the Council Meeting.*

- St Helens and Districts Chamber of Commerce and Tourism –Clr Margaret Osborne OAM
- NRM Special Committee – Clr Janet Drummond
- Barway Committee – Clr John McGiveron
- East Coast Tasmania Tourism (ECTT) – Clr Glenn McGuinness
- Mental Health Action Group – Clr Barry LeFevre
- Disability Access Committee – Clr Janet Drummond

## 10/20.12.0 BUSINESS AND CORPORATE SERVICES

### 10/20.12.1 Corporate Services Department Report

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	Bob Hoogland, Manager Corporate Services
FILE REFERENCE	018\018\001\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

#### OFFICER'S RECOMMENDATION:

That the report be received.

#### INTRODUCTION:

The purpose of this report is to provide Councillors with an update of various issues which have been dealt with in the Business and Corporate Service Department since the previous Council Meeting.

#### PREVIOUS COUNCIL CONSIDERATION:

Provided as a monthly report – Council consideration at previous meetings.

#### OFFICER'S REPORT:

#### OUTSTANDING REPORTS:

Motion Number	Meeting Date	Council Decision	Comments
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#### COMPLETED REPORTS:

Motion Number	Meeting Date	Council Decision	Comments
09/20.12.4.164	21 September 2020	That Policy LG12 Fit for Work (Alcohol and Drug) Policy be amended as recommended.	Completed, Policy updated in documents and on website.
09/20.14.2.170	21 September 2020	That Policy CB06 – Community Grants/Assistance Policy, as amended, be adopted.	Completed, Policy updated in documents and on website.
09/20.14.3.171	21 September 2020	That Policy CB08 – Council Fee Remission of Building and Development Fees for Community Groups Policy, as amended, be adopted.	Completed, Policy updated in documents and on website.
09/20.16.3.176	21 September 2020	That Policy AM12 – Council Vehicles Policy be amended as recommended.	Completed, Policy updated in documents and on website.

**Staff Movements:**

Nil.

**Meetings Attended:**

With GM, video meeting to discuss preliminary findings of TAO procedural audit of Council's procurement processes.

With WH&S Coordinator, face to face meeting with representatives of JLTA with respect to Council insurance options.

Face to face management training meetings.

Zoom meeting with respect to changes to Roads to Recovery systems access.

With Finance Officer, zoom meeting with Synectic for internal audit of asset management.

Face to face Corporate Services team meetings and manager-team member meetings.

**Other Issues:***Investments – Term Deposits***BENDIGO:**

\$1,002,016.44	0.60%	Maturing 10/11/2020
\$1,005,326.79	0.60%	Maturing 18/11/2020
\$1,000,000.00	0.55%	Maturing 08/12/2020
\$1,008,260.00	0.50%	Maturing 11/12/2020
\$1,008,503.56	0.50%	Maturing 11/12/2020

**CBA:**

\$1,009,070.61	0.62%	Maturing 06/11/2020
\$1,012,787.78	0.56%	Maturing 24/11/2020
\$2,003,205.48	0.55%	Maturing 26/11/2020
\$1,001,503.56	0.52%	Maturing 14/12/2020

**Right to Information (RTI) Requests**

One (1).

**132 and 337 Certificates**

	<b>132</b>	<b>337</b>
<b>September 2020</b>	88	46
<b>August 2020</b>	64	29
<b>September 2019</b>	61	32

## Debtors/Creditors @ 6 October 2020

### DEBTORS INFORMATION

#### Invoices Raised

Current		Previous Year	
Month	YTD 20/21	Month	YTD 19/20
68	224	77	213

### CREDITORS INFORMATION

#### Payments Made

Current		Previous Year	
Month	YTD 20/21	Month	YTD 19/20
398	1162	433	1170

## Work Health & Safety Coordinator

### Officer's Report

The Work Health & Safety Coordinator attended various internal meetings related to risk management and WHS induction of new contractors.

Ongoing consultation with outdoor workers regarding the new safe operating procedure, hazards and risk controls.

Assisted staff with COVID enquires and concerns. Prepared signage to raise public awareness of limited access for the Council's facilities as well as town halls. Continuous liaising with Manager Community Services concerning community groups hiring council facilities and their compliance with their COVID safety plans.

Facilitated First Aid refresher training for 24 workers over two (2) days with Bailey Training.

Facilitated Wellbeing session 'Improving your diet and health' with Linda Wells from e-Raw for indoor and outdoor workers.

The WHS Coordinator was on annual leave in the first week of October.

During the period of **21 September to 15 October 2019**, the following vandalism occurred:

#### 25 September 2020

Break-in at Scamander Sports & Community Complex (SSCC). Damages occurred to one door, lock and window panel. The SCC reported the incident to the Police and informed Council five days later of the incident. Cost of material amounts to \$700 and labour cost amounts to \$350.

RATES INFORMATION as at 7 October 2020						
This financial Year						
2020/2021	Rates Levied	Additional Rates (Sup Val)	Total Rates	Penalties	Interest	Rate Remissions
General	7,388,664.92	58,186.31	7,446,851.23	14,246.50	6,031.87	157,035.27
Waste	1,226,004.00	4,527.63	1,230,531.63			
Wheelie	452,119.20	2,782.43	454,901.63			
Recycling	253,536.00	510.46	254,046.46			
Fire	364,983.85	733.21	365,717.06			
<b>TOTAL</b>	<b>9,685,307.97</b>	<b>66,740.04</b>	<b>9,752,048.01</b>	<b>14,246.50</b>	<b>6,031.87</b>	<b>157,035.27</b>
Last Financial Year						
2019/2020	Rates Levied	Additional Rates (Sup Val)	Total Rates	Penalties	Interest	Rate Remissions
General	7,313,018.65	48,453.76	7,361,472.41	14,841.71	10,642.58	61,181.87
Waste	1,186,206.00	4,284.00	1,190,490.00			
Wheelie	429,934.75	1,762.87	431,697.62			
Recycling	242,865.00	469.20	243,334.20			
Fire	365,043.55	278.55	365,322.10			
<b>TOTAL</b>	<b>9,537,067.95</b>	<b>55,248.38</b>	<b>9,592,316.33</b>	<b>14,841.71</b>	<b>10,642.58</b>	<b>61,181.87</b>
Instalments						
2020/2021		Instalment \$	Outstanding \$	Outstanding %		
8 September 2020	Instalment 1	2,422,220.97	170,682.40	7.05%		
10 November 2020	Instalment 2	2,421,029.00	877,374.72	36.24%		
2 February 2021	Instalment 3	2,421,029.00	941,603.32	38.89%		
4 May 2021	Instalment 4	2,421,029.00	953,285.12	39.38%		
	<b>TOTAL:</b>	<b>9,685,307.97</b>	<b>2,942,945.56</b>	<b>30.39%</b>		
2019/2020						
		Instalment \$	Outstanding \$	Outstanding %		
10 September 2019	Instalment 1	2,382,877.95	162,791.00	6.83%		
12 November 2019	Instalment 2	2,384,730.00	949,587.87	39.82%		
4 February 2020	Instalment 3	2,384,730.00	1,000,794.69	41.97%		
5 May 2020	Instalment 4	2,384,730.00	1,011,532.71	42.42%		
	<b>TOTAL:</b>	<b>9,537,067.95</b>	<b>3,124,706.27</b>	<b>32.76%</b>		
Discount						
	Discount	No. of	Total Ratable	% of total		
<b>2020/2021</b>	157,611.65	3,474	6,476	53.64%		
<b>2019/2020</b>	145,879.91	3,278	6,461	50.74%		



## **STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017-2027

### *Goal*

Services – To have access to quality services that are responsive to the changing needs of the community and lead to improved health, education and employment outcomes.

### *Strategy*

- Work collaboratively to ensure services and service providers are coordinated and meeting the actual and changing needs of the community.
- Ensure Council services support the betterment of the community while balancing statutory requirements with community and customer needs.

## **LEGISLATION & POLICIES:**

Nil.

## **BUDGET AND FINANCIAL IMPLICATIONS:**

Not applicable.

## **VOTING REQUIREMENTS:**

Simple Majority.

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	David Doyle, Finance Manager
FILE REFERENCE	018\018\001\
ASSOCIATED REPORTS AND DOCUMENTS	Financial Reports

**OFFICER'S RECOMMENDATION:**

That the following reports for the month ending 30 September 2020 be received:

1. Trading Account Summary
2. Income Statement
3. Profit and Loss Statements
4. Financial Position
5. Cash Flow
6. Capital Expenditure

**INTRODUCTION:**

Presented to Council are the monthly financial statements.

**PREVIOUS COUNCIL CONSIDERATION:**

Council considers financial reports on a monthly basis.

**OFFICER'S REPORT:**

The financial statements as shown below show the financial position of Council as at 30 September 2020.

### Trading Account Summary

Council's current position for the month ending 30 September is summarised as follows:-

CASH AT BEGINNING OF PERIOD	11,633,829
TOTAL INCOME FOR PERIOD	3,143,703
TOTAL AVAILABLE FUNDS	14,777,532
LESS TOTAL EXPENDITURE	2,025,260
CASH AT END OF PERIOD	12,752,272
OUTSTANDING SUNDRY DEBTORS 60 DAYS & OVER	14,669

N.B. Cashflows in the short term are not equivalent to accounting surplus or deficit and therefore cash flows in the above statement will not necessarily equal figures shown elsewhere in this report.

<b>Income Statement</b>				
<b>2020-2021</b>				
	<b>2019-2020 Actual</b>	<b>Year to Date Actual</b>	<b>Year to Date Budget</b>	<b>2020-2021 Estimate</b>
<b>INCOME</b>				
Rates and Charges	9,850,188	9,622,420	9,599,633	9,730,958
User Charges	1,099,845	225,256	196,962	830,591
Grants	3,078,651	375,050	393,463	3,000,411
Other Income	420,306	95,699	39,000	152,000
Investment Income	406,309	9,496	25,000	344,000
<b>Total Income</b>	<b>14,855,299</b>	<b>10,327,921</b>	<b>10,254,058</b>	<b>14,057,960</b>
<b>Capital Income</b>				
Capital grants	5,220,216	529,979	527,000	4,091,000
Profit or Loss on Sale of Assets	(318,269)	-	-	25,000
<b>Total Income</b>	<b>19,757,246</b>	<b>10,857,900</b>	<b>10,781,058</b>	<b>18,173,960</b>
<b>EXPENSES</b>				
Employee Expenses	4,539,148	1,202,258	1,272,813	5,512,396
Materials and Services	4,215,435	1,288,738	1,359,150	4,561,591
Depreciation and amortisation	3,732,684	915,766	913,923	3,659,093
Other expenses	1,584,106	246,067	273,789	857,586
<b>Total Expenses</b>	<b>14,071,373</b>	<b>3,652,829</b>	<b>3,819,676</b>	<b>14,590,665</b>
FAGs in advance				
<b>Net Operating Surplus\ (Deficit)</b>	<b>783,926</b>	<b>6,675,092</b>	<b>6,434,382</b>	<b>(532,705)</b>
<b>Net Surplus\ (Deficit)</b>	<b>5,685,873</b>	<b>7,205,071</b>	<b>6,961,382</b>	<b>3,583,295</b>

Profit & Loss Statement							
2020-2021							
		Month Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	% of Annual Budget used	Comments
<b>1600</b>	<b>Revenues</b>						
1611	General Rate	(655)	7,442,002	7,389,216	7,389,216	101%	
1612	Waste Charges	-	1,229,831	1,226,004	1,226,004	100%	
1613	Fire Levy	-	365,476	364,927	364,927	100%	
1614	Tips & Transfer Stations	11,705	33,976	43,775	175,100	19%	
1615	Recycling Charges	313	254,003	253,592	253,592	100%	
1616	Early Settlement Discounts	(57,104)	(157,645)	(130,000)	(130,000)	121%	
1617	Wheelie Bin Charges	1,462	454,777	452,119	452,119	101%	
	<b>Total Rates</b>	<b>(44,279)</b>	<b>9,622,420</b>	<b>9,599,633</b>	<b>9,730,958</b>	99%	
	<b>Environmental Health</b>						
1622	Inspection Fees	-	-	1,500	6,000	0%	
1623	Health/Food Licence Fees and Fines	-	150	1,000	14,000	1%	
1624	Immunisations	-	-	-	1,000	0%	
	<b>Total Environmental Health</b>	<b>-</b>	<b>150</b>	<b>2,500</b>	<b>21,000</b>	1%	
	<b>Municipal Inspector</b>						
1631	Kennel Licences	(100)	(100)	-	1,200	-8%	
1632	Dog Registrations	1,495	7,288	5,000	50,100	15%	
1633	Dog Impoundment Fees & Fines	-	218	625	2,500	9%	
1634	Dog Replacement Tags	25	55	-	-		
1635	Caravan Fees and Fines	195	64,350	49,000	50,000	129%	
1636	Fire Abatement Charges	-	-	-	2,000	0%	
1637	Infringement Notices	-	146	4,375	17,500	1%	
	<b>Total Municipal inspector</b>	<b>1,615</b>	<b>71,957</b>	<b>59,000</b>	<b>123,300</b>	58%	
	<b>Building Control Fees</b>						
1641	Building Fees	350	5,330	7,500	30,000	18%	
1642	Plumbing	2,000	7,023	12,500	50,000	14%	
1643	Building Search Fees	-	-	300	1,200	0%	
1644	Permit Administration	1,200	4,925	8,750	35,000	14%	
1645	Building Inspections	3,309	8,864	10,000	40,000	22%	
1647	Certificates of Likely Compliance	1,886	5,836	5,500	22,000	27%	
1651	Development Application Fees	5,571	26,425	12,500	50,000	53%	
1653	Subdivision Fees	-	-	875	3,500	0%	

		Month Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	% of Annual Budget used	Comments
1654	Advertising Fee	6,000	24,825	12,500	50,000	50%	
1655	Adhesion Orders	-	-	125	500	0%	
1656	Engineering Fees	1,284	2,354	500	2,000	118%	
	<b>Total Planning And Building Control Fees</b>	<b>21,600</b>	<b>85,581</b>	<b>71,050</b>	<b>284,200</b>	30%	
	<b>Government Fees Levies</b>						
1661	B.C.I Training Levy	1,136	4,826	7,500	30,000	16%	
1662	Building Permit Levy	568	2,413	4,250	17,000	14%	
1663	132 & 337 Certificates	9,470	24,294	20,000	80,000	30%	
1664	Section 137 Property Sales	-	2,659	-	-		
1666	Right to Information	-	41	-	-		
	<b>Total Government Fees Levies</b>	<b>11,174</b>	<b>34,233</b>	<b>31,750</b>	<b>127,000</b>	27%	
	<b>Investment Income</b>						
1671	Interest Income	4,802	9,496	25,000	150,000	6%	
1676	Dividends - TasWater	-	-	-	194,000	0%	
	<b>Total Investment Income</b>	<b>4,802</b>	<b>9,496</b>	<b>25,000</b>	<b>344,000</b>	3%	
	<b>Sales Hire and Commission</b>						
1681	Sales	2,237	8,026	8,932	127,600	6%	
1682	Commission	3,654	3,828	3,330	16,491	23%	
1684	Facilities and Hall Hire	3,366	8,486	1,650	55,000	15%	
1685	Facilities Leases	395	12,995	18,500	75,000	17%	
1687	History Room Other Income	-	-	250	1,000	0%	
	<b>Total Sales Hire and Commission</b>	<b>9,652</b>	<b>33,335</b>	<b>32,662</b>	<b>275,091</b>	12%	
	<b>Other Income</b>						
1761	Late Payment Penalties inc Interest	16,046	18,291	26,000	100,000	18%	
1765	Private Works	1,031	67,739	5,000	20,000	339%	Construction of Cunningham St Jetty
1766	Cemetery	364	1,755	6,250	25,000	7%	
1767	Contributions	1,177	1,177	-	-		
1768	Miscellaneous Income	-	45	-	-		
	<b>Total Other Income</b>	<b>18,619</b>	<b>89,007</b>	<b>37,250</b>	<b>145,000</b>	61%	
	<b>Reimbursements</b>						
1773	Workers Comp. Recoveries	-	-	500	2,000	0%	



		Month Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	% of Annual Budget used	Comments
1775	Roundings	(1)	(135)	-	-		
1776	Miscellaneous Reimbursements	3,176	3,564	1,250	5,000	71%	
1778	GST free reimbursements	1,319	3,263	-	-		
	<b>Total Reimbursements</b>	<b>4,494</b>	<b>6,692</b>	<b>1,750</b>	<b>7,000</b>	96%	
	<b>Gain or Loss on Sale of Assets</b>						
1781	Profit or Loss on Sale of Assets	-	-	-	25,000	0%	
	<b>Total Gain or Loss on Sale of Assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,000</b>	0%	
	<b>Grant Income</b>						
	<b>Operating Grants</b>			-			
1792	Financial Assistance Grant	-	355,018	373,463	2,980,411	12%	
1794	Learner Driver Mentor Grant		20,032	20,000	20,000	100%	
	<b>Total Operating Grants</b>	<b>-</b>	<b>375,050</b>	<b>393,463</b>	<b>3,000,411</b>	12%	
	<b>Capital Grants</b>						
1791	Roads to Recovery	-	27,000	27,000	971,000	3%	
1791	DCF Round 2 Projects	500,000	500,000	500,000	1,000,000	50%	
1791	CDG Georges Bay Walking Trail	-	-		2,100,000	0%	
1791	Turf Mower	-	-	-	20,000	0%	
1791	Other Grants	-	2,979	-			
	<b>Total Capital Grants</b>	<b>500,000</b>	<b>529,979</b>	<b>527,000</b>	<b>4,091,000</b>	13%	
	<b>Total Revenue</b>	<b>527,677</b>	<b>10,857,900</b>	<b>10,781,058</b>	<b>18,173,960</b>	60%	
	<b>Expenses</b>						
	<b>Employee Costs</b>						
1811	Salaries and Wages	277,690	825,006	874,849	3,791,012	22%	
1812	On Costs	124,433	361,953	388,579	1,683,844	21%	
1813	Overtime Payments	4,532	15,299	9,385	37,540	41%	
	<b>Total Employee Costs</b>	<b>406,655</b>	<b>1,202,258</b>	<b>1,272,813</b>	<b>5,512,396</b>	22%	
	<b>Energy Costs</b>						
1851	Electricity	3,163	29,536	34,530	143,875	21%	
	<b>Total Energy Costs</b>	<b>3,163</b>	<b>29,536</b>	<b>34,530</b>	<b>143,875</b>	21%	

		Month Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	% of Annual Budget used	Comments
	<b>Materials and Contracts</b>						
1861	Advertising	400	14,666	12,125	48,500	30%	
1863	Bank Charges - GST	3,013	7,474	6,050	24,200	31%	
1864	Books Manuals Publications	104	410	1,023	4,090	10%	
1865	Catering	378	1,671	3,600	14,400	12%	
1866	Bank Charges - FREE	63	157	250	1,000	16%	
1867	Computer Hardware Purchase	151	6,401	3,000	12,000	53%	
1869	Computer Internet Charges	-	-	500	2,000	0%	
1870	Computer Licence and Maintenance Fees	14,786	89,334	104,000	205,000	44%	
1872	Corporate Membership	-	60,849	110,000	144,790	42%	
1873	Debt Collection	542	1,080	4,000	16,000	7%	
1876	Stock Purchases for Resale	589	1,920	8,250	45,000	4%	
1890	Equipment Hire and Leasing	1,396	6,157	9,625	38,500	16%	
1891	Equipment Maintenance and Minor Purchases	-	90	2,925	11,700	1%	
1893	Internet Billpay Costs	1,385	3,417	1,750	7,000	49%	
1895	Licensing and Licence Costs	1,720	28,885	15,000	39,379	73%	
1896	Land and Building Rental or Leasing Costs	8,009	18,884	9,000	9,000	210%	
1897	Materials	31,829	103,751	83,861	335,445	31%	
1898	Phone Calls Rental Fax	2,826	8,615	9,773	39,090	22%	
1899	Postage/Freight	191	7,880	5,753	23,010	34%	
1900	Printing/Laminating	-	-	1,250	5,000	0%	
1901	Property Insurance	-	127,186	100,000	109,300	116%	
1902	Room Hire	518	818	313	1,250	65%	
1904	Royalties and Production Licences	-	-	1,250	5,000	0%	
1905	Stationery	217	2,622	4,125	16,500	16%	
1906	Water and Property rates Payable	23,996	23,996	33,240	105,800	23%	
	<b>Total Materials and Contracts</b>	<b>92,111</b>	<b>516,262</b>	<b>530,661</b>	<b>1,262,954</b>	<b>41%</b>	
	<b>Contractor Costs</b>						
1971	Contractors	64,096	126,767	198,075	792,300	16%	
1972	Cleaning Contractors	2,300	39,516	47,433	189,730	21%	
1973	Waste Management Contractors	87,891	242,956	264,649	1,135,788	21%	
	<b>Total Contractor Costs</b>	<b>154,287</b>	<b>409,238</b>	<b>510,157</b>	<b>2,117,818</b>	<b>19%</b>	

		Month Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	% of Annual Budget used	Comments
	<b>Professional Fees</b>						
	Audit Fees	-	-	750	40,000	0%	
1993	Legal Fees	1,615	13,425	6,500	26,000	52%	
1994	Internal Audit Fees	-	-	1,625	6,500	0%	
1995	Revaluation Fees- Municipal only	3,550	6,350	7,000	28,000	23%	
1997	Professional Fees - Strategic Projects	-	-	-	70,000	0%	
1998	Other Professional Fees	8,836	55,466	63,675	254,700	22%	
	<b>Total Professional Fees</b>	<b>14,001</b>	<b>75,240</b>	<b>79,550</b>	<b>425,200</b>	<b>18%</b>	
	<b>Plant Hire</b>						
2101	Plant Hire - Internal	55,182	160,411	129,075	516,300	31%	
2102	Plant Hire - External	-	-	1,375	5,500	0%	
2103	Registration and MAIB	40,429	40,429	39,672	39,672	102%	
2104	Insurance Premiums	909	25,431	41,773	41,773	61%	
2105	Plant Repairs and Maintenance	20,371	74,921	28,000	112,000	67%	
2140	Plant Hire Recovered	(61,107)	(173,681)	(180,000)	(720,000)	24%	
2141	Fuel	8,840	31,797	41,125	164,500	19%	
2142	Fuel Credit	-	(2,838)	(3,750)	(15,000)	19%	
	<b>Total Plant Hire</b>	<b>64,624</b>	<b>156,470</b>	<b>97,270</b>	<b>144,745</b>	<b>108%</b>	
	<b>Government Fees and Levies</b>						
2255	Fire Levy	91,232	91,232	91,232	365,186	25%	
2257	Building Permit Levy	-	1,761	3,750	15,000	12%	
2258	Land Tax	871	4,180	4,500	56,813	7%	
2259	Training Levy	-	4,818	7,500	30,000	16%	
	<b>Total Government Fees and Levies</b>	<b>92,102</b>	<b>101,991</b>	<b>106,982</b>	<b>466,999</b>	<b>22%</b>	
	<b>Depreciation</b>						
2305	Depreciation Buildings	19,832	59,496	59,081	236,323	25%	
2306	Depreciation Roads and Streets	152,167	456,501	456,500	1,826,000	25%	
2307	Depreciation Bridges	38,050	114,150	114,150	456,600	25%	
2308	Depreciation Plant & Equipment	35,895	107,961	102,717	410,868	26%	
2310	Depreciation Stormwater Infrastructure	27,658	82,974	82,974	331,896	25%	
2311	Depreciation Furniture	11,979	36,015	39,351	157,405	23%	
2312	Depreciation Land Improvements	17,709	53,268	53,750	215,001	25%	

		Month Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	% of Annual Budget used	Comments
2313	Amortisation of Municipal Valuation	1,800	5,400	5,400	25,000	22%	
	<b>Total Depreciation</b>	<b>305,090</b>	<b>915,766</b>	<b>913,923</b>	<b>3,659,093</b>	25%	
	<b>Other Expenses</b>						
2401	Interest Payable	-	25,811	32,000	335,328	8%	
2403	Bad & Doubtful Debts	-	249		-		
2404	Grants and Community Support Given	400	16,727	40,000	179,100	9%	
2405	Rate Remissions	-	157,035	155,000	156,000	101%	Includes \$99k Covid19 rate relief
2407	Waiver of Fees and Lease etc	-	2,704	-	-		
2409	Council Member Expenses	53	587	4,500	18,000	3%	
2410	Council Member Allowances	14,318	42,954	42,289	169,158	25%	
	<b>Total Other Expenses</b>	<b>14,771</b>	<b>246,067</b>	<b>273,789</b>	<b>857,586</b>	29%	
	<b>Total Expenses</b>	<b>1,146,804</b>	<b>3,652,829</b>	<b>3,819,676</b>	<b>14,590,665</b>	25%	
	<b>Net Surplus\ (Deficit) before Capital amounts</b>	<b>(1,119,127)</b>	<b>6,675,092</b>	<b>6,434,382</b>	<b>(532,705)</b>		
	Capital Grants	500,000	529,979	527,000	4,091,000		
	Profit or Loss on Sale of Assets	-	-	-	25,000		
	<b>Net Surplus\ (Deficit)</b>	<b>(619,127)</b>	<b>7,205,071</b>	<b>6,961,382</b>	<b>3,583,295</b>		

Profit And Loss Statement				
2020-2021				
	Month Actual	Year to Date Actual	2020-2021 Budget	Comments
<b>Business &amp; Corporate Services</b>				
Total Government Fees Levies	-	41	-	
Total Investment Income	4,802	9,496	344,000	
Total Sales Hire and Commission	-	-	6,000	
Total Reimbursements	80	500	-	
<b>Total Revenue</b>	<b>4,882</b>	<b>10,037</b>	<b>350,000</b>	
Total Employee Costs	61,139	178,580	817,408	
Total Energy Costs	-	-	5,800	
Total Materials and Contracts	21,636	242,294	497,450	
Total Contractor Costs	250	619	7,900	
Total Professional Fees	985	1,724	10,500	
Total Plant Hire	1,623	4,785	13,573	
Total Government Fees and Levies	-	-	180	
Total Depreciation	10,646	31,847	157,064	
<b>Total Expenses</b>	<b>96,279</b>	<b>459,849</b>	<b>1,509,875</b>	
	-			
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(91,397)</b>	<b>(449,812)</b>	<b>(1,159,875)</b>	
<b>Net Surplus\ (Deficit)</b>	<b>(91,397)</b>	<b>(449,812)</b>	<b>(1,159,875)</b>	
<b>Development Services</b>	-	-		
Total Environmental Health	-	150	21,000	
Total Municipal inspector	195	64,350	59,500	
Total Planning And Building Control Fees	20,316	83,013	282,200	
Total Government Fees Levies	11,174	31,533	127,000	
Total Sales Hire and Commission	-	161	1,300	
<b>Total Revenue</b>	<b>31,686</b>	<b>179,207</b>	<b>491,000</b>	
	-	-		
Total Employee Costs	54,015	185,707	841,637	
Total Materials and Contracts	254	7,197	50,910	
Total Contractor Costs	-	-	10,000	
Total Professional Fees	7,017	37,838	142,700	
Total Plant Hire	1,282	3,374	8,807	
Total Government Fees and Levies	-	6,579	45,000	
Total Depreciation	1,508	4,695	19,740	
Total Other Expenses	-	1,590	34,500	
<b>Total Expenses</b>	<b>64,077</b>	<b>246,980</b>	<b>1,153,293</b>	
	-	-		
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(32,391)</b>	<b>(67,773)</b>	<b>(662,293)</b>	
<b>Net Surplus\ (Deficit)</b>	<b>(32,391)</b>	<b>(67,773)</b>	<b>(662,293)</b>	



	Month Actual	Year to Date Actual	2020-2021 Budget	Comments
<b>Community Services</b>	-	-		
Total Other Income	1,177	1,177	-	
Total Reimbursements	2,008	2,008	-	
Total Operating Grants	-	20,032	20,000	
Total Capital Grants	-	-	2,100,000	
<b>Total Revenue</b>	<b>3,185</b>	<b>23,217</b>	<b>2,120,000</b>	
	-	-		
Total Employee Costs	19,488	58,026	281,043	
Total Materials and Contracts	310	2,277	26,950	
Total Contractor Costs	25,000	25,000	30,000	
Total Professional Fees	-	-	10,000	
Total Plant Hire	4,457	7,112	12,744	
Total Depreciation	1,175	3,525	16,212	
Total Other Expenses	400	16,727	144,600	
<b>Total Expenses</b>	<b>50,830</b>	<b>112,668</b>	<b>521,549</b>	
	-	-	-	
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(47,645)</b>	<b>(89,451)</b>	<b>(501,549)</b>	
<b>Net Surplus\ (Deficit)</b>	<b>(47,645)</b>	<b>(89,451)</b>	<b>1,598,451</b>	
<b>Works and Infrastructure</b>		-		
Total Rates	13,479	1,972,587	2,106,815	
Total Municipal inspector	1,420	7,607	63,800	
Total Planning And Building Control Fees	1,284	2,568	2,000	
Total Sales Hire and Commission	3,761	21,849	175,000	
Total Other Income	1,395	69,539	45,000	
Total Reimbursements	2,345	2,345	2,000	
Total Gain or Loss on Sale of Assets	-	-	25,000	
Total Operating Grants	-	205,355	1,608,892	
Total Capital Grants	-	27,000	1,991,000	
<b>Total Revenue</b>	<b>23,685</b>	<b>2,308,850</b>	<b>6,019,507</b>	
	-	-		
Total Employee Costs	200,182	569,801	2,682,349	
Total Energy Costs	3,163	28,652	133,075	
Total Materials and Contracts	64,432	179,612	493,444	
Total Contractor Costs	129,037	381,287	2,065,068	
Total Professional Fees	872	15,325	44,000	
Total Plant Hire	55,981	137,904	99,978	
Total Government Fees and Levies	871	4,180	52,354	
Total Depreciation	288,758	866,690	3,442,005	
Total Other Expenses	-	30,534	335,328	
<b>Total Expenses</b>	<b>743,297</b>	<b>2,213,986</b>	<b>9,347,600</b>	
	-	-	-	
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(719,612)</b>	<b>67,864</b>	<b>(5,319,094)</b>	
<b>Net Surplus\ (Deficit)</b>	<b>(719,612)</b>	<b>94,864</b>	<b>(3,328,094)</b>	

	Month Actual	Year to Date Actual	2020-2021 Budget	Comments
<b>Visitor Information Centre</b>	-	-		
Total Sales Hire and Commission	2,186	7,301	79,500	
<b>Total Revenue</b>	<b>2,186</b>	<b>7,301</b>	<b>79,500</b>	
	-	-		
Total Employee Costs	12,536	37,620	138,312	
Total Energy Costs	-	884	5,000	
Total Materials and Contracts	1,564	5,923	51,700	
Total Contractor Costs	-	2,332	4,850	
Total Plant Hire	75	215	-	
Total Government Fees and Levies	-	-	1,600	
Total Depreciation	1,703	5,108	8,472	
<b>Total Expenses</b>	<b>15,878</b>	<b>52,081</b>	<b>209,934</b>	
	-	-	-	
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(13,692)</b>	<b>(44,780)</b>	<b>(130,434)</b>	
<b>Net Surplus\ (Deficit)</b>	<b>(13,692)</b>	<b>(44,780)</b>	<b>(130,434)</b>	
	-	-		
	-	-		
<b>Governance and Members Expenses</b>	-	-		
Total Rates	(57,759)	7,649,833	7,624,143	
Total Government Fees Levies	-	2,659	-	
Total Sales Hire and Commission	3,705	4,023	13,291	
Total Other Income	16,046	18,291	100,000	
Total Reimbursements	61	1,839	5,000	
Total Operating Grants	-	149,663	1,371,520	
Total Capital Grants	500,000	502,979	-	
<b>Total Revenue</b>	<b>462,054</b>	<b>8,329,287</b>	<b>9,113,954</b>	
	-	-		
Total Employee Costs	59,294	172,524	751,646	
Total Materials and Contracts	3,916	78,959	142,500	
Total Professional Fees	5,126	20,353	218,000	
Total Plant Hire	1,206	3,081	9,645	
Total Government Fees and Levies	91,232	91,232	367,865	
Total Depreciation	1,300	3,900	15,600	
Total Other Expenses	14,371	197,216	343,158	
<b>Total Expenses</b>	<b>176,444</b>	<b>567,263</b>	<b>1,848,414</b>	
	-	-	-	
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(214,390)</b>	<b>7,259,045</b>	<b>7,265,539</b>	
<b>Net Surplus\ (Deficit)</b>	<b>285,610</b>	<b>7,762,024</b>	<b>7,265,539</b>	

	Month Actual	Year to Date Actual	2020-2021 Budget	Comments
<b>Council Total</b>	-	-		
Total Rates	(44,279)	9,622,420	9,730,958	
Total Environmental Health	-	150	21,000	
Total Municipal inspector	1,615	71,957	123,300	
Total Planning And Building Control Fees	21,600	85,581	284,200	
Total Government Fees Levies	11,174	34,233	127,000	
Total Investment Income	4,802	9,496	344,000	
Total Sales Hire and Commission	9,652	33,335	275,091	
Total Other Income	18,619	89,007	145,000	
Total Reimbursements	4,494	6,692	7,000	
Total Gain or Loss on Sale of Assets	-	-	25,000	
Total Operating Grants	-	375,050	3,000,411	
Total Capital Grants	500,000	529,979	4,091,000	
<b>Total Revenue</b>	<b>527,677</b>	<b>10,857,900</b>	<b>18,173,960</b>	
	-	-		
Total Employee Costs	406,655	1,202,258	5,512,396	
Total Energy Costs	3,163	29,536	143,875	
Total Materials and Contracts	92,111	516,262	1,262,954	
Total Contractor Costs	154,287	409,238	2,117,818	
Total Professional Fees	14,001	75,240	425,200	
Total Plant Hire	64,624	156,470	144,745	
Total Government Fees and Levies	92,102	101,991	466,999	
Total Depreciation	305,090	915,766	3,659,093	
Total Other Expenses	14,771	246,067	857,586	
<b>Total Expenses</b>	<b>1,146,804</b>	<b>3,652,829</b>	<b>14,590,665</b>	
	-	-		
FAGS grant funds received in advance	-	-		
<b>Net Surplus\ (Deficit) before Capital Income</b>	<b>(1,119,127)</b>	<b>6,675,092</b>	<b>(532,705)</b>	
Capital Income	500,000	529,979	4,116,000	
<b>Net Surplus\ (Deficit)</b>	<b>(619,127)</b>	<b>7,205,071</b>	<b>3,583,295</b>	

Financial Position					
2020-2021					
	2019-2020 Actual	Year to Date Actual	Year to Date Budget	2020-2021 Budget	Comments
<b>Current Assets</b>					
Cash	10,256,813	12,752,272	11,652,585	3,737,243	
Receivables	1,093,391	3,638,108	4,096,385	750,000	
Inventories	63,905	190,715	120,000	120,000	
Other Current Assets	60,433	96,391	45,000	45,000	
<b>Total Current Assets</b>	<b>11,474,542</b>	<b>16,677,487</b>	<b>15,913,970</b>	<b>4,652,243</b>	
<b>Non Current Assets</b>					
Property Plant and Equipment	154,921,761	156,762,017	156,758,395	148,149,134	
Investment in TasWater	34,537,566	34,537,566	34,537,566	38,672,525	
Other Non Current Assets	176,326	63,800	95,000	95,000	
<b>Total Non -Current Assets</b>	<b>189,635,653</b>	<b>191,363,383</b>	<b>191,390,961</b>	<b>186,916,659</b>	
<b>Total Assets</b>	<b>201,110,195</b>	<b>208,040,870</b>	<b>207,304,931</b>	<b>191,568,902</b>	
<b>Current Liabilities</b>					
Payables	1,548,015	1,936,346	1,473,540	950,000	
Interest Bearing and Other Liabilities	368,056	329,272	329,272	356,256	
Contract Liabilities	344,516	-	-		Grants & Rates in advance
Provisions	829,258	879,536	853,572	853,572	
<b>Total Current Liabilities</b>	<b>3,089,845</b>	<b>3,145,153</b>	<b>2,656,384</b>	<b>2,159,828</b>	
<b>Non Current Liabilities</b>					
Interest Bearing and Other Liabilities	8,169,452	8,169,452	8,169,452	8,128,118	
Provisions	549,757	549,756	569,414	569,414	
<b>Total Non Current Liabilities</b>	<b>8,719,209</b>	<b>8,719,208</b>	<b>8,738,866</b>	<b>8,697,532</b>	
<b>Total Liabilities</b>	<b>11,809,054</b>	<b>11,864,361</b>	<b>11,395,250</b>	<b>10,857,360</b>	
<b>Net Assets</b>	<b>189,301,141</b>	<b>196,176,509</b>	<b>195,909,681</b>	<b>180,711,542</b>	
<b>EQUITY</b>					
Accumulated surplus	38,895,988	44,225,486	43,958,659	34,862,149	
Asset revaluation reserve	149,925,764	151,471,634	151,471,634	145,384,764	
Other reserves	479,389	479,389	479,389	464,629	
<b>TOTAL EQUITY</b>	<b>189,301,141</b>	<b>196,176,509</b>	<b>195,909,681</b>	<b>180,711,542</b>	
Other Reserves - detailed separately	479,389	479,389	479,389	464,628	
Employee Provisions	1,379,015	1,429,292	1,422,986	1,422,986	
Unallocated accumulated surplus	8,398,409	10,843,591	9,750,210	1,849,629	
<b>Total cash available</b>	<b>10,256,813</b>	<b>12,752,272</b>	<b>11,652,585</b>	<b>3,737,243</b>	
Note: This reflects the cash position and does not include Payables and Receivables					

Other Reserves				
2020-2021				
	Other Reserves 1/7/20	Reserves new 2020-2021	Reserves used 2020-2021	Remaining 30/6/2021
<b>Public Open Space</b>				
Binalong Bay	3,362			3,362
Ansons Bay	4,907			4,907
Beaumaris	2,229			2,229
Scamander	3,750			3,750
St Helens	26,242			26,242
St Marys	32,509			32,509
Stieglitz	6,752			6,752
<b>Total Public Open Space</b>	<b>79,751</b>	-	-	<b>79,751</b>
<b>General Reserves</b>				
Community Development	12,500			12,500
Fingal Tennis Court	14,500			14,500
137 Trust Seizures	372,638	-		372,638
<b>Total General Reserves</b>	<b>399,638</b>	-	-	<b>399,638</b>
<b>Total Other Reserves</b>	<b>479,389</b>	-	-	<b>479,389</b>
<b>Grants Received in Advance</b>				
Projectors for Stadium	14,000		0	14,000
Community Infrastructure Fund Grant	27,260		0	27,260
Flagstaff Trailhead Shade Structure	13,460		0	13,460
St Marys Flood Mitigation	56,131		(38,581)	17,550
Youth week	2,000		0	2,000
Drought & Weed Management Program	55,000		(2,823)	52,177
Georges Bay Foreshore Multi-User	116,229		(116,229)	-
<b>Total Grants Received in Advance</b>	<b>284,080</b>	-	<b>(157,633)</b>	<b>126,447</b>

<b>Estimated Cash Flow</b>					
<b>2020-2021</b>					
	<b>2019-2020 Actual</b>	<b>Year to Date Actual</b>	<b>Year to Date Budget</b>	<b>2020-2021 Budget</b>	<b>Comments</b>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>					
<b>RECEIPTS</b>					
Operating Receipts	14,993,252	8,159,552	6,313,402	14,057,960	
<b>PAYMENTS</b>					
Operating payments	(10,478,245)	(3,430,514)	(2,732,893)	(10,931,572)	
<b>NET CASH FROM OPERATING</b>	<b>4,515,007</b>	<b>4,729,038</b>	<b>3,580,509</b>	<b>3,126,388</b>	
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>					
<b>RECEIPTS</b>					
Proceeds from sale of Plant & Equipment	18,363	-	-	25,000	
<b>PAYMENTS</b>					
Payment for property, plant and equipment	(8,021,282)	(2,750,557)	(2,698,736)	(10,794,945)	
Capital Grants	5,405,286	529,979	527,000	4,091,000	
Payments for financial assets	-				
<b>NET CASH FROM INVESTING ACTIVITIES</b>	<b>(2,597,633)</b>	<b>(2,220,578)</b>	<b>(2,171,736)</b>	<b>(6,678,945)</b>	
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>					
<b>RECEIPTS</b>					
Proceeds from borrowings	-	-	-	-	
<b>PAYMENTS</b>					
Repayment of borrowings	(340,941)	(26,984)	(26,984)	(356,256)	
Repayment of Lease Liabilities	(11,800)				
<b>NET CASH FROM FINANCING ACTIVITIES</b>	<b>(352,741)</b>	<b>(26,984)</b>	<b>(26,984)</b>	<b>(356,256)</b>	
<b>NET INCREASE (DECREASE) IN CASH HELD</b>	<b>1,564,633</b>	<b>2,481,475</b>	<b>1,381,788</b>	<b>(3,908,813)</b>	
<b>CASH AT BEGINNING OF YEAR</b>	<b>8,692,180</b>	<b>10,270,797</b>	<b>10,270,797</b>	<b>7,646,056</b>	
<b>CASH AT END OF PERIOD</b>	<b>10,256,813</b>	<b>12,752,272</b>	<b>11,652,585</b>	<b>3,737,243</b>	



Capital Expenditure							
2020-2021							
Project Code	Details	Month Actuals	Year to Date Actual	Budget expected to be C/F	2020-2021 Estimate	Total New Budget + C/f	Comments
	<b>PLANT &amp; EQUIPMENT</b>						
	<b>Replacement of the following vehicles</b>						
CI010	Turf Mower	-	-		40,000	40,000	Requires co-funding from SHFC
CH048	Garbage truck	-	-	(370,000)	370,000	-	Purchased June 2020
CH049	2nd hand back up garbage truck	-	131,735		120,000	120,000	Budget workshop 1/6/20
CI015	1226 Ute 2WD Tipper	-	-		30,000	30,000	
CI020	1316 Maintenance Van - Building Mtce Officer	-	-		45,000	45,000	
CI025	1294 Dual Cab Ute 4WD	-	-		40,000	40,000	
CI005	Small Plant - VARIOUS	5,499	30,572		42,000	42,000	
	<b>TOTAL PLANT &amp; EQUIPMENT</b>	<b>5,499</b>	<b>162,307</b>	<b>(370,000)</b>	<b>687,000</b>	<b>317,000</b>	
	<b>FURNITURE &amp; IT</b>						
CI070	Additional sit down/stand up desks	-	-		2,500	2,500	
CI055	IT - Server Upgrades 2020/21	-	23,596		25,000	25,000	
CI075	Council Chambers New Furniture	-	-		15,000	15,000	\$8700 to CI065 as advised 12 Aug 2020
CI060	Desktop/Laptops/Monitors 2020/21	-	12,063		10,000	10,000	
CI065	Printers/Copiers - Main Office	-	-		12,000	12,000	
	History Room acquisition reserve	-	-		1,000	1,000	
CH075	Town Christmas Decorations	2,480	2,480			-	
CD730	Hall Furniture Replacement	-	-	3,000		3,000	
CH065	Audio visual equip	-	5,395				Chamber
	<b>TOTAL FURNITURE &amp; IT</b>	<b>2,480</b>	<b>43,534</b>	<b>3,000</b>	<b>65,500</b>	<b>68,500</b>	
	<b>BUILDINGS</b>						
CC730 A	Old Tasmanian Hotel - Lift	35,013	67,423		213,000	213,000	DCF Round 2 Potential Project
CC730	Old Tasmanian Hotel Upgrades in Accordance with Conservation Mgt Plan	-	19,220		25,000	25,000	Annual commitment to Heritage upgrades and renovations

Capital Expenditure							
2020-2021							
CI705	St Helens Works Depot	-	-		20,000	20,000	New 6m X 6m store building for Community Services
CI710	St Marys Railway Station Upgrades	-	-		25,000	25,000	Upgrades to Building to be scoped out
CH730	Portland Hall Upgrades	316	37,337	34,610	50,000	84,610	Electrical Upgrades, Replace Western Facing Windows & Storage room alterations
CE770	Workspace Renovations - History Rooms	-	-	27,270		27,270	
CF705	Weldborough Amenities	-	-	124,400		124,400	
CH720	Four Mile Creek Community Hub	-	-	57,880		57,880	FOFMC
CH725	Break O Day Community Stadium - Upgrades	-	22,788	30,000		30,000	Roof Replacement to original amenities section
	<b>TOTAL BUILDINGS</b>	<b>35,330</b>	<b>146,768</b>	<b>274,160</b>	<b>333,000</b>	<b>607,160</b>	
	<b>PARKS, RESERVES &amp; OTHER</b>						
CX805 *	St Marys Sports Complex (DA 129-20)	1,856	2,146		45,000	45,000	DCF Funding - New Implement and Buggy Shed exCI805
CX810 *	St Marys Sports Centre (Bowls/Golf Clubhouse)	7,553	7,553		45,000	45,000	DCF Funding - Internal Alterations
CX815 *	Scamander Surf Life Saving Club	-	-		19,745	19,745	DCF Funding - Fitout of Amenities
CX820 *	St Marys Football Ground	38,083	38,083		110,020	110,020	DCF Funding - Irrigation System
CX825 *	St Marys Community Space	-	-		35,000	35,000	DCF Round 2 Potential Project
CX830 *	Mathinna Cemetery Master Plan	-	-		50,000	50,000	DCF Round 2 Potential Project
CX835 *	Fingal Cemetery Master Plan	-	-		100,000	100,000	DCF Round 2 Potential Project
CX840 *	Fingal Valley Tracks	1,735	1,735		139,500	139,500	DCF Round 2 Potential Project
CX870 *	Wombat Walk - Footpath Upgrade	2,903	2,903		-	-	DCF Round 2 Potential Project
CX845 *	Drought Protection Plan	-	-		10,000	10,000	DCF Round 2 Potential Project

Capital Expenditure							
2020-2021							
CI810	St Helens Sports Complex	-	-		50,000	50,000	Reroof and Repaint & waterproof - Athletics Building
CH870	Shade structure - Flagstaff tail head	-	-		25,000	25,000	TBC
CI815	Shade Structures - Scamander Reserve	-	-		25,000	25,000	TBC
CI805	Street furniture & signage	6,540	6,540		20,000	20,000	
CI820	Playground equipment replacement program	-	-		20,000	20,000	St Helens Foreshore - Playground Fence replacement
CI825	Playground equipment replacement program	-	-		50,000	50,000	10 sites at \$5K each
	St Helens rec ground	-	-		15,000	15,000	
CI830	Resheet airport runway	-	-		100,000	100,000	
	Pyengana Rec ground	-	-		40,000	40,000	Remediate and reseal entrance
CI835	St helens Boat Ramp Project	20,000	20,000			-	\$98308.60 total - Council \$20000 Contribution ex GST
CF135 *	Georges Bay Walking Trail/St Helens Foreshore Path	100,989	1,464,690		2,223,510	2,223,510	Community Development Grant Funded \$2.1M
CH865	Swimcart to Binalong Bay - MTB Trail	-	5,509			-	
CH810	St Helens Cemetery Master Plan	-	-	50,000		50,000	
CH815	Dog exercise area St Helens Improvements	-	-	10,000		10,000	
CH530	Car Parking & MTB Hub - Cecilia St Carpark	1,463	9,371			-	as per Council decision 10/19.17.3
CH825	Cornwall Playground Upgrade (Slide Only)	-	-	5,000		5,000	Cornwall - Slide Only
CD815	Wrinklers Lagoon Redevelopment Design & Planning - Amenities Building	-	-	89,400		89,400	
CE820	Street furniture & signage	-	-	8,860		8,860	New Code created for 2020/21
CH840	St Helens Croquet Playing Field	-	-	30,000		30,000	
CF810	Fingal Cemetery Master Plan	-	-	40,000		40,000	
CE815	Mathinna Cemetery Master Plan	-	-	20,000		20,000	
CF825	Parnella foreshore protection works	35,062	37,247			-	C/f to CF805

Capital Expenditure							
2020-2021							
CF805	Parnella/Foreshore Walkway	1,500	1,500	249,010		249,010	Moved from Footpaths
CH855	Flood Levee - Groom Street, St Marys Flood Mit.	509	30,908				Flood Mitigation Funding
CH860	Flood Warning System - St Marys Flood Mitigation	1,271	1,787				Flood Mitigation Funding
CF820 *	Mountain Bike Trails - Poimena to Bay of Fires	1,536	10,649			-	
CF820 A*	Mountain Bike Trails - Stacked Loops-St Helens	69,574	279,639			-	
	<b>TOTAL PARKS, RESERVES &amp; OTHER</b>	<b>290,574</b>	<b>1,920,260</b>	<b>502,270</b>	<b>3,122,775</b>	<b>3,625,045</b>	
						-	
	<b>ROADS</b>					-	
	<b>STREETSCAPES</b>					-	
CX850 *	Mathinna Streetscape Improvements	28,745	33,858		208,035	208,035	DCF Round 2 Project Grant
CE110	Scamander entrance at Wrinklers	-	-	193,500		193,500	
CF105	Fingal Streetscape - Stage 2	-	-	40,000		40,000	Outstand Construction in 2020/21 - Can we make a new project code so as to close out the streetscape project?
CI130	Fingal Streetscape - 2020/21	-	-			-	NEW CODE for 2020/21 as requested
	<b>TOTAL STREETSCAPES</b>	<b>28,745</b>	<b>33,858</b>	<b>233,500</b>	<b>208,035</b>	<b>441,535</b>	
						-	
	<b>FOOTPATHS</b>					-	
CG115	Annual replacement of damaged footpaths	11,773	16,097	30,000	15,000	45,000	Covid 19 restrictions - defer work
CI110	Akaroa - Akaroa Ave	-	-		7,200	7,200	
CI115	Akaroa - Carnnell Place	-	-		6,300	6,300	
CI120	Binalong Bay - Coffey Drive	-	-		13,000	13,000	
CI125	Binalong Bay - Barnett Close	-	-		7,000	7,000	
CI105	Scamander - Scamander Ave	10,896	29,264		60,000	60,000	
	St Helens - Existing Sub-division	-	-		125,000	125,000	southern side of GF Bridge.
CH105	Binalong Bay Footpath - Main Road	-	-	30,000		30,000	Covid 19 restrictions - defer work
CH110	Binalong Bay - Highcrest to Bevan Streets	1,458	1,458	3,000		3,000	Covid 19 restrictions - defer work

Capital Expenditure							
2020-2021							
CH115	Fingal - Talbot Street	-	-	30,000		30,000	completed
CH120	Scamander - Scamander Ave	-	16,882	41,118		41,118	completed
CH125	Stieglitz - Chimney Heights	-	2,384	3,000		3,000	completed
CF125	Medea Cove Footpath/Road options	-	94	70,546		70,546	Covid 19 restrictions - defer work
CG110	Storey St, St Marys	456	36,727	50,000		50,000	Covid 19 restrictions - defer work
	<b>TOTAL FOOTPATHS</b>	<b>24,583</b>	<b>102,906</b>	<b>257,664</b>	<b>233,500</b>	<b>491,164</b>	
						-	
	<b>KERB &amp; CHANNEL</b>				-	-	
CI160	St Helens Point Road (Parnella SW Catchment 2)	-	-		150,000	150,000	
CI155	Atlas Drive - Landslip Control	-	-		40,000	40,000	
CH155	Byatt Court, Scamander	-	-	46,000		46,000	Covid 19 restrictions - defer work
	<b>Replacements TBA</b>	-	-	22,000		22,000	Covid 19 restrictions - defer work
CG155	Cameron St, St Helens (south of Quail St intersection) (0.16km)	-	-	20,000		20,000	Covid 19 restrictions - defer work
CE165	Treloggen Drive, Binalong Bay	-	-	50,360		50,360	Covid 19 restrictions - defer work
	<b>TOTAL KERB &amp; CHANNEL</b>	-	-	<b>138,360</b>	<b>190,000</b>	<b>328,360</b>	
						-	
	<b>RESHEETING</b>					-	
	2285 - North Ansons Bay Rd	-	-		30,000	30,000	
	2286 - North Ansons Bay Rd	-	-		30,000	30,000	
	40 - Anchor Rd	-	-		10,100	10,100	
	39 - Anchor Rd	-	-		10,800	10,800	
	41 - Anchor Rd	-	-		16,400	16,400	
CI305	906 - Ansons Bay Rd (Priory Rd)	9	9		9,400	9,400	
CI305	903 - Ansons Bay Rd (Priory Rd)				44,900	44,900	
CI305	910 - Ansons Bay Rd (Priory Rd)				25,800	25,800	
CI305	909 - Ansons Bay Rd (Priory Rd)				25,700	25,700	
CI305	908 - Ansons Bay Rd (Priory Rd)				18,300	18,300	

Capital Expenditure							
2020-2021							
CI305	907 - Ansons Bay Rd (Priory Rd)				18,100	18,100	
CI305	904 - Ansons Bay Rd (Priory Rd)				16,000	16,000	
	46 - Church Hill Rd	-	-		2,800	2,800	
	1081 - Sorell St	-	-		6,700	6,700	
	1024 - Franks St Fingal	-	-		3,400	3,400	
	1187 - Honeymoon Pt Rd	-	-		6,200	6,200	
	1178 - Jeanerret Beach Rd	-	-		800	800	
	47 - Johnston Rd	-	-		8,100	8,100	
	1053 - Louisa St	-	-		2,800	2,800	
	1051 - Louisa St	-	-		3,700	3,700	
CI310	948 - Reids Rd	-	-		23,800	23,800	
CI310	946 - Reids Rd	-	-		20,400	20,400	
CI310	945 - Reids Rd	-	-		21,600	21,600	
	704 - U/N 1 Stieglitz	-	-		4,600	4,600	
	999 - Victoria St Part C	-	-		1,400	1,400	
	998 - Victoria St Part C	-	-		360	360	
	997 - Victoria St Part C	-	-		2,100	2,100	
CH325	2054 - Brooks Rd	-	173			-	
	2138 - Franks St Fingal	-	-	3,795		3,795	
	2258 - McKerchers Rd	-	-	8,190		8,190	
	2259 - McKerchers Rd		-	9,623		9,623	
	2260 - McKerchers Rd		-	2,662		2,662	
	2380 - Tims Creek Rd	-	-	6,880		6,880	
	2392 - Tyne Rd	-	-	6,370		6,370	
	2393 - Tyne Rd		-	7,262		7,262	
	2394 - Tyne Rd		-	6,166		6,166	
	2303 - Old Roses Tier Rd	-	-	6,848		6,848	
CH320	2015 - Ansons Bay Rd (Priory Rd)	-	2,903			-	
	2176 - Honeymoon Point Rd	-	-	1,401		1,401	
CG310	Reids Rd		-	20,000		20,000	Only c/f \$20k
	Fingal Streets	-	-	6,500		6,500	
CG345	German Town Road, St Marys	-	-	6,980		6,980	
CG350	Dublin Town Road, St Marys	-	-	15,000		15,000	
CH315	Ansons Bay Road, Ansons Bay	-	1,082	-		-	
CH310	North Ansons Bay Road, Ansons Bay	-	271	-		-	
	<b>TOTAL RESHEETING</b>	<b>9</b>	<b>4,438</b>	<b>107,677</b>	<b>364,260</b>	<b>471,937</b>	
						-	



Capital Expenditure							
2020-2021							
	<b>RESEALS</b>					-	
	Cornwall Alexander and William Streets (North of Lennox)	-	-		12,000	12,000	
	1013 - Stieglitz St S/R Fingal	-	-		5,400	5,400	
	266 - Upper Esk Rd	-	-		33,800	33,800	
	1092 - Legge St Fingal	-	-		13,900	13,900	
	263 - Upper Esk Rd	-	-		47,000	47,000	
	253 - Upper Esk Rd	-	-		22,000	22,000	
	256 - Upper Esk Rd	-	-		34,000	34,000	
	254 - Upper Esk Rd	-	-		20,500	20,500	
	258 - Upper Esk Rd	-	-		36,500	36,500	
	271 - Upper Esk Rd	-	-		7,000	7,000	
	260 - Upper Esk Rd	-	-		4,000	4,000	
	370 - Penelope St	-	-		3,200	3,200	
	1071 - Grant St Fingal	-	-		18,500	18,500	
	635 - Butler St	-	-		1,100	1,100	
	634 - Dunn St	-	-		8,000	8,000	
	615 - High St Mathinna	-	-		4,500	4,500	
	653 - Thomas St Scamander	-	-		5,500	5,500	
	303 - Mangana Rd	-	-		50,000	50,000	
	The Gardens Road	-	-		52,000	52,000	
<b>CH485</b>	951 - Reids Rd	-	-	7,290		7,290	Bridge approaches - new seal
<b>CH485</b>	947 - Reids Rd	-	-	6,210		6,210	Bridge approaches - new seal
<b>CH495</b>	St Marys - Esk Main Road Storey to Groom Street	-	-	50,000		50,000	Deferred by DSG to coincide with DSG Road Sealing Programme in 2020/2021
	<b>TOTAL RESEALS</b>	-	-	<b>63,500</b>	<b>378,900</b>	<b>442,400</b>	
						-	
	<b>ROAD RECONSTRUCTION / DIGOUTS</b>					-	
<b>CI505</b>	Walker Street, St Helens	-	1,475		20,000	20,000	
<b>CI510</b>	Mangana Road	-	-		60,000	60,000	
<b>CI515</b>	Upper Esk Road	-	5,802		120,000	120,000	
<b>CI520</b>	Upper Scamander Road	-	903		25,000	25,000	
<b>CI525</b>	Gardens Road	913	913		15,000	15,000	
<b>CI530</b>	Medeas Cove Esplanade Reconstruction	-	2,130		250,000	250,000	
						-	

Capital Expenditure							
2020-2021							
	<b>ROAD CONSTRUCTION (NEW)</b>					-	
	St Marys - Car Park Sealing behind St Marys Hall	-	-		45,000	45,000	
	Pyengana Rec Ground Entrance Road	-	-		45,000	45,000	
<b>CH545</b>	216 - Mathinna Plains Road	-	-		185,000	185,000	
	Ansons Bay Road - Gravel Stabilisation	-	-		30,000	30,000	
<b>CI590</b>	Road Intersection Upgrade Works	-	-	50,000	50,000	100,000	
	<b>Crash Barrier - Multiple Culverts</b>	-	-		50,000	50,000	
<b>CI550</b>	Mathinna Road Barriers B0846	-	-			-	
<b>CI555</b>	Mathinna Road Barriers B1845	-	-			-	
<b>CI560</b>	Mangana Road Culvert SW3637	-	-			-	
<b>CX860 *</b>	Cornwall - Gravel Road Sealing - CAMPBELL	-	-		75,100	75,100	DCF Round 2 Potential Project ex CI540
<b>CX865 *</b>	Cornwall - Gravel Road Sealing - LENNOX	-	-			-	DCF Round 2 Potential Project ex CI541
	Road Sealing Program	-	-		350,000	350,000	
	Lottah Road, Goulds County/Lottah	-	-		240,000	240,000	
<b>CH565</b>	Lottah Road - Part 1 - CH 2.3-3.1	-	564			-	
<b>CH575</b>	Lottah Road - Part 3 - CH 4.8	-	49			-	
<b>CH580</b>	Lottah Road - Part 4 - CH 6.8-6.95	-	26,733	20,000		20,000	In progress RTR funded CFWD \$20K for sealing in late Spring 2020
<b>CG545</b>	Rex Ct St Helens dig out	-	-	27,540		27,540	
<b>CG550</b>	St Helens Pt Rd dig out	-	-	50,000		50,000	
<b>CH505</b>	St Helens Pt Rd (Parkside)	9,043	9,043	790,958		790,958	Project to be rescoped and requires grant funding \$375K
<b>CH510</b>	Atlas Drive - Retaining Wall Anchor	-	-	40,000		40,000	Deferred to coincide with bridge works at Georges Bay sharedway - Spring 2020

Capital Expenditure							
2020-2021							
CI535	Gardens Road - Sight Distance Works	12,100	20,163	400,000		400,000	Subject to successful \$200k Black Spot funding application
CH560	Road Network - Sign Replacement	-	-		15,000	15,000	
CG520	Beaumaris Ave	-	24			-	
CG505	St Helens Pt Rd, between Cunningham and Talbot Street	2,778	2,778			-	
	<b>TOTAL ROADS OTHER</b>	<b>24,833</b>	<b>70,575</b>	<b>1,378,498</b>	<b>1,575,100</b>	<b>2,953,598</b>	
						-	
	<b>ROADS TOTAL</b>	<b>78,169</b>	<b>211,776</b>	<b>2,179,199</b>	<b>2,949,795</b>	<b>5,128,994</b>	
						-	
	<b>BRIDGES</b>					-	-
CI210	B2398 - Intake Bridge, Pyengana	-	369		220,000	220,000	Replace structure with 25T load limit
CI205	B3617 - Mt Elephant Rd	-	-		18,000	18,000	Replace Deck - brought forward from 2021-22
CG220	B2293 Cecilia St, St Helens	-	-	22,000		22,000	Reallocate to another bridge in 2020/2021
CG250	B7027 Mathinna Plains Road	-	-	15,000		15,000	Culvert Extension - CFWD to 2020/2021
CH205	Footpath Bridge at Fingal Culvert	3,538	16,874			-	completed
CG225	B2792 Four Mile Creek Road	-	243,317	240,000		240,000	Contract awarded in April 2020 to be completed before end Sep 2020
CH240	B2117 The Flat Road Bridge, St Marys	3,395	3,395			-	Flood Mitigation Funding Due December 2019
	<b>TOTAL BRIDGES</b>	<b>6,933</b>	<b>263,954</b>	<b>277,000</b>	<b>238,000</b>	<b>515,000</b>	
	<b>STORMWATER</b>						
CI660	Minor stormwater Jobs	-	-		50,000	50,000	
CI655	Falmouth St St Helens	-	-		30,000	30,000	Penelope to Halcyon
CX855 *	Alexander St Cornwall	-	-		61,950	61,950	DCF Round 2 Potential Project ex CI660
CI685	Treloggens Track	-	-		30,000	30,000	
CD655	Implement SWMP priorities	26	79			-	

Capital Expenditure							
2020-2021							
CG665	Freshwater Street / Lade Court (Beaumaris)	-	-	70,000		70,000	Install new stormwater pipe rear of Freshwater Street properties to prevent Lade Court properties flooding.
CG670	Medea St - Opposite Doepel St	-	-	45,000		45,000	115m of open drain
CF665	Beauty Bay Access track improvements	-	289			-	completed
CH655	Beaumaris Ave	-	-	25,000		25,000	New Stormwater main
	<b>TOTAL STORMWATER</b>	<b>26</b>	<b>369</b>	<b>140,000</b>	<b>171,950</b>	<b>311,950</b>	
						-	
	<b>WASTE MANAGEMENT</b>					-	
CI630	Rehabilitation of former Binalong Bay Tip	-	-		5,000	5,000	
CI620	Scamander waste oil facility	-	-		13,000	13,000	
CI605	St Helens WTS - test Bore	-	-		15,000	15,000	
CI610	Scamander WTS - Test Bores (2)	-	-		45,000	45,000	
CI635	Scamander WTS - Leachate Retention pond	-	-		20,000	20,000	
CI615	Scamander WTS - Inert Landfill	-	1,590		20,000	20,000	
CI625	St Marys WTS Oil Station	-	-		13,000	13,000	
CI640	Waste Shredder	-	-	30,000	20,000	50,000	
CE615	Scamander WTS retaining wall replacement	-	-	52,000		52,000	Contingency for potential future site modification
	<b>WASTE MANAGEMENT TOTAL</b>	<b>-</b>	<b>1,590</b>	<b>82,000</b>	<b>151,000</b>	<b>233,000</b>	
						-	
	<b>Total Capital expenditure</b>	<b>419,011</b>	<b>2,750,557</b>	<b>3,087,629</b>	<b>7,719,020</b>	<b>10,806,649</b>	

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	Bob Hoogland, Manager Corporate Services
FILE REFERENCE	040\028\002\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

**OFFICER'S RECOMMENDATION:**

That the report be received.

**INTRODUCTION:**

The purpose of this report is to provide Councillors with an update of various issues which are being dealt with by the Visitor Information Centre.

**PREVIOUS COUNCIL CONSIDERATION:**

Provided as a monthly report – Council consideration at previous meetings.

**OFFICER'S REPORT:****Staff Movements:**

Still operating with the slightly reduced opening hours, visitor numbers should have started to increase in September but the COVID border restrictions are clearly affecting visitor numbers.

**Meetings Attended/Other information:**

VIC staff noted:

- Even though numbers are down from this time last year we have noticed that people are staying longer. Most people we have spoken to are staying from 3 – 7 days.
- We have been busy over the last few months with brochure display. We have 50 local operators who have taken up our offer of free brochure display and a few other businesses who haven't had a brochure before who are in the process of having brochures made up to advertise with us.
- We are finding that tourists (of all ages) still like to have paper information, especially brochures and also information regarding walks and bike trails.

The History Room Curator noted the following:

- 'The Baysiders': This new publication is now available for order through the VIC and costs \$30. This is part of the Pike family history and Volume 1 is now on display.
- Oral History Interview: This is being organised to occur this month

- Valley Voice Archive: Met with volunteers working on this where we reviewed processes of recording. The database was updated and expanded. Good progress now being achieved. More foolscap archival folders on order.
- 'Eddystone Lighthouse – Comfort In The Storm': Currently working on this next exhibition. Seeking to use an image from Wolfgang Glowacki in a pull up banner and have met with Chris Cummings for design work. A grant application is being considered through Regional Arts Australia fund and deadline for this is 31 Oct 2020. I have emailed RANT Arts Limited but have not received a reply as yet. Project budget could be accessed through their Quick Response Fund or the RAF Recovery (COVID related)
- Arts Tasmania Grant: Completed an application for this funding for hosting the National Archives of Australia's latest exhibition 'Out Of This World: Australia in the space age'. This display is part of its National Touring program and the St Helens History Room was approached by NAA to consider hosting this exhibition. There is a cost of \$7 000 associated with hosting the display so this could be offset by the application.
- Professional Development: 'Cultural heritage and tourism in a COVID-19 world' participated in this webinar organised by the Tasmanian branch of AMaGA on Fri 2 Oct 2020  
Brand Tasmania Workshop: Attended this event on Tuesday 22 Sept 2020 in St Helens.
- Statistics September 2020:
 

SHHR Entry	\$	216.00
Sales and donations	\$	83.10
TOTAL	\$	299.10

Previous years (2019) \$438.10; (2018) \$473; (2017) \$393.65; (2016) \$569.25 ; by comparison the museum is obviously being affected by the closed borders due to the pandemic as this time of year, there is usually a marked increase in both income and visitation and that is not being seen in these figures.

SHHR Visitation: Families/Couples 27; Concessions 27; TOTAL 54

Previous years (2019) 89; (2018) 76; (2017) 74; (2016) 35 (2015) 82; numbers are also reflecting this trend.

Volunteer hours: 77.5 hours averaging to 19.3 hours/wk

## Statistics:

### Door Counts:

Month/Year	Visitor Numbers	Daily Average	History Room
September 2010	1,359	45.30	90
September 2011	1,528	50.93	366
September 2012	1,417	47.23	77
September 2013	1,598	53.27	72
September 2014	1,570	52.33	71
September 2015	2,148	71.60	63
September 2016	1,720	57.33	82
September 2017	1,689	56.30	78
September 2018	1,508	50.27	76
September 2019	1,479	49.30	89
September 2020	866	28.87	27



**Revenue 2019/2020:**

Month	VIC Sales	HR Entry	HR Donations
July	1,531.55	209.00	236.20
August	2,261.05	162.00	28.00
September	3,974.85	379.00	59.30
October	6,219.40	456.00	61.00
November	9,928.75	680.00	108.30
December	9,181.90	486.00	47.10
January	11,386.71	674.00	94.65
February	9,025.60	703.00	210.10
March	8,237.44	700.00	186.80
April	NIL	NIL	NIL
May	NIL	NIL	NIL
June	537.20	34.00	16.00

**Revenue 2020/2021:**

Month	VIC Sales	HR Entry	HR Donations
July	2,335.55	194.00	121.65
August	1,774.39	111.00	78.05
September	1,642.36	216.00	83.10

**STRATEGIC PLAN & ANNUAL PLAN:****Strategic Plan 2017-2027***Goal*

Economy - To foster innovation and develop vibrant and growing local economies which offer opportunities for employment and development of businesses across a range of industry sectors.

*Strategies*

Create a positive brand which draws on the attractiveness of the area and lifestyle to entice people and businesses' to live and work in BOD.

**Annual Plan 2019-2020***Goal*

Economy - To foster innovation and develop vibrant and growing local economies which offer opportunities for employment and development of businesses across a range of industry sectors.

*Key Focus Area 2.1.2*

Tourism – Broadening, lengthening and improving the visitor experience through development of attractions and activities; promotion and signage; and great customer service.

*Action 2.1.2.9*

Assess and improve the customer experience delivered through the St Helens Visitor Information Centre.

**LEGISLATION & POLICIES:**

Nil.

**BUDGET AND FINANCIAL IMPLICATIONS:**

Not applicable.

**VOTING REQUIREMENTS:**

Simple Majority.

## 10/20.13.0 WORKS AND INFRASTRUCTURE

### 10/20.13.1 Works and Infrastructure Report

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	David Jolly, Manager Infrastructure and Development Services
FILE REFERENCE	014\002\001\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

#### OFFICER'S RECOMMENDATION:

That the report be received by Council.

#### INTRODUCTION:

This is a monthly summary update of the works undertaken through the Works and Infrastructure Department for the previous month and a summary of the works proposed for the coming month, and information on other items relating to Council's infrastructure assets and capital works programs.

#### PREVIOUS COUNCIL CONSIDERATION:

Provided as a monthly report – Council consideration at previous meetings.

#### OFFICER'S REPORT:

#### OUTSTANDING REPORTS:

Motion Number	Meeting Date	Council Decision	Comments
04/18.16.4.102	16 April 2018	<ol style="list-style-type: none"><li>Pursuant to section 14 of the <i>Local Government (Highways) Act</i> 1982 (the <b>Act</b>), for the Council to discuss and consider the closure of the following assets for the public benefit due to "lack of use".<ol style="list-style-type: none"><li>The closure of Bridge 3462 over the George River providing current access to Yosts Flat.</li><li>The closure of Grimstones Road from chainage 910m to end of road at chainage 4,680m.</li></ol>resolves that the part of Grimstones Road, Goshen as marked on the plan annexed and marked "A" should be closed to all traffic for the public benefit.</li><li>Council delegates its functions and powers pursuant to section 14(1)(b) of the Act to the General Manager and authorises the General Manager to take such steps as may be necessary to comply with each of the requirements of that section in relation to the closure of Bridge 3462 over the George River providing current access to Yosts Flat and the closure of Grimstones Road from chainage 910m to end of road at chainage 4,680m.</li></ol>	<p>Refer to Closed Council Resolution 11/18.17.3.</p> <p>Discussions with Sustainable Timbers in relation to road ownership are in progress.</p>

Motion Number	Meeting Date	Council Decision	Comments
11/19.8.1.266	18 November 2019	<p><i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i></p> <ol style="list-style-type: none"> <li>1. That Council investigates the best route for a dual access, (bike/pedestrian), dual direction track between Swimcart Beach and the “yet to be built” dual access Binalong Bay Rd. track.</li> <li>2. That Council seeks funding to enable this track to be built as soon as practical.</li> </ol>	Investigations commenced and potential route(s) are in initial stages of discussion with PWS.
11/19.13.3.274	18 November 2019	That Council consult with the St Marys Community to ascertain specific night-time usage requirement at the recreational ground, prior to giving consideration to commit \$35,000 to lighting infrastructure renewal.	To be actioned.
02/20.8.1.13	17 February 2020	<p><i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i></p> <p>That a Sun-shade for this playground be costed and the installation of it be included in our 2020-2021 Budget deliberations.</p>	Refers to the St Helens foreshore playground. The playground and other foreshore infrastructure will be considered as part of the Marine Facilities Strategy (Georges Bay).
07/20.8.1.109	20 July 2020	<p><i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i></p> <p>That Council consider supporting a project of improvement to the intersection of the junction of Upper Scamander Road and Tasman Highway, be funded in the 2021-2022 budget.</p>	To be actioned.

#### COMPLETED REPORTS:

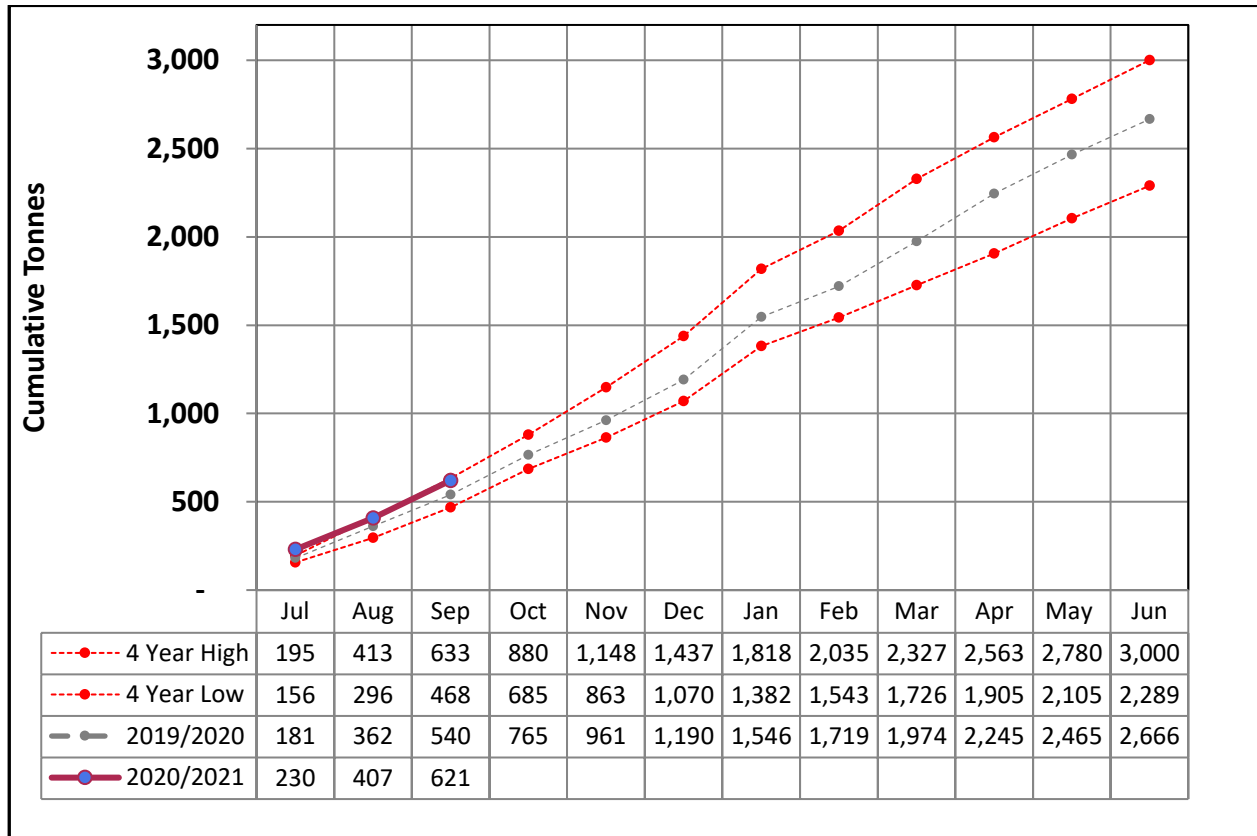
Motion Number	Meeting Date	Council Decision	Comments
09/20.13.3.167	21 September 2020	That Council approve a budget variation of \$22,000 (incl. GST) to cover the manufacture of twenty 140 litre wheelie bin surrounds for the St Helens shopping area.	Completed.
09/20.13.4.168	21 September 2020	That Council endorse the proposed Local Roads and Community Infrastructure Program (LRCIP) candidate projects for nomination to the Australian Government.	Completed.

<b>Asset Maintenance</b>	
<b>Facilities</b>	<ul style="list-style-type: none"> <li>Preventative Maintenance Inspections (PMI) of Council owned buildings and playgrounds.</li> <li>Maintenance identified during inspection and notified via Customer Service Requests.</li> </ul>
<b>Town &amp; Parks</b>	<ul style="list-style-type: none"> <li>Mowing/ground maintenance – all areas.</li> <li>Garden/tree maintenance and weeding where required.</li> <li>Soft-fall has been replenished at playgrounds.</li> <li>Footpath Maintenance and repairs where required.</li> <li>Boat Ramp Inspections and cleaning.</li> <li>Drought Communities Project has started with outdoor projects in St Marys and Fingal Valley.</li> </ul>
<b>Roads</b>	<ul style="list-style-type: none"> <li>Sealed road patching – all areas</li> <li>Traffic Signage replacement of damaged and removed signs – Waterfront signage has been installed</li> <li>Tree maintenance pruning</li> <li>Stormwater system pit cleaning and pipe unblocking</li> <li>Grading throughout the Fingal Valley area including surrounding Mathinna roads where required</li> </ul>
<b>MTB</b>	<ul style="list-style-type: none"> <li>Routine track maintenance</li> <li>Additional maintenance required following recent fire and heavy rain</li> </ul>

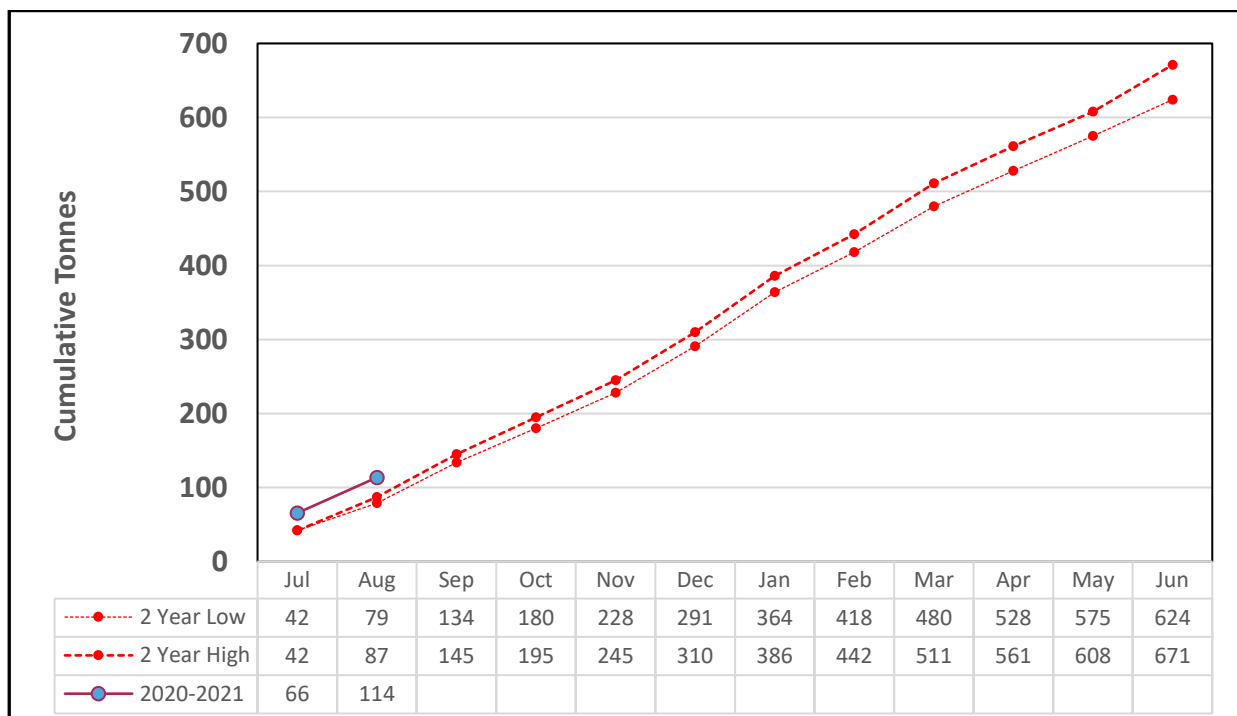
<b>Weed Management – Targeted weeds</b>	
<b>Aerodrome</b>	<ul style="list-style-type: none"> <li>Kunzia, Blackberry, Common Mullein</li> </ul>
<b>Seymour</b>	<ul style="list-style-type: none"> <li>Gorse</li> </ul>
<b>St Marys Cemetery</b>	<ul style="list-style-type: none"> <li>Spanish Heath</li> </ul>
<b>St Marys WTS</b>	<ul style="list-style-type: none"> <li>Gorse, Broom</li> </ul>

<b>Waste Management</b>	
<b>Kerbside Collection – Co-mingled Recyclables</b>	<ul style="list-style-type: none"> <li>Contracted service using JJ's Waste.</li> <li>Stream contamination (non-recyclables) remains problematic resulting in higher cost burden to Council and rate payers.</li> </ul>
<b>Green Waste</b>	<ul style="list-style-type: none"> <li>No interest has been forthcoming for purchase by tender of the double shredded "Green Waste Mulch – Batch 2" from the St Helens waste transfer station. We are now proposing to make the mulch available for purchase by the general public for a fee to achieve cost recovery.</li> <li>Coarse grade mulched and stock piled green waste at the Scamander Waste Transfer Station cannot be sold due to high level of contaminants – i.e. plastics, other synthetic materials and wire. Community assistance required to place 'clean' green waste only at the green waste drop off point and segregate other materials.</li> </ul>

## Waste Management - Municipal General Waste to Copping Landfill



## Kerbside Co-Mingled Recyclables collected by JJ's Waste



September waste quantity unavailable at time of writing this report.



## CAPITAL WORKS SUMMARY

Project Code	Details	Project Update
CF805	Parnella/Foreshore Walkway	Crown Land Permit request in progress.
CI105	Scamander Avenue Footpath Stage 2	Works almost complete.
	Story Street Footpath	Footpath works complete. Remedial nature strip and drainage to finalise project.
<b>225</b>	<b>Bridge 2792 Four Mile Creek</b>	<b>Completed.</b>
CH515	Ansons Bay Road Stabilisation	In-progress - Earthworks including verge maintenance completed. Sealing deferred to Summer/Autumn period.
CH580	Lottah Road Upgrade(Part 4)	Road formation, retaining wall and crash barrier works completed. Sealing to be undertaken in the summer/autumn period.
	Georges Bay Foreshore Track	Construction commenced July 2020. Project is on track with Practical Completion at November 2020.
CI615	Scamander WTS – Inert Landfill	In-progress: Addressing of regulatory requirements outlined by EPA for the establishment of a new inert landfill site.
	Binalong Bay Footpaths	Planning Stage Re-gravel worn footpath segments. Works scheduled for August.
	Binalong Bay Playground	Planning Stage Works scheduled for August to coincide with scheduled footpath works.
	Road – Re-sheeting (2020/2021 Program)	Processing of re-sheeting gravel in progress. Road re-sheeting activity has been delayed due to unfavourable weather conditions. Works likely to start late October.
	Kerb & Channel Works Program	Request for Quote process has commenced.

## LEGISLATION / STRATEGIC PLAN & POLICIES:

Strategic Plan 2017-2027

### Goal

Infrastructure - To provide quality infrastructure which enhances the liveability and viability of our communities for residents and visitors.

### Strategy

- Be proactive infrastructure managers by anticipating and responding to the growing and changing needs of the community and the area.
- Work with stakeholders to ensure the community can access the infrastructure necessary to maintain their lifestyle.
- Develop and maintain infrastructure assets in line with affordable long-term strategies.

## BUDGET AND FINANCIAL IMPLICATIONS:

Not applicable.

## VOTING REQUIREMENTS:

Simple Majority.

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	Municipal Inspector
FILE REFERENCE	003\003\018\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

**OFFICER'S RECOMMENDATION:**

That the report be received by Council.

**INTRODUCTION:**

This is a monthly update for animal control undertaken since the last meeting of Council.

**PREVIOUS COUNCIL CONSIDERATION:**

Provided as a monthly report – Council consideration at previous meetings.

**OFFICER'S REPORT:**

This is a monthly activity statement update of the complaints and work that has been done for the month of September 2020:

Area	Ansons Bay	Binalong	Cornwall	Fingal	Falmouth	Four Mile Ck	Mathinna	Beaumaris	Scamander	Seymour	Steiglitz	Goshen	St Helens	St Marys	YEAR TOTALS
Dogs Impounded				1											8
Dogs Rehomed or sent to Dogs Home															5
Cat Complaints															6
Livestock Complaints							1							1	7
Barking Dog								1			1		3	1	28
Bark Abatement Notice															0
Bark Monitor											1		3	1	26
Wandering Dog or off lead						1					1		3		35

Area	Ansons Bay	Binalong	Cornwall	Fingal	Falmouth	Four Mile Ck	Mathinna	Beaumaris	Scamander	Seymour	Stieglitz	Goshen	St Helens	St Marys	YEAR TOTALS
Verbal Warnings							1	2			1		4		16
Letter/Email warnings & Reminders				1			1	1	1		2		4	3	86
Patrol		1		2				3	3		2		6	2	110
Dog Attack - on another animal (Serious)															1
Dog Attack/Harassment – on another animal (Minor)															2
Dog Attack - on a person (Serious)															1
Dog Attack/Harassment – on a person (Minor)															3
Dog - chasing a person															3
Declared Dangerous Dog															2
Dangerous Dog Euthanised															2
Unregistered Dog - Notice to Register				2			3	3			1	1	4	2	44
Dogs Registered				1			3	2			1	1	3	8	26
Infringement Notice Issued															4
Pending Dog Registration Checks															21
Caution Notices Issued															5
Verbal Warnings/Education Sheets Maps															1
Infringement Notice - Disputes in Progress															2
Infringement - Time Extension request															0
Infringement Notice - Revoked															3
Kennel Licence - No Licence															4

Area	Ansons Bay	Binalong	Cornwall	Fingal	Falmouth	Four Mile Ck	Mathinna	Beaumaris	Scamander	Seymour	Stieglitz	Goshen	St Helens	St Marys	YEAR TOTALS
Kennel Licence - Issued															1
Rooster Complaints															4
Other						1							6	3	61
Lost Dogs															3
Illegal Camping															0

#### LEGISLATION / STRATEGIC PLAN & POLICIES:

Strategic Plan 2017-2027

##### *Goal*

Environment - To balance our use of the natural environment to ensure that it is available for future generations to enjoy as we do.

##### *Strategy*

Ensure the necessary regulations and information is in place to enable appropriate use and address inappropriate actions.

#### BUDGET AND FINANCIAL IMPLICATIONS:

Not applicable.

#### VOTING REQUIREMENTS:

Simple Majority.

ACTION	DECISION
PROPONENT	Residents
OFFICER	David Jolly, Manager Infrastructure & Development Services
FILE REFERENCE	20/17338
ASSOCIATED REPORTS AND DOCUMENTS	Letter signed by residents of Lower Germantown Road and Denneys Road, St Marys

**OFFICER'S RECOMMENDATION:**

1. That Councillors receive the letter from the residents of Lower Germantown Road and Denneys Road, St Marys.
2. That Council engage the services of a qualified Traffic Engineer to undertake an assessment of Lower Germantown and Denney's roads against AS1742 Part 4, before considering and submitting an application for a speed limit change to the Department of State Growth.

**INTRODUCTION:**

The residents of Lower Germantown Road and Denneys Road, St Marys have written to Council requesting the speed limit on Lower Germantown Road be reduced to 50km/hr.

**PREVIOUS COUNCIL CONSIDERATION:**

This matter was discussed at the Council Workshop in October 2020.

**OFFICER'S REPORT:****Background**

Council has received a letter signed by residents of Lower Germantown Road and Denneys Road, St Marys requesting the speed limit be lowered from the current default unsealed road speed limit of 80 to 50km/hr. Please refer to the attached letter.

Some time ago, Council posted a regulatory 50 km/hr speed sign on the road. Approval to alter the regulatory speed limit was not referred to the Department of State Growth for approval and consequently was not enforceable. Earlier this year, the Infrastructure & Development Service Manager had the sign removed and placed an advisory speed sign of 40km/hr. Advisory speed signage is not enforceable but does serve to guide a motorist to the safe speed for travel only.

**Governance**

In Tasmania, speed limit changes are approved by the Commissioner for Transport. The Commissioner for Transport is the legal authority for setting speed limits on all roads in Tasmania and makes a decision only after looking at an application and recommendation from the road manager, such as the State Roads Division of the Department of State Growth, or by a local council.

The Commissioner will typically base their decision on national traffic engineering standards and guidance: AS1742, Part 4.

#### **STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017/2027

##### *Goal*

Infrastructure - To provide quality infrastructure which enhances the liveability and viability of our communities for residents and visitors.

##### *Strategy*

Be proactive infrastructure managers by anticipating and responding to the growing and changing needs of the community and the area.

#### **LEGISLATION & POLICIES:**

Not Applicable.

#### **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

A Traffic Engineer study is estimated to cost \$2,500 which can be funded from within 2020/2021 adopted budget.

#### **VOTING REQUIREMENTS:**

Simple Majority.



**To**  
Break O'Day Council  
32-34 Georges Bay Esplanade  
St Helens TAS 7216



**From**  
The residents of Lower German Town and Denneys roads, St Marys TAS 7215  
*Cl - Leissa Dane PO Box 26 St Marys TAS 7215*

Over three years ago the residents of Lower German Town and Denneys roads wrote to BO'DC requesting a change to the speed limits on these roads from the default of 80/kph on all gravel roads to a lower speed limit.

These roads were, and are still are, not suitable to have a speed limit of 80/kph due to various factors, including (but not limited to) the

- narrowness of the roads, not wide enough for two cars to pass without pulling over to the side
- abundance of wildlife in the area, often on the road, day and night
- restricted sight lines due to the many bends along the road/s
- deep gutters on parts of the roads
- increase in the number of residents along the roads
- older age of many of the residents
- increase in general traffic
- often uneven condition of the road
- shortness of the roads and both being dead ends
- one lane bridge on Lower German Town Road

Council approved a new enforceable speed limit of 50/kph and installed the appropriate signage. The sign was recently removed and replaced with a new sign (yellow with black writing) of 40/kph, which means the roads are now back to the default speed limit 80/kph with advisory only speed of 40/kph. On phoning the council to enquire why the signage had been changed, we were informed that the request had never gone through the appropriate approval process and had been rescinded pending a further request from residents.

We now again request Council to change the speed limit on the above roads to 50kph and go through the appropriate channel (The Department of State Growth) for approval. All the above points remain; in fact there is an increase in full-time residents living along these roads and general traffic in the years since the speed limit reduction was first requested.

Yours Sincerely

Name	Address	Signature
Leissa Dane	225 Lower German Town Rd St Marys	<i>Leissa Dane</i> 14/08/20
Peter Dane	225 Lower German Town Rd St Marys	<i>P J Dane</i> 14/8/20
Wendy Wike	155 Lower German Town Rd St Marys	<i>W Wike</i>
Tracey Bird	" "	<i>T Bird</i>
DAVID OSMOND	102 Lower German Town Rd - St. Marys	<i>D Osmond</i>
Laura McKinnon + Luke Portman	Lower German Town Rd St Marys	<i>L McKinnon</i> 14.8.20

**To**

Break O'Day Council  
32-34 Georges Bay Esplanade  
St Helens TAS 7216

**From**

The residents of Lower German Town and Denneys roads, St Marys TAS 7215

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Yours Sincerely

Name	Address	Signature
Gayle Smyth + Phyllis P. Pagan	22 Denneys Rd, St Marys	18/8/20
	2223 b Lower German Town Rd St Marys	P. Pagan 20/8/20

**To**  
Break O'Day Council  
32-34 Georges Bay Esplanade  
St Helens TAS 7216

**From**  
The residents of Lower German Town and Denneys roads, St Marys TAS 7215

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Yours Sincerely

Name	Address	Signature
RODNEY DRUMMOND	121 LOWER GERMAN TOWN RD. ST MARYS	R. Drummond
JANET DRUMMOND	121 LOWER GERMAN TOWN ROAD ST MARYS TAS	Janet
ESTHER FIELD	224 LOWER GERMAN TOWN RD ST MARYS 7215	Esther
Kaylen Jorgensen	224 Lower German Rd St Marys 7215	Kaylen J



<b>ACTION</b>	<b>DECISION</b>
<b>PROPONENT</b>	Council Officer
<b>OFFICER</b>	David Jolly, Manager Infrastructure & Development Services
<b>FILE REFERENCE</b>	033\046\001\
<b>ASSOCIATED REPORTS AND DOCUMENTS</b>	Nil

**OFFICER'S RECOMMENDATION:**

1. That Council authorise sale to the general public of double shredded green waste mulch from the St Helens waste transfer station.
2. That a fee of \$20/m<sup>3</sup> be added to Council's Fees and Charges for sale of double shredded green waste mulch.

**INTRODUCTION:**

No interest has been forthcoming for purchase by tender of the double shredded "Green Waste Mulch – Batch 2" from the St Helens waste transfer station.

We are now proposing to make the mulch available for purchase by the general public for a fee to achieve cost recovery.

**PREVIOUS COUNCIL CONSIDERATION:**

No previous discussion.

**OFFICER'S REPORT:**

The tender for sale of "Green Waste Mulch – Batch 2" was advertised in The Examiner newspaper on Saturday 8 August 2020. The closing date for receipt of tenders was Monday 31 August 2020.

The week before tenders were due no tenders had been received so the closing date was extended by two (2) weeks to Monday 14 September 2020.

The following local businesses were considered to have a potential interest in the mulch and were emailed on 25 August 2020 to make them aware of the tender:

- North East Landscaping
- North East Excavations
- St Helens Concrete
- Ground Work Landscaping
- Wallaroo Contracting
- C & D Excavations
- CF & RD Hall
- Tolley's Excavations

At the extended closing time for receipt of tenders none were received.

It is proposed to sell the mulch on Wednesday's and Saturday's only at the St Helens Waste Transfer Station to ensure machinery is available for loading. Council staff would load the mulch onto customer's vehicles/trailers with a backhoe (or similar machine).

Council will not be doing any deliveries of mulch.

A fee of \$20/m<sup>3</sup> is required which will cover at cost recovery the double mulching and labour/plant for loading.

The estimated volume of mulch available is 1,330m<sup>3</sup>.

#### **STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017-2027

##### *Goal*

Infrastructure - To provide quality infrastructure which enhances the liveability and viability of our communities for residents and visitors

##### *Strategy*

Be proactive infrastructure managers by anticipating and responding to the growing and changing needs of the community and the area

#### **LEGISLATION & POLICIES:**

Not Applicable.

#### **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

Cost recovery.

#### **VOTING REQUIREMENTS:**

Simple Majority.

## 10/20.14.0 COMMUNITY DEVELOPMENT

### 10/20.14.1 Community Services Report

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	Chris Hughes, Manager Community Services
FILE REFERENCE	011\034\006\
ASSOCIATED REPORT AND DOCUMENTS	Nil

#### OFFICER'S RECOMMENDATION:

That the report be received.

#### INTRODUCTION:

The purpose of this report is to provide Councillors with an update of various issues which are being dealt with by the Community Services Department.

#### PREVIOUS COUNCIL CONSIDERATION:

Provided as a monthly report – Council consideration at previous meetings.

#### OFFICER'S REPORT:

#### OUTSTANDING REPORTS:

Motion Number	Meeting Date	Council Decision	Comments
05/18.14.2.117	21 May 2018	Council to take over ownership of the toilet block to be built at The Gardens with Council entering into an agreement with Parks & Wildlife (PWS) who will maintain and service the toilet block.	PWS in discussion with the Gardens community as to the location of the temporary toilet.
08/18.8.2.182	20 August 2018	A report is sought providing advice in accordance with the requirements of <i>Section 65 of the Local Government Act 1993</i> for the information of Council at a future meeting and consider any advice as required from relevant State Agencies: That Council work with the Fingal Valley Neighbourhood House, the SES, local police and others to establish a Driver Reviver Site in Fingal at the Council owned Park and Public Toilet Facility on the Esk Highway. This site ideally should be operational before Christmas and operate through until after the Easter long weekend.	Awaiting a response from SES as to why this did not occur and when they intend to commence this project in our Municipality.

Motion Number	Meeting Date	Council Decision	Comments
03/19.8.2.47	18 March 2019	<i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i> That Council look at building a mountain bike and walking tracks in the Fingal Valley, and have it shovel ready for funding at the next State election.	This to be developed further as part of the Recreational Trails Strategy.
09/19.14.3.229	16 September 2019	That Council: 1. Replace the fence and fix the steps on the Medea Cove side of Kings Park; 2. Work with Tasmania Fire Service to undertake an assessment as to whether Kings Park is currently a fire risk to adjoining properties; 3. Commence the process to develop some walking trails and interpretative signage that helps to create a narrative that acts to generate a positive user experience within the Kings Park area.	Advised the Works Department of Council decision to replace the fence and fix the steps.  Walking trails to be discussed during the development of the Recreational Trails Strategy.
11/19.14.3.277	18 November 2019	1. That Council in principle adopt the draft Disability Action Plan; and 2. That Council seek community feedback in relation to the draft Disability Action Plan.	Finalising process due to Covid 19 has been put on hold as required to go back to committee.
12/19.14.2.303	16 December 2019	1. That Council support the Department of Communities Tasmania to undertake an examination of the feasibility of the key options identified. 2. That Council commence discussions with Department of Communities Tasmania to transfer the green space at the front of the old Hospital (corner Circassian and Cecilia Street) to Council for community use.	Council provided a response to Department of Communities Tasmania.  Hospital currently being used by Ochre as a Respiratory Clinic.
02/20.14.3.22	17 February 2020	That Council develop a brief and call for Expressions of Interest to develop a Marine Facilities Master Plan for Georges Bay.	Draft document finalised – currently seeking feedback on what it would cost.
04/20.14.3.63	20 April 2020	That Council seek feedback from the sporting and recreational group users of the St Helens Sports Complex with the objective of consolidating proposed projects and preparing an updated master planning document to guide the Council in its future decision-making.	Currently working on draft letter to be forwarded to all users of the facility – November, 2020.



Motion Number	Meeting Date	Council Decision	Comments
07/20.14.5.124	20 July 2020	That taking into account the community comment: 1. Council restrict the project to the area between the dune and the road referring all other matters to Parks & Wildlife Service to address as it is outside Council's leased area. 2. Council design and build a toilet facility in approximately the same location as the existing toilet facility which blends with the surrounding environment. 3. That Council utilise the existing bus shelter at Wrinklers; and 4. That Council undertake the traffic movement improvements as identified with the Traffic Impact Assessment to improve the flow of traffic at the site and to correct the issue of sight distance that has occurred since the upgrade of the Wrinklers Bridge located on the Tasman Highway.	Meeting organised for staff to progress the design of Wrinklers toilet facility.  Council to engage Jon Pugh – just waiting on a draft design.
08/20.8.2.134	17 August 2020	<i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i> That Council consider the development of a Domestic/Family and Sexual Violence Strategy in order to demonstrate our commitment to making our community safer for everyone impacted by the trauma of interpersonal violence.	To be discussed further after presentation.

#### COMPLETED REPORTS:

Nil.

#### Council Community Grants/Sponsorship 2020-2021:

Program and Initiatives	2020-2021
<b>Community Services</b>	
Community Grants	30,000
Youth Services	8,000
Misc Donations & Events	7,500
School Prizes	1,000

Program and Initiatives	2020-2021
<b>Community Event Funding</b>	
Seniors Day	3,000
Australia Day Event	5,000
Swimcart	1,000
St Helens Athletic Carnival	2,500
Carols by Candlelight	1,600
St Helens Car Show (including Woodchopping	10,000
Fingal Valley Coal Festival	2,000
Pyengana Endurance Ride -	500
Game Fishing	2,000
Marketing Greater Esk Tourism	2,500
Volunteer Week	2,500
Bay of Fires Winter Arts Festival	14,000
St Marys Car & Bike Show	2,000
East Coast Masters Golf Tournament	2,000
Triathlon	2,000
World Supermodel	500
Mental Health Week	500
Mountains to the Sea Trail Fest	3,000
<b>Council Sponsorship</b>	
Funding for BEC Directory	2,000
Community car donation	2,500
St Helens Marine Rescue	3,000
Suicide Prevention Golf Day	1,000
Business Enterprise Centre	28,000

Updates on current projects being managed by Community Services:

### **St Helens Mountain Bike Network**

Trail construction is coming to a close with the Dreaming Pools, the 27km wilderness trail and Garnup, a 6.5km climbing trail opened for the school holidays on 26<sup>th</sup> September 2020.

The remaining trail under construction, Mack10, being another 4.5km descent trail is on target to be completed and ready for opening in late October, weather dependant.

The completion of Mack 10 will be the last of the current round of trails and meaning it will be first time that the network as a whole is in operation with construction program on target of the 18 month build period.

The whole team are being kept busy with the recent rain and windy conditions ensuring the many obstacles needing to be attended to.

The flare up of the fire west of St Helens last weekend enacted a trail evacuation procedure with all trail users extracted safely.

## **Branding and Marketing**

New 3D trail maps have been installed at flagstaff and Loila Tier incorporating the new trails.

The new portal / Trailhead structure, for Blue Tier is underway with the new timber structure in place with the lettering installed. We are now just waiting on the logos for both ST Helens MTB and Blue Derby to be finished so they can be installed. These will be constructed from coreten like the lettering.

Content for the new Dreaming Pools was received well through social media and created real interest in the trail.

The Communications Coordinator (CC) is working with World Trail to have some content developed for the new descent which will be teased out after the Dreaming Pools.

The next step with the website is to add a donate button which will allow riders to donate via the website straight to the trails collective, the CC is working on this with the web developer.

## **The Bay of Fires Trail**

Works on the link trail that connects the Bay of Fires trail back onto the Blue Tier trail has been completed. The section of Bay of Fires Trail from Poimena to Anson Bay Road is still closed due to the wet weather we are still experiencing. Timing of opening of this section of new trail will be influenced by weather so it may be late October or into November before we will allow riders on this trail.

The Bay of Fires Trail from Anson Bay to Swimcart Beach is open.

The Blue Tier Trail, Poimena to Weldborough, is open as that side of the Tier is not as wet and the trails there are more mature and can handle riders better than the new trails.

## **Community Events**

Community Services have been working closely with event organisers to help them develop their COVID safety plans and hold successful events.

St Helens and St Marys Markets have recommenced and are being well attended.

## **2020**

Delivered

September

- Luca Brasi – Portland Hall, St Helens

Planned

October

- Mental Health Week events:
  - All week - Safe Chat café
  - 9/10 Comedy Road Show
  - 7/10 Community evening information session – St Helens Bowling Club
  - Photo Competition

## **2021**

### **March**

- Dragon Trail MTB
- 10 Days on the Island – ‘If Halls could speak’

### **September**

- AOC2021 – National Orienteering Championships

### **Driver Reviver Program**

This project has been put on hold due to Covid 19.

### **Proposed Binalong Bay Swimcart trail**

We are currently finalising the initial information from AHT and the flora and fauna report in readiness for undertaking community engagement on the proposed project. A number of stakeholders have also been identified along with the community and we will provide information at these sessions from our findings in the initial investigations.

Council staff have walked several alignments of this trail identifying a number of options for different parts of the site – costings are to be revised.

### **Bay of Fires Master Plan**

Draft brief currently being finalised in conjunction with PWS. Conversations to continue with PWS as to who will lead this process, Council’s preference is to assist PWS in the development of this Master Plan. External funding for this project will be required.

### **Georges Bay Foreshore Linkage**

This project is nearing completion with opening expected to be announced shortly.

### **Leaner Driver Mentor Program**

Get In2 Gear is back up and running and slowly working through the backlog on the waiting list.

There is a new mentor who is coming on board in a month or so, taking our numbers of mentors up to five (5).

On Road Hours: 63

Learners in the car: 7

Learners on waiting list: 4

Mentors: 5

## **LEGISLATION / STRATEGIC PLAN & POLICIES:**

### **Strategic Plan 2017-2027**

#### *Goal*

Community - To strengthen our sense of community and lifestyle through opportunities for people to connect and feel valued.

### *Strategy*

- Build community capacity by creating opportunities for involvement or enjoyment that enable people to share their skills and knowledge.
- Foster a range of community facilities and programs which strengthen the capacity, wellbeing and cultural identity of our community.

### **BUDGET AND FINANCIAL IMPLICATIONS:**

Not applicable.

### **VOTING REQUIREMENTS:**

Simple Majority.

<b>ACTION</b>	<b>DECISION</b>
<b>PROPONENT</b>	Council Officer
<b>OFFICER</b>	Chris Hughes, Manager Community Services
<b>FILE REFERENCE</b>	004\008\025\
<b>ASSOCIATED REPORTS AND DOCUMENTS</b>	Nil

**OFFICER'S RECOMMENDATION:**

1. That Council consents as land manager for a Development Application to be lodged by the St Helens Football Club to replace the existing light towers at the St Helens Football Ground (St Helens Sports Complex);
2. That Council will/will not provide a contribution of \$5,000 towards the project; and
3. That Council will/will not commit \$10,000 towards the cost of installing a second transformer at the Tully Street entrance to allow enough power to feed into the St Helens Recreation Ground once the installation of the lights is completed.

**INTRODUCTION:**

The St Helens Football Club are lodging a grant application to try and secure funding to install new lights at the St Helens Football ground. The Club are submitting an application under the Tasmanian Government "Improving the Playing Field" Large Grant.

**PREVIOUS COUNCIL CONSIDERATION:**

Recent October Workshop discussion.

**OFFICER'S REPORT:**

There is an identified need to upgrade the existing playing field lights. Presently the lighting provision is below the minimum standards for both the Northern Tasmanian Football Association and AFL. In the 2017 AFL Audit of the St Helens Sports Complex Football Facilities, the playing field lighting was rated as 0/20, which is well below the minimum standard for training.

The present lights only light up 50% of the playing field and while they have been in place for many years are inadequate for the desired purpose.

The East Coast Swans have been participating in the Northern Tasmanian Football Association (NTFA) since 2017. To participate in the NTFA an annual license has to be applied for. An aspect of the license application assessment requires clubs to demonstrate they meet and or are working towards a minimum set of standards including facilities. Improving field light has been identified as a high priority for facility improvement in their facility planning.



The participation levels from Auskick through to senior football are on an upward trajectory. A U/17 Girls team participated for the first time in 2020.

A feasibility study is presently in progress to explore the timing of applying for an adult/women's team. It is planned that 2021 will be used to consolidate the U/17 girls team, establish a sub-committee for an adult women's team including commencing training and some trial games in preparation for applying of a NTFA Women's team license for 2022.

Improved lighting will bring the lighting provision to a minimum standard for safe training and will light the whole ground allowing for an increased use of the playing field and accommodate the increasing number of teams and players.

The proposed lighting improvement will be of playing standard allowing for a greater number of games to be played on the same day, ensuring an expansion of women's football will be accommodated for. With playing standard lighting in place the timeframe for scheduling games is lengthened as games can be schedule to continue into the early evening.



The project quote/budget prepared by SKA Power and Control projects the total costs to be \$213,500. Steven Austin has developed a project overview and budget in consultation with other contractors that have completed similar projects, they reported that similar projects had fallen between the price range of \$200,000 and \$220,000.

The 'Improving the Playing Field' grant opportunity has a maximum allocation of \$200,000. The East Coast Swans will contribute up to \$13,000 to ensure the project can be achieved. Sponsors and local supporters will be approached to contribute to the line items of;

- Concrete supply;
- Light tower footing boxing; and
- Trench work for power cable.

Council have been asked to consider the sum of \$5,000 towards this project which if approved, may contribute towards labour and equipment to the above or set aside a project contingency budget allocation.

The project is budgeted to bring power onto the sports complex site from Tully Street at the location of the present Tully street entrance with a new transformer being put in place. This will ensure the power supply to the clubroom facility and playing field lighting will be independent to the stadium power supply – at a cost of \$20,000. The Club are asking if Council will contribute \$10,000 towards this cost with the Club covering the balance \$10,000. Under the present Facility Lease Agreement the East Coast Swans pay the annual costs of the Tas Network power supply to the clubroom facility and playing field lighting.

#### **STRATEGIC LAN & ANNUAL PLAN:**

Strategic Plan 2017 – 2027

##### *Goal*

To strengthen our sense of community and lifestyle through opportunities for people to connect and feel valued

##### *Strategy*

Foster and support leadership within the community to share the responsibility for securing the future we desire.

Annual Plan 2017-2018

#### **LEGISLATION & POLICIES:**

Not Applicable.

#### **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

There is no budget/funding implication for Council at this stage of the project.

#### **VOTING REQUIREMENTS:**

Simple Majority.

ACTION	INFORMATION
PROPONENT	Department
OFFICER	Development Services
FILE REFERENCE	031\013\003\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

**OFFICER'S RECOMMENDATION:**

That the report be received.

**INTRODUCTION:**

The purpose of this report is to provide Councillors with an update of various issues which have been dealt with by the Development Services Department since the previous Council meeting.

**PREVIOUS COUNCIL CONSIDERATION:**

Provided as a monthly report – Council consideration at previous meetings.

**OFFICER'S REPORT:****OUTSTANDING REPORTS:**

Motion Number	Meeting Date	Council Decision	Comments
01/19.8.3.6	21 January 2019	<p><i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i></p> <p>Council to investigate and consult with relevant agencies (including but not limited to Parks &amp; Wildlife, State Government and neighbouring Councils) to explore options for both educating the public about, and enforcing, the new 'Dog Management Policy'. This would include greater hours for the Animal Control Officer and increased signage.</p>	Dog management issues and cooperation with PWS have been raised recently at a community level. Operational outcomes for Council, including compliance work, will be reviewed with Council at a future Workshop.

Motion Number	Meeting Date	Council Decision	Comments
10/19.15.7.257	21 October 2019	<ol style="list-style-type: none"> <li>1. That Council, considering the community input on additional off-lead dog exercise areas for St Marys and St Helens, Declare these Exercise Areas under the Dog Control Act at the old St Marys Sports Complex (2 Gray Road) and to extend the Exercise Area at St Helens Sports Complex (Young Street St.). Declaration of these areas under the Dog Control Act, wholly or in parts, is subject to the installation of safe dog exercise facilities being completed and reported to Council for confirmation.</li> <li>2. Priorities for development of new dog parks in 2019-2020 are the eastern half of the proposed new dog park site at and the extension of the St Helens dog park at St Helens Sports Complex, to a minimal standard of facilities.</li> <li>3. Council review the site constraints prior to confirming being suitable – Old St Marys Railway Station.</li> </ol>	<p>Building of the St Helens and St Marys Sports Complex Dog Parks is expected to completed this calendar year.</p> <p>Old St Marys Railway Station site is no longer being considered.</p>
03/20.6.4.30	16 March 2020	Break O'Day Draft Local Provisions Schedule (Tasmanian Planning Scheme) (LPS)	<p>Officers attended meeting 30 July 2020 with Tasmanian Planning Commission for post lodgement conference for the Break O 'Day draft Local Provisions Schedule (Statewide Planning Scheme). A request for further information has been received from TPC for which a response is currently being formulated.</p>
04/20.15.3.66	20 April 2020	That Council ask the Tasmanian Government to provide it with information including the economic and social implications for Break O'Day community of possible changes to Future Potential Production Forest Land in Break O'Day municipality.	No information has been provided to date and further clarification has been requested.
06/20.15.3.101	22 June 2020	<p>It is recommended that Council:</p> <ol style="list-style-type: none"> <li>1. Commence a targeted review of the Strategic Land Use documents guiding future development within Break O'Day.</li> <li>2. Seek a return brief and fee proposal from industry specialists responding to the objectives and outlining any other key considerations and tasks considered necessary, that may not be included within the project scope for Council to consider.</li> <li>3. Allocate \$50,000 in the 2020-2021 Council Budget to commence the review process.</li> <li>4. Advise northern region Councils of its desire for a review of the Northern Tasmania Regional Land Use Strategy to occur and willingness to contribute towards a review being undertaken.</li> </ol>	<p>Resources identified and actions commenced.</p> <p>Officers attended Northern Tasmania Regional Land Use Strategy Meeting 31<sup>st</sup> July 2020. RLUS &amp; Strategic Planning Review Brief currently being prepared by staff.</p>

Motion Number	Meeting Date	Council Decision	Comments
08/20.15.3.149	17 August 2020	That Council develop and Declare a new dog off-lead exercise area at Binalong Bay on one (1) of two (2) locations and invite community submissions for Council to consider regarding these possible sites: Council parkland on Felmingham Street, and Crown Land between Coffey Drive and Felmingham Street; in accordance with Division 2 of the Dog Control Act 2000.	Input invited from the community on two options for Binalong Bay, for Council to consider.
09/20.15.2.173	21 September 2020	That Council notes a joint animal control enforcement campaign is being planned with the Parks and Wildlife Service for the October school holiday period, targeting dog access to beaches in Break O'Day.	Actioned.

#### COMPLETED REPORTS:

Motion Number	Meeting Date	Council Decision	Comments
09/20.6.1.156	21 September 2020	DA147-2020 – Dwelling and Shed – 25 Maori Place, Akaroa	Planning Permit issued 29 September 2020.
09/20.6.2.157	21 September 2020	DA141-2020 – Dwelling Alterations and Additions – 8 Barrack Street, Akaroa	Planning Permit issued 29 September 2020.
09/20.6.3.158	21 September 2020	DA060-2020 – Visitor Accommodation – Four (4) Pods, Eight (8) Glamping Tents, Shed and Amenities – 21040 Tasman Highway, Chain of Lagoons	Planning Permit issued 28 September 2020.
09/20.6.4.159	21 September 2020	DA098-2020 – Change of Use (Existing Dwelling), Dwelling Alterations and Additions and New Visitor Accommodation Pod – 64-68 Tasman Highway, St Helens	Planning Permit issued 29 September 2020.
09/20.6.5.160	21 September 2020	DA104-2020 – Dwelling Addition, Additions and Alterations to Shed and Replace Onsite Wastewater System – 266 Gardens Road, Binalong Bay	Planning Permit issued 29 September 2020.

#### KEY DEPARTMENT STRATEGIC OR OPERATIONAL MATTERS:

- ✓ Flow Charts in relation to planning application process now developed and ready for implementation early November;
- ✓ Collaborative work commenced with State Emergency Service and The LIST regarding use of Flood Modelling and its implementation;
- ✓ Request for Quotations Briefing document nearing completion for Request for Quotation for Strategic planning review work.

## PLANNING REPORT

The following table provides data on the number of applications approved for the month including statistical information on the average days to approve and the type of approval that was issued under the *Land Use Planning and Approvals Act 1993*:

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD	EOFY 2019/ 2020
<b>NPR</b>	2	3	6										11	
<b>Permitted</b>	3	3	4										10	
<b>Discretionary</b>	10	13	22										45	
<b>Amendment</b>		1	1										2	
<b>Strata</b>		1											1	
<b>Final Plan</b>														
<b>Adhesion</b>	1												1	
<b>Total applications</b>	16	21	33										70	259

<b>Ave Days to Approve Nett *</b>	29.37	32.47	31.33											
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\* Calculated as Monthly Combined Nett Days to Approve/Total Applications

The following table provides specific detail in relation to the planning approvals issued for the month:

**September 2020**

DA NO.	LOCATION	DESCRIPTION	SECTION	Day to Approve Gross	Days to Approve Nett
073-2020	St Helens	Multiple Dwelling – Two (2) New Dwellings & Existing Dwelling	S57	64	34
148-2020	Binalong Bay	Dwelling Additions & Alterations (Ensuite) & New Shed	S57	29	28
150-2020	Scamander	Dwelling (Visitor Accommodation/Residential) & Shed	S57	40	27
134-2020	Scamander	Addition to Shed	S57	62	41
156-2020	Stieglitz	Swim Spa	S57	39	39
143-2020	Ansons Bay	Deck	S57	43	36
146-2020	Stieglitz	Dwelling Additions & Alterations & New Boat Port	NPR	26	26
188-2020	St Marys	Dwelling	NPR	18	18
096-2020	Stieglitz	Change of Use – Dwelling & Visitor Accommodation	S58	6	0
192-2019	St Marys	Shed with Amenities & Front Fence	S57	308	41
088-2020	Stieglitz	Shed & Awning	NPR	1	0
214-2018 AMEND	Four Mile Creek	Dwelling	S56	3	3
199-2020	Scamander	Dwelling Extension & Deck	NPR	15	15
003-2020	Akaroa	Dwelling	NPR	19	0
165-2020	Scamander	Outbuilding (Shed)	S57	39	39
160-2020	St Marys	Change of Use – Residential to Visitor Accommodation	S57	42	42
167-2020	Falmouth	Dwelling	S57	41	41
171-2020	St Helens	Dwelling Additions	S57	42	42
195-2020	Scamander	Dwelling Extension	S58	23	23
192-2020	Scamander	Front Fence	S58	24	24
173-2020	Four Mile Creek	Shed Extension	S57	36	36
217-2020	St Helens	Full Capture Toilets – Dianas Basin North & Swimcart Campgrounds	NPR	12	12
136-2020	Scamander	Outbuilding (Shed)	S57	37	38
169-2020	Fingal	Dwelling	S57	45	37
172-2020	St Helens	Internal Works & New Porch to Workshop	S58	43	22
189-2020	St Helens	Change of Use – Function Centre	S57	31	31
147-2020	Akaroa	Dwelling & Shed	S57	74	69
060-2020	Chain of Lagoons	Visitor Accommodation – 4 Pods, 8 Glamping Tents, Shed & Amenities	S57	67	64
141-2020	Akaroa	Dwelling Alterations & Additions	S57	67	66
098-2020	St Helens	Change of Use to Visitor Accommodation (Existing Dwelling), Dwelling Alterations & Additions and New Visitor Accommodation	S57	39	38
104-2020	Binalong Bay	Dwelling Addition, Additions & Alterations to Shed & Replace Onsite Wastewater System	S57	73	72
154-2020	Fingal	Dwelling Additions & Alterations	S57	31	31
190-2020	Beaumaris	Dwelling, Carport & Shed	S57	37	37

**TOTAL: 33**



## BUILDING REPORT

### Projects Completed in the 2020/2021 financial year

Description	Location	Updates
Re-Roof of Amenities Section	Bendigo Bank Community Stadium	Completed August 2020.

### Projects ongoing – Capital Works Program (Includes carried over projects previous financial years)

Description	Location	Updates
Old Tasmanian Hotel Restoration Project Stage 1 – Complete First Floor Restoration, Reroof, External Repaint, New Access. Stage 2 – New Lift, Accessible Toilet & Rear Veranda	Fingal	<ul style="list-style-type: none"> <li>Milestone 2 Report Approved by Grant funding body;</li> <li>Stage 1 Completed 31 July 2020;</li> <li>Stage 2 Works commenced and scheduled for completion by Mid Feb February 2021 and official opening planned for February/March 2021.</li> </ul>
Internal Alterations (Renovation of Men's Toilet & Change rooms)	St Marys Sports Centre	<ul style="list-style-type: none"> <li>Works Commenced and scheduled to be completed prior to end November 2020.</li> </ul>
Additions & Upgrades to Portland Hall	Portland Hall, St Helens	<ul style="list-style-type: none"> <li>Works almost completed, minor electrical works outstanding.</li> <li>Scoping of works commenced for new budget allocation.</li> </ul>

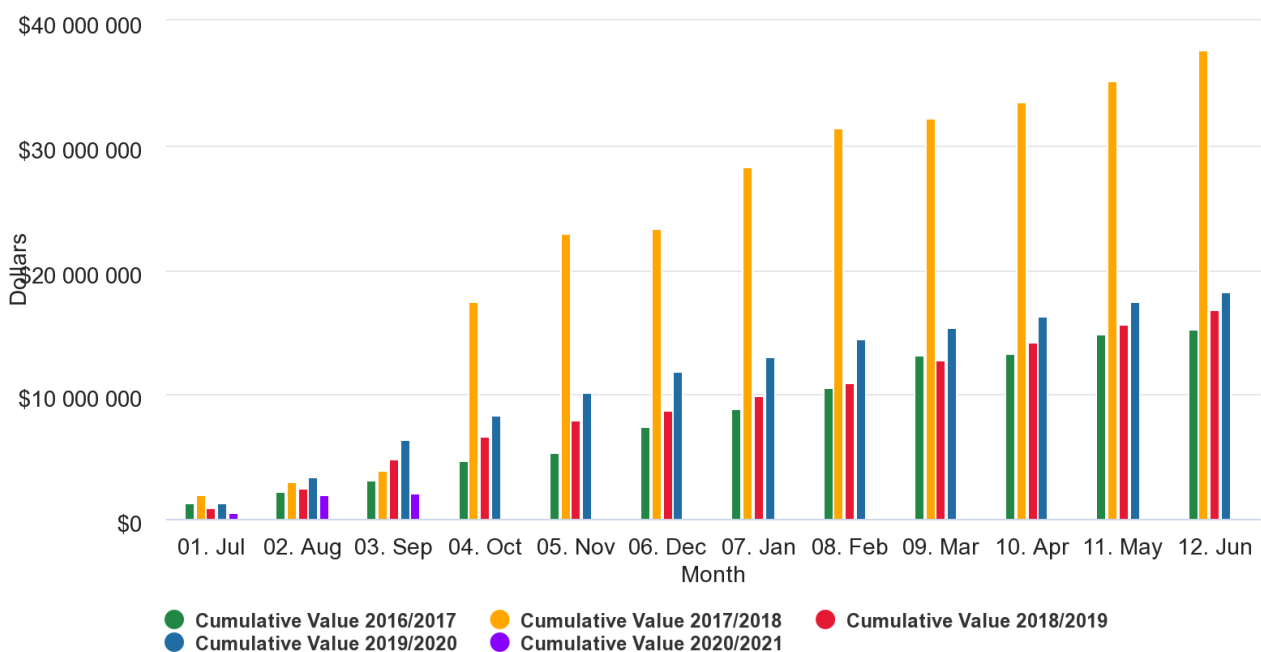
### Approved Capital Works Program – Current Financial Year - not yet started



Description	Location	Updates
New Amenities building	Wrinklers lagoon carpark	<ul style="list-style-type: none"> <li>Building Designer now engaged. Design concepts currently being prepared for consideration;</li> <li>Regulatory approvals required.</li> </ul>
Community Services Storage Shed	St Helens Works Depot	<ul style="list-style-type: none"> <li>Concept plans currently being developed;</li> <li>Regulatory approvals required.</li> </ul>
Demolish Existing Buggy Shed & Install New	St Marys Sports Centre	<ul style="list-style-type: none"> <li>Planning Permit obtained;</li> <li>Building approvals pending;</li> <li>Works scheduled for complete prior to end of calendar year.</li> </ul>
Building upgrades	St Marys Railway Station	<ul style="list-style-type: none"> <li>Works scoping and scheduling of works to be confirmed.</li> </ul>
Weldborough Amenities Building	Weldborough	<ul style="list-style-type: none"> <li>Site and scoping of works on hold.</li> </ul>
Internal Fit-out	Scamander Surf Life Saving Club	<ul style="list-style-type: none"> <li>Works Commenced by Eastern Creek Building Services;</li> <li>Works scheduled for complete prior to end of calendar year.</li> </ul>
Re-Roof and Weatherproofing of athletics building	St Helens Sports Complex	<ul style="list-style-type: none"> <li>Works scoping and scheduling of works to be confirmed.</li> </ul>
New Shade Structure	Flagstaff Trail Head	<ul style="list-style-type: none"> <li>Concept plans developed;</li> <li>Final costings currently underway.</li> </ul>
New Shade Structure	Scamander Reserve	<ul style="list-style-type: none"> <li>Concept plans developed;</li> <li>Final costings currently underway.</li> </ul>
Four Mile Creek Community Hub	Four Mile Creek Reserve	<ul style="list-style-type: none"> <li>Design work currently being finalised;</li> <li>Regulatory approvals required.</li> </ul>
Marine Rescue Additions	St Helens Foreshore	<ul style="list-style-type: none"> <li>Community group have requested Councils Construction manager</li> </ul>

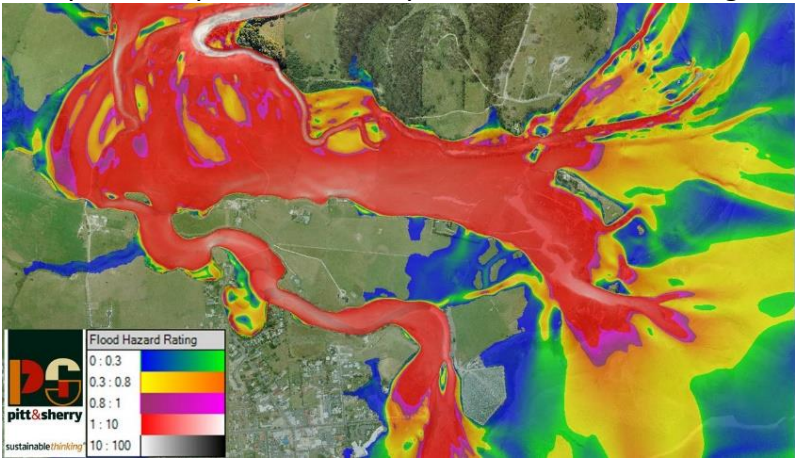
The below table provides a summary of the building approval issued for the month including comparisons to the previous financial year.

Building Services Approvals Report September 2020				
No.	BA No.	Town	Development	Value
1	2020 / 00183	St Helens	New Solar Installation to Shop	\$18,000.00
2	2020 / 00163	St Helens	New Dwelling incorporating Deck	\$153,000.00
3	2019 / 00206	St Marys	Addition to Dwelling of Deck & Porch	\$17,400.00
4	2019 / 00250	St Helens	New Pool House & Pool	\$95,000.00
5	2020 / 00127	St Helens	Addition to Dwelling of Deck	\$11,400.00
6	2020 / 00024	Stieglitz	New Dwelling incorporating Deck & Garage	\$154,000.00
7	2020 / 00157	St Helens	New Dwelling incorporating Patio & Garage	\$209,000.00
8	2020 / 00074	Beaumaris	New Shed	\$6,000.00
9	2019 / 00167	St Helens	New Shed	\$55,000.00
ESTIMATED VALUE OF BUILDING APPROVALS FINANCIAL YEAR TO DATE			2019/2020	2020/2021
			\$6,416,046.00	\$2,146,545.00
ESTIMATED VALUE OF BUILDING APPROVALS FOR THE MONTH		MONTH	2019/2020	2020/2021
		September	\$2,984,400.00	\$718,800.00
NUMBER BUILDING APPROVALS FOR FINANCIAL YEAR TO DATE		MONTH	2019/2020	2020/2021
		September	41	34

Cumulative Value of Building Approvals



Description	Updates
Dog Management	<p>Proposals for a dog Exercise Area at Binalong Bay are being considered at this Meeting based on the community's views.</p> <p>Council and the Parks and Wildlife Service undertook a 'dog blitz' of beach enforcement patrols during the school holidays. Seasonal restrictions now apply on some beaches. The blitz supports cooperation between community, Council, PWS and others to improve dog management this season. Volunteer 'wardens' are monitoring hooded plover nest sites as part of NRM North's 'Defending the Hood' project.</p> 
Flood Management Risk	<p>Construction of the Grant Street flood levee between St Marys Hotel and Story Street is underway, part of Council's Community Development Grants funded St Marys Flood Management project.</p>  <p>Work has started on an additional channel vegetation management activity funded by the project. Development of automated monitoring and alerts for flood warning system is continuing also.</p> <p>No news yet on the application by Council and the Lower George Riverworks Trust for Natural Disaster Risk Reduction Grants Program funding from the SES. If successful it will enable Council and the Trust to undertake an Impact Assessment of possible scenarios and consequences of profound change in the River's course over the floodplain, the next priority in the Lower George River and Flood Management Action Plan.</p>

Description		Updates
Drought Weeds Project		A number of farmers are working on applying for funding and the one application received so far is being considered by Council at this Meeting. The Drought Weeds project runs until mid 2021 and extension of the Council grants offer for is being proposed.
Recreational Water Quality		Council's EHO and NRM Facilitator meet with a Department of Health regional EHO to progress a review and update of the municipality's monitoring plan for natural recreational waters, pools and spas, in accordance with the Tasmanian Guidelines.
Flood Risk Management on the Lower George Floodplain		<p>A joint application has been made to the Natural Disaster Risk Reduction Grants Program by Council and the Lower George Riverworks Trust. If successful it will enable Council and the Trust to undertake the next priority in the Lower George River and Flood Management Action Plan, an Impact Assessment of possible scenarios and consequences of profound change in the River's course over the floodplain.</p> <p>The study aims to provide a focus for future investment in proactive interventions and increase appreciation of the risks businesses, landholders and the wider Break O'Day economy and community face and need to manage.</p> 

## Immunisations

The *Public Health Act 1997* requires that Councils offer immunisations against a number of diseases. The following table provides details of the rate of immunisations provided by Council through its school immunisation program.

MONTH	2020/2021		2019/2020	
	Persons	Vaccinations	Persons	Vaccinations
July - December			50	53
January - June			72	98
TOTAL	0	0	122	151

### Sharps Container Exchange Program as at 5 August 2020

Current Year	Previous Year
YTD 20/21	YTD 19/20
5	3

## **STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017-2027

### *Goal*

Environment – To balance our use of the natural environment to ensure that it is available for future generations to enjoy as we do.

### *Strategy*

- Ensure the necessary regulations and information is in place to enable appropriate use and address inappropriate actions.
- Undertake and support activities which restore, protect and access the natural environment which enables us to care for, celebrate and enjoy it.

## **LEGISLATION & POLICIES:**

Not applicable.

## **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

Not applicable.

## **VOTING REQUIREMENTS:**

Simple Majority.

ACTION	DECISION
PROPONENT	Council Officer
OFFICER	Jake Ihnen, Development Services Coordinator
FILE REFERENCE	032\005\005\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

**OFFICER’S RECOMMENDATION:**

That Council approve the use of the name “Cockatoo Court” for the new road currently un-named off Eastern Creek Road, Beaumaris (Subdivision Reference – DA252-2008).

**INTRODUCTION:**

The provision of official street names and property numbering is important to ensure quick and correct property identification for private, commercial and emergency purposes and enable connections to be made to reticulated service systems.

**PREVIOUS COUNCIL CONSIDERATION:**

No previous discussion.

**OFFICER’S REPORT:**

The Developer is nearing completion of the final stage of the subdivision and has requested an official name for the subdivision running north/south off Eastern Creek Road, Beaumaris approved under DA252-2008 (see snippet below of approved subdivision plan).

Three (3) suggestions were proposed by the developer with the corresponding feedback from Department of Primary Industries, Parks, Water and Environment below:

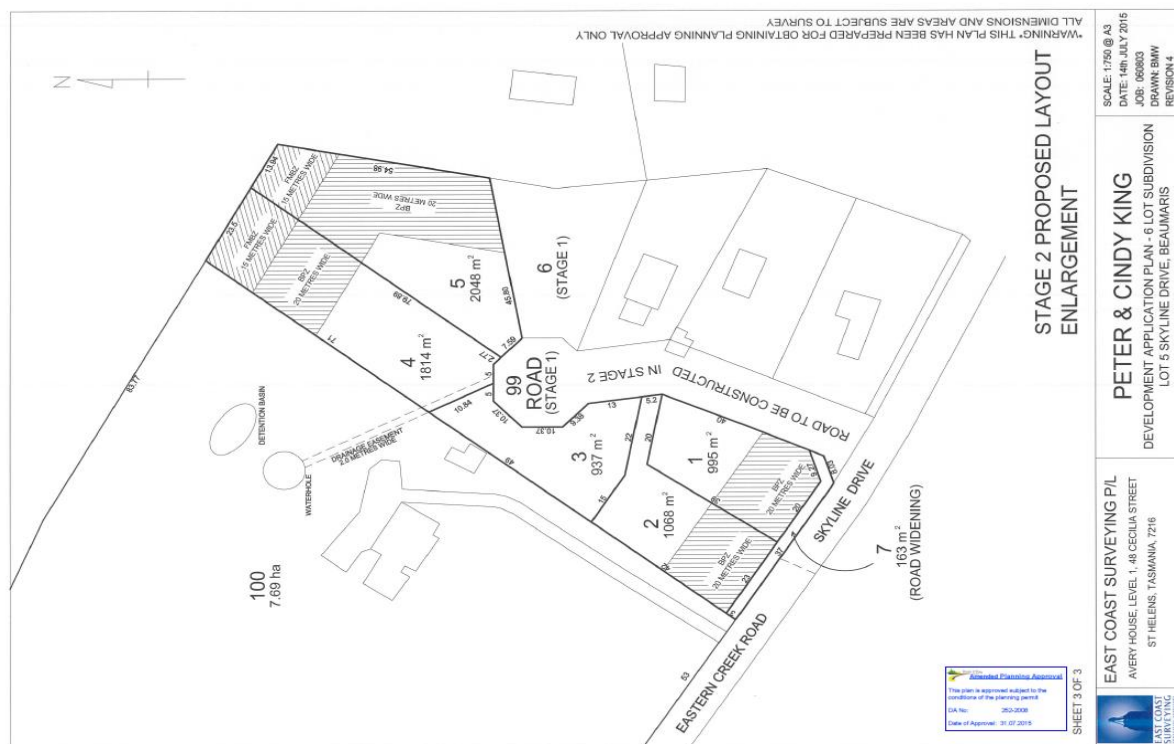
*Peppermint Gum Place – Not acceptable due to duplication with ‘Peppermint Place’ in Launceston.*

*Tea Tree Lane – Not acceptable due to duplication with ‘Teatree Lane’ in Devonport and other similarities in the state.*

*Cockatoo Court – Acceptable. No other instance of ‘Cockatoo’ as a road name in the north region.*

Therefore the recommendation to Council is to approve the use of the name Cockatoo Court and this proposal was accepted by the developer.







ACTION	DECISION
PROPONENT	Council Officer
OFFICER	Jake Ihnen, Building Services Coordinator
FILE REFERENCE	004\004\002\
ASSOCIATED REPORTS AND DOCUMENTS	Proposed Site Plan and Elevations

**OFFICER'S RECOMMENDATION:**

That Council grant permission to lodge a Development Application for the proposed 12m X 4m Prefabricated Steel Shed addition located at the St Helens Works depot and proceed with the works upon receipt of the relevant planning and building approvals.

**INTRODUCTION:**

Council staff have identified a need for secure storage of Community Services items.

**PREVIOUS COUNCIL CONSIDERATION:**

Recent Council Workshop discussion.

**OFFICER'S REPORT:**

The attached plans have been developed in consultation with relevant departments within Council. The need for storage items was identified and the project was included in the current financial year's budget.

The 12m X 4m addition to the existing builders shed will allow for storage of various items including the secure storage of Council BBQ trailer which is currently stored outdoors.

**STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017-2027

*Goal*

Infrastructure – To provide quality infrastructure which enhances the liveability of our communities for residents and visitors.

*Strategy*

Develop and maintain infrastructure assets in line with affordable long-term strategies.

**BUDGET AND FINANCIAL IMPLICATIONS:****Operational Costings:**

Depreciation: \$300 p/a

Preventative Maintenance: \$100 p/a

**Capital Works Costings:**

Project Management: \$300

Regulatory Costs: \$800

Purchase of Plans & Erection of Shed: \$18, 666

Total estimate \$19,766

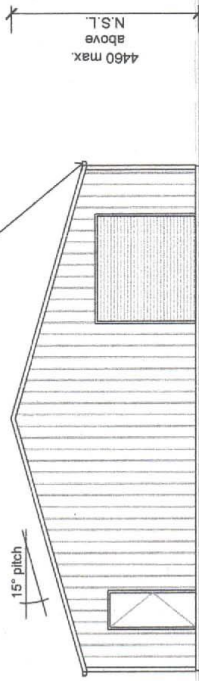
Budget for Council \$20,000

**VOTING REQUIREMENTS:**

Simple Majority.

rev	comments for building application
-	

GUTTERS & DOWNPIPES: BCA VOLUME 2 PART 3.5.3.2  
colourbond metal fascias, gutters and down pipes,  
down pipes maximum spacing 12m & 1.2m from a valley.



SOUTHERN ELEVATION

scale 1:100



FLOOR PLAN

scale 1:100

SELECTED COLORBOND CLAD GARAGE  
DOOR, ALL FIXING & FLASHINGS TO  
MANUFACTURERS REQUIREMENTS

ROOF CLADDING: BCA VOLUME 2 PART 3.5.3.2:  
colourbond corrugated metal sheeting installed in  
accordance with manufacturers specifications.

WALL CLADDING: BCA VOLUME 2 PART 3.5.3.2:  
colourbond trimdek metal sheeting installed in  
accordance with manufacturers specifications.



WESTERN ELEVATION

scale 1:100

EASTERN ELEVATION

scale 1:100

DRAWING

EXTENSION PLAN & ELEVATIONS

CLIENT

DRG. No.

BREAK O'DAY COUNCIL

32-34 GEORGES BAY ESPLANADE,

ST HELENS, 7215

PROPOSED EXTENSION

WEST STREET

ST HELENS 7215

OWNER

D.C.M. SHEDS

OWNER

SEPTEMBER 2020

1:100

1 of 1

SJD 20/24-03

scale 1:100

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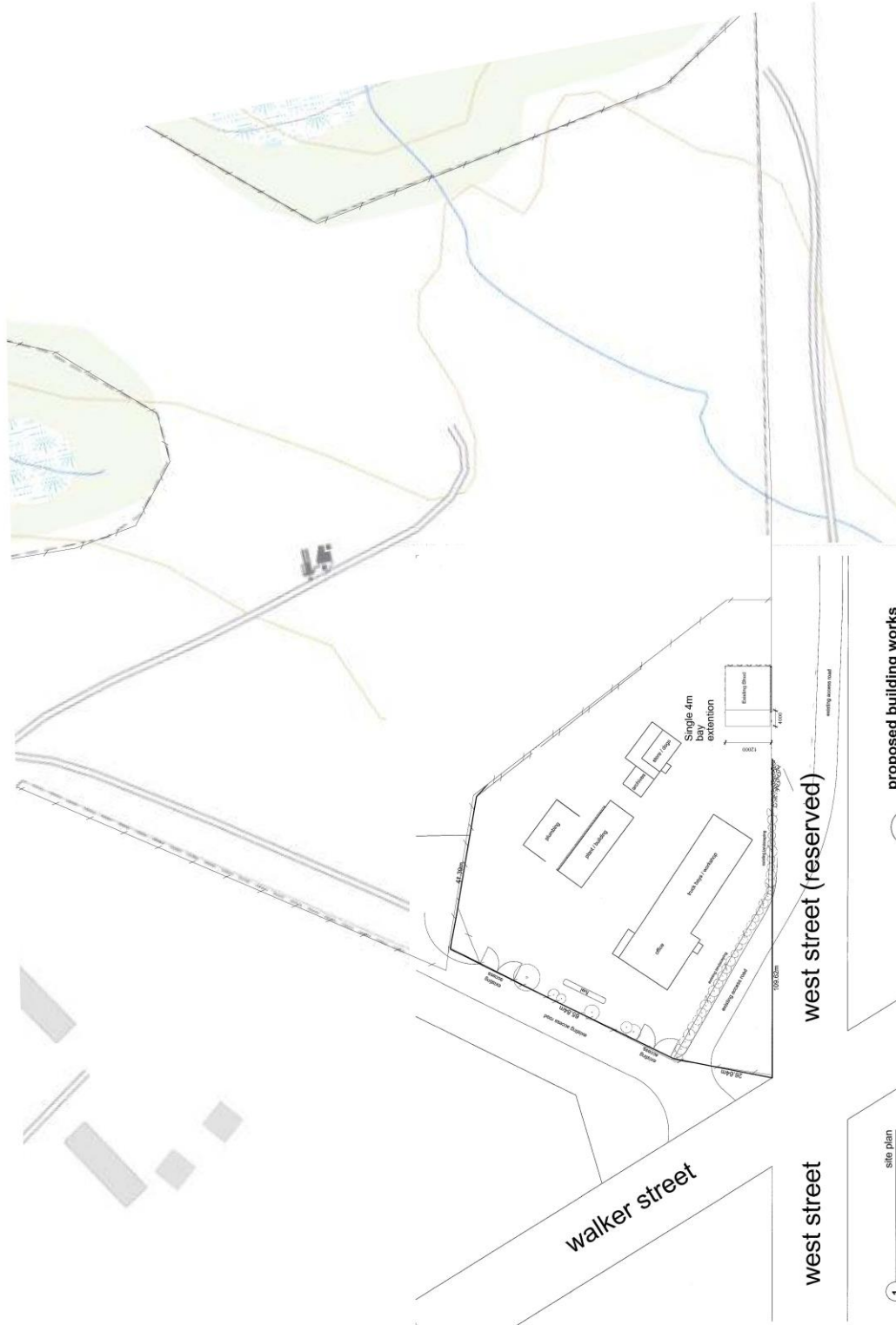
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Proposed 3m Single bay extension  
to existing builder shed  
St Helens BODC Depot

ACTION	DECISION
PROPONENT	Council Officer
OFFICER	NRM Facilitator, Polly Buchhorn
FILE REFERENCE	017\014\004\
ASSOCIATED REPORTS AND DOCUMENTS	Guidelines for municipal Drought Weeds Grants 2020 (Circulated under separate cover) Break O'Day Drought Weeds Grants 2020 – Application form (available on Council's website)

**OFFICER'S RECOMMENDATION:**

1. That Council grant \$3000 of Drought Weeds funding to an application for support of gorse control at St Marys on the Cullenswood, Millbrook and Sunnybanks properties.
2. That the offer of Break O'Day Drought Weeds Grants to farmers continue until funds are fully committed and with proactive support to farmers to develop projects meeting the *Guidelines for municipal Drought Weeds Grants 2020*.

**INTRODUCTION:**

One (1) application has been received in the first round of applications for \$30,000 of Break O'Day Drought Weeds grants funding.

**PREVIOUS COUNCIL CONSIDERATION:****08/20.15.2.147**Moved: Cllr J Drummond / Seconded: Cllr L Whittaker

1. That Council offer farmers in Break O'Day Drought Weeds Grants on condition of the *Municipal Drought Weeds Grants 2020 - Guidelines and Eligibility* being met and best outcomes for the Break O'Day Drought Weeds Project.
2. That Council determine successful grant applications after considering recommendations from an assessment panel comprising two members of its NRM Special Committee, a Department of Primary Industries, Parks, Water and Environment officer and its NRM Facilitator.

**CARRIED UNANIMOUSLY****OFFICER'S REPORT:**

A first round of applications for Break O'Day Drought Weeds grants closed on 29 September and one (1) application was received by that time. Several farmers are continuing to working on projects and applications for Drought Weeds funding.

Details for the application received are:

Project/works location	St Marys (Cullenswood, Millbrook and Sunnybanks).
Weed/s	Gorse, flushes of drought-stimulated germination and control program constrained.
Weed plan	Long term gorse strategy for farm with progressive control, as resources permit for required follow-up. Cape Grim Biosecurity Plan.
Weed/s & works	Physical removal (heaping & burning), followed by spot spraying.
Funding use	Weed control materials.
Total project budget	\$6,800
Funding sought	\$3,000

Council's Drought Weeds grants assessment panel has reviewed the application against the grants guidelines and application conditions. All relevant priority criteria for the Drought Weeds grants are met by the application and it is recommended to be funded by Council.

A follow-up invitation for applications to allocate remaining Drought Weed grant funds was anticipated. A number of farmers from the Fingal valley and George catchment farming areas are continuing to work on drought weed projects and applications with the Drought Weeds Officer.

With only one application received in this first round, it is recommended Council

- Extend its invitation for applications to a rolling offer, until the \$30,000 grants budget is exhausted, and
- to assist farmers to develop projects and grant applications the Break O'Day Drought Weed project provide proactive support to farmers.

The current guidelines for the grants (common and shared by the drought-affected municipalities in the DPIPWE program) and the Break O'Day grants application form continue to apply.

## **STRATEGIC PLAN & ANNUAL PLAN:**

### Strategic Plan 2017 – 2027

#### *Goal*

Environment - To balance our use of the natural environment to ensure that it is available for future generations to enjoy as we do.

#### *Strategy*

Undertake and support activities which restore, protect and access the natural environment which enables us to care for, celebrate and enjoy it.

### Annual Plan 2017 – 2018

#### *Key Focus Area*

Land management - Develop the financial and human resources to undertake projects and activities which address environmental issues such as weeds and land degradation.

#### *Action*

Secure financial and human resources for projects to rehabilitate degraded land and sustain soil productivity.

#### **LEGISLATION & POLICIES:**

Weed Management Act 1999

Break O'Day Council Weed Plan 2014

#### **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

The Break O'Day Drought Weeds Project and its WAF funding from the Tasmanian Government is included in Council's Budget for 2020/21.

#### **VOTING REQUIREMENTS:**

Simple Majority.



ACTION	DECISION
PROPONENT	Council Officer
OFFICER	Polly Buchhorn, NRM Facilitator
FILE REFERENCE	01/19.8.3.6
ASSOCIATED REPORTS AND DOCUMENTS	Community consultation - Binalong Bay dog park proposals - September 2020 - public Information paper: For Community comment - new Dog Exercise Areas for St Marys & St Helens ( <i>Circulated under separate cover</i> )

**OFFICER'S RECOMMENDATION:**

Council not proceed with providing an off-lead Exercise Area at Binalong Bay at Crown Land between Coffey Drive and Felmingham Street or Council's reserve on the corner of Felmingham Street and Treloggen Drive.

**INTRODUCTION:**

Council has received 25 submissions from the community on two (2) options for locating a land-based dog exercise area at Binalong Bay. This community input must be considered by Council in making a final decision on Declaring new Exercise Areas under the Dog Control Act 2000.

**PREVIOUS COUNCIL CONSIDERATION:**

Council reviewed and discussed the submissions it received at its recent October Workshop.

**08/20.15.3.148**Moved: Clr J Drummond / Seconded: Clr K Wright

*That Council develop and Declare a new dog off-lead exercise area at Binalong Bay on one (1) of three (3) locations and invite community submissions for Council to consider regarding these possible sites: Crown Land at the end of Reserve Street, Council parkland on Felmingham Street, and Crown Land between Coffey Drive and Felmingham Street; in accordance with Division 2 of the Dog Control Act 2000.*

**An amendment was moved:****08/20.15.3.149**Moved: Clr M Osborne / Seconded: Clr G McGuinness

*That Council develop and Declare a new dog off-lead exercise area at Binalong Bay on one (1) of two (2) locations and invite community submissions for Council to consider regarding these possible sites: Council parkland on Felmingham Street, and Crown Land between Coffey Drive and Felmingham Street; in accordance with Division 2 of the Dog Control Act 2000.*

**FOR**

*Clr J McGiveron, Clr L Whittaker, Clr K Wright, Clr G McGuinness, Clr M Osborne, Clr B LeFevre, Clr M Tucker*

**AGAINST**      *Clr K Chapple, Clr J Drummond*  
**CARRIED**

***The amendment becomes the motion:***

**FOR**              *Clr J McGiveron, Clr L Whittaker, Clr K Wright, Clr G McGuinness, Clr M Osborne, Clr B LeFevre, Clr M Tucker*

**AGAINST**      *Clr K Chapple, Clr J Drummond*  
**CARRIED**

Council previously decided at its August 2019 meeting to develop and Declare dog exercise areas at St Helens (extension) and at St Marys Sports Grounds, after considering community submissions.

The Break O'Day Council Dog Management Policy was revised and adopted at Council's December 2018 Meeting.

#### **OFFICER'S REPORT:**

During the last revision of Council's Dog Management Policy community input called for additional dog exercise parks to provide benefits for healthy and happy dogs and owners and to provide safe alternatives to limited off-lead beach opportunities. During the review of the Policy no opportunities at or near Binalong Bay for off-lead beach access for dogs was found.

Community input has been sought on two possible locations at Binalong Bay for a fenced dog exercise area: Crown Land between Coffey Drive and Felmingham Street and Council's reserve on the corner of Felmingham Street and Treloggen Drive.

Submissions received from the community are summarised and reviewed in the attached report: *Community consultation - Binalong Bay dog park proposals - September 2020*.

The weight of community views submitted to Council on both options proposed for locating a dog Exercise Area at Binalong Bay is clearly against both. Some submissions argued against the need for a safe off-lead exercise opportunity at Binalong Bay for dogs and their owners.

Most submissions were from nearby residents and property owners, many of whom didn't think there was a need for them and their dogs. Residents outside of Binalong Bay and visitors to Break O'Day, owning dogs or not, were under represented in submissions. Even if there is interest amongst them to have and make use of a dog park here, it wasn't expressed.

#### **Recommendation**

Council has made considerable effort, along with the Parks and Wildlife Service, with its dog management to find and provide equitable opportunities for dog owners and their dogs, non-dog owners and wildlife, particularly on Break O'Day's beaches. However the community input on providing an Exercise Area at Binalong Bay does not support one here at this time.

Council should defer indefinitely planning for dog Exercise Area opportunities at Binalong Bay and not proceed with its intention to Declare a new dog off-lead exercise area at either of the two locations proposed.

#### **STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017 – 2027

##### *Goal*

Environment - To balance our use of the natural environment to ensure that it is available for future generations to enjoy as we do.

##### *Strategy*

- Ensure the necessary regulations and information is in place to enable appropriate use and address inappropriate actions.
- Recognise and alleviate the issues and risks to the environment from our use, and the risk to us from a changing environment.

Annual Plan 2019 – 2020

##### *Key Focus Area 3.2.1*

Enjoying our Environment - Provide opportunities to access and learn more about our environment and the ways it can be enjoyed in a sustainable manner.

##### *Key Focus Area 3.3.1*

Land Management - Develop the financial and human resources to undertake projects and activities which address environmental issues such as weeds and land degradation.

#### **LEGISLATION & POLICIES:**

Dog Control Act 2000

Dog Management Policy (EP05)

#### **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

Funding provisions in the 2019-2020 budget cover Council's 2019-2020 plans for St Helens and St Marys and some further dog park development.

Not proceeding with development of an additional dog park at Binalong Bay will mean Council can concentrate its resources on plans to expand and improve the St Helens dog park facility and develop a facility at St Marys.

#### **VOTING REQUIREMENTS:**

Simple Majority.

## Summary and Review of Submissions

Public consultation on two options for locating a Dog Exercise Area at Binalong Bay

A public notice was published on 29 August 2020 for a consultation period closing on 21 September. An information paper describing each proposed exercise area site was provided for comment. 25 submissions have been received.

Submissions have been recorded and are summarised below. Individual support for location options was tallied and is shown as Yes/positive (green), No/negative (red), even or no opinion/zero (no colour). Two submissions were received from interest groups and two late submissions are noted and reviewed.

### Analysis of Submissions

All but a few submissions were from owners of properties at or close to Coffey Drive and Felmingham/Treloggen reserve location options. Many questioned the need for either location or a dog exercise area at all at Binalong Bay.

Overall community views were negative and against any dog park.

As a crude measure of community support, the sum of individual positive and negative views weighs heavily for both location options in the negative. On the Coffey Drive location one third supported it and a little more than one tenth of views on the Felmingham/Treloggen reserve location wanted it. Two group submissions are excluded from this metric, one having limited support for the Felmingham/Treloggen reserve location and the other would have no net effect.

There was a common set of concerns raised, including neighbourhood impacts from traffic, parking and safety, dog noise, displacement of existing uses of the land and loss of and impacts on wildlife. For the Felmingham/Treloggen site there was concern for loss of the existing public open space use and amenity and concern from neighbours to the site for immediate impacts on them. Comments on the Coffey Drive location focussed mainly on changes a dog park here might have for the neighbourhood, street (traffic) and residents, including property values. Many comments provided insight on issues for Council it would need to address in developing a dog park, for example car parking spaces.

Several submissions suggested the existing St Helens dog park was a good centralised location just as useful for dog owners and would be a better place to invest limited resources.

## Community Consultation

## Dog Exercise Area for Binalong Bay

ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felmingham res.
121	7/09	<p>Opposes Felmingham reserve option - "sub-optimal" and impact on neighbouring residents.</p> <p>Existing fence not adequate to keep jumping dogs out and anticipates replacement - concerned he'd have to use steel sheeting to get privacy etc. and the cost to him. And would make reserve more unsightly.</p> <p>Concerned he may lose access through his existing gate.</p> <p>More use may increase littering, impinge on privacy, noise, dog poo.</p> <p>Remnant native understorey would be lost and is habitat for wildlife.</p> <p>School bus stop at reserve is used, so would be increase danger to people.</p> <p>Favours Coffey Drv site. fewer neighbours and other users affected already used with dogs.</p>	<p>Objects to Felmingham/Treloggen and prefers Coffey Drv.</p> <p>Private impacts, existing other users, wildlife, fencing costs, bus-stop conflict.</p>	Neighbour to the Felmingham Street/Treloggen Drive area		
122	3/09	<p>"I am dead against a dog exercise yard at Felmingham street corner, this area has great big wide drains ,so parking safely on the street is a no boner. but the area between coffee drive and Felmingham street is a large area out of the way, but why we need this yard is beyond me people with dogs have their own yard and if the dog needs more exercise buy a lead and take the dog for a walk on one of the many tracks around the Binalong bay area maybe you should look at doing the kerbing and the foot paths so people can walk on the foot path instead of the narrow roads"</p>	<p>Objects to Felmingham/Treloggen (parking problems).</p> <p>Prefers Coffey Drv., but doesn't consider there is a need when people have yards and can walk dogs on-lead.</p>			
123	4/09	<p>"If I had to vote for one, my vote would be for the Coffee Court [site]. Not sure how your counting votes, but that would be two votes for my wife and I."</p> <p>"TOTALLY DISAPPROVE " of Felmingham/Treloggen reserve - lives next door . Valuable open space, used by children playing and ball sports. Habitat for birds. One resident next door with a barking dog and holiday rental that allows dogs - would increase barking and dog-conflict. Concerned about dogs urinating on fence and smell. Table drains a parking/OH&amp;S problem.</p> <p>"TOTALLY DISAPPROVE " of Coffey Drv option: wildlife displaced, not needed when "most people go to St Helens" daily and could use the St Helens option, believes St Helens dog park is little used though, so one is not justified in Binalong Bay.</p> <p>"IT'S A PITY TO DESTROY this PRESTINE AREA that is ADVERTISED for TOURISM "</p>	<p>Does not support either. Keep Felmingham/Treloggen reserve as multiuse open space.</p>			
124	4/09	<p>Supports dog park idea in principle. Doubtful about need and use. [Has genuine personnel attachment to the Felmingham/Treloggen park and doesn't want that fenced in.] Also prefers it is kept as open space for everyone.</p>	<p>Objects to Felmingham/Treloggen reserve location, keep as multiuse open space. Supports dog park idea for Binalong</p>			
125	7/09					

Public summary

07/10/2020

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ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felmingham res.
			Bay but no views on Coffey Drv.			
		Live near both options and oppose both. Suggests funds go to footpath from Gulch to swimming coves.	Do not support either.			
126	7/09	Treloggen Park site: "park for family activities and exercise", no room for car parking, school bus stop. Coffey Court: "Not even an option!" ... "unspoilt bushland" and not enough parking nearby.				
		Asks what traffic is expected and parking is planned - Coffey Drv? Concerned about safety for children in street.				
128	7/09	"I'm not dead against the idea of an off lead area going into this part of the bush but I would hope that it stays sympathetic to the beauty of the bush in this area and that the level of traffic does not increase too much as it is a lovely quiet spot."	Not against Coffey Drv., half supportive with traffic and bushland concerns.	Response given regarding traffic/car parking		
		[Coffey Drv. property owner] and have seen the proposed site at the end of Coffey Drv. for a dog park. Asks to be informed about plans for parking with this site and appropriate places (other than residential driveways which is current practise) to turn at the end of this street.	Query re car parking - implied objection to this location and due to car parking/traffic management.			
129	7/09	Resident, with dogs, and can't see why its needed. "Several of my neighbours have dogs and not one has ever expressed a wish for an off-lead exercise area."	Does not support either. Believes no dog park is needed making impact on values at both locations unjustified.			
		Felmingham/Treloggen option: is open space used by children for play and others to walk & sit in peace. Fence would impede them. Is habitat for native plants and animals too. Two neighbouring barking dogs would cause a din and sometimes wander.				
		Coffey Drv. option: more flora and fauna on this crown land area (lists numerous orchids, eagles perch near). Lost a dog to snake bit in this area.				
108	11/09	Feels both should be kept as they are and a dog off-lead area is "is unwarranted and will probably become a 'white elephant'."				
		Resident and dog owner "baffled as to the reason why Binalong Bay needs an off lead exercise area ". Other dog owners they have spoken to also have the same view - not needed.	Does not support either. Believes no dog park is needed making impact on values at both locations unjustified.			
		Both these proposed areas should be "discarded", like the earlier Reserve St. one. Hopes Council realises there is no need. Funds better spent on one elsewhere, on road maintenance, a footpath between 14-36 Main Rd.				
		Felmingham/Treloggen option: open space used by children for play and others to walk & sit and enjoy scenery. Fence would impede them. Is habitat for native plants and animals - don't want "bland sterile and ugly bit of land as currently seen in the St Helens off lead				
73	12/09					

Public summary

07/10/2020

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ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felmingham res.
		area". Short stay accommodation adjoining allows dogs, no doubt adding to dog barking noise if exercise was allowed here as well. Coffey Drv. option: more flora and fauna here and would be impacted by fencing and mowing.				
		Does not want dog park in their (Coffey Drv.) area. If dogs were prohibited from all beaches all year and enforced, they might reconsider position. Suggests alternative locations: old Binalong bay tip site or Gun Club. Also complains about noise from short stay accommodation, allowing dogs, which get left alone and 'howling and whining'.	Objects to dog park at Coffey Drv. Might have different view if dogs were prohibited from beaches and that was enforced.			
130	15/09	Felmingham reserve was a factor in their making a home opposite it. Not a suitable place for a dog exercise area because: school bus stop, add more noise from barking dogs, would impact natural environment/flora & fauna, dog owning friends don't support the idea. Coffey Drv. preferred for less impact on their area.	Objects to Felmingham option, over Coffey Drv.			
131	14/09	"We totally support a designated area for off leash exercise for dogs. We feel the proposed area Felmingham and Treloggen is ideal. This parkland area has native shrubs, adequate space, bench seat, centrally located in the area for locals/travellers to use. I'd hope council will install waste bag dispensers and bins for dog owners to use, including a water station for the dogs. I can see this area being highly utilised by all. Great initiative by council"	Supports and asks for dog park at Felmingham/Treloggen site, with waste bags/bin and water. Implied support for Coffey Drv.			
132	16/09	Objects to Felmingham reserve location. Objected to one proposed at back of home [Reserve St?] and doesn't want one across the road. Would not be a 'people friendly development'. Complains about dogs left at holiday rental by guests and barking - "I have a very low tolerance to the barking". Would impact on wildlife on reserve and moving in neighbourhood and children play cricket in park. There is not a lot of dogs here [to use it] and they have plenty of space now. It would bring cars (& parking).	Dog park at Felmingham reserve is not welcome.			
133	17/09	Property in Coffey Drive. Does not support development of dog park here due to increased traffic and "disturbance of public walking track". Concerned about loss of property value. Traffic concerns include increased parking, no good turn around at the end of Coffey Drive, wear on road surface and child safety. Concerned Coffey Drv is too narrow for cars to park and others to pass. Has no turning circle at end, particularly those towing vans/boats - "These vehicles quite commonly frequent Coffey Drive". Road seal is "fragile" and has	Does not support development of dog park at Coffey Drv. location.			
134	17/09					

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ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felmingham res.
		'springs', it would be damaged. Around 16 children live-visit at the end of the Drive, and 9 dogs - risks increased by dog park traffic and the above factors. Proposed location, fenced, would cut-off pedestrian route between 4WD track on its southern edge and a public right of way/easements through subdivision to the north [linking to Pacific Drv.].				
65	17/09	Resident, surprised a dog park is needed and confirmed by dog owners they spoke to, who are happy to walk on a lead. Felmingham reserve location is not supported: 'Peoples Park' used by children, wildlife and it a school bus stop. Expects tourist traffic, which already annoys residents, would increase even more. Holiday makers likely to be just as happy to use St Helens dog park. Feels Coffey Drv. would be "tragic" too, with loss of wildlife, habitat and peace and quiet. Prefer Council resources were put to a footpath on Main Rd.	Against both, for loss of open space amenity and wildlife and increased tourist traffic in residential area.			
135	17/09	Do not support Felmingham reserve location, living nearby. Question whose needs it would serve, when it would undermine current use and care of the area by residents. Do not know of dog owners requesting it. Dog owners spoken to think: 'it is "just the Council trying to appease them" following dog walk restrictions that have been imposed, particularly in relation to beach areas. Refer to Reserve St. also, and "knee jerk reaction to non-existent problem" Felmingham reserve locations is surrounded by houses so not a good location. School bus stop, used by children, to walk, sit and enjoy and has wildlife - all impacted. Nearby dog welcoming accommodation houses means even more barking noise. Concerned that there will be safety risks with more dogs (are they required to be vaccinated, who will clean up droppings?) Questions if Council could manage a facility based on past management of reserve. Resources better put to its upkeep and improvement as open space or village roads and footpaths, particularly near busy beach accesses.	Against Felmingham reserve location - displace current uses, noise, dangers, wildlife. Not needed and doubts Council's motivations and capacity to manage a dog park. No view on Coffey Drv.			
14	18/09	Information paper and invitation for comment sent to all group members. Response "was 50% for and against the park on the corner of Felmingham and Treloggen." Many members did not respond at all and there were no returned on the Coffey Drive option.	[Interest group submission.] Reporting a split preferences of members, for /against, on Felmingham/Treloggen site. No view on Coffey Drv.	Preferences even overall for Felmingham and none for Coffey Drv.		

## Community Consultation

## Dog Exercise Area for Binalong Bay

ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felmingham res.
110	20/09	Grateful for consultation. Consider this may be an unnecessary facility and expense. Walk daily on the streets and Reserve tracks and think it is only a small number of residents they see walking dogs on same routes. And as most holiday rentals ban dogs their numbers are small. Wonder how many dog owners requested a dog park and query community not being asked before? If it were, preferred location would be Coffey Drv. site due to privacy [away from homes], access and layout. Felmingham site is too small, displace existing use and near homes (noisy barking). Unlike others are not completely against if it must go ahead.	No to Felmingham, yes, reluctantly, to Coffey Drive.	50% support for Coffey Drv.		
8	20/09	Preference is for no dog exercise area - plenty of dog access to beaches, ecological impacts and anticipate there will be social/community objections. Felmingham reserve: could be suitable for reasonable size, limited conservation values and well cleared already. Displacement of existing resident/open space use a negative. Suggests making dog access for certain hours to reduce impacts on neighbourhood. Coffey Drv.: lists flora and fauna values, including eagles and threatened species. Expect "it would require considerable earthworks" - weeds could be introduced. Doesn't support crown lease or licence of this FPPF Land. Suggests an alternative location already partly cleared on that Coffey Drv land as better alternative to the proposed location. Objects to Coffey Drv option. Will end quiet and safe (children on street) neighbourhood. Concerned for increased risk of dog attacks. Strongly objects to devaluing of newly built house, asks if Council will be compensating owners for less of value due to dog park? No dog park for same reasons as Reserve Street case. Any dog park should be far from dwellings due to dog dangers, noise and smells. Wants nearby residents to have veto over it. Concerned for loss of pedestrian though fare, impacts on wildlife. Melbourne has just 5 dog parks so one for Binalong Bay is unjustified[?]. "If a dog park must be built, due to a trade off with the Government following the banning of dogs from beaches to protect nesting birds, then it should not be near a residential area." Notes apparent contradiction of getting off beaches and impacting land birds instead.	[Interest group submission.] Preference is no dog exercise area at Binalong Bay. Suggests condition for a dog park to work better at the Felmingham reserve [implied support], and different location on Coffey Drv. crown land. Against Coffey Drv. location - due to impacts on wildlife, residents amenity, safety and property values.	50% support for Felmingham/Trel oggen site.		
136	20/09	Resident Binalong Bay property owners, investors and dog owners. "emphatically opposed" to Coffey Drv. location and "opposed" to Council providing dog exercise area in Binalong Bay, at all, as one is not needed. Recommend resources be put to education and	No to any dog exercise area at Binalong Bay, for range of	Extensive submission wades into detail of		
127	20/09					

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ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felmingham res.
		<p>enforcement, or perhaps more important strategic priorities of Council and the community.</p> <p>Consider 'reasonably foreseeable and likely impacts': physical environment, wildlife, Coffey Drv residents/holiday makers, traffic and road safety, cost to ratepayers.</p> <p>[Detailed and exhaustive submission. ]</p> <p>Pose 8 questions for Council response regarding: level of need expressed by community, if sufficient resources have been invested in Binalong Bay wildlife management, evidence of the impact this investment has had, is the Council intent for a dog exercise area foreshadowing a band from the beach altogether, correlation between past dog policy input by community and two proposed locations, are Council's standards for best practice dog exercise areas "aligned with those adhered to by other Council jurisdictions", what are those standards, has increasing the size and amenity of the St Helens dog park been considered?</p> <p>Observe with dismay many people taking dogs irresponsibly and frequently on to Binalong Bay beach, but not evidence of enforcement or penalties applied.</p> <p>Felmingham reserve: should not be used due to existing amenity and recreation use, wildlife, traffic issues, impact on neighbouring residents.</p> <p>Coffey Drv.: doesn't think use of Crown land is "appropriate" and Council resource should go to keeping its natural values not a dog park, increased traffic would put already poor road condition and safety over the edge and no turning circle at end of street (spend funds on these), concerned dogs coming in would threaten current resident's responsibly managed dogs, neighbourhood investment and culture is threatened.</p> <p>Concerned Council has ulterior motives for dog prohibition on beaches. Believes, if other small communities around St Helens don't have one Binalong Bay shouldn't. And it's more responsible to spend the funds on a centralised facility at St Helens. Council should apply best practice for dog exercise area provision, suggesting mainland criteria based on housing density to prioritise needs - adding, therefore Binalong Bay doesn't need one.</p> <p>[However, has also raised role of dog management in wildlife protection.]</p> <p>Suggests dog exercise area proposals for Binalong Bay contradict objectives in the BOD Strategy 2017-2027. Encourages Council to make a considered decision.</p>	<p>issues/concerns raised by others. Questioning Council's strategic rationale for putting the question at all.</p> <p>Suggests centralising dog park facilities at St Helens and adoption of best practices standards.</p>	<p>Council's governance, policy and program for dog parks.</p>		
		<p>Concerned (Coffey Drv.) there "has been no direct community engagement or consultation." and feel "much better sites with less impact on local residents" elsewhere. Dog parks should be away from residential areas and with existing recreational infrastructure, suggests alternative locations. Concerned about increased traffic, hazard to pedestrians/children, car parking (cites reference for dog park research '68% of people</p>	<p>Implied objection to Coffey Drv., for issues raised by others and adding a need to locate with existing</p>	<p>Others have voiced similar views regarding consultation. The concern may be</p>		

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## Community Consultation

## Dog Exercise Area for Binalong Bay

ID	Date	Submission summary	Interpretation	Reviewer comments	Support	
					Coffey Drv.	Felming-ham res.
		drive there'). No existing open-space facilities or path links [other sub argued an existing pedestrian link will be cut off] Dog poo bins need more emptying than normal. No toilet or water there. "Concern for [dog park] being used at night by other elements of the community." Not foreshadowed in "government planning documents" and may reduce property values. Bushfire risk. Stormwater runoff would carry faecal contamination to waterways.	recreation facilities. Claims a lack of community consultation by Council. <i>[Submission self-evidently demonstrates consultation]</i>	that people feel they had no opportunity before public invitation?		
			Support a dog park for Binalong Bay, either location with preference for Coffey Drv.			
138	[Late Sub] 21/09	[We] are very much in favour of a much-needed dog Exercise Area in Binalong Bay! This is badly needed by the many dog owners closer to Binalong Bay than to the Dog Park at St Helens. Either site would be OK but we would probably prefer the southernmost one, at the end of Coffey Drive."	[contrary to others] Believe it is "badly needed" by dog owners.			

ACTION	INFORMATION
PROPONENT	Council Officer
OFFICER	John Brown, General Manager
FILE REFERENCE	002\012\001\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

**OFFICER'S RECOMMENDATION:**

That the General Manager's report be received.

**INTRODUCTION:**

The purpose of this report is to provide Councillors with an update of various issues which are being dealt with by the General Manager and with other Council Officers where required.

**PREVIOUS COUNCIL CONSIDERATION:**

Provided as a monthly report – Council consideration at previous meetings.

**OFFICER'S REPORT:****OUTSTANDING REPORTS:**

Motion Number	Meeting Date	Council Decision	Comments
07/19.16.2.182	15 July 2019	In accordance with section 156 of the <i>Local Government Act 1993</i> , Council resolves to make a by-law for the regulation of the Trail Networks.	Draft By-Law currently being prepared.
08/20.8.1.132	17 August 2020	<i>A report is sought providing advice in accordance with the requirements of Section 65 of the Local Government Act 1993 for the information of Council at a future meeting and consider any advice given by a person who has the qualifications or experience necessary to give such advice, information or recommendation:</i> That Council expressly provide for and regulate virtual attendance for councillors, to participate at meetings via teleconference, video-conference or other means of instant electronic communication.	Report presented to the October Council Workshop

**COMPLETED REPORTS:**

Nil.

***The General Manager was on leave from Thursday 1 October until Friday 9 October (inclusive).  
The Manager Corporate Services was Acting General Manager during this time.***



**Meeting and Events attended:**

22.09.2020	<b>St Helens</b>	– Brand Tasmania Workshop
23.09.2020	<b>St Helens Via web</b>	– Regions Rising Webinar Series: Road Trip Revival: can domestic tourism fill the gap?
24.09.2020	<b>Launceston</b>	– TasWater, attended the Owner Representatives Group Meeting with the Mayor. Discussion at the meeting focussed on the financial and operational performance of TasWater with a number of questions raised in relation to forward projections relating to Dividends and the construction program.
24.09.2020	<b>Launceston</b>	– Northern Tasmania Development Corporation (NTDC) – Special Members Meeting
25.09.2020	<b>Launceston</b>	– Department of State Growth, catch up with officers of DSG and regional Development Australia Tasmania to discuss current economic activity in Break O’Day including Council projects and the impact of COVID 19.
29.09.2020	<b>St Helens</b>	– Senator Claire Chandler, meeting with the Senator focussed on providing her with an update in relation to the Break O’Day Employment Connect project.
30.09.2020	<b>St Helens</b>	– Parks & Wildlife Services (PWS), meeting with Linda Overend (North East Manager) to discuss progress with the Burns Bay Car Park project and next steps
30.09.2020	<b>Fingal &amp; St Helens</b>	– Break O’Day Employment Connect (BODEC) – Official Launch

**Meetings & Events Not Yet Attended:**

15.10.2020	<b>Campbell Town</b>	– LG Professionals Conference and Awards Presentation
19.10.2020	<b>St Helens</b>	– Council Meeting

General – The General Manager held regular meetings prior to commencing leave with Departmental Managers and individual staff when required addressing operational issues and project development. Meetings with members of the community included Brett Woolcott (Woolcott Surveys) and Nereda Ball (L J Hooker)

The Acting General Manager met with community members and organisations from the St Helens Neighbourhood House.

**Brief Updates:****Employment Partnership Agreement – Break O’Day Employment Connect**

The Break O’Day Employment Connect project held its official launch on Wednesday 30 September and is now becoming fully operational supporting job seekers and employers throughout Break O’Day. The project is being managed by a steering committee sitting under the umbrella of the Fingal Valley Neighbourhood House. As Councillors may recall the project developed as part of the TasCOSS and TCCI community engagement activities which occurred identifying how the local labour market operated with a focus on the barriers experienced by both job seekers and

employers. This program is designed to complement services providers already operating in this space and will take a holistic approach to employment solutions.

The project has been established with its primary base in St Helens with satellite facilities being used when required in St Marys and Fingal. The need for an effectively operating labour market in the Break O'Day area is important to the ongoing growth of our local economy as well as providing a focus on assisting youth to transition into employment in the local area. Development of education and training pathways is also a critical part of activities and will require a close working relationship with the Trade training centre, local high schools and training providers. Council is playing a supportive role to the project with the General Manager currently being the Chairperson of the Steering Committee and the Community Services Project Officer, Erica McKinnell, providing Steering Committee support.

#### **Annual General Meeting & Annual Report**

It is likely that Council will be unable to hold the Annual General Meeting by 15 December 2020 as required by the Local Government Act 1993 due to the Audit of our 2019-20 Financial Statements not being completed by the Tasmanian Audit Office (TAO) due to the consequential impact of COVID 19 on the TAO timetable and processes. The actual timing of receipt for our Audited Financials is unknown at this stage and maybe late November. This does not provide Council with sufficient time to follow the statutory processes relating to our Annual report and the consideration of submissions. LGAT have been working with the Local government Division and the TAO on a solution and this may include a COVID-19 Act Notice allowing the AGM deadline to be extended through to next year or a statement of comfort from the Director of Local Government about any delays. Council officers are currently preparing the main body of the Annual Report in readiness for the Audited Financials.

#### **Actions Approved under Delegation:**

NAME/DETAILS	DESCRIPTION OF USE OF DELEGATION	DESCRIPTION	DELEGATION NO / ACT
Freshwater Street, Beaumaris	Affixing Common Seal	Final Plan of Survey	Number 12 – Miscellaneous Powers and Functions to the General Manager
North Ansons Road, Ansons Bay	Affixing Common Seal	Final Plan of Survey	Number 12 – Miscellaneous Powers and Functions to the General Manager



**General Manager's Signature Used Under Delegation for Development Services:**

03.09.2020	337 Certificate	24-26 Telemon Street, St Helens	6782066
04.09.2020	337 Certificate	6 Lade Court, Beaumaris	6787967
04.09.2020	337 Certificate	Canhams Road, St Helens	3314056
04.09.2020	337 Certificate	47 Scamander Avenue, Scamander	6783990
09.09.2020	337 Certificate	4 Hugh Street, St Marys	6403484
09.09.2020	337 Certificate	Lot 1 Dakins Road, Gray	9535084
11.09.2020	337 Certificate	Tasman Highway, Seymour	2984322
14.09.2020	337 Certificate	1 Byatt Court, Scamander	6782509
16.09.2020	337 Certificate	55 Peron Street, Stieglitz	6785857
16.09.2020	337 Certificate	133 St Helens Point Road, Stieglitz	9895832
16.09.2020	337 Certificate	1/15 Telemon Street, St Helens	7641812
16.09.2020	337 Certificate	1174 Gardens Road, The Gardens	2708766
16.09.2020	337 Certificate	14 Legge Street, Fingal	6411409
16.09.2020	337 Certificate	10 Kismet Place, St Helens	7386161
16.09.2020	337 Certificate	248 St Helens Point Road, Stieglitz	6786833
16.09.2020	337 Certificate	35B Falmouth Street, St Helens	2908426
18.09.2020	337 Certificate	17 Seaview Avenue, Beaumaris	6788505
18.09.2020	337 Certificate	4 Susan Court, St Helens	2282726
18.09.2020	337 Certificate	56 Treloggen Drive, Binalong Bay	6798455
21.09.2020	337 Certificate	32-34 Cameron Street, St Marys	6401809
21.09.2020	337 Certificate	Lawry Heights, St Helens	2503453
21.09.2020	337 Certificate	1 Pringle Street, Scamander	6406124
21.09.2020	337 Certificate	15 James Street, Falmouth	3341986
21.09.2020	337 Certificate	7A Silver Street, Scamander	3449276
21.09.2020	337 Certificate	2/1 Cherrywood Drive, Scamander	1917566
21.09.2020	337 Certificate	497 Lottah Road, Goulds Country	6805707
21.09.2020	337 Certificate	3 Malibu Street, Scamander	3427341
21.09.2020	337 Certificate	89 Acacia Drive, Ansons Bay	7184252
21.09.2020	337 Certificate	46 Main Street, St Marys	6403935
22.09.2020	337 Certificate	29 Felmingham Street, Binalong Bay	2662999
22.09.2020	337 Certificate	8 Telemon Street, St Helens	6782162
22.09.2020	337 Certificate	Mangana Street, Mathinna	6415944
22.09.2020	337 Certificate	P70+ North Ansons Road, Ansons Bay	2127208
28.09.2020	337 Certificate	38 Freshwater Street, Beaumaris	9280159
29.09.2020	337 Certificate	1 Parnella Drive, Stieglitz	7154897
30.09.2020	337 Certificate	36 Davis Gully Road, Four Mile Creek	7808694
30.09.2020	337 Certificate	P1306 Tasman Highway, Pyengana	6806953
30.09.2020	337 Certificate	28 Medea Street, St Helens	2853699
30.09.2020	337 Certificate	17 Douglas Court, St Helens	7551235

## Tenders and Contracts Awarded:

Tender Closing Date	Description of Tender	Awarded to
4 September, 2020	2020/2021 Bituminous Reseal Program	Awarded to Fulton Hogan.
14 September, 2020	Green Mulch – Batch 2	No tenders received.
5 October, 2020	Upper Esk Road Pavement Remediation	Currently being assessed.
5 October, 2020	Medeas Cove Esplanade Pavement Remediation	Currently being assessed.
5 October, 2020	Design & Construct Bridge 2398 – Forest Lodge Road	Currently being assessed.
4 November, 2020	Gardens Road – Sight Distance Works	Not yet closed.
4 November, 2020	St Helens Point Road Upgrade	Not yet closed.

## LEGISLATION / STRATEGIC PLAN & POLICIES:

Strategic Plan 2017-2027

### Goal

Services - To have access to quality services that are responsive to the changing needs of the community and lead to improved health, education and employment outcomes.

### Strategy

- Work collaboratively to ensure services and service providers are coordinated and meeting the actual and changing needs of the community.
- Ensure Council services support the betterment of the community while balancing statutory requirements with community and customer needs.

## BUDGET AND FINANCIAL IMPLICATIONS:

Not applicable.

## VOTING REQUIREMENTS:

Simple Majority.

<b>ACTION</b>	<b>DECISION</b>
<b>PROPONENT</b>	Council Officer
<b>OFFICER</b>	John Brown, General Manager
<b>FILE REFERENCE</b>	014\002\010\
<b>ASSOCIATED REPORTS AND DOCUMENTS</b>	Nil

**OFFICER'S RECOMMENDATION:**

That having conducted a review of Council's Delegations Register in accordance with Section 22 of the *Local Government Act 1993*, the Council adopt two (2) new delegations under the *Land Use Planning and Approvals Regulations 2014*, as follows:

<b>Statutory Ref</b>	<b>Function or Power</b>	<b>Conditions or Restrictions</b>	<b>Delegation</b>	<b>Original Source of Power</b>
Regulation 5	Notice of Approval of Local Provisions Schedule	No authority to sub-delegate in respect of delegation	General Manager	Council
Regulation 8A	Notice of Approval of Local Provisions Schedule	No authority to sub-delegate in respect of delegation	General Manager	Council

**INTRODUCTION:**

Following a review by the Local Government Association of Tasmania (LGAT) of the Delegations Register it has been identified that there has been an update to some legislation, in particular the *Land Use Planning and Approvals Regulations 2014* to take into account the preparation and approvals for the Local Provisions Schedule (LPS).

**PREVIOUS COUNCIL CONSIDERATION:**

Last review adopted at the Council Meeting held in May 2020.

**OFFICER'S REPORT:**

The Delegations provide to the administration the authority for officers to deliver Council services.

Delegations need to be clear and well documented to ensure Council's operations are open, transparent and accountable.

The *Local Government Act 1993* requires that Council must cause a separate record to be kept of all delegations under Section 22 and in accordance with good governance should at least once in every financial year review the delegations for the time being in force under this section.

Councils have certain duties which they must perform, and certain powers which they may exercise, pursuant to the *Local Government Act 1993* as well as a range of other Acts. In most cases the relevant Acts grant these obligations and powers directly to the Council as a body.

It is not practical or efficient for Council as a body of elected members to perform the many functions or undertake the many activities that are required in the day to day administration of Council's roles and functions. Delegations are the way in which Council enable other people/bodies (usually Council Officers) to undertake these steps on its behalf.

Therefore it is necessary for Council to take formal steps to delegate to such people/bodies the authority to make decisions, perform functions or undertake activities on behalf of Council.

If the delegations are not done properly, the enforceability of decisions and actions taken may be compromised and there may be legal and administrative problems for the Council.

Whilst the proposed instruments of delegations reflect the functions and duties which are granted to Councils under various Acts, it is a matter for the Council to decide which of those powers and functions are to be delegated.

It is important to note that any specific delegation may be withdrawn or altered or reviewed by Council at any time and therefore it is recommended that the delegations be supported.

In addition both the wording of the resolution and the instrument of delegation itself are important. It is the resolution which makes the delegation. The resolution is the instrument which sets out the scope of the delegation. Consequently, Council needs to be careful with respect to varying the wording of the recommendations of this report.

#### **LEGISLATION / STRATEGIC PLAN & POLICIES:**

Local Government Act 1993.

Land Use Planning and Approvals Regulations 2014.

#### **BUDGET AND FINANCIAL IMPLICATIONS:**

There are no financial implications identified in adopting these delegations.

#### **VOTING REQUIREMENTS:**

Simple Majority.

ACTION	DECISION
PROPONENT	Council Officer
OFFICER	John Brown, General Manager
FILE REFERENCE	004\003\002\
ASSOCIATED REPORTS AND DOCUMENTS	Nil

**OFFICER'S RECOMMENDATION:**

That Council authorise the General Manager to close the Council Office and the Works Depot for the Christmas Break from 12.30pm on Thursday 24 December 2020 and reopen on Monday 4 January 2021.

**INTRODUCTION:**

Christmas Eve falls on a Thursday this year and consideration needs to be given to the closure period for the Council Office and Works Depot.

**PREVIOUS COUNCIL CONSIDERATION:**

No previous Council consideration.

**OFFICER'S REPORT:**

In previous years the Council Office etc have closed at lunch time (12:30) on Christmas Eve and following this a break up/end of year function has occurred.

We have looked at the options for the end of year function and it has been suggested that a Christmas BBQ take place on the Thursday commencing at 12.30pm for all staff (indoor and outdoor combined) and Councillors. Details of this need to be finalised.

**STRATEGIC PLAN & ANNUAL PLAN:**

Nil.

**LEGISLATION & POLICIES:**

Nil.

**BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

There is no financial implication to Council in regards to this matter.

**VOTING REQUIREMENTS:**

Simple Majority.

<b>ACTION</b>	<b>DECISION</b>
<b>PROPONENT</b>	Council Officer
<b>OFFICER</b>	John Brown, General Manager
<b>FILE REFERENCE</b>	014\001\022\
<b>ASSOCIATED REPORTS AND DOCUMENTS</b>	Nil

**OFFICER'S RECOMMENDATION:**

That the following dates and times be approved for Council Meetings and Workshops to be held in 2021:

<b>Council Meetings Commencing at 10.00am</b>	<b>Council Workshops Commencing at 10.00am</b>
Monday 18 January	
Monday 15 February	Monday 1 February
Monday 15 March	Monday 1 March
Monday 19 April	Wednesday 7 April
Monday 17 May	Monday 3 May
Monday 21 June	Monday 7 June
Monday 19 July	Monday 5 July
Monday 16 August	Monday 2 August
Monday 20 September	Monday 6 September
Monday 18 October	Monday 4 October
Monday 15 November	Wednesday 3 November
Monday 20 December	Monday 6 December

**INTRODUCTION:**

It is necessary to determine Council meeting dates prior to the commencement of the New Year. The above dates are submitted for Council's consideration.

**PREVIOUS COUNCIL CONSIDERATION:**

Setting Council meeting dates is an annual requirement.

**OFFICER'S REPORT:**

Once the meeting dates have been established they will be published on the Council website, Council does have the opportunity to amend these dates if issues arise during the year.

In regards to the dates set above I highlight the following variations from what would be the normal 1<sup>st</sup> and 3<sup>rd</sup> Monday of each month.

June – The Council Meeting will be held one (1) week later on Monday 21 June due to the Australian Local Government Association (ALGA) General Assembly normally being held the previous week on what would be the 3<sup>rd</sup> Monday of the month, however due to COVID-19 no dates have yet been set for ALGA but we have allowed for these dates as this is when it normally takes place. Once dates are released if a meeting date change is required we will provide a further report to Council.

November – The workshop will be held on Wednesday 3 November due to the 1<sup>st</sup> Monday (2 November) falling on a public holiday and Tuesday 2 November is Melbourne Cup Day.

#### **STRATEGIC PLAN & ANNUAL PLAN:**

Strategic Plan 2017 – 2027

##### *Goal*

Community – To strengthen our sense of community and lifestyle through opportunities for people to connect and feel valued.

#### **LEGISLATION & POLICIES:**

Local Government (Meeting Procedures) Regulations 2015 – Part 2, Division 1 - Dates must be established to enable appropriate notification of meeting dates as required under Legislation.

#### **BUDGET; FUNDING AND FINANCIAL IMPLICATIONS:**

There are no budget implications to Council.

#### **VOTING REQUIREMENTS:**

Absolute Majority.



*Pursuant to Regulation 15(1) of the Local Government (Meeting Procedures) Regulations 2015 that Council move into Closed Council.*

# IN CONFIDENCE

## **10/20.17.0          CLOSED COUNCIL**

**10/20.17.1          Confirmation of Closed Council Minutes – Council Meeting 21 September 2020**

**10/20.17.2          Outstanding Actions List for Closed Council**

**10/20.17.3          Audit Panel – Review of Panel Membership - Closed Council Item Pursuant to Section 15(2)A of the Local Government (Meeting Procedures) Regulations 2015**

**10/20.17.4          Contract 030\001\129\ - Upper Esk Road Pavement Remediation - Closed Council Item Pursuant to Section 15(2)D of the Local Government (Meeting Procedures) Regulations 2015**

**10/20.17.5          Contract 030\001\130\ - Medeas Cove Esplanade Pavement Remediation - Closed Council Item Pursuant to Section 15(2)D of the Local Government (Meeting Procedures) Regulations 2015**

*Pursuant to Regulation 15(1) of the Local Government (Meeting Procedures) Regulations 2005 that Council move out of Closed Council.*